Celebrating Our Past, Present and Future

CITY OF SANTA CLARA
2010 - 2035 GENERAL PLAN

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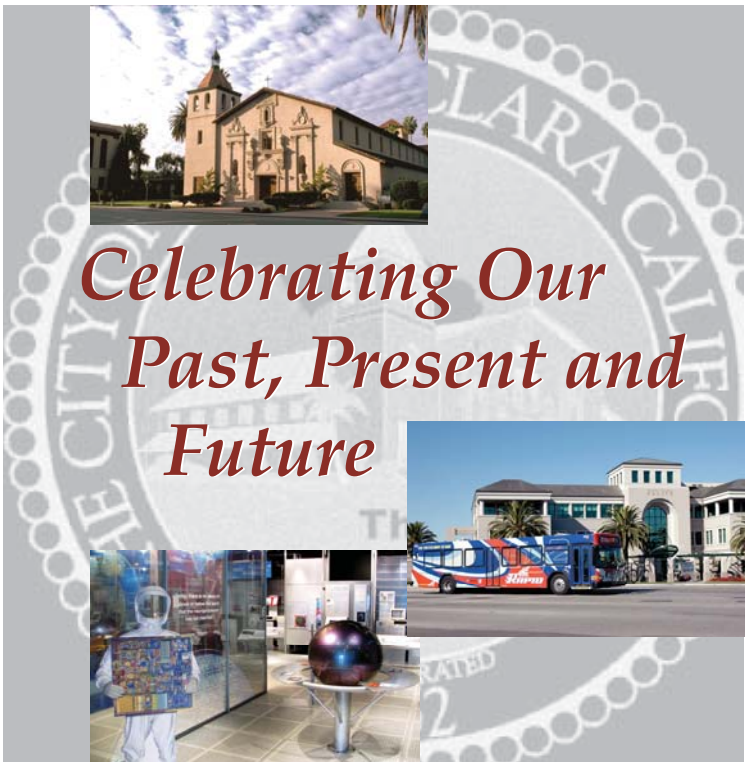


A Community Guide to the General Plan

The City of Santa Clara General Plan presents the vision for the evolution and enhancement of the Santa Clara community through the year 2035. This General Plan's vision is long-range, supported by a spectrum of strategies and policies to deal with changing priorities and development pressures that the City will face through the coming years. Because this Plan looks forward 25 years into our future, it recognizes that changing circumstances may alter our collective choices as we move toward that far-time horizon.

This General Plan has been designed as a "Progressive Plan" that breaks down the 25-year horizon into three planning phases that are more manageable and responsive to change and our future needs. As we near the conclusion of each of these short, medium and long-term planning phases, to 2015, 2025 and 2035, respectively, there will be renewed community participation efforts to check our direction and priorities, as well as to reaffirm and extend our long-term vision each time.

In order to provide a structure for decision-making for development in the City, the General Plan outlines Major Strategies that provide the foundation for defined goals and policies. Together, these guide decisions that affect land use, neighborhood conservation, transportation, parks, and other aspects of the City's physical form. These Strategies, goals and policies should be evident in the actions the City takes on public and private development in the City. Implementing these Strategies through the City's development decisions will reflect the importance of treasuring our history, taking best advantage of today's community and regional assets, and making the most of the challenges and opportunities that we will face in the future.

"... Santa Clara is a desirable place to live, work and play."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

This Community Guide has several purposes.

- First, it presents a summary of all that makes up the General Plan, with a concise, but comprehensive view of the detailed information that is contained within the Plan. It is presented in a format that corresponds to the order of the larger document to facilitate access to more detailed information.

- Second, because it is a summary of the General Plan, it provides a resource for the community to readily evaluate how decisions about development projects conform to the Major Strategies, goals and policies that are in the General Plan.

- Third, it presents an overview of the purpose and requirements for general plans, and highlights how the City's Strategies, goals and policies are consistent with those requirements.

Both the Community Guide and the General Plan, itself, are arranged to support the community planning process and encourage public participation. Each of the General Plan chapters is summarized in this Community Guide, and discussed in greater detail elsewhere in the General Plan.

Chapter 1: A Community Guide to the General Plan

Chapter 2: General Plan Organization

Chapter 3: Treasuring Our Past, Present and Future

Chapter 4: Major Strategies

Chapter 5: Goals and Policies

Chapter 6: Local and Regional Planning Context

Chapter 7: Turning the General Plan into Action

Chapter 8: Appendices

The Santa Clara Vision

Santa Clara has a rich history and a promising future. Mission Santa Clara, rebuilt several times prior to its current home on the Santa Clara University campus, is a fitting icon for the City's seal. It represents a commitment and a will to succeed. Leadership in Santa Clara takes many forms, and overall it has been forward thinking and supportive of the growing City since its incorporation in 1852, but at the same time, protective of its cultural and historical treasures. Together, the residents and businesses of Santa Clara have built a community that is strong and successful well beyond its modest reputation.

Modern Santa Clara sprang from two centers, the central core that grew outward from the original downtown and the Old Quad residential areas, and Agnew Village, a satellite area that established a base for residential neighborhoods in northern Santa Clara. Primarily an agricultural community through the mid-1900s, it came to life as a family-oriented, suburban community of comfortable neighborhoods in the post World War II era and as the heart of Silicon Valley in the electronics industry boom of the 1970s.

Because City leadership had the foresight to develop its own electric, water and sewer utilities, as well as to support an industrial and retail economic base that has resulted in robust property and sales tax revenues, Santa Clarans have enjoyed high quality services for many years in the form of affordable utility rates, abundant parks and recreational amenities, good streets and admirable community facilities, such as the Senior Center, the Central Park Library and the municipal Santa Clara Golf & Tennis Club, to name a few.

In crafting a General Plan that articulates a vision for the City, the community participants who lead this effort recognized the importance of protecting and preserving the heritage of past

generations and the neighborhoods. At the same time, because the world does not stand still, these leaders realized that we must look forward, just as our community forefathers did, and make bold plans to maintain and enhance that quality of life for Santa Clarans to come. The policies in this General Plan, and the underlying Strategies for Santa Clara's vision, will support decisions, large and small, that continue to make Santa Clara a great place to live, work and play.

Just after the turn of the millennium in 2000, it became clear that forces of change larger than our local decisions were beginning to alter the economy of Silicon Valley. While the headquarters of major electronic firms, such as Intel, Applied Materials, National Semiconductor and Sun Microsystems/Oracle, among many others, remain, much of the production and manufacturing activities of these enterprises moved away. Many jobs were lost, with commercial and industrial vacancies hitting a high in late 2009. The management, design and development activities of these companies have stayed, indicating the confidence in the area's wealth of brain power and entrepreneurial spirit.

The challenge for realizing Santa Clara's vision will be to preserve the best of the community we have cultivated over many years, while finding and making the most of the opportunities that stem from the pressures of development that are brought before us. Santa Clara is built out, with over 97 percent of its land area developed primarily in a low density, suburban form. New businesses and residences will need to intensify existing development. Planned growth, economic, physical and social, should be directed to areas where already developed properties can be enhanced and intensified with little or no adverse effect on areas that we wish to preserve.

Growth that is well done, and in the right location, will provide new revenues to support current and new services and replace aging infrastructure. It will generate jobs for residents and families who want to remain in Santa Clara, support new and better retail services through reinvestment in older properties, and put new housing in areas where services can be added or enhanced. These improvements will increase transportation options for new and existing residents, alike, and reduce their reliance on automobile trips.

Santa Clara's geographic location at the center of the Valley presents a number of advantages for new development that can provide the growth and rejuvenation of the community's physical environment necessary to maintain our City's economic health. Five State highways, including El Camino Real and three County expressways, serve Santa Clara well. In addition, three light and heavy rail corridors, as well as County bus service and future BART and High Speed Rail service, will enhance transit options for residents, visitors and employees. These transit services offer an opportunity for new, concentrated growth that minimizes impacts on existing neighborhoods and provides choices for living and working with less reliance on the automobile for every trip.

"... a healthy, thriving and safe city in which to live, work and enjoy life."

Santa Clara's vision to preserve the things we like about this community and direct beneficial growth to the right locations, with good design, should result from the application of the Major Strategies, goals and policies in this General Plan. The General Plan should be used by developers to understand the opportunities and limitations presented in our vision, by staff to guide developers toward appropriate project applications, by residents and businesses to measure the success of proposals and decisions made with regard to our priorities, and by decision-makers to determine the appropriate development that is best for the community.

"... people of all ages, incomes and cultures are able to live in Santa Clara."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

1.1 GENERAL PLAN PURPOSE AND PROCESS

1.1.1 Why a General Plan?

The State requires that every city and county in California prepare a general plan. The City of Santa Clara's General Plan lays out broad goals and specific policies on land use, community design, circulation, housing, public facilities, open space, recreation, conservation, noise, seismic and safety, and historic preservation. The General Plan provides information for the community to define acceptable development. It is a guide for decisions by the City Council, Planning Commission, City Departments and other governmental agencies on specific development applications. In sum, the purpose of the General Plan is to:

"...a high quality of life for its residents, with distinctive and thriving neighborhoods and excellent transportation."

- Formally state the development policies of the City;
- Set forth a framework of principles and standards;
- Guide future decisions affecting the development of the City;
- Create a desirable environment for living, working and playing;
- Define acceptable locations for facilities contributing to the social, economic and cultural goals of the community; and,
- Establish a vision for the future of Santa Clara.

1.1.2 What Is Required?

Framework

A city's general plan can be described as its constitution for development and the framework for decisions related to growth, public services and facilities and environmental protection. General plans are as diverse as the communities they guide. The State allows local jurisdictions flexibility in their general plans so that they can reflect the needs and interests of individual communities. State law does, however, establish the following basic requirements for general plans:

"... set the stage for a strong economy, so you can provided for your family and the City can provide services to meet your needs."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

- The plan must be comprehensive, in terms of geography and content, must cover the entire city, as well as any other areas deemed relevant, and must address the full range of issues that affect a city's physical development.
- The plan must be internally consistent, meaning that all aspects must be integrated and relate to each other without conflict.
- The plan must take a long-term perspective, typically 20 to 30 years.

Elements

State law requires that general plans address seven specific areas, called "elements." These required elements are: Land Use, Circulation, Open Space, Conservation, Noise, Safety and Housing. During the City of Santa Clara's planning process,

historic preservation and neighborhood compatibility emerged as important components for inclusion in the General Plan, as well. Instead of treating each area as separate elements, this General Plan integrates them into a comprehensive guide for the City's future. The State required elements are cross-referenced in Appendix 8.4. Note that the General Plan Housing Element is a stand-alone document in Appendix 8.12. Policies from that document are also incorporated into the residential land use goals and policies found throughout Chapter 5.

General Plan

The General Plan outlines land use envisioned for each area of the City, such as residential, commercial and open space, while zoning regulates the details of use, height, setbacks, activities and other aspects of development.

1.1.3 How Was the Plan Prepared?

Plan Development

This General Plan developed through public engagement to reflect the vision and desires of the community. The planning process began with visioning and technical analysis to establish a foundation and direction for the Plan. Next, an analysis of alternative land uses led to the selection of a preferred plan, which provided the basic framework for the General Plan and its policies. A comprehensive Environmental Impact Report was also prepared in parallel with the General Plan, pursuant to the requirements of the California Environmental Quality Act.

Environmental Impact Report

An Environmental Impact Report (EIR) is a detailed analysis of the potential environmental effects of a plan or development project. An EIR identifies alternatives to the proposed plan and presents ways to reduce or avoid potential environmental effects. A General Plan EIR is required and regulated by the California Environmental Quality Act.

Public Participation

While the development of this General Plan was influenced by many sources, the most important voice was that of the community. The ideas, suggestions, insight and critical input from the community resulted in a Plan that reflects Santa Clara's vision. To that end, public participation for the City of Santa Clara was structured for each phase of the planning process. A variety of opportunities were offered to engage community participation, including workshops, stakeholder meetings, a City-wide survey and neighborhood outreach meetings. More than 2,500 people participated directly in a workshop or the survey. The General Plan Steering Committee, comprised of 19 individuals, representing a variety of interests, was appointed by the City Council to guide policy development and direction for the General Plan. Information about public participation opportunities and information about work products were provided through newsletters, *Inside Santa Clara* (the City's quarterly newspaper distributed to all residents and businesses) and the City and project website. City Council and Planning Commission study sessions were also held throughout the process to present findings and obtain feedback.

1.2 GENERAL PLAN ORGANIZATION

The Santa Clara General Plan is organized into seven chapters and multiple appendices.

- **Chapter 1** (this chapter) is the Community Guide to the General Plan. It is a synthesis of the General Plan's vision, strategies and implementation program, and is intended as the executive summary of the Plan and serves as a reference guide for community members and policymakers.

- **Chapter 2** provides a description of the progressive structure of the Plan. This chapter also describes the State requirements for general plans.

- **Chapter 3** sets the historical context for the General Plan goals and policies.

- **Chapter 4** defines the Major Strategies which are the guiding principles for the Plan, itself.

- **Chapter 5** includes the goals and policies that direct the Plan implementation. Policies for land use, discretionary uses and land use transitions, focus areas, historic preservation, mobility and transportation, public facilities and services, and environmental quality provide the direction for future development.

- **Chapter 6** provides information about the local and regional planning context, including parallel planning efforts by the City, surrounding jurisdictions and regional agencies that have implications for development in Santa Clara.

- **Chapter 7** defines the implementation strategy, in terms of roles, responsibilities and financing, to meet Plan policies and goals.

- **Chapter 8** is the Appendices. It contains supplemental documents to the Plan, including the City's Sustainable Community Plan, a matrix of the Plan's consistency with regulatory requirements, the Housing Element for the current planning period, a glossary of definitions for terms referenced in the Plan, an index for the Plan and its

policies, a summary of the General Plan assumptions, and other technical information.

General Plan goals and policies in Chapter 5 provide the foundation for decision-making in Santa Clara. Goals are the City's statements of broad direction, philosophy or standards. Policies provide specific direction and requirements to guide future development. Goals and policies may include programs or development standards from previous planning documents. The environmental assessment of this Plan was conducted in parallel with preparation of its policies, such that some of the policies serve as mitigation measures for the Plan. In many ways, this General Plan is a "self-mitigating" document.

"... have a place to live near where you work."

The General Plan is the vision for the City's future. Much of its implementation comes from the individual efforts of private development. While the General Plan enables the implementation of the goals and policies, it does not ensure that all aspects of the Plan will occur.

1.2.1 Progressive General Plan

The City of Santa Clara General Plan is a "Progressive General Plan" which provides a multi-horizon sequence for development as a mechanism to facilitate responsible growth. The framework of the Progressive General Plan represents the City's commitment to a viable and sustainable Plan for future development, while meeting the goals and standards envisioned by the community. The Plan includes three phases that direct change in the short, mid and long-term for the City's growth and development.

"... an identifiable Downtown with a successful mix of residential, retail commercial and entertainment."

To address the potential effects of future growth and the associated increasing demand for services, the Plan identifies the steps, conditions and improvements required for implementation of subsequent phases as prerequisites. The intent of these prerequisites is to allow logical planning for responsible growth, ensuring that the City maintains quality services for existing and future residents and businesses. Prerequisites for future phases can be refined, amended and added over time, as local and regional conditions change. Specific prerequisite policies are included in Chapter 5.

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

1.2.2 Areas of Stability and Potential Development

Most areas of the City are not expected to change substantially over the course of the Plan. Specifically, Santa Clara's established residential neighborhoods, with their distinctive character and sense of community, are not proposed for land use changes.

Additionally, General Plan policies support compatibility between new development and existing neighborhoods in terms of scale, height and land use. Current residents will benefit from public and private investments resulting from the implementation of the Plan, including new and upgraded public facilities, transportation improvements and retail services planned in concert with new development.

Given the built-out nature of the City, virtually all new development will reuse existing, underutilized properties. A preliminary market assessment prepared as part of the analysis for this Plan, identified future opportunities throughout the City for residential, retail, entertainment, office, industrial and data center uses, when the economy is ready for such development.

1.2.3 Plan Phases

The Plan is organized into the three phases listed below, reflecting near-, mid- and long-term horizons. Each phase includes changes in land uses and development intensities for specific areas. The primary objective for the phasing is to ensure that new development is supported by the appropriate infrastructure and services. Over time, new economic, technological and social conditions may emerge that alter assumptions about land use needs, compatibility and overall planning. To respond to these unknown factors, the Plan includes a reassessment toward the end of each phase. As the City faces a new cycle of needs and economic conditions, General Plan strategies and objectives can be refined and reflected in subsequent phases. Through this iterative process, the Progressive General Plan can continue to promote the high quality of life enjoyed in the City; encourage the preservation and enhancement of existing neighborhoods; foster public and private investment in jobs, housing, services and amenities; and support the Major Strategies.

> *... provisions for safe pedestrian and bicycle pathways and convenient public transit.*

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

Phase I 2010-2015: This phase represents the short-term strategy for growth, between 2010 and 2015. It focuses on implementing new land use classifications and implementation measures. The end of this phase aligns with the beginning of the next State-mandated Housing Element adoption cycle. It incorporates potential development of housing sites located near the Santa Clara transit station, Downtown, El Camino Real and other residential and mixed-use areas. In sum, the intent of Phase I of the Plan is to:

- Define opportunity sites for housing that are well-connected with existing residential neighborhoods, City services and public transit;
- Focus intensified employment centers north of the Caltrain corridor;
- Support infrastructure improvements;
- Develop mixed-use residential and commercial development along El Camino Real and in Downtown;
- Preserve and expand commercial uses along Stevens Creek Boulevard; and,
- Establish new neighborhood-oriented retail uses and services along Homestead Road at Lawrence Expressway and Kiely Boulevard and Monroe Street, and at Saratoga Avenue and Stevens Creek Boulevard.

Phase II 2015-2025: This phase represents the intermediate strategy for growth, between 2015 and 2025. It continues many of the policies defined in Phase I, including employment intensification north of the Caltrain corridor; mixed-use development along El Camino Real and in Downtown; and commercial uses along Stevens Creek Boulevard. New initiatives in Phase II are to:

- Develop new residential neighborhoods north of the Caltrain corridor to capitalize on existing transit near the Caltrain Station at Lawrence Expressway and adjacent to the Tasman light rail corridor; and,
- Plan public facilities and services in tandem with new neighborhoods, including retail as well as, parks, open space and other public facilities.

> *"... a range of safe and comfortable homes that residents and the local workforce can afford to own or rent."*
>
> *A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009*

Phase III 2025-2035: As the City's long-term strategy for growth, Phase III applies to the period between 2025 and 2035. For this time period, some of the General Plan assumptions may need re-evaluation. A reassessment of this phase before 2025 will help to better align growth and development with future conditions and changing needs. Looking ahead, applicable long-range initiatives in Phase III are to:

- Develop new residential neighborhoods in conjunction with appropriate retail, parks, open space and other public uses, along transit corridors, such as Great America Parkway, Central Expressway and De La Cruz Boulevard; and,

- Explore a civic presence in Downtown and continue the intensification of residential and mixed uses along El Camino Real.

"... a varied and vibrant business community."

1.3 TREASURING OUR PAST, PRESENT AND FUTURE

Santa Clara, "The Mission City," has been transformed over the past century, from a small agricultural town to the center of technology in the Silicon Valley. The City's rich past is rooted in the early history and development of California. While some aspects of the City have changed with its transition from a Mission outpost and agricultural town, key reminders of Santa Clara's history remain throughout the City. These features are evident in the City's historical resources, like Mission Santa Clara, the Santa Clara Railroad Depot, the Old Quad and Agnew Village neighborhoods and vintage period architecture. As Santa Clara continues to evolve, understanding and honoring the past will ensure that the City's cultural heritage and identity are maintained and enhanced.

"... local and regional transit systems are robust, interconnected flexible and reliable."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

1.3.1 The City Today

Today, Santa Clara consists of vibrant residential neighborhoods and job centers that continue to grow and evolve. The City is adjacent to San José, the largest city in the Bay Area, the San José Norman Y. Mineta International Airport (Airport) and regional transportation corridors. Like its neighbor, Santa Clara is centrally located in Santa Clara County, one of the fastest-growing counties in the State and home to numerous high technology companies. The City's industrial core includes Intel, Applied Materials, Sun Microsystems/Oracle, Nvidia, National Semiconductor and other major companies. Mission College, Santa Clara University and the UCSC Extension in Silicon Valley are also located within the City. As a result, the pressure for Santa Clara to absorb a substantial share of the region's growth is likely to continue.

1.3.2 Vision for the Future

Several common themes emerged during the planning process, forming an overall vision for Santa Clara's future:

- Preserve the City's small-town feel, particularly by maintaining the character and quality of the City's residential neighborhoods;
- Add opportunities for a mix of residential and commercial uses throughout the City in places with access to existing and future transit;
- Revitalize a landmark Downtown;
- Improve the visual and physical character of the City's commercial corridors;
- Enhance walkability and bicycle circulation throughout the City;
- Reduce traffic congestion and promote expansion of the public transportation system;
- Diversify industrial and business uses and intensify the employment base;
- Provide neighborhood commercial centers;
- Continue high quality public services and amenities, including open space and parks; and,
- Encourage sustainability to protect energy, water supplies and air quality.

These themes serve as the basis for the General Plan Major Strategies, which are summarized below. They also provide the context for the General Plan policies as well as for the population and job growth projections identified in Appendix 8.6.

"... farmers' markets, outdoor cafes, pedestrian paseos and public art activate the street and invite people to share ideas, linger, walk and window shop."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

1.4 MAJOR STRATEGIES

The seven Major Strategies represent the overarching principles of the Santa Clara General Plan. The Strategies expressed here are reflected throughout the Plan, providing the direction for goals and policies, as well as for implementing actions. Each Strategy listed below defines a distinct priority, such as economic vitality or sustainability. The synthesis of these individual Strategies into General Plan goals and policies mutually reinforces the overall purpose of the Plan to enhance quality of life for existing and future members of the City of Santa Clara.

1. Enhance the City's High Quality of Life
2. Preserve and Cultivate Neighborhoods
3. Promote Sustainability
4. Enhance City Identity
5. Support Focus Areas and Community Vitality
6. Maintain the City's Fiscal Health and Quality Services
7. Maximize Health and Safety Benefits

1.5 GOALS AND POLICIES

Goals and policies of this General Plan are organized around land use; discretionary uses and transitions between varying land uses; focus areas; historic preservation; mobility and transportation; public facilities and services; and environmental quality. These goals and policies describe the priorities and strategies for the City's General Plan vision.

1.5.1 Prerequisites

Prerequisite goals and policies identify fundamental steps, or milestones, that must be undertaken or reached, prior to moving on to subsequent phases of the General Plan. The prerequisites provide the opportunity to monitor and evaluate the City's progress at regular intervals. 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.

1.5.2 Land Use

Because Santa Clara has virtually no vacant land, new development will primarily redevelop existing sites from lower to higher intensity uses. Intensifying existing development will result in a more efficient, sustainable use of limited land and resources, particularly along El Camino Real and Stevens Creek Boulevard, as well as in the City's employment core north of the Caltrain corridor. Focusing increased intensities at these locations will maximize opportunities for mixed uses and future transit, without impacting the City's existing residential and industrial character.

"... urban parks, community gardens and public plazas that are integrated well within the larger community."

Components of the City's land use policies include:

- Revitalizing Downtown with a mix of commercial and residential uses;
- Redefining El Camino Real as a vital, pedestrian-oriented corridor, with a greater diversity of uses;
- Reinforcing Stevens Creek Boulevard as a regional destination for durable goods and other commercial outlets;
- Maintaining the integrity and character of existing residential neighborhoods with improved pedestrian amenities and local-serving retail;
- Intensifying employment centers for the industrial, research and development uses within the City;
- Taking advantage of the City's accessibility to regional transportation corridors and supporting alternative transportation modes;
- Creating new residential neighborhoods north of the Caltrain corridor with a full complement of services and infrastructure like those provided to existing Santa Clara residents;
- Retaining Heavy Industrial uses to support the City's employment base; and,

"... promoting eating locally grown, organic produce, walking, physical activity and socializing with neighbors."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

- Maximizing accessibility to parks, trails, retail and commercial centers.

While much of the City is not anticipated to change significantly in character, land use or development intensity over the next 25 years, all areas will be influenced by new growth in the City. As a result, the City's growth strategy addresses sustainability and fiscal responsibility, as well as the City's role in supporting innovation and expansion for existing and new businesses.

1.5.3 Focus Areas

The Plan identifies Focus Areas throughout the City to support and foster the City's diverse economic base. The purpose of these Focus Areas is to encourage improvements and new development tailored to the character and quality of these areas. Near-term Focus Areas include the El Camino Real and Stevens Creek Boulevard corridors where a mix of land uses at key locations, in conjunction with improved commercial and streetscape design, are encouraged. Santa Clara's Downtown is another Focus Area for regeneration as a center of activity to draw patrons City-wide for shopping, eating and entertainment. The fourth near-term Focus Area is centered on the Santa Clara Transit Station. Future Focus Areas are envisioned along transportation corridors, such as San Tomas Expressway and Bowers Avenue, in order to facilitate greater mobility and expand accessibility to jobs in these areas. Comprehensive planning is a prerequisite for all the Future Focus Areas prior to development approvals.

1.5.4 Neighborhood Compatibility

Policies for neighborhood compatibility promote livability through the design of new public spaces, such as streets and plazas, as well as through the application of interface solutions between new development and existing neighborhoods. These policies protect Santa Clara's existing assets in order to maintain the City's identity. Neighborhood compatibility policies focus on protecting existing neighborhoods, as well as on providing appropriate transitions between varying planned intensities and uses.

Components of neighborhood compatibility include discretionary use and transition policies. Discretionary Use Policies are used to address unique cases in which uses and/or densities, other

than those designated on the Land Use Diagrams, may conform to the General Plan. Transition Policies focus on preserving neighborhood character through design continuity between higher-intensity, or varying uses, in order to respect the scale of existing neighborhoods.

1.5.5 Historic Preservation

Santa Clara's character and identity relate directly to its history as a Mission City. The goals and policies for historic preservation protect the City's existing assets to support the Major Strategies of enhancing the City's identity through its distinctive past, and cultivating existing neighborhoods through the preservation of historic and archaeological resources for years to come.

1.5.6 Mobility and Transportation

A convenient and efficient Citywide system that promotes a balance of all modes of transportation is essential. Santa Clara's Mobility and Transportation goals and policies support connected networks that facilitates pedestrian, bicycle and vehicular movement throughout the City. Emphasis is placed on alternative transit modes to support increased densities, a mix of uses, as well as walking and bicycling as a practical solution for everyday transportation. Additionally, improving the City's transit network will offer viable alternatives to the automobile, resulting in reductions in per-capita vehicle miles traveled and greenhouse gas emissions.

Components of the City's policies for Mobility and Transportation include:

- Creating a universally accessible transportation system that meets the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households;
- Providing a multi-functional street system that ensures the safe and efficient movement of people, goods and services, and promotes a high quality of life and economic vitality;
- Establishing flexible transportation service standards that encourage increased densities and a mix of uses to increase transit ridership, biking and walking and encourage decreased auto travel, air pollution, energy consumption and greenhouse gas emissions;

"... attractive, walkable neighborhoods with a vibrant mix of homes, shops, restaurants and offices."

"... a variety of housing types and levels of cost to choose from."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Members, October 2009

- Designing, constructing, operating and maintaining City streets based on the concept of "Full-Service Streets" to provide safe, comfortable and attractive accessibility for pedestrians, bicyclists, motorists and transit users of all ages and abilities;

- Supporting flexible parking standards to limit supply to meet business needs and encourage transit ridership, bicycling and walking;

- Supporting transportation demand management strategies to decrease single-occupant automobile ridership and vehicle miles traveled; and,

- Maximizing the quality of all travel modes in the City, particularly for pedestrians and bicyclists through the application of standards for vehicular movement that minimize the need for roadway and intersection widening and improve the levels of service for alternative transportation modes.

1.5.7 Public Facilities and Services

The Plan ensures that existing and new neighborhoods have access to a full complement of parks, public facilities and City utilities, such as water, sewer, electricity and other public services for everyday living. The Plan's phasing and its prerequisites for new residential uses in future Focus Areas provide an opportunity for appropriate planning and financing of new infrastructure and services to support future development.

Components of the City's policies for providing public facilities and services include:

- Supporting efforts by school districts to maintain, improve and expand educational facilities and services;

- Ensuring that arts, cultural and other community facilities continue to be available;

- Providing a comprehensive and integrated network of parks and open space, with access to existing facilities as well as to additional facilities provided with new development;

- Using trails along creeks and other rights-of-way to link parks and open spaces; and,

- Providing responsive police and fire services to ensure a safe and secure environment for people and property in the community.

1.5.8 Environmental Quality

The quality of the environment that surrounds us, whether it is rural, suburban or urban, affects quality of life and physical, mental and emotional health. Preserving environmental resources, maintaining water and air quality and protecting plant and wildlife habitat are important to environmental health. Environmental quality also includes protecting the community's safety against the risks posed by hazards. Potential safety hazards can be associated with seismic and geologic conditions, flooding, hazardous materials and waste, as well as excessive noise. Like most Bay Area communities, Santa Clara is located in a seismically active region. The City is also proximate to the San José Norman Y. Mineta International Airport, rail lines and various highway corridors, all of which generate noise. Addressing these environmental issues is important as the City becomes more densely developed.

Components of the City's policies for maintaining environmental quality include:

- Maximizing opportunities throughout the City to provide open space and habitat;
- Protecting and improving air quality by reducing vehicle trips;
- Continuing to develop cost effective alternative power sources and to encourage conservation;
- Maximizing recycling and composting to save energy and resources, as well as to reduce demand on solid waste facilities;
- Requiring water conservation and recycled water use to ensure an adequate water supply and to save energy;
- Requiring that urban development not reduce water quality;
- Participating in a regional Non-Point-Source Control Program to reduce storm water runoff pollutants;

- Protecting life and property from hazards related to seismic activity, hazardous material exposure, flooding and fire; and,
- Minimizing exposure to noise through site planning design and construction techniques.

1.5.9 Sustainability

The City's sustainability goals and policies are predominately incorporated within the land use, transportation and mobility, and environmental quality sections. They are summarized and cross-referenced in Section 5.11: Sustainability and in Appendix 8.13: Community Sustainability and Health Goals and Policies Matrix. These policies support the City's current efforts in energy, water, and solid waste reduction as well as in addressing global climate change. As a prerequisite requirement for Phase II of the General Plan, a Climate Action Plan, consistent with the recommendations of the California State Attorney General's Office, as well as with those of the California Air Resources Board, will be prepared and included in Appendix 8.13 of this General Plan.

"... spaces that promote a healthy lifestyle, access to proper housing for all, a commitment to a safe and comfortable environment, a quality of life that is filled with invitation and openness."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

1.6 LOCAL AND REGIONAL PLANNING CONTEXT

There are several planning initiatives and development projects moving forward in Santa Clara, as well as in neighboring cities, that may affect Santa Clara residents and land use decisions. In addition, regional initiatives, including planning efforts in the City and along El Camino Real, may provide development and funding opportunities for the City. These efforts are summarized in the following Table 1.6-1.

TABLE 1.6-1: LOCAL AND REGIONAL PLANNING CONTEXT

Jurisdiction	*Plan Name*
Local Planning Efforts	
City of Santa Clara	• Santa Clara Station Area Plan • Downtown Plan
City of Cupertino	• City of Cupertino General Plan • North Vallco Master Plan

City of San José	• City of San José General Plan Update • Alviso Specific Plan • North San José Vision Plan
City of Sunnyvale	• City of Sunnyvale General Plan Update • Lawrence Station Area Plan • El Camino Real Precise Plan • Lakeside Specific Plan
Regional Planning Efforts	
Association of Bay Area Governments	• Local Hazard Mitigation Plan: Taming Natural Disasters
Association of Bay Area Governments, Bay Area Air Quality Management District, San Francisco Bay Conservation and Development Commission and Metropolitan Transportation Commission	• Transportation 2035 Plan for the San Francisco Bay Area • FOCUS Program: Priority Development Areas
California High Speed Rail Authority	• California High Speed Rail
Caltrain	• Caltrain Electrification Project
Joint Venture: Silicon Valley Network	• El Camino Real Grand Boulevard Initiative • Climate Protection • Disaster Planning Initiative • Silicon Valley Economic Development Alliance
Norman Y. Mineta San José International Airport Land Use Commission	• Airport Comprehensive Land Use Plan
San José/Santa Clara Water Pollution Control Plant	• San José/Santa Clara Water Pollution Control Plant Master Plan • South Bay Water Recycling Project
Santa Clara County, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, City of San José, City of Gilroy, City of Morgan Hill, California Department of Fish and Game, U.S. Fish and Wildlife Service and National Marine Fisheries Service	• Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan
Santa Clara Valley Transportation Authority	• Bus Rapid Transit Facilities Design • Valley Transportation Plan 2035
Metropolitan Transportation Commission	• Transportation 2035 Plan for the San Francisco Bay Area

"... set aggressive standards to reduce greenhouse gas emissions and protect water resources."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

1.7 TURNING THE GENERAL PLAN INTO ACTION

The City uses a variety of regulatory mechanisms and administrative procedures to implement the General Plan. These include the Zoning Ordinance, Subdivision Ordinance, Uniform Building Code, International Fire Code, Capital Improvements Program, neighborhood planning and an environmental review process consistent with the California Environmental Quality Act. Implementation tools are described below.

"... a city that has a strong economic and financial base so you and your family receive outstanding public services – libraries, police, fire, parks, and recreation facilities."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

1.7.1 Implementation

The City's General Plan policies are designed as implementing actions. Collectively, these policies comprise the Plan's implementation program. Policies provide direction for public improvements, define appropriate land uses, identify standards for new development and detail measures to protect the City's environmental quality.

Implementation of the General Plan involves the City Council, the Planning Commission, other City review bodies and City staff and the community. The Planning and Inspection Department staff has primary responsibility for implementing the Plan. The City also consults with Santa Clara County, adjacent cities and other public agencies on proposals that affect their respective jurisdictions.

1.7.2 Regulatory Framework

Consistency between Zoning and the General Plan is fundamental to Plan implementation. This consistency ensures that the Plan's Major Strategies and the City's overall vision are realized. The City's Zoning Ordinance translates General Plan policies into specific regulations, development standards and performance criteria applicable development on individual properties. The General Plan establishes the policy framework, while the Zoning Ordinance prescribes specific rules and procedures for development. Revisions to the City's regulations are anticipated as part of a comprehensive Zoning Ordinance update approximately one year following the adoption of the 2010 – 2035 General Plan.

1.7.3 Neighborhood Planning

The General Plan focuses on City-wide policies. Other than the policies and design elements tailored to the four, near-term Focus Areas, the Plan does not include detailed neighborhood plans. The Plan does, however, outline a process for existing neighborhoods and districts to initiate separate, private planning efforts to create smaller scale Neighborhood Improvement Plans. These community-initiated plans are intended to help neighborhoods to define and preserve their individual neighborhood character.

For Future Focus Areas, the General Plan includes criteria for comprehensive planning as a prerequisite for new development. Comprehensive plans for Future Focus Areas can be either developer or City-initiated. These plans will specify land use, utilities, streets, services, parks and other public facilities for each area.

"... bike friendly streets all throughout the City to encourage motorists to get out of their cars and children to walk or ride to school."

A Letter to the Future Children of Santa Clara, General Plan Steering Committee Member, October 2009

General Plan Organization

This Chapter describes the purpose of the General Plan, its required contents under State law, and outlines the organization of the document, itself. It also provides a description of the "Progressive General Plan," including areas where new development is anticipated, the phasing of the plan and a summary of the prerequisites for development, which are the fundamental components that shape the Plan.

2.1 PLAN REQUIREMENTS

This General Plan governs the City's actions related to Santa Clara's physical development. It is mandated by, and derives its authority from, California Government Code Section 65300 et seq. In the City of Santa Clara, the General Plan is adopted by the City Council to:

- Define a vision for Santa Clara's long-term physical and economic development;

- Provide specific strategies and policies that support this vision;
- Establish a basis for development and project approvals;
- Support proposals that protect environmental resources and minimize hazards; and,
- Set parameters for plans and programs, such as the Zoning Ordinance, Capital Improvements Program and Redevelopment Plans.

2.1.1 State Requirements

A city's general plan can be described as its constitution for development and the framework for decisions related to growth, public services and facilities, and environmental protection. In California, local control over land use decisions means that cities have flexibility in preparing general plans, provided certain basic requirements are met. The California Government Code establishes both content requirements for general plans and the rules for their adoption and subsequent amendment. Together, State law and judicial decisions have established four overall guidelines for general plans.

1. *Comprehensive*. This requirement has two aspects. First, a general plan must be geographically comprehensive. It must apply throughout the entire incorporated area and should include other areas that the city determines are relevant to its planning. Second, a general plan must address the full range of issues affecting the city's physical development.
2. *Internally Consistent*. This requirement means that the General Plan must fully integrate its separate parts and relate them to each other without conflict. Consistency applies as much to figures and diagrams as to the text. It also applies to data and analysis as well as policies. All adopted portions of a general plan, whether required by State law or not, have equal weight.
3. *Long-Range*. Because anticipated development will affect a city, its residents and businesses for years, State law requires every general plan to take a long-term perspective. The time horizon for the Santa Clara General Plan is approximately 25 years.

4. *Mandated Elements.* State law mandates that general plans include seven elements: Land Use, Circulation, Open Space, Conservation, Noise, Safety, and Housing. Elements to address other local concerns may also be included. The Santa Clara General Plan includes Historic Preservation and Neighborhood Compatibility. Because this General Plan is an integrated document, it does not have independent elements except for the Housing Element, which is provided in Appendix 8.12. Appendix 8.4 is a matrix that cross-references State general plan required elements with the Santa Clara General Plan text and diagrams.

2.2 PLAN ORGANIZATION

The Santa Clara General Plan is organized into seven chapters and multiple appendices.

- This Chapter provides a description of the "Progressive Plan" and an outline of the organization of the Plan.
- Chapter 1 is the Community Guide to the General Plan. It is a synthesis of the General Plan's vision, strategies and implementation program. This Chapter is intended as the executive summary of the Plan and serves as a reference guide for community members and policymakers.
- Chapter 3 sets the historical context for the General Plan goals and policies. It is a summary of existing conditions, which provides the framework for the Plan.
- Chapter 4 defines the General Plan's Major Strategies, which serve as the guiding principles for the Plan itself.
- Chapter 5 includes the goals and policies for land use, discretionary uses, land use transitions, focus areas, historic preservation, mobility and transportation, public facilities and services, and environmental quality that provide direction for future development.
- Chapter 6 provides a description of the local and regional planning context.

- Chapter 7 defines the implementation strategy, in terms of roles, responsibilities and financing for Plan policies and goals. This Chapter also outlines the process for monitoring, amending and implementing the Plan.

- Chapter 8 is the Appendices and contains supplemental documents to the Plan, including:

  - Index, Definitions and Acronyms. The index is intended to help readers locate information by topic in the Plan, and the glossary provides definitions for terms used in the Plan.

  - Matrix of General Plan Land Use Designations. This matrix illustrates the relationship between the 1992 General Plan land use designations and those in the 2010-2035 General Plan.

  - Matrices of General Plan Elements and Other Regulatory Requirements. These Appendices include matrices that cross-reference the State-mandated elements and other regulatory requirements, such as those associated with Senate Bill 2 (SB2), Assembly Bill 32 (AB32) and Senate Bill 375 (SB375), with specific sections, policies and diagrams in the Plan.

  - Assumptions Appendices. These Appendices document the underlying development assumptions associated with land uses in the Plan for growth (such as persons per household, rate of development and the like) as well as the assumptions for the transportation networks.

  - Housing Element. This is the City's Housing Element for the current planning period, which is a technical document, consistent with State law requirements. It provides the basis for many of the residential land use policies found in Chapter 5.

  - Sustainability Goals and Policies Matrix. This Appendix includes a matrix of General Plan policies that correspond to the City's goals for sustainability and reductions in greenhouse gas emissions.

  - Other Technical Appendices. Included in these Appendices are other documents, such as the noise analysis, historical resources inventory, heritage tree list, parks and open space resources inventory, and school district and facilities information.

- Acknowledgements. This identifies the primary contributors to the production of the General Plan document.

The Goals and Policies are organized from those with broad direction for a variety of land uses to those applying to more specific areas or situations in the City. Goals and Policies are numbered using the Section number, a designation as "Goal" or "Policy" and sequential numbering. For example, Downtown Focus Area Goals are labeled "5.4.2-G1", "5.4.2-G2" and so on, while Downtown Focus Area Policies are labeled "5.4.2-P1", "5.4.2-P2" and so on. Note that policies pertaining to public/quasi-public facilities and to parks, trails and open space are included in Section "5.9: Public Facilities and Services" as well as in Section "5.5: Neighborhood Compatibility Goal and Policies" as Discretionary Use Policies.

2.3 PROGRESSIVE GENERAL PLAN

2.3.1 Areas of Stability

Much of the City is not expected to change substantially over the three phases of the Plan. Specifically, Santa Clara's established residential neighborhoods, with their distinctive character and sense of community, are not proposed for land use changes. Additionally, General Plan policies support compatibility between new development and existing neighborhoods in terms of scale, height and land use. The City benefits from private investments as a result of implementation of the Plan, including increased revenues from new development, as well as upgraded public facilities, transportation options and retail services. Areas of Stability are illustrated on Figure 2.3-1 in this Chapter.

2.3.2 Areas of Potential Development

Given that the City has virtually no vacant land, all new development will reuse existing underutilized properties for redevelopment. A preliminary market assessment of future land use demand, prepared as part of the analysis for the General Plan Update, identified future opportunities throughout the City for investment in residential, retail, entertainment, office, industrial and data center uses, when the economy supports such development. The Areas of Potential Development illustrated on Figure 2.3-1 in this Chapter were identified using this market analysis, in conjunction with an analysis of the redevelopment

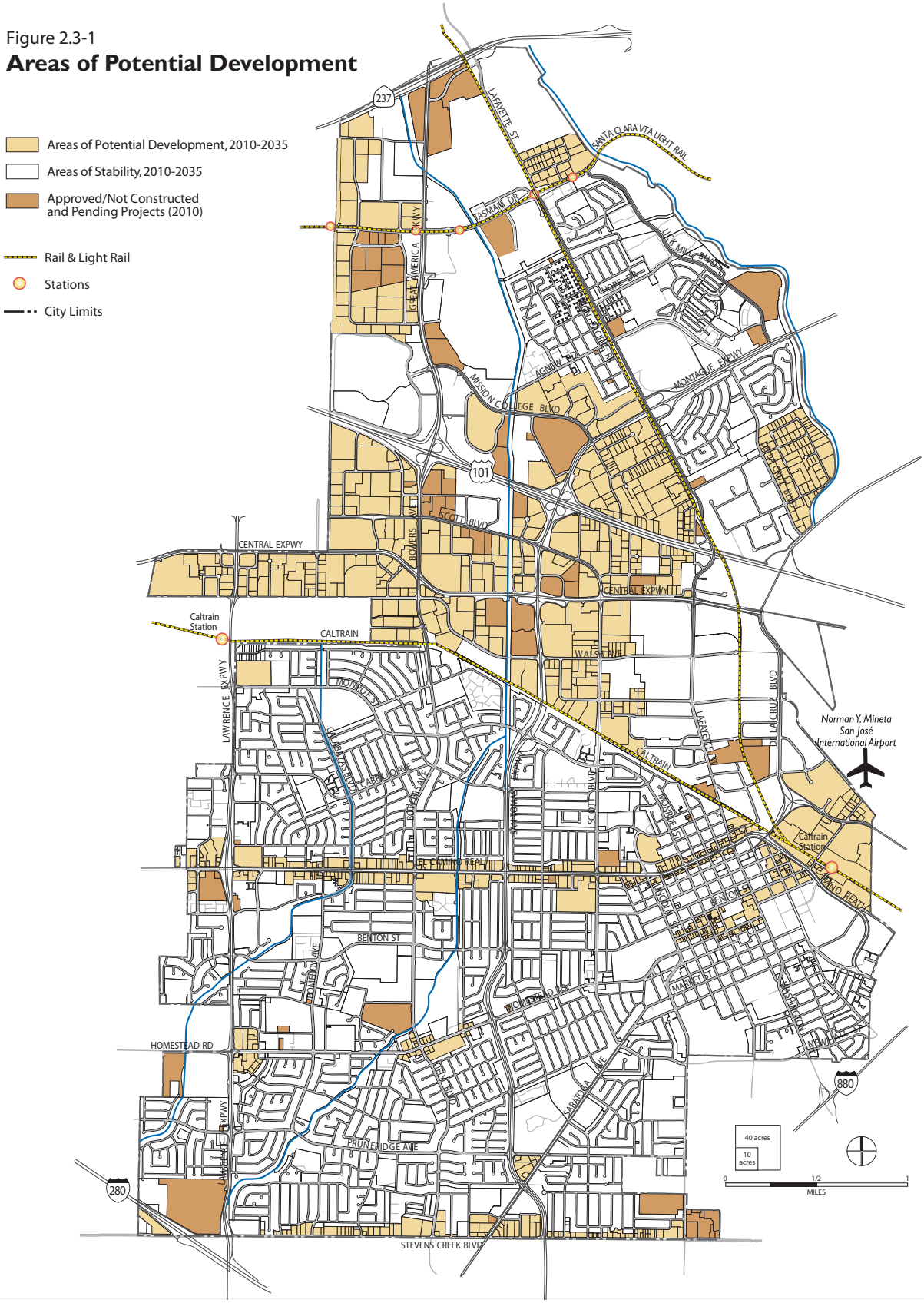
potential for properties based on location and/or relatively low-intensity existing development. While not all of the sites will likely redevelop, the map indicates where new development is anticipated and acceptable. It is possible that by 2035, other, more recently-developed sites may also be ready for redevelopment or intensification. The designated land uses for new development are illustrated in Chapter 5, Figures 5.2-1, 5.2-2 and 5.2-3.

Potential development identified in the Plan includes both intensification under existing land use designations, as well as expansion of the allowed uses under those designations. Only the Downtown and Santa Clara Station Focus Areas and the new residential neighborhoods in the Future Focus Areas, north of the Caltrain right of way, incorporate significant land use designation changes from the prior General Plan.

Both the City's industrial and commercial areas are expected to change from lower to higher intensity development. North of the Caltrain corridor, the City's employment base is expected to expand through the intensification of office/research and development (R&D) uses. Specifically, the Bowers Avenue and San Tomas Expressway transportation corridors are targeted for higher-intensity employment centers. More moderate employment centers surround these corridors. Intensification of commercial uses and expanded opportunities for mixed uses are targeted for the areas along El Camino Real and Stevens Creek Boulevard. The areas included within the Downtown and Santa Clara Station Focus Areas combine new land uses with higher-intensity development in order to take advantage of proximity to transit. Chapter 5 provides more detail on the allowable development intensity for the various land use designations and for the Downtown and Santa Clara Station Focus Areas.

Figure 2.3-1

Areas of Potential Development



2.4 PLAN PHASES

The Plan is organized into three phases, reflecting near-, mid- and long-term horizons. Each phase includes changes in land uses and development intensities for specific areas. The goals and policies in Chapter 5: Goals and Policies, along with the associated Land Use and Mobility and Transportation Diagrams, include the requirements associated with each phase.

The primary objective for the three phases is to ensure that pressure for new development can be accommodated and supported by appropriate infrastructure and services. Over time, new economic, technological and social conditions may emerge that alter current assumptions about land use needs, compatibility and overall planning. To respond to these unknown factors, the Plan includes prerequisites as described in Section 2.5 and in Chapter 5. For example, as the City faces a new cycle of needs and conditions, General Plan strategies and objectives will be refined and reflected in subsequent phases. Through this iterative process, the Progressive General Plan will continue to preserve the high quality of life enjoyed in the City, encourage the preservation and enhancement of existing neighborhoods, promote public and private investment in jobs, housing, services and amenities, as well as reflect and support the Major Strategies defined in Chapter 4.

2.4.1 Phase I: 2010-2015

Phase I represents the short-term strategy for growth. It focuses on areas with new development opportunities, including new land use designations and implementation measures for 2010 to 2015. The end of this phase aligns with the next State-mandated housing element adoption cycle and incorporates housing located near the Santa Clara Transit Station, Downtown, El Camino Real and other residential and mixed-use areas. In sum, the intent of Phase I is to:

- Define opportunity sites for housing that are well-connected with existing residential neighborhoods, City services and public transit;
- Focus intensified employment centers north of the Caltrain corridor;
- Support infrastructure improvements;

- Develop mixed residential and commercial uses along El Camino Real, in Downtown, and in Santa Clara Station Area;
- Preserve and expand commercial uses along Stevens Creek Boulevard; and,
- Establish new neighborhood-oriented retail uses and services along Homestead Road at Lawrence Expressway and Kiely Boulevard, Monroe Street, and at Saratoga Avenue and Stevens Creek Boulevard.

2.4.2 Phase II: 2015-2025

Phase II represents the intermediate strategy for growth. It continues many of the policies defined in Phase I, including the employment intensification north of the Caltrain corridor; mixed-use development along El Camino Real and in Downtown; and commercial uses along Stevens Creek Boulevard. New initiatives in Phase II are to:

- Develop new residential neighborhoods north of the Caltrain corridor to capitalize on existing transit near the Caltrain Station at Lawrence Expressway and adjacent to the Tasman light rail corridor at the City's eastern boundary; and,
- Plan public facilities and services in tandem with new neighborhoods, including retail uses, parks and open space, utilities and other public facilities.

2.4.3 Phase III: 2025-2035

As the City's long-term strategy for growth, Phase III applies to the period between 2025 and 2035. For this time period, some of the General Plan assumptions may need re-evaluation. A reassessment of this phase before 2025 will help to better align growth and development with future conditions and changing needs. Looking ahead, applicable, long-range initiatives in Phase III are to:

- Develop new residential neighborhoods in conjunction with appropriate retail uses, parks and open space and other public facilities along transit corridors, such as Great America Parkway, Central Expressway, De La Cruz Boulevard and Tasman Drive; and,
- Explore a civic presence in Downtown and continue the intensification of residential and mixed uses along El Camino Real.

2.5 PLAN PREREQUISITES

To address the potential effects of future growth and the associated increased demand for services, resources and changing technology, the Plan identifies intermediate steps, conditions and improvements as prerequisites for implementation of subsequent phases. The intent of these prerequisites is to allow logical planning for responsible growth, ensuring that the City maintains quality services and available resources for existing and future residents and businesses. Prerequisites for future phases will be refined, amended and added over time, as local and regional conditions, as well as technology, change. Prerequisites for phases of the Progressive General Plan are included in Chapter 5: Goals and Policies.

Prerequisites for each phase focus on a reassessment of the Plan prior to implementing the next phase. Through this process, assumptions for future development, as well as for supporting infrastructure and services, can be adjusted to meet changing conditions. An analysis of the fiscal implications for the City is also envisioned between each phase to help define appropriate land use and policy changes.

In addition to prerequisites that keep the Plan current, there are also prerequisites for public improvements. The purpose of these is to promote the concurrent development of facilities and services necessary for new residential and non-residential development. For example, new neighborhoods north of the Caltrain corridors will require comprehensive planning efforts prior to implementation of individual development proposals. This process will identify adequate infrastructure and services, access to transit, open space, recreation and retail and sufficient public facilities (such as parks, schools, libraries and utilities). Finally, transportation improvements to meet future demands of new development and changing priorities for alternate modes are also prerequisites for each phase. These prerequisites include criteria for roadway and intersection improvements, as well as for bicycle, transit and pedestrian facilities.

Treasuring Our Past, Present and Future

Santa Clara, the "Mission City," has been significantly transformed over the past century from a small agricultural town to the center of technology in Silicon Valley. The past 20 years, in particular, have given rise to a wave of new development in the City. Today, Santa Clara consists of vibrant residential neighborhoods and job centers that provide stability and support for the City's continued growth. This Chapter provides an overview of the City, including its history and context, as well as a summary of existing conditions that will shape future growth. It also describes the public participation efforts that provide the basis for the vision and strategies incorporated into the General Plan.

3.1 HONORING OUR PAST

Mission Santa Clara was instituted in 1777 and rebuilt four times in its history, with the final 1825 structure residing on the current Santa Clara University (SCU) campus.

Santa Clara has a rich past that is rooted in the early history and development of California. While some aspects of the City past have changed with its transition from a Mission outpost and agricultural town, key reminders of Santa Clara's history remain throughout the City. These features are evident in the City's historical places, like Mission Santa Clara, Santa Clara Railroad Depot, the Old Quad and Agnew Village neighborhoods and the vintage period architecture. As Santa Clara continues to evolve, understanding and honoring the past will ensure that the City's cultural heritage and identity are maintained and enhanced.

The area around Santa Clara was first settled by the Costanoan tribe, also known as the Ohlone tribe, as early as 4000-8000 BC. In 1769, scouts from Juan Gaspar de Portola's expedition into the Monterey Bay discovered the area's rich fertile soils. Mission Santa Clara was established in 1777. Over time, Mission activity gave way to wheat farming as well as cattle ranching. By 1850, when California became a state, Santa Clara was an established frontier settlement. In 1851, Santa Clara College, now Santa Clara University, was founded on the Mission site. The incorporation of Santa Clara followed in 1852. In 1866, the City officially established a grid street system to accommodate anticipated growth. Today, this area is known as the Old Quad neighborhood.

Early industries in the City included manufacturing, as well as seed and fruit packing. Leather tanning and wood products were two key industries of the City well into the 20th century. Similarly, seed growing, fruit farming and packing (especially pears, cherries, apricots and prunes) were mainstays, contributing to the City's exports. The Santa Clara Railroad Depot, built in 1863, became an important hub as exports increased. In addition to its growing industries and rail use, the City made historic headway in transit and transportation. The Alameda became the first interurban horse car line in the West, linking Santa Clara and San José. By 1888, the street had the first electric trolley line in California. The City also established its own municipal electric power utility in 1896; this entity endures today as Silicon Valley Power, a City department, providing Santa Clara residents and businesses with low-cost power and alternative energy resources.

During the early evolution of Santa Clara into a prosperous and innovative city, the City's population remained relatively small and stable, growing from around 3,500 in 1900 to 6,500 in 1940. During and after World War II, industry expanded and the population doubled. It was not until the introduction of the semiconductor, the related electronics industry and the defense industry in the 1950s that the City's population increased dramatically by well over 600 percent in 20 years, to 86,000 by 1970. The growth of the technology sector quickly replaced the City's renowned orchards, changing the character of the City into a modern, growing technological hub.

During this period of extensive growth, the City's urbanized area grew from approximately 3.1 square miles in 1953 to 8.0 in 1961 and to 14.9 in 1980, as shown in Figure 3.1-1. Much of the mid-century expansion in the City was due to the construction of the many single-family subdivisions found in the southern portion of the City today. Industrial growth expanded significantly during the following 20 years through 1980 as more electronics research and manufacturing establishments located in Santa Clara. With this expansion, the City began to regulate new development. The City's Planning Commission was established in 1949, followed by the establishment of City departments for Engineering, Utilities, Planning and Building. During this time, the City also developed ample parks, along with recreation facilities, public utilities and services. All of these have positively contributed to the City's high quality of life.

Santa Clara's dramatic growth and rise to its current role as a job center in Silicon Valley has had a significant effect on the City's outlook today. For almost 100 years, the City of Santa Clara's identity was based on its orchards and agriculturally-based industries. With the rapid growth of the technology industry and residential neighborhoods, this agricultural character was lost. Additionally, in the 1960s, the City demolished most of the Downtown core under the federal Urban Renewal program. The promise of a new Downtown has not been realized. As a result, a cornerstone of the City's history and identity was eliminated.

The loss of agricultural land and the demolition of the historic Downtown have had a lasting effect on subsequent City decisions to preserve the City's identity and historic assets. In 1955, the City Council established the Historical and Landmarks Commission to make recommendations to the City Council on historic issues. In 1976, a decade after the initial Urban Renewal

The Santa Clara Railroad Depot was constructed in 1863, and by 1916 was a bustling center of activity in the City [top and center]. The Depot, which is on the National Register of Historical Places, was the oldest continuously operated railroad depot in California until the ticket office closed in 1997. The intersection of Main Street and Franklin Street was once considered the center of Downtown Santa Clara [bottom].

Many of Santa Clara's historic buildings, such as the Franck Mansion [top], are located in the Old Quad area. Santa Clara University continues to play an important role in the community with several public venues like Mission Santa Clara, as well as the de Saisset Museum and the Louis B. Mayer Theater [not pictured]. Nobili Hall [bottom] is a residential hall on the University campus.

demolition, the City compiled a City-wide historic resources inventory. More recently, the City completed the Downtown Plan for a portion of the original Downtown, as a catalyst for future redevelopment and regeneration of Downtown Santa Clara. Historic preservation and City identity are key components of this General Plan. Despite the growth and transformation of the City, Santa Clara's small-town origins have left an imprint on the community. The community values its historic resources and quality of life. This General Plan builds on these assets to ensure that the City's evolution to 2035 preserves its core identity and character.

Development through the 1970s represents today's predominant pattern for most of the land area of the City, with low-density, low-rise development. The street pattern found in the Old Quad is representative of pre-tract development where small walkable blocks provided easy pedestrian access through the neighborhood. As daily dependence on the automobile grew, particularly in the post-World War II era, road patterns evolved and the proliferation of auto-oriented strip malls became commonplace, particularly on important thoroughfares such as El Camino Real.

Some of these areas, such as the existing single family neighborhoods, are protected by the General Plan, while other areas present opportunities for redevelopment with new uses in conjunction with enhanced services and facilities to meet the needs of the future.

Figure 3.1-1

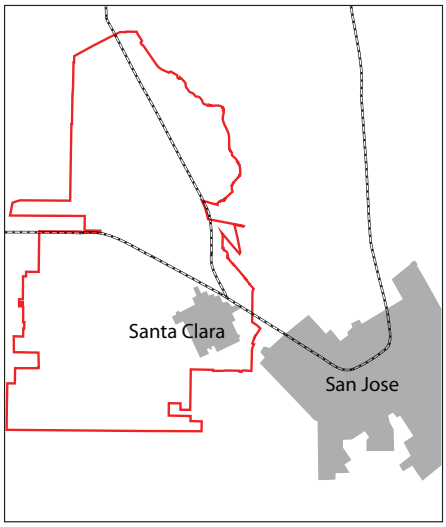
Evolution of City Form

Existing City Limits
Rail
Highway
Urbanized Area*
Norman Y. Mineta San José International Airport

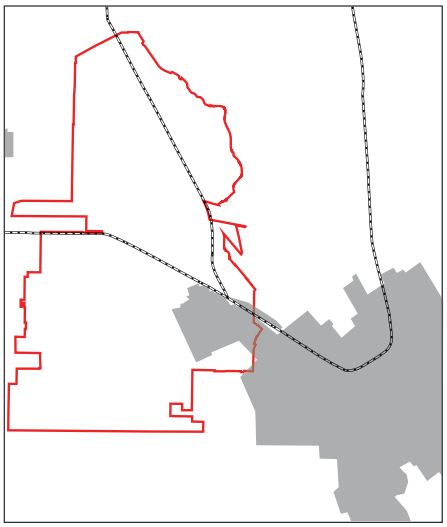
Source: USGS

* Airport not considered to be urbanized land area

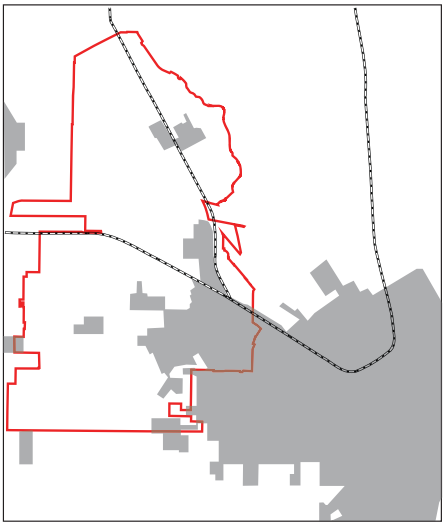
Urbanized area is defined through multiple sources from the United States Geological Survey (USGS) depending upon the year and data source. Generally, an urbanized area comprises a place and the adjacent densely settled surrounding territory (1,000 people per square mile) that together have a minimum population of 50,000 people. (From: Dynamic Mapping of Urban Regions: Growth of the San Francisco/ Sacramento region 1995.)



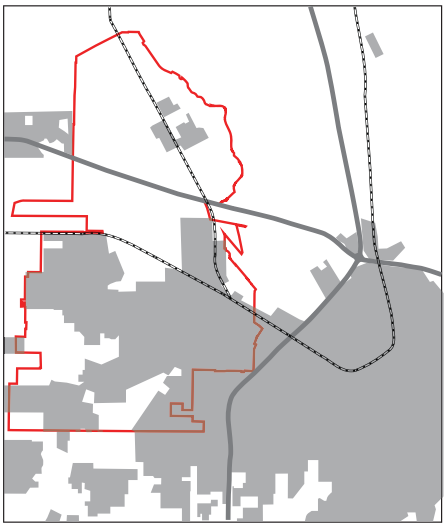
1899



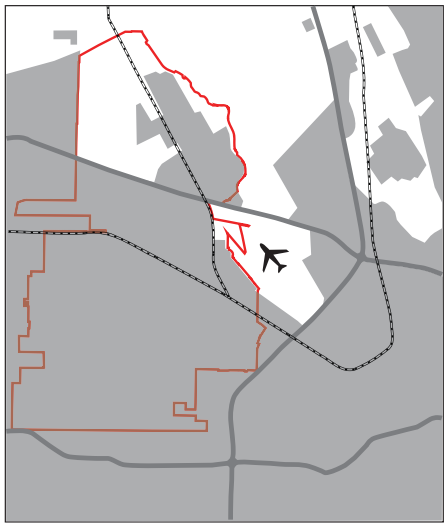
1943



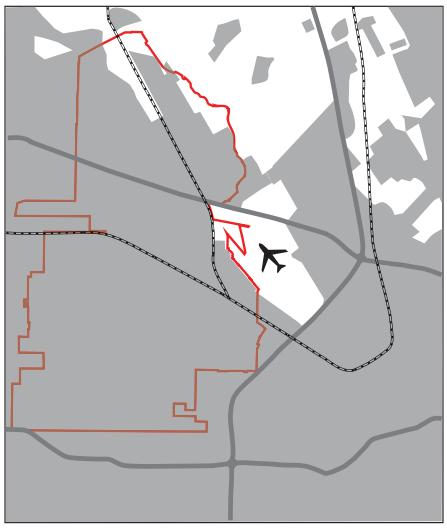
1953



1961



1980



2001

3.2 THE CITY TODAY

3.2.1 Regional Location and Setting

Calabazas Creek runs through the southern portion of the City.

The City of Santa Clara is located at the center of the Santa Clara Valley, between the Santa Cruz Mountains to the southwest and the Diablo Range to the northeast. As shown on Figure 3.2-1, Santa Clara is at the southern end of San Francisco Bay, approximately 40 miles south of San Francisco. Three seasonal creeks run through the City and empty into the southern portion of the Bay: the San Tomas Aquino, Saratoga and Calabazas Creeks. Additionally, the City is bordered by the Guadalupe River to the northeast.

The City is completely surrounded by neighboring jurisdictions: the City of San José to the north, east and south, and the cities of Sunnyvale and Cupertino to the west. Figure 3.2-2 illustrates the City's 18.4 square-mile footprint within the subregional context of Santa Clara County. Due to its location on the valley floor, Santa Clara is well served by existing regional transportation and transit corridors, making it attractive to commercial interests. U.S. Highway 101 traverses east-west through the center of the City, while State Route 237 is located to the north and Interstates 880 and 280 skirt the southeast and southwest corners of the City, respectively. Existing transit lines include Caltrain, Altamont Commuter Express (ACE), Capitol Corridor, Valley Transportation Authority (VTA) bus and light rail. Future transit plans include a new Bay Area Rapid Transit (BART) Station at the eastern border of the City. The Norman Y. Mineta San José International Airport provides air transportation services that link the region to the world.

3.2.2 Existing Characteristics

Santa Clara is centrally located in Santa Clara County, which has been one of the fastest-growing counties in the State. Santa Clara County's population is estimated to have increased by approximately 11 percent between 2000 and 2010, while employment is estimated to have declined by ten percent during that same period. The County is home to numerous global high technology companies. The City of Santa Clara is located in the center of the County's industrial core and is home to Intel, Applied Materials, Sun Microsystems/Oracle, Nvidia, National Semiconductor and other high technology companies. Mission

College, Santa Clara University and the UCSC Extension are also located in the City. Santa Clara is adjacent to San José, the largest city in the Bay Area, the airport and regional transportation corridors. As a result, pressure is likely to continue for Santa Clara to absorb a substantial share of the region's growth.

Existing Development Pattern

As shown in Figure 3.2-3, the City's 2009 land use pattern is predominantly characterized by individual uses segregated into distinct areas, including single-family neighborhoods, retail commercial corridors and industrial/office employment centers. These uses are largely separated by major transportation facilities located in the City. South of the east-west Caltrain corridor are much of the City's residential developments, neighborhood-serving retail uses, schools and parks. The central portion of the City, north of the Caltrain corridor and south of U.S. 101, consists predominately of light and heavy industrial uses, although some of the area has transitioned into office/research and development (R&D) and data centers. The northernmost portion of the City has the most diverse mix of uses, including office/R&D, light industrial and regional entertainment and sports uses, including Great America theme park, the Santa Clara Convention Center, and the San Francisco 49ers Training Facility. Commercial uses and a new, higher-density residential neighborhood (known as Rivermark) are located to the east. Recent development in the City has been primarily focused in this northernmost area. As of 2010, the remaining vacant land within the City has been developed and the City is essentially built out.

The existing mix of land uses in the City is shown in Chart 3.2-1 and Table 3.2-1. Almost half of the developable land in the City (excluding roads, highways and other rights of way) is residential (42%). Employment uses, including light and heavy industrial (18%), office/R&D (11%) and retail commercial (10%), constitute the next most prevalent uses. Less than one percent of the land is comprised of mixed-use development. The remaining is composed of public/quasi-public/institutional (11%), parks and open space (6%), vacant land and other uses.

The City is a major employment center with headquarters of many high tech companies founded in Silicon Valley [top], and is home to California's Great America and supportive visitor services [center and bottom].

TABLE 3.2-1: EXISTING CITY-WIDE ACRES BY LAND USE (2008)

Land Use Type	*# of Acres*	*% of Total*[1]
Residential	**3,890.3**	**42%**
Very Low Density (0 to 10 units/acre)	2,425.2	26%
Low Density (8 to 18 units/acre)	702.1	8%
Medium Density (18 to 25 units/acre)	613.2	7%
High Density (25-50 units/acre)	149.9	2%
Commercial	**888.9**	**10%**
Neighborhood Commercial	21.9	0%
Community Commercial	543.6	6%
Regional Commercial	323.5	4%
Mixed Use	**11.6**	**0%**
Community Mixed Use	11.6	0%
Office/Research and Development	**1,044.1**	**11%**
Low Intensity Office/R&D	901.0	10%
High Intensity Office/R&D	143.2	2%
Industrial	**1,644.1**	**18%**
Light Industrial	1,140.7	12%
Heavy Industrial	503.4	5%
Public/Quasi Public	**981.6**	**11%**
Parks, Open Space and Recreation	**565.0**	**6%**
Parkland, Local Serving	272.5	3%
Open Space and Specialized Recreation Facilities	292.5	3%
Vacant/Unassigned	**158.3**	**2%**
SUBTOTAL (DEVELOPABLE LAND)	9,184.0	100%
Roads and Other Rights of Way (including creeks)	2,591.0	
TOTAL	**11,775.0**	

1. Percent of total developable land, defined as land area exclusive of roads, highways, and other rights-of-way.

Source: City of Santa Clara; Dyett & Bhatia, 2008.

Figure 3.2-1
Regional Context (2010)

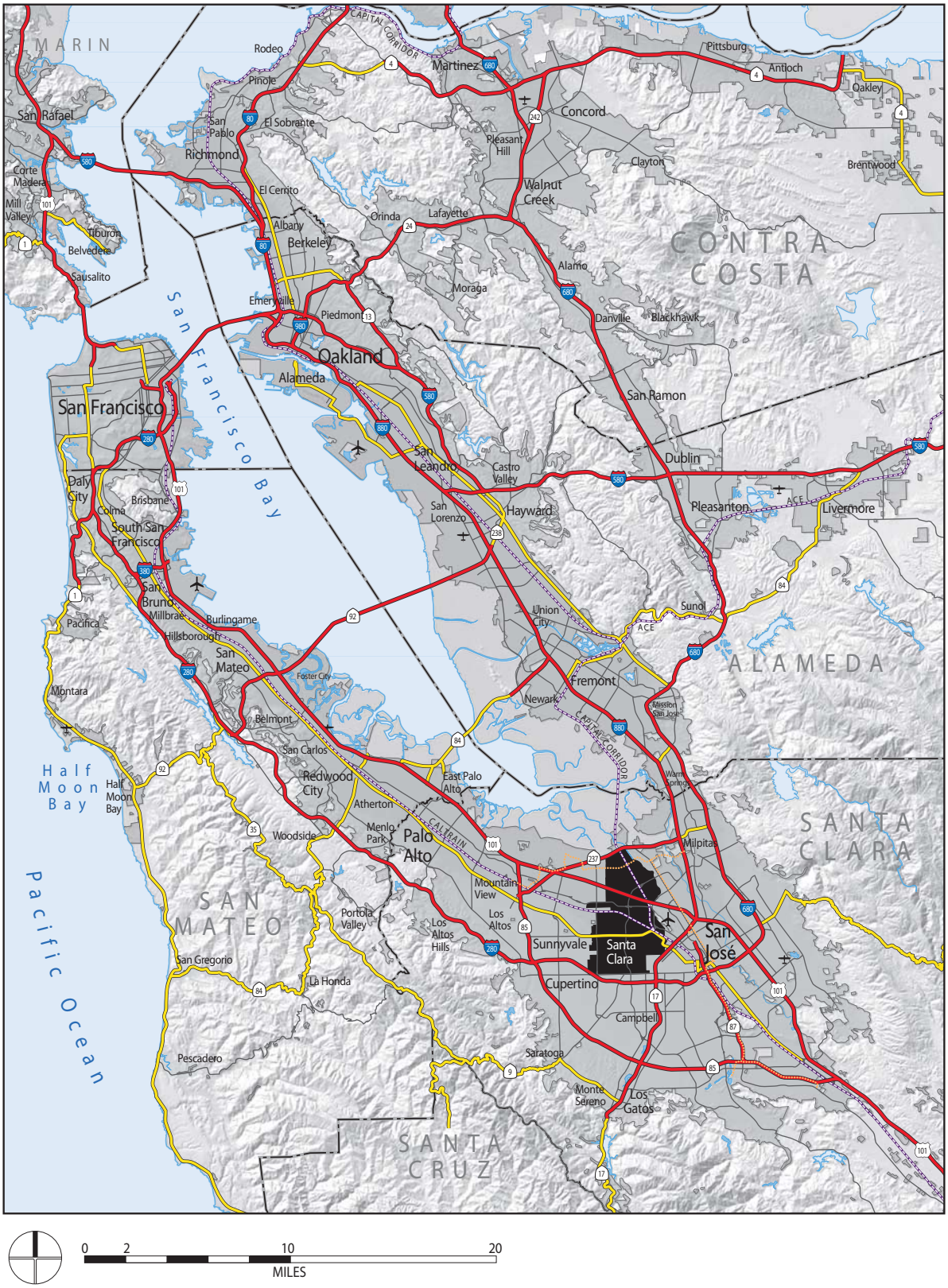


Figure 3.2-2
Subregional Context

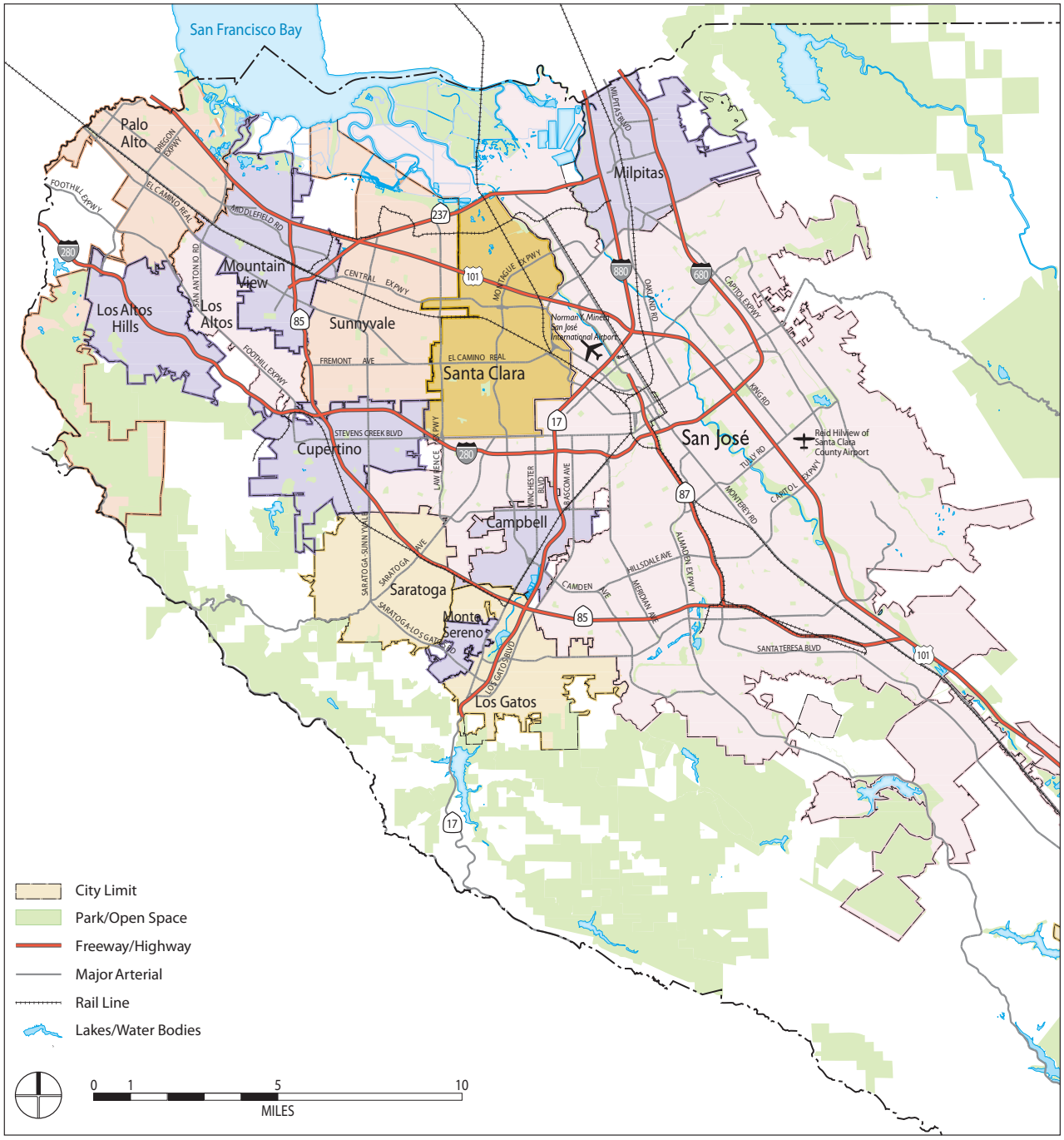


Figure 3.2-3

Existing Land Use (2008)

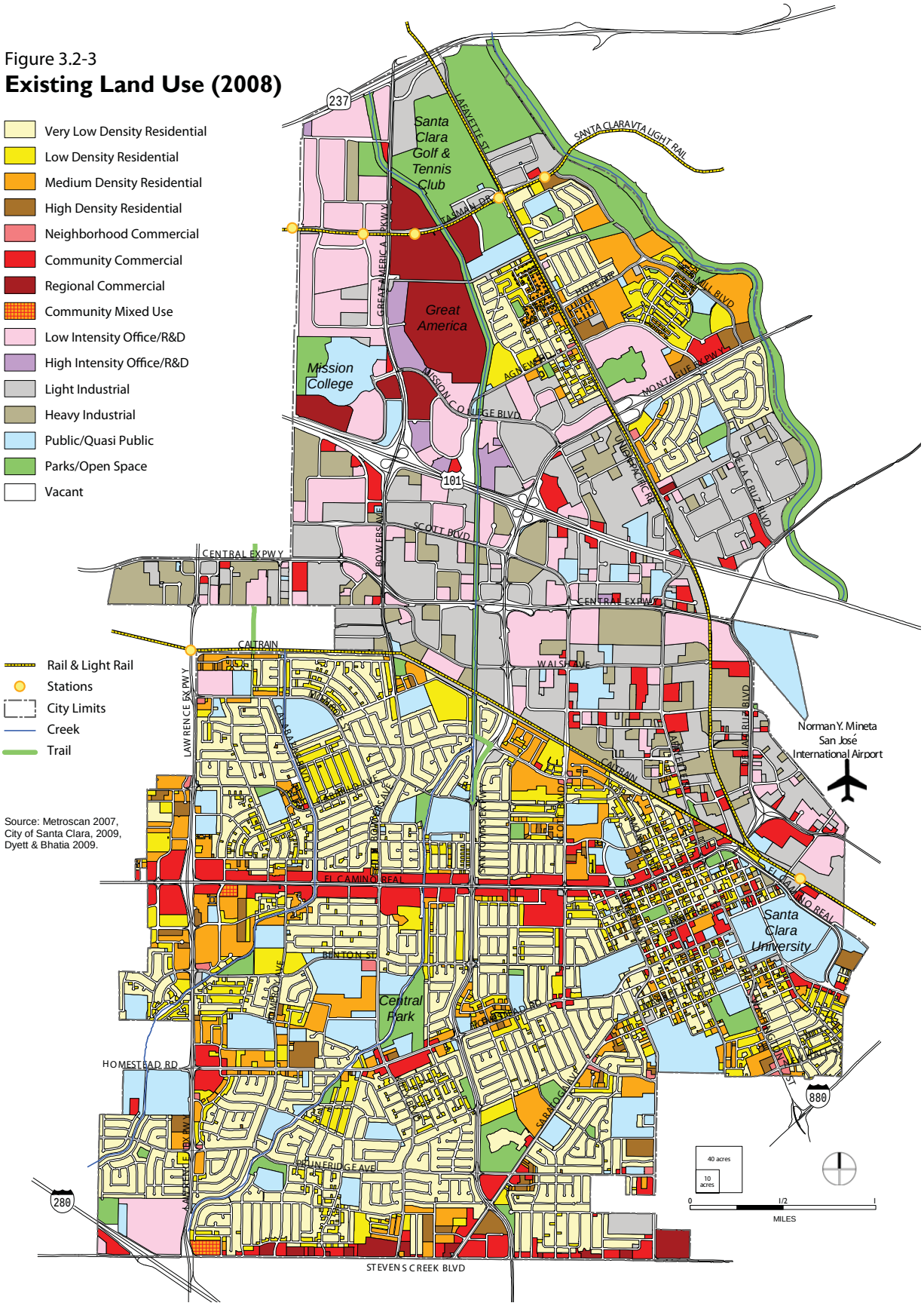
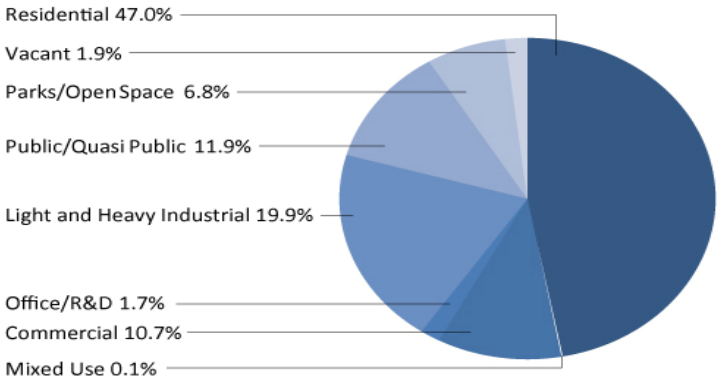


CHART 3.2-1: EXISTING CITY-WIDE PERCENTAGE OF LAND USE



Source: City of Santa Clara; Dyett & Bhatia, 2008.

Existing Land Uses

Residential

Santa Clara includes a range of housing types and densities to serve diverse lifestyles, age groups and cultural backgrounds. Table 3.2-2 shows the most prevalent housing types that make up the City's 44,166 housing units. The most common is the single-family unit (detached and attached), representing 50 percent of the City's housing stock. Nine percent of the City's residential units are in two-to-four unit complexes, and 40 percent are in five-or-more unit complexes. Multifamily units include duplex, apartment and condominium configurations, as well as some student housing near Santa Clara University.

TABLE 3.2-2: HOUSING UNITS, BY TYPE (2008)

	# of Units	% of Total
Single-Family Detached	18,617	42%
Single-Family Attached	3,759	9%
Multifamily 2 to 4 Units	3,929	9%
Multifamily 5 or More Units	17,861	40%
Total	**44,166**	**100%**

Source: California Department of Finance, 2008

Santa Clara has a variety of housing types, including well-established single-family homes [top left], townhomes [center left, bottom left], apartments and condominiums [Flora Vista, top right, and Rivermark, center right].

The majority of single-family homes in the City are located south of the Caltrain corridor in residential neighborhoods, with an average density of eight units per acre. These neighborhoods comprise a quarter of the land area of the City and are a significant factor in the City's character and identity. Residential areas include historic neighborhoods, like the Old Quad, and newer master-planned neighborhoods, like Rivermark. Higher-density residential neighborhoods, with multifamily units, are often located along arterial streets, transportation corridors or at the edges of single-family neighborhoods.

Commercial

Commercial uses are located on ten percent of the City's developable land area and make up approximately 18 percent of the total building space in the City. Commercial uses include neighborhood uses, like grocery stores, personal services, small offices and banks, as well as tourist and entertainment uses and professional or medical offices.

Retail commercial uses and professional offices are primarily located along El Camino Real and Stevens Creek Boulevard. Uses along El Camino Real include auto-oriented businesses, such as auto repair, service stations and auto sales. Larger properties along both El Camino Real and Stevens Creek Boulevard include community and regional commercial retail uses. Additional community and regional commercial uses are also located north of U.S. 101, including the Rivermark retail center and the Mercado Center. Neighborhood commercial uses are located in pockets throughout the City.

Mixed Uses

Mixed uses make up less than one percent of the land uses within the City. These developments integrate commercial and residential uses, as well as specialized non-residential uses like retail and office uses.

Commercial development in the City includes retail, service and auto-related uses, such as those along El Camino Real [top] and Stevens Creek Boulevard [center], as well as neighborhood and community-oriented retail services [Rivermark, bottom] and regional retail and visitor services.

Although Santa Clara has a variety of land uses throughout the City, there are only a few mixed use developments, including these two developments along Stevens Creek Boulevard and El Camino Real [top and center]. The Rivermark development is characterized by multiple uses, including residential, retail, and visitor services [bottom].

Office/Research and Development

Comprising over 11 percent of the City's developable land area, campus style office and Research & Development (R&D) uses are located north of U.S. 101 along Great America Parkway and Mission College Boulevard. This area constitutes the core of the large-scale, intense office uses; however, over 30 percent of the City's office and R&D space is located between the Caltrain corridor and U.S. 101.

Industrial

Approximately 18 percent of the City's developable land area is comprised of low intensity heavy and light industrial uses, primarily located between the Caltrain corridor and U.S. 101. Approximately 36 percent of this space is located north of U.S. 101. The City's heavy and light industrial businesses are characterized by manufacturing, warehousing and wholesaling activities as well as by low intensity one and two story development. Over the past ten years, some of the light and heavy industrial sites between the Caltrain/U.S. 101 corridors have transitioned from these traditional uses to more intense office/research and development uses, particularly on larger parcels located along major transportation corridors.

Public/Quasi Public

Public/quasi public and institutional uses occupy approximately 11 percent of the developable land area in the City's jurisdiction. These uses include civic facilities, such as City Hall, police and fire stations, electric substations and libraries, as well as public and private educational institutions, such as Santa Clara Unified School District facilities, Mission College and Santa Clara University properties, places of assembly, religious institutions, and medical facilities, such as Kaiser Permanente facilities. The majority of public/quasi public uses are located south of U.S. 101 near residential neighborhoods.

Many employers, like Yahoo [top] and Intel are located in Santa Clara, with campus-style office developments of larger mid-rise buildings [center], a combination of surface and structured parking and well-landscaped grounds. The City is home to many data centers as well, which are primarily located in the industrial core between U.S. 101 and the Caltrain corridor.

Industrial uses in the City are the predominant use between U.S. 101 and the Caltrain corridor, as well as adjacent to the Norman Y. Mineta San Jose International Airport off of De La Cruz Boulevard. Uses include manufacturing, construction-related industries, warehousing and distribution, and repair services [top and center]. Airport-related support services are focused close to the Airport along De La Cruz Boulevard and Martin Avenue [bottom].

Demographics and Employment

With its employment and housing opportunities, Santa Clara attracts a population that is diverse in ethnicity and age. The City has a population of 115,500 residents[1], representing 6.3 percent of the total population in Santa Clara County. With a growth rate of 12.8 percent since 2000, Santa Clara grew slightly more than the County's rate of 8.7 percent. The City's population is represented by 37 percent Asian or Pacific Islander, 18 percent Hispanic, two percent African American and four percent other ethnicities; the remaining 40 percent of the population is Caucasian. Racial distribution in the City is generally similar to that of the County.

The median age of the population in the City was 34.9 years as of 2008. The median age has increased since 2000, reflecting the aging trend that is evident throughout the Bay Area and country overall.[2] Despite this aging trend, enrollment in the Santa Clara Unified School District has increased slightly over the past five years, predominantly as a result of the recent residential development in the Rivermark area. New higher-density and infill development anticipated by this General Plan will likely result in smaller household sizes and a reduced rate of growth for student enrollment. For the 2008-2009 school year, the Santa Clara Unified School District had an enrollment of 14,252 students, representing 5.6 percent of the County's total public school enrollment.[3]

In 2008, 56,100 of the City's 115,500 residents were employed, representing 6.4 percent of the County's overall labor force. The City of Santa Clara has an estimated 106,700 jobs[4], comprising 11.7 percent of total jobs in the County. The resulting 2008 ratio of jobs to employed residents in the City is 1.90 to one as shown on Table 5.2-2. The City is an employment hub and destination within the region. Since only 30 percent of the City's workers reside within Santa Clara, the vast majority of workers (about 70 percent) commute from other cities.[5]

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[1] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark. Sacramento, California, January 2008.

[2] U.S. Census, 2007 American Community Survey 1-Year Estimates.

[3] California Department of Education Educational Demographics Unit for January 2008.

[4] Estimated jobs using ABAG 2007 projections.

[5] U.S. Census, 2000.

3.2.3 Growth Potential

Characteristics that will continue the pressure for growth in Santa Clara are its relatively strong real estate market, advantageous location, potential for redevelopment with higher-intensity housing, retail and employment, and existing and future opportunities for improved transit in addition to an existing and easily accessible roadway network of freeways and expressways. Through the ebb and flow of economic cycles over the past few decades, commercial interest in Santa Clara has remained relatively strong, due to location advantages and positive economic conditions specific to the City. This is expected to continue to the City's advantage.

Real Estate Market

In 2008, the housing market experienced an economic downturn. Over the term of this General Plan, it is anticipated that the City and region's projected employment and population growth from 2008-2035 (an employment increase of 50 percent in the County and 45 percent in the City and a population increase of 34 percent in the County and 26 percent in the City) will be realized. Job growth will serve as a stimulus for future housing, although the rate of development will be influenced by interest rates, home prices, construction costs and the credit market. Future residential development opportunities will also be constrained by site availability and density ranges in the City.

Development Opportunities

While selected retail sectors, such as automobile sales, have traditionally been economically strong in the City of Santa Clara, these markets have slowed since the downturn in the economy began in 2001. Even with retail outlets in the nearby cities of San José, Mountain View, Los Gatos, Campbell, Milpitas and Sunnyvale, there is the potential for expansion of eating and drinking establishments, groceries (including specialized ethnic, natural and other niche outlets), building material sales and major anchors and sub-anchors not yet represented in the City of Santa Clara. Opportunities for new retail to replace aged development are primarily along the City's major corridors like El Camino Real and Stevens Creek Boulevard, as well as Homestead Road. In particular, large sites with existing low-intensity or vacant retail development provide key opportunities for intensification and mixed-use development where a residential component will help to ensure the market viability of new retail enterprises.

Opportunities also exist for intensification of the City's industrial and office/R&D uses. Current trends for development include office/R&D uses in former light industrial areas with larger parcel sizes and convenient transportation access. New employment centers can be positioned to take advantage of existing and future alternative transportation modes, particularly transit along Tasman Drive, Great America Parkway and Bowers Avenue.

Existing and Future Transit

Current options in the City for alternative transportation modes, other than the automobile, are relatively limited. They include light rail along Tasman Drive in the northern part of the City, and Caltrain stations at the east and west borders of the City. An additional ACE/Amtrak station is located at Lafayette Street and Tasman Drive. VTA bus service also operates in the City, with a main hub at the Santa Clara Transit Center/Caltrain Station near Santa Clara University. Future planned and proposed transit opportunities include a BART extension, with the Santa Clara station forming the South Bay terminus, and an Automated People Mover connecting the Norman Y. Mineta San José International Airport to the Santa Clara Transit Center and future BART station. In addition, two bus rapid transit (BRT) corridors are proposed by VTA in the City, one along El Camino Real and the other along Stevens Creek Boulevard. Opportunities to expand bus, BRT and shuttle services to traverse north-south within the City could improve access to employment centers as well as provide better connections to existing transit for Santa Clara residents.

3.3 VISION FOR THE FUTURE AND PUBLIC PARTICIPATION

3.3.1 Public Participation

As the City's primary tool to implement the vision for the physical form of the community, the General Plan relies on the goals and policies to carry out the community's vision. During preparation of this General Plan, opportunities were designed so that public input was received directly from City residents, business and property owners and other community members. The process encouraged public feedback throughout the development of the Plan.

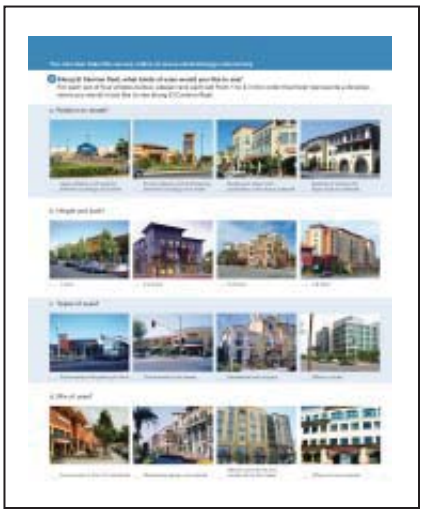
Outreach to the community and decision-makers included a variety of mechanisms:

- *Community Workshops and Open Houses.* The first Community Workshop on Visioning and Issues was attended by over 100 persons. Held in June 2008, it set the stage for more focused workshops on Housing and the Environment in August 2008. Additional workshops were held in October 2008 and open houses on the Preferred Progressive Plan in April 2009 and on the Draft General Plan and EIR in mid-2010.

- *City-wide Survey.* In September 2008, a City-wide survey was sent to all City residents and businesses to gather input on major planning issues. The more than 1,600 completed responses provided feedback on specific land use and urban design preferences that were subsequently incorporated into the Preferred Plan.

- *Newsletters and Postcards.* A series of newsletters and mailings provided updates on the planning process and schedules for workshops and public hearings. The summer 2009 edition of *Inside Santa Clara* included an insert focusing on the City's General Plan. An additional newsletter describing the Preferred Progressive Plan was also posted on the General Plan website and made available at City facilities.

- *General Plan Website.* All documents and maps created during the update, as well as background information on the planning process and meeting notes, were posted on the General Plan website: www.santaclaragp.com.



Community outreach included the General Plan website, which served as a portal for all materials, documents and information distributed during the planning process [top]. A City-wide survey was distributed to solicit feedback on land use and design issues for the City [center and bottom].

Six community workshops, information sessions, and open houses were held during the General Plan process [top and center]. The General Plan Steering Committee (GPSC) helped to guide the process [bottom], and held 12 meetings that were open to the public.

- *General Plan Steering Committee (GPSC).* The 19-member City Council-appointed GPSC included representatives from a variety of community interests. This committee was responsible for providing input and making recommendations to staff for the draft Plan. Members included residents as well as representatives from businesses, schools, public agencies, City commissions and the City Council. These meetings were open to the public.

- *City Council/Planning Commission Study Sessions*. Several joint City Council/Planning Commission workshops and study sessions were televised and held throughout the planning process to assess the City's vision and solicit comments about General Plan issues, opportunities and concerns. These meetings were open to the public.

- *An Open Process*. The results of public meetings and workshops were posted to the General Plan website, presented to the Steering Committee and made available to the public at all stages of the process. Summary reports of the first three community workshops and the City-wide survey were posted to the website, as well as meeting notes and summaries from all GPSC meetings and City Council/Planning Commission Study Sessions.

3.3.2 The Vision

The vision for the City as it moves forward in the 21st century embraces both the preservation of valued resources and pursuit of new opportunities. Consensus opinions in the planning process clearly supported maintaining and enhancing the quality of life currently enjoyed in the City. Goals and polices improving the livability and vitality of the City, without sacrificing enjoyment of neighborhoods, are promoted. These goals and policies also take into account the City's diverse cultural and economic interests and mobility, among other things, for current and future residents.

Early outreach efforts in the General Plan process focused on understanding community issues and establishing an overall vision for the City's future. These efforts were complemented by technical analysis of the regional and local context. This process helped to define land use, character and identity, as well as to shape the City's response to regional expectations for population and employment growth.

Through an iterative public process, several common themes representing community values emerged to define the City's vision:

- Preserve the small-town feel, particularly by maintaining the character and quality of the City's residential neighborhoods.
- Add opportunities for mixed uses throughout the City in places with access to existing and future transit.
- Revitalize and create a landmark Downtown.
- Improve the visual and physical character of the City's commercial corridors.
- Enhance walkability and bicycle circulation throughout the City.
- Reduce traffic congestion and expand public transportation.
- Diversify industrial and business uses that support a future, intensified employment base.
- Provide new neighborhood commercial centers.
- Continue high quality public services and amenities, including open space and parks.
- Encourage sustainability to protect energy, water supplies and air quality.

These themes serve as the basis for the General Plan Major Strategies, which are described in Chapter 4. They also provide the context for the General Plan policies as well as for the population and job growth projections identified in Appendix 8.6.

Regional Expectations

The City of Santa Clara is not isolated from the region. It is expected to accommodate its fair share of population and job growth through the 2035 Plan horizon. Overall, the Association of Bay Area Governments (ABAG) projects that the County of Santa Clara will grow by 512,900 (27%) in population and 427,480 (46%) in new employment between 2010 and 2035. For

that same period, ABAG projects that the City of Santa Clara will accommodate nearly six percent of this new population, resulting in 28,300 new residents. According to ABAG, job growth in the City is expected to grow just as quickly, matching that of the County, with 48,690 new jobs (45% growth).

In addition to the City's expected share of regional growth, the City participates in several regional efforts that support sustainable growth. The City signed the U.S. Mayors Climate Protection Agreement that calls for a 29 percent reduction in greenhouse gas emissions by 2012. Additionally, the City is a member of Sustainable Silicon Valley, a coalition of businesses, governments and organizations working to reduce regional carbon dioxide emissions to 20 percent below 1990 levels by 2010 and 30 percent by 2020. To support regional goals, the City has also adopted a policy to meet Leadership in Energy and Environmental Design (LEED) silver standards for new public buildings of over 5,000 square feet. Silicon Valley Power has also established future goals for expanding its share of sustainable resources beyond the current (as of 2008) 57 percent renewable energy. Similarly, the City is a leader for water recycling and co-ownership of the San José/Santa Clara Water Pollution Control Plant and the South Bay Water Recycling Program.

The General Plan provides the framework in which new development within the City will be able to accommodate the City's projected growth while addressing regional commitments and objectives. The phased approach of the Progressive Plan offers a means to periodically plan and re-evaluate the City's direction, allowing opportunities for appropriate response to regional trends as well as local demands at specified intervals to ensure that the Plan continues to meet changing community values.

Major Strategies

The seven Major Strategies, defined in the community planning process in 2008, are presented in this Chapter. These provide the foundation for decisions in the coming years by the City Council, the City Planning Commission, other City commissions and boards, and City staff. These Strategies are the basis for the goals and policies in the General Plan. In this context, each Strategy is a focal point of community interest and, used together, they create the foundation for civic priorities and a framework to support decisions that will shape the future development and growth of the City of Santa Clara. The Major Strategies should be considered and applied in concert in order to reinforce the purposes of this General Plan. Each Strategy is described below. One or more is evident within each of the goals, policies and implementation programs articulated in the General Plan, providing the basis for City actions.

4.1 ENHANCE THE CITY'S HIGH QUALITY OF LIFE

Santa Clara's high quality of life is defined by opportunities for recreation and open space, as well as by well-established residential neighborhoods and strong employment core. Maintaining and building upon these elements will continue the City's high quality of life for future residents.

The City's high quality of life is available to residents, workers and visitors. The Plan ensures that existing and new neighborhoods have access to a full complement of services, including parks, stores and other amenities for everyday living. New residential neighborhoods are focused at locations that do not impact existing neighborhoods, with an emphasis on access to existing and future transit. Comprehensive planning for new neighborhoods in the Future Focus Areas will address connections to employment centers, open space and neighborhood retail. Walkability is a key component. The General Plan encourages sidewalks and streetscape improvements, connections through large sites as they redevelop, urban design to facilitate pedestrian movement, safety and visibility and appropriate transitions between varying uses. Improved transit, bicycle and trail networks will also enhance connections throughout the City.

The Santa Clara Community enjoys a high quality of life relative to many places in the region and the State due to factors such as geographic location, climate and availability of resources. Affordable and high quality services and amenities, like utilities, parks, libraries, roads and public safety, are available for citizens everyday in Santa Clara. Over many years, decisions by civic leaders and actions by citizens and the business community, past and present, have created the conditions that define the attractiveness of this City. Looking into the future, City decisions and investments should protect and enhance those very benefits that reflect this high quality of life.

City residents, workers and visitors have a wide variety of interests and not everyone takes advantage of all community assets. Maintaining and enhancing the quality of life should, however, be applied with all interests in mind. This Major Strategy promotes:

- High quality, affordable City services and utilities;
- Broad variety of cultural and recreational facilities and amenities;
- High quality educational opportunities; strong civic/education partnerships;
- Convenient and comprehensive retail services;
- Economic vitality that provides jobs and revenues; and,

- Safe, effective and convenient access and mobility around the City.

The ability to maintain and enhance these amenities will rely upon efficient and prudent use of City revenues, partnerships with school districts and other local agencies, and good choices in development opportunities over time. Land use decision-making will need to ensure that projects, most of which will replace existing older uses, contribute both economically and socially to the community in return for the benefits that will be enjoyed by becoming a part of Santa Clara. Santa Clara has been successful since its incorporation in 1852 by not only preserving the important resources of its past, but also by embracing the future through new urban development that enriches the City's social fabric.

4.2 PRESERVE AND CULTIVATE NEIGHBORHOODS

For Santa Clara residents, a sense of community and neighborhood identity is an important aspect of City life. Each neighborhood has its own distinctive character and sense of community. This strategy seeks to preserve and enhance these community assets. The Plan ensures that new development fits into each neighborhood's scale and context through careful transition policies for scale, height and use. This ensures that neighborhood cohesiveness is preserved, particularly within single family residential neighborhoods where change is an issue.

The Santa Clara community places high value on its residential neighborhoods. Many of these neighborhoods are well-established and comprised of single family homes with particular styles, streetscapes and ample trees that define neighborhood character. Infill development, higher density housing and commercial uses have all developed within and adjacent to these established neighborhoods. Updating neighborhood infrastructure, street design and amenities are supported by this Major Strategy as a means to continue neighborhood vitality. The General Plan recognizes the importance and value of the City's neighborhoods and promotes opportunities for improvements as an important part of cultivating neighborhood character. In addition, the Plan promotes preservation through goals and policies for neighborhood integrity that address the scale, density and design of new development adjacent to existing homes. In concert, the Plan incorporates complementary measures to address the preservation and cultivation of the City's existing and future neighborhoods.

4.3 PROMOTE SUSTAINABILITY

The Plan focuses on conservation of resources and reduction of impacts to the local and regional environment. Policies encourage sustainability measures for both new and existing development, ranging from those that help reduce water and energy consumption to those that promote redevelopment of infill sites as a healthy, cost-effective way to improve the local environment. Sustainable land use and design policies emphasize environmentally responsible construction techniques and conservation of energy and water. Additionally, prerequisites for new development include adequate infrastructure, alternate transportation options and public facilities to ensure consistent services to support the growth of the City.

Sustainability pervades all aspects of development in a City, from the type, location and intensity of land uses to actual materials for building and landscaping. All of these components have a direct effect on the local and regional environment. By implementing sustainable measures and policies, Santa Clara can reduce its contribution to global climate change, minimize reliance on oil and other fossil-fuels and decrease consumption of natural resources.

Santa Clara has been a leader in sustainable development for more than 40 years, and the City's residents want to see these efforts continue as the City moves forward. The City has collaborated on regional efforts to reduce greenhouse gas emissions, to conserve water and energy resources, to recycle both waste and wastewater and to expand transit-oriented and sustainable development opportunities.

The General Plan broadens the City's participation in sustainability efforts by responsible development through promoting the application of goals and policies to efficiently use the City's resources. Taking into account the City's existing development pattern, the planned intensification of uses in specific locations will ensure a more efficient use of land and support expanded transit options, partially for new residents. Opportunities for access to sustainable resource, like alternative energy, local and organic food and recycled water, will also provide a means for the City's residents and businesses to take an active role in ensuring Santa Clara's sustainable future.

4.4 ENHANCE CITY IDENTITY

The Plan includes policies to improve the identity and visual character of the City, emphasizing urban design to shape the character and appearance of major corridors and Focus Areas. Streetscape design policies will also help to guide development in order to enhance the pedestrian experience. New centers of neighborhood-oriented activity in strategic locations will serve as gathering places, for both current and new residents, while a regenerated Downtown will further define the City's identity as a destination. The General Plan includes standards for transitions between existing and new development as well as for urban design concepts along corridors such as El Camino Real and Stevens Creek Boulevard.

City identity is an important aspect of community living. It is expressed through the street design, architecture, landscaping and signage. The resulting visual composite plays a significant role in the sense of place. The design and character of key gateways, destinations and corridors provide opportunities for establishing a strong City identity for visitors and residents alike.

While Santa Clara is also known as the Mission City, there are a wide variety of architectural styles represented across the City. Much of Santa Clara was developed during the rapid growth period following World War II, with little attention to the Mission style. Much of the commercial property was developed in the 1950s and 1960s and is now suitable for renovation or redevelopment to serve today's community needs. The General Plan identifies Focus Areas to support changes in land use and enhance community identity. These areas constitute the greatest potential for establishing vibrant, attractive destinations in the City. From improving the quality of retail development and creating new centers of activity along El Camino Real, to establishing a new Downtown and future mixed-use neighborhoods in the northern half of the City, the General Plan offers a new vision for the City that preserves existing, vital residential neighborhoods. In order to better define these opportunities, goals and policies for the Focus Areas are highlighted in a separate section of the Plan that provides more detail for future land use and design.

4.5 SUPPORT FOCUS AREAS AND COMMUNITY VITALITY

The Plan identifies Focus Areas throughout the City to support and foster the City's diverse economic and cultural base. It encourages improvements to the design and quality of development along El Camino Real and Stevens Creek Boulevard with a greater mix of land uses at activity centers, in conjunction with improved commercial and streetscape design. Santa Clara's Downtown will also be regenerated, creating a new center of activity that will serve as a City-wide draw for shopping, eating and entertainment. New nuclei of employment activity, particularly along corridors like San Tomas Expressway and Bowers Avenue, expand overall local and regional accessibility to jobs with an emphasis on transit accessibility. The Plan builds upon the City's strong industrial base, ensuring that key employment areas are protected and flexibility is retained to promote growth and change over time.

Accessibility to transit and alternative modes of transportation, as well as improved transit facilities will support higher intensity development along the City's key corridors and near transit stations.

Providing a strong foundation for economic growth requires both an investment in the City's infrastructure, as well as a well-defined land use strategy to capitalize on local assets. An attractive physical setting can encourage investment, help retain existing businesses, and support new businesses that provide the services and goods desired by residents and visitors. The City of Santa Clara's existing infrastructure, location in the heart of Silicon Valley and access to major transportation corridors all support future economic prosperity in the City. In addition, the City's employment areas north of the Caltrain corridor foster inter-business relationships and expansion with minimal land use conflicts. Beyond the focus on enhancing the successful employment core, the Plan designates Focus Areas for mixed-use development to improve the City's economic vitality and cultural amenities. These include redefining El Camino Real as a pedestrian-oriented corridor, including a diverse array of uses, with an emphasis on increasing the intensity of development at mixed use areas that have larger properties for redevelopment. Similarly, Stevens Creek Boulevard is identified as a Focus Area for durable goods, auto-related uses and other commercial establishments. Downtown and the Santa Clara Station Area also offer opportunities to promote the City's economic health through mixed uses and revitalization. For later phases of the Plan, the Future Focus Areas will continue to support community vitality and this Major Strategy through the development of new master planned neighborhoods.

4.6 MAINTAIN THE CITY'S FISCAL HEALTH AND QUALITY SERVICES

The Plan encourages a mix of uses to ensure that sufficient revenues are garnered to cover the cost of service needs. It is phased to enable growth that respects existing development while providing new revenue sources. The Plan includes an opportunity to evaluate the City's fiscal health between the Phases as a means to provide appropriate planning and financing of new infrastructure and services to support future development.

As new development occurs, it is essential to balance growth with service and infrastructure requirements. New growth will strengthen and diversify the City's tax base. It will also place demands on infrastructure and essential services. Not only is a mix of uses important for the City's fiscal health, the timing and coordination of development with the provision of infrastructure and services are also important. Santa Clara's strong economic base is indicative that the City has effectively balanced its growth. To continue to maintain the City's fiscal health, the progressive approach for the General Plan provides the framework for measured growth to ensure adequate services and infrastructure. The need for maintenance and replacement of utility and roadway infrastructure serving existing neighborhoods will be a significant challenge without new revenue sources. Retaining the City's diverse employment base and building on taxable sales through new commercial development will balance the demand for services associated with new residential development and with the maintenance required for existing neighborhoods. The Plan also incorporates an opportunity to evaluate its fiscal resources and costs at each phase of the Plan in order to maintain the City's fiscal health and quality services.

4.7 MAXIMIZE HEALTH AND SAFETY BENEFITS

The Plan offers a proactive approach for public safety, crime reduction, sensitivity to hazards and noise and air quality, as well as access to open space and public services. Urban design and transportation policies also emphasize public safety through improved visibility, pedestrian-oriented building design, lighting and infrastructure in order to promote for safe walking, bicycling and driving.

Creating successful, attractive business and living environments is directly related to the health and safety benefits that cover a wide range of issues from police services and crime prevention to protection from hazards like floods and earthquakes. A healthy, safe community also requires facilities and land uses to support healthy choices such as recreation, medical services and access to locally-grown food. While Santa Clara is located in an ideal climate for recreation and outdoor activity, the City is also located within an area subject to floods and seismic activity. The City is susceptible to potential health and safety concerns related to hazardous waste and airport-related noise, as well as to poor air quality. To support this Major Strategy, the General Plan employs a combination of goals and policies to promote safe construction practices and to encourage land use patterns that reduce the potential negative effects of development.

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 General 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.

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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 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, determine whether development proposals in any given phase or area are suitable for support, and confirm that the necessary infrastructure is in place or will be implemented with the development.

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 General Plan is anticipated to be implemented in three phases, and the first phase was completed at the end of 2014. The timeframe for implementation of Phase II is anticipated to be from 2015 to 2023, and Phase III is expected to occur between 2023 and 2035. The timing of the phases is generally aligned with the housing element update cycles, which are mandated by the State. As Phase I is complete, the Prerequisite Goals and Policies are described below for the remaining two phases of the Plan. They identify fundamental steps, or milestones, that must be completed prior to moving on to that phase of the Plan. Not only must the goal or objective be accomplished, but the year of the subsequent phase must also be reached. 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 III of the General Plan, evaluate appropriate measures to maintain a parkland ratio of between 2.53 to 3.0 acres per 1,000 residents, consistent with City regulations.

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

5.1.1-P3 Prior to the implementation of Phase III of the General Plan, undertake a comprehensive assessment of water, sanitary sewer conveyance, wastewater treatment, 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 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 III of the General Plan, evaluate appropriate measures to maintain emergency response time standards.

5.1.1-P6 Prior to the implementation 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 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 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, sanitary sewer conveyance, wastewater treatment, water, solid waste disposal and energy capacity.
- *Public Services,* with provisions that new development: does not have adverse impacts on libraries; arts, cultural and community facilities; police services; and fire and life safety services; and avoids impacts on schools and requires mitigation consistent with State

regulations.

- *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 projected jobs/housing balance and ensure adequate infrastructure and public services.

5.1.1-P10 Prior to 2023, update the City's Climate Action Plan in order to continue to implement the City's sustainability and environmental quality Goals and Policies, including any necessary health impact assessment.

5.1.1-P11 Prior to 2023, update the City's Urban Water Management Plan and continue to encourage reduction in consumption

5.1.1-P12 Prior to 2023, implement a mechanism to provide options for alternate vehicular Level of Service standards or other substantiated threshold as a City-wide criteria for streets and intersections under the City's jurisdiction, with exemptions for new development in Focus Areas identified in Section 5.4 for transit, pedestrian and/or bicycle priority.

5.1.1-P13 Prior to 2023, implement level of service standards for transit, bicycle and pedestrian facilities that support the vehicular level of service standard.

5.1.1-P14 Prior to 2023, complete, adopt, and regularly update a Regional Transportation Plan to address the Sustainable Community Strategy goals of AB32 (2006) and SB 375 (2008) by continuing to work with the Valley Transportation Authority and other responsible agencies.

5.1.1-P15 Prior to 2023, 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-P16 Prior to 2023, work with Valley Transportation Authority to implement a transit loop for Downtown from the Santa Clara Transit Station.

5.1.1-P17 Prior to 2023, 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-P18 Prior to 2023, evaluate the potential effects of climate change trends and identify any available mechanisms to address sea level rise, if any.

5.1.1-P19 Prior to 2023, 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-P20 Prior to 2023, 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-P21 Prior to 2023, identify and secure adequate solid waste disposal facilities to serve development in Phase III.

5.1.1-P22 Prior to 2023, comprehensively update the City's list of Architecturally or Historically Significant Properties (Appendix 8.9), including evaluation of historic significance and statement of historic context for historic resources.

5.1.1-P23 Prior to 2023, complete a Parks and Open Space Needs Assessment (Parks Master Plan), or similar planning effort, to implement General Plan park and recreation policies, including potential adjustment to the parks/population ratio as well as identification of potential funding opportunities for new parkland and/or recreational facilities.

5.1.1-P24 Prior to the implementation of Phase III, the City will include a community Risk Reduction Plan ("CRRP") for acceptable Toxic Air Contaminant ("TAC") concentrations, consistent with the Bay Area Air Quality Management District ("BAAQMD") CEQA Guidelines, including risk and exposure reduction targets, measures to reduce emissions, monitoring procedures, and a public participations process.

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. Phase I was completed at the end of 2014. 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 Development (2008-2015).** This includes the projects that have been built between 2008 and 2015. It includes 3,936 housing units and approximately 2,004,698 square feet of non-residential development.

C. **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 13,200 new housing units and 13.5 million square feet of non-residential building space between 2010 and 2035.

D. **Net New Proposed + Projected General Plan Development (2008-2035).** This column summarizes the total potential development for 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 23.5 million square feet of non-residential building space.

E. **City at 2035.** Adding existing (A) to the total new proposed + projected General Plan development (D) provides an overall picture of the City in 2035 (E). At build-out of this General Plan, the City is expected to have approximately 60,300 housing units and 82.3 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)*
	2008 Existing Development	*2008-2015 Proposed [Net]*	*2010-2035 Projected General Plan [Net]*[1]	*2008-2035 Total Proposed + Projected General Plan [Net]*	*City at 2035*
Population[2]	115,500	7,190	32,135	**39,325**	154,825
Jobs[3]	106,680	19,100	28,500	**47,620**	154,300
Detached Housing Units	18,617	0	0	**0**	18,617
Attached Housing Units	25,549	3,936	13,222	**16,179**	41,728
Total Residential Development	44,166	3,936	13,222	**16,179**	60,345
Commercial (sf)[4]	10,323,600	39,853	1,857,100	**2,380,700**	12,704,300
Office/R&D/Industrial (sf)	48,522,400	1,964,845	11,708,400	**21,137,800**	68,660,200
Total Non-Residential Development[5,6]	58,846,000	2,004,698	13,565,500	**23,518,500**	82,364,500
Parks (acres)[7]	287.83	7.17	97-115	**97-115**	392-410

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. Assumes a 2.78 percent vacancy rate and 2.5 persons per household for new residential units.
3. Assumes a 6.5 percent vacancy rate for new non-residential square footage.
4. Commercial development includes retail, hotel, professional offices, entertainment and eating and drinking establishments, as well as approximately seven percent of Office/R&D square footage for supporting commercial uses.
5. Includes data centers and Public/Quasi-Public uses such as schools, institutions, places of assembly and other public/quasi-public facilities.
6. Total non-residential development reflects what has been built as of August 2014 and does not include approved development.
7. Willdan Financial Systems, Inc. News Study 5-28-2014. Developed park acreage is 251.53 and undeveloped park acreage is 43.47, which equates to 295 developed acres. With 7.17 proposed/undeveloped acres, there is 287.83 acres of parks.

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 the number of households 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 household. Evaluation of data from the Association of Bay Area Governments (ABAG) shows that the City of Santa Clara had an estimated 1.19 job for every household in 2010. County-wide, the estimated ratio was 1.30 in 2010.[1] Santa Clara's jobs to housing ratio indicates that the City is "job-rich," meaning there are more jobs that the number of households

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 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

[1] Total jobs figure in 2010 is from the California Employment Development Department and the total number of households in 2010 is from the US Census.

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

2012/2013 Fiscal Year Per Capita[1]

City	*Population[2]*	*Property Tax[3]*	*Sales Tax[3]*	*Total Sales & Property Tax[3]*	*Jobs/Household Ratio[3]*
Santa Clara	**118,632**	**$372**	**$267**	**$639**	**1.33**
Palo Alto	65,443	$483	$386	$869	1.13
Mountain View	75,158	$796	$222	$1,018	1.27
Sunnyvale	142,674	$333	$210	$543	1.33
San José	969,880	$217	$167	$379	1.48

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 (CDF), January 2012 estimates; these estimates were incorporated into the property and sales tax data. Aggregate tax data for FY 2012-2013 were provided by individual cities, and then divided by the respective CDF population estimate.
3. The Jobs/Household Ratio was determined using the 2010 U.S. Census data for the number of households and the 2010 Monthly Labor Force Data for Cities and Census Designated Places (CDP) - Annual Average 2010 - Revised, from the Employment Development Department (EDD), for the number of jobs in each jurisdiction.

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 built over the past several decades. In addition, the revenues derived from new development help to support the ongoing maintenance of older infrastructure in existing neighborhoods, as well as to pay for 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 19 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 20 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, local serving offices, medical facilities, restaurants, cafes, hair salons/barber shops and banks. The maximum FAR is 0.40.

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, medical facilities, banks, restaurants, and neighborhood-type services as well as new gas stations. The maximum FAR is 0.50.

Regional Commercial

This classification is intended for retail and commercial uses that provide local and regional services. It is intended for 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, medical facilities, 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, convention centers, amusement parks and sports venues. The maximum FAR is 0.60.

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 20 units per acre is required, in addition to the minimum commercial FAR. The maximum number of units per acre is 36.

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, except under certain circumstances within the El Camino Real Focus Area. 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 0.10, are required in conjunction with residential development between 20 and 36 units per acre.

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, local serving offices, hotel and service uses, except for auto-oriented uses, to meet local and regional needs. A minimum FAR of 0.15 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.

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 5.4-3.

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 5.4-4, 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, as well as medical facilities and free standing data centers, 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. Accessory, or secondary, small scale supporting retail uses that serve local employees and visitors are also permitted. 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. Data centers under this designation are limited to those that serve the use on-site. Medical facilities, except pharmacies, are not allowed. In addition, manufacturing uses are 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, gas stations, data centers, indoor auto-related uses and other uses that require large, warehouse-style buildings. Ancillary office uses, excluding medical facilities, are also permitted to a maximum of 20 percent of the building area. Retail associated with the primary use may be up to a maximum of ten percent of the building area. Because uses in this designation may be noxious or include hazardous materials, places of assembly, such as religious institutions and schools, and uses catering to sensitive receptors, such as children and the elderly, as well as entertainment uses such as clubs, theaters and sports venues south of U.S. Highway 101, 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, as well as data centers. Support ancillary office space, excluding medical facilities, or retail associated with the primary use, may be up to a maximum of ten percent of the building area. No stand alone retail uses are allowed. Because uses in the designation may be noxious or include hazardous materials, places of assembly, such as religious institutions and schools, and uses catering predominately to sensitive receptors, such as children and the elderly, as well as entertainment uses such as clubs, theaters and sports venues south of U.S. Highway 101, 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.

New parks and open space uses are under section 5.5.1: Discretionary Use Goals and Policies. Restrictions are found under 5.3.1, General Land Use Goals and Policies, and 5.9.1 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, hospitals and convalescent care facilities, places of assembly and other facilities that have a unique public character as their primary use. 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 5.3.5: Office and Industrial 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.

New public and quasi-public uses, including places of assembly, such as places of worship, schools, emergency shelters and convalescent homes, may be allowed in all General Plan designations, provided that access is from a Collector or larger roadway, and that they are compatible with planned uses on neighboring properties and other applicable General Plan policies. Such uses not associated with government operations are prohibited in areas designated Light Industrial or Heavy Industrial, and in areas designated High or Low Intensity Office/Research and Development outside the Exception Areas.

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. The first phase was completed at the end of 2014. 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.

5.2.3 Priority Development Areas

In 2008, ABAG and the Metropolitan Transportation Commission created a regional initiative to support local efforts of linking job opportunities with housing to create sustainable communities. As part of this initiative, Priority Development Areas (PDAs) were identified within existing communities. PDAs are locally-identified, infill development opportunity areas. They are generally areas where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. PDA's are within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing. Five areas within Santa Clara containing two to several parcels each have been identified as PDAs, as shown in Figure 5.2-4. These areas are primarily concentrated along the entire length of Tasman Drive, El Camino Real and Stevens Creek Boulevard within the City, as well as the Santa Clara Station area and two parcels near the Lawrence Station area.

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.

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

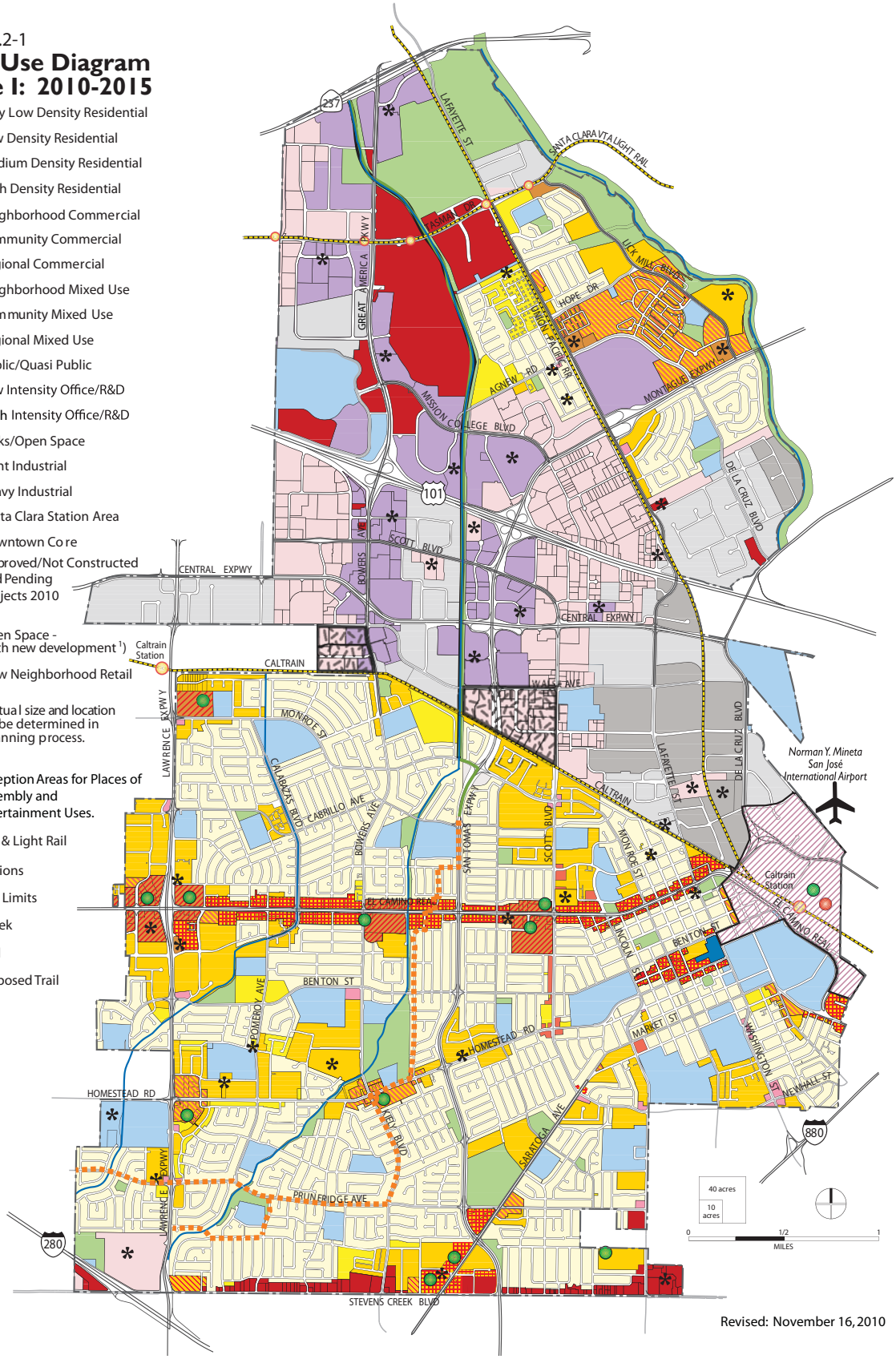
Figure 5.2-1

Land Use Diagram Phase I: 2010-2015

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Public/Quasi Public
- Low Intensity Office/R&D
- High Intensity Office/R&D
- Parks/Open Space
- Light Industrial
- Heavy Industrial
- Santa Clara Station Area
- Downtown Core
- Approved/Not Constructed and Pending Projects 2010
- Open Space - (with new development [1])
- New Neighborhood Retail

[1] Actual size and location to be determined in planning process.

- Exception Areas for Places of Assembly and Entertainment Uses.
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail
- Proposed Trail



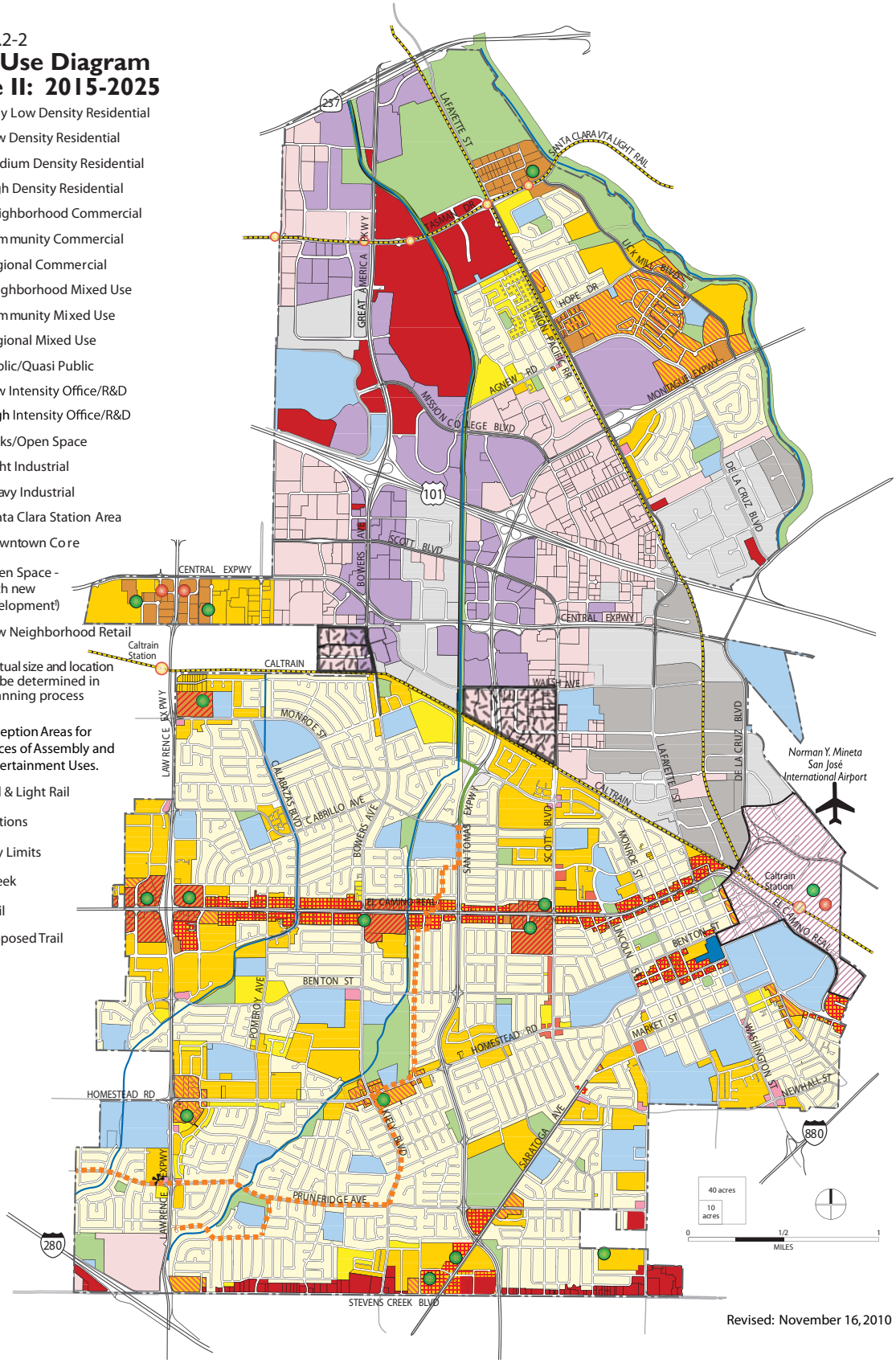
Revised: November 16, 2010

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

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Public/Quasi Public
- Low Intensity Office/R&D
- High Intensity Office/R&D
- Parks/Open Space
- Light Industrial
- Heavy Industrial
- Santa Clara Station Area
- Downtown Core
- Open Space - (with new development[1])
- New Neighborhood Retail

[1] Actual size and location to be determined in planning process

- Exception Areas for Places of Assembly and Entertainment Uses.
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail
- Proposed Trail



Revised: November 16, 2010

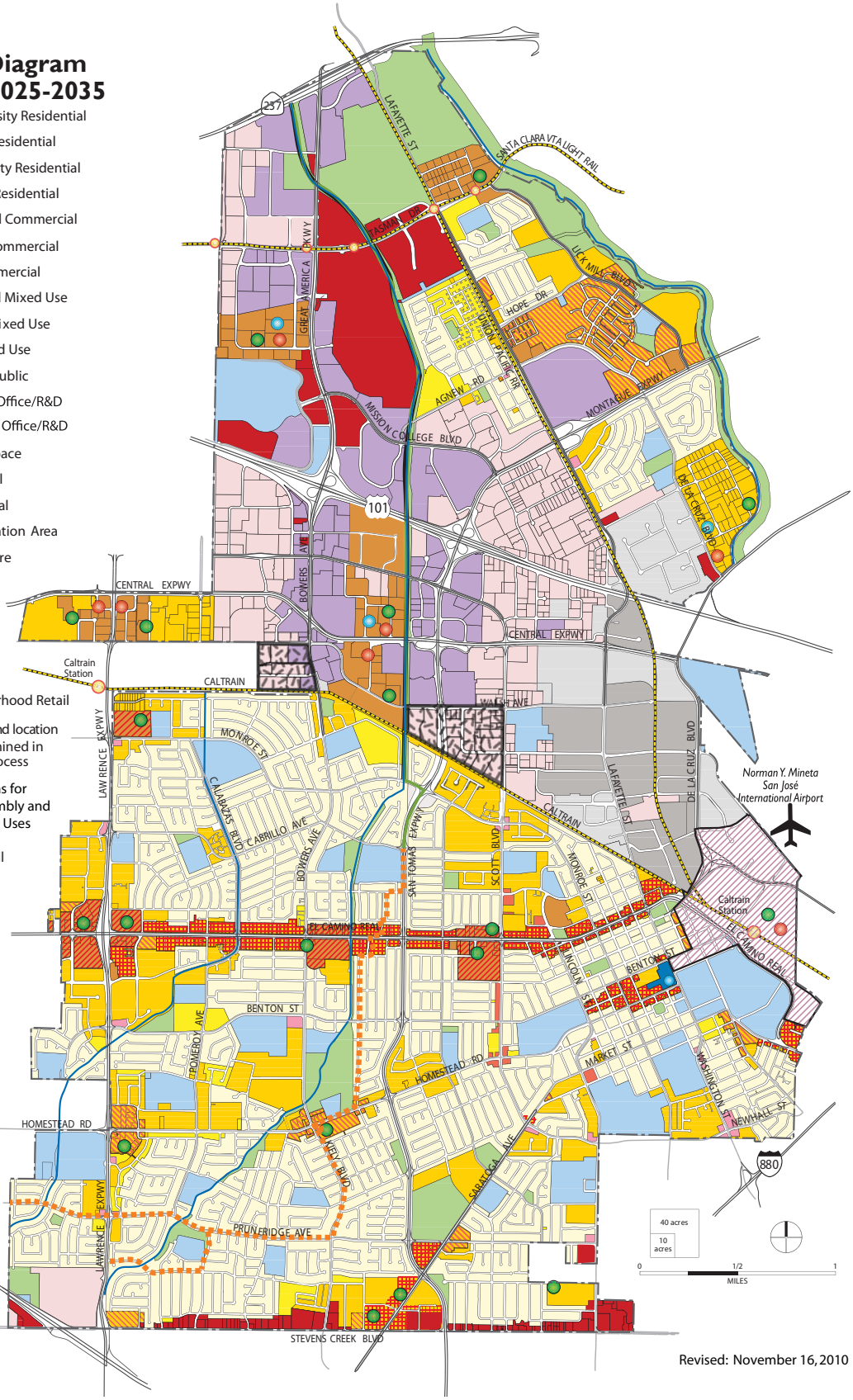
Figure 5.2-3

Land Use Diagram Phase III: 2025-2035

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Public/Quasi Public
- Low Intensity Office/R&D
- High Intensity Office/R&D
- Parks/Open Space
- Light Industrial
- Heavy Industrial
- Santa Clara Station Area
- Downtown Core
- New Public Facilities
- Open Space - (with new development[1])
- New Neighborhood Retail

[1] Actual size and location to be determined in planning process

- Exception Areas for Places of Assembly and Entertainment Uses
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail
- Proposed Trail



Revised: November 16, 2010

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 to help increase the urban forest and minimize the heat island effect.

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 to reduce water use consistent with the CAP.

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

5.3.1-P13 Support high density and 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 greater than 25 housing units or more than 10,000 non-residential square feet, and for City employees, in order to decrease use of the single-occupant automobile and reduce vehicle miles traveled, consistent with the CAP.

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 vitality 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, provided that access is from a Collector or larger roadway, and that they are compatible with planned uses on neighboring properties and other applicable General Plan policies. Such uses not associated with government operations are prohibited in areas designated Light Industrial or Heavy Industrial, and in areas designated High or Low Intensity Office/Research and Development outside the Exception Area.

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 and school 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 Allow emergency shelters in the light industrial land use designation.

5.3.1-P32 Prohibit new, and expansion of existing, Specified Regulated Businesses, as defined under this

General Plan, in all land use designations, unless the new or expanded use is replacing an existing, legal, similar business and is located in a commercial land use designation, and meets all other applicable General Plan policies.

5.3.1-P33 Implement, and regularly update, the City's adopted Climate Action Plan to reduce greenhouse gas emissions and meet the established goals consistent with State regulations.

5.3.1-P34 Annually review those areas of the General Plan that are subject to flooding identified by the floodplain mapping prepared by the Federal Emergency Management Agency or the State Department of Water Resources, and amend the Plan, as appropriate to reflect any changes.

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.

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 indoor and outdoor private and common spaces as part of all new residential developments, including clustering of units to maximize open space opportunities where appropriate.

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.

5.3.2-P15 Ensure that developments receiving public subsidies maintain an equitable distribution of unit types between market rate and affordable units.

5.3.2-P16 Continue to evaluate and provide programs that encourage upkeep and investment of residential properties throughout the City.

5.3.2-P17 Provide code enforcement support for residential neighborhoods in conformance with City regulations.

5.3.2-P18 Promote Santa Clara University stewardship to provide adequate management oversight of off-campus student housing.

5.3.2-P19 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.

5.3.2-P20 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-P21 Encourage new housing developments to incorporate design features, programs and incentives for increased transit ridership and decreased parking demand.

5.3.2-P22 Allow residential gardens to be credited toward development landscaping requirements where appropriate.

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, business retention, and healthy food options 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.

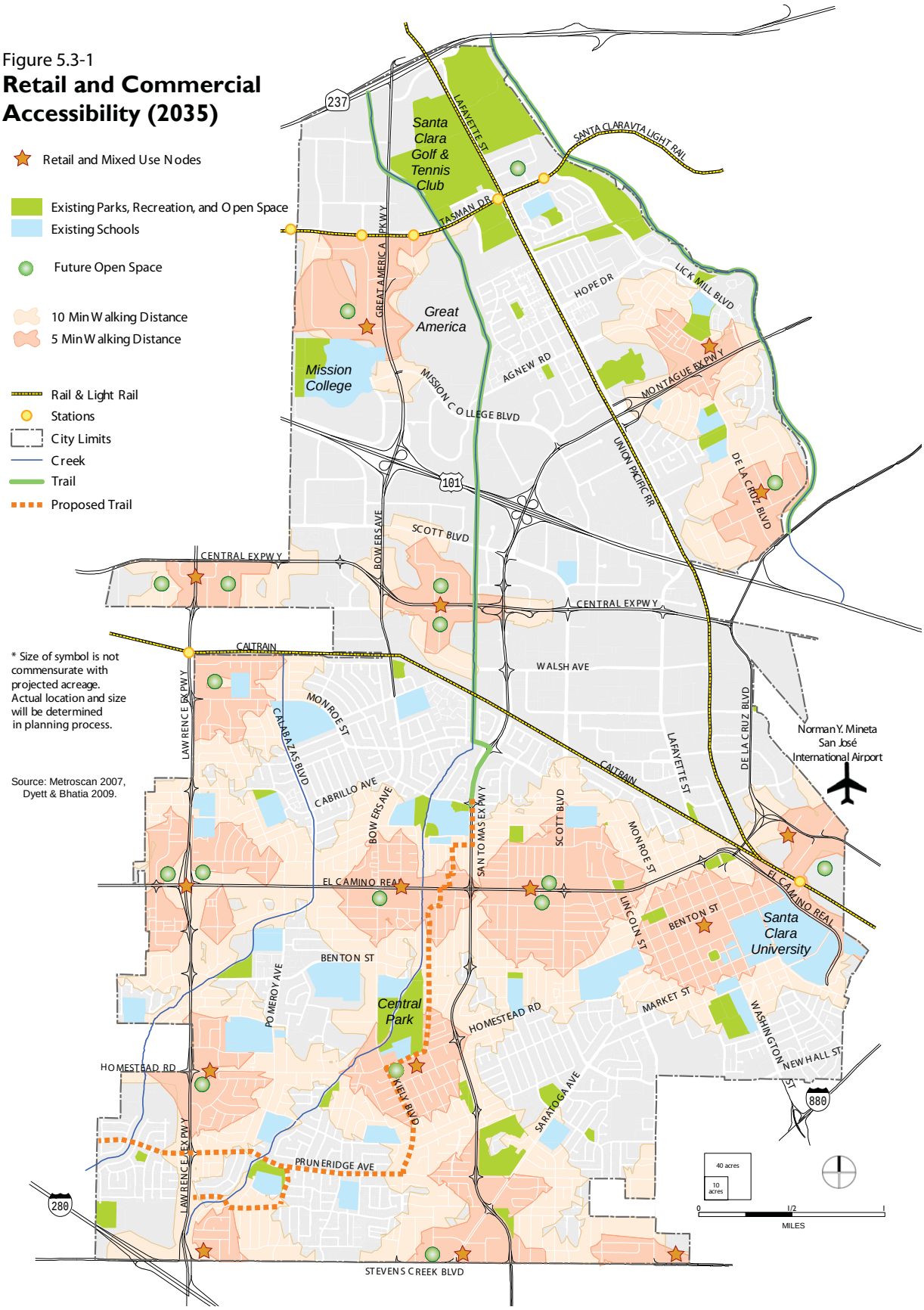
5.3.3-P11 Encourage the addition of cultural and entertainment uses and mid-sized grocery stores to the City's retail mix, particularly in Neighborhood, Community and Regional Commercial and designations.

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-

Figure 5.3-1

Retail and Commercial Accessibility (2035)



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.

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.

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, except under certain circumstances within the Community Mixed-Use designation in the El Camino Real Focus Area.

5.3.4-P17 For Neighborhood and Community Mixed Use properties under one-half acre, allow mixed-use development of entirely residential uses or development of entirely commercial or community serving office uses in order to facilitate development on smaller lots, consistent with the required density and intensity ranges as well as other applicable General Plan policies.

5.3.4-P18 Prohibit Specified Regulated Businesses, as defined under this General Plan, in all developments in Mixed-Use designations that include residential uses.

5.3.5 Office and 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.

Office and 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.

Office and 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 25 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, such as manufacturing, auto services and data centers, in Light and Heavy Industrial classifications to compliment employment areas and retail uses.

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 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 proposed conversion of industrially designated land to non-industrial uses, 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 religious institutions, schools and uses catering predominately to sensitive receptors, such as children and the elderly, as well as entertainment uses south of U.S. Highway 101, such as clubs, theaters and sports venues, from sites designated as Light or Heavy Industrial and in areas designated High or Low Intensity Office/Research and Development outside the Exception Areas.

5.3.5-P18 Allow residential uses existing as of January 1, 2010, located between the Caltrain corridor and Richard Avenue, within 500 feet of Lafayette Street, as a conforming use in the Light Industrial classification, with the requirement that any future redevelopment or intensification on those properties 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 office/industrial designated properties.

5.4 FOCUS AREAS

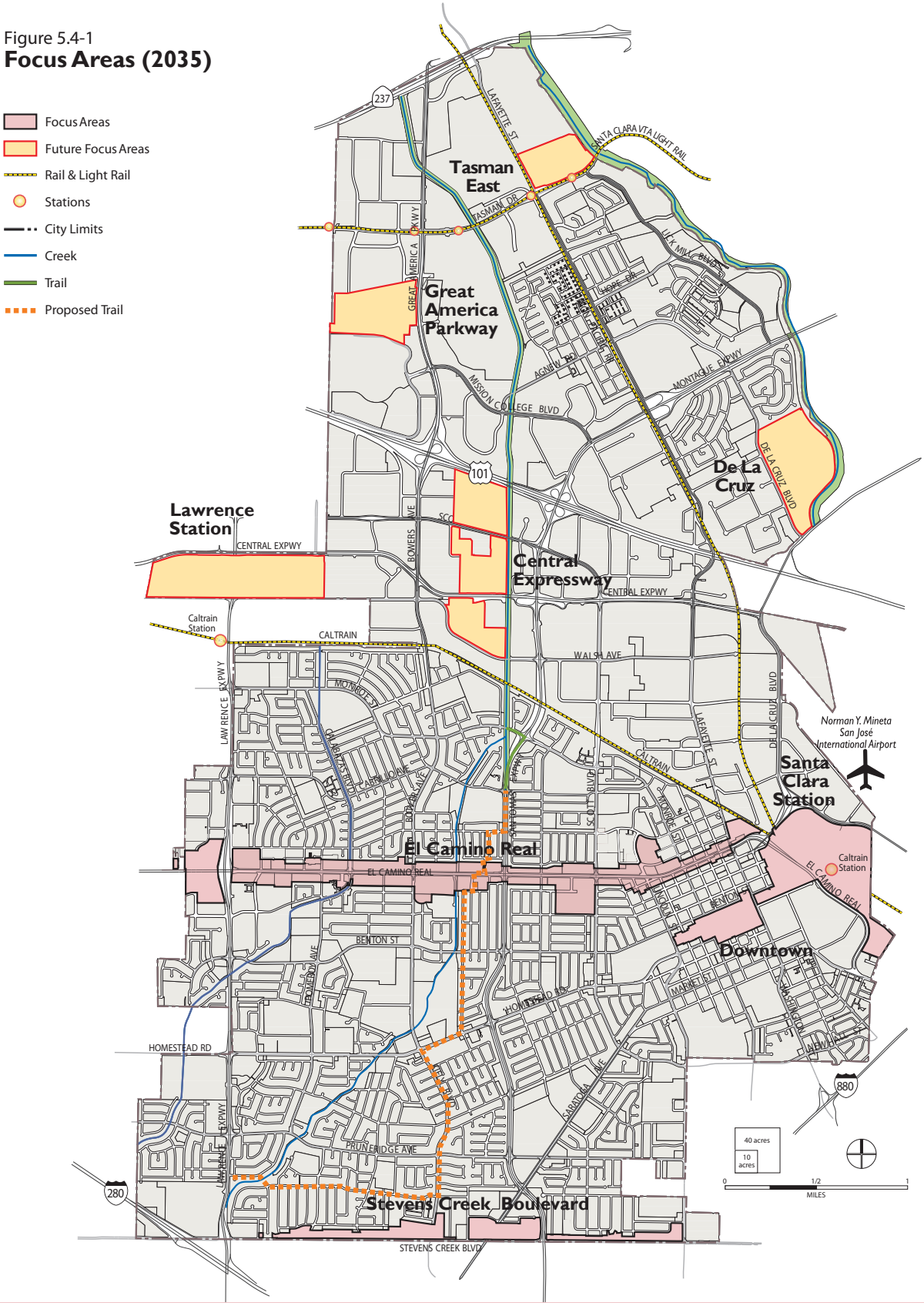
Focus Areas are an important component of the General Plan. The goals, policies and illustrations for these areas provide guidance for development. Focus Areas have the potential to significantly define the City's identity. These areas include major corridors and destinations, new centers of activity 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 nine Focus Areas, listed below. These include four Focus Areas south of the Caltrain corridor and five 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

Figure 5.4-1
Focus Areas (2035)



- Lawrence Station Focus Area
- Tasman East Focus Area

Future Focus Areas

- Central Expressway Focus Area
- De La Cruz Focus Area
- Great America Parkway Focus Area

The following sections provide descriptions, including the associated goals and policies, of each of the six, near-term Focus Areas, along with existing conditions, proposed land uses and 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 should be developed with a minimum 0.15 FAR for commercial uses. Overall development heights would typically be between three and 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.

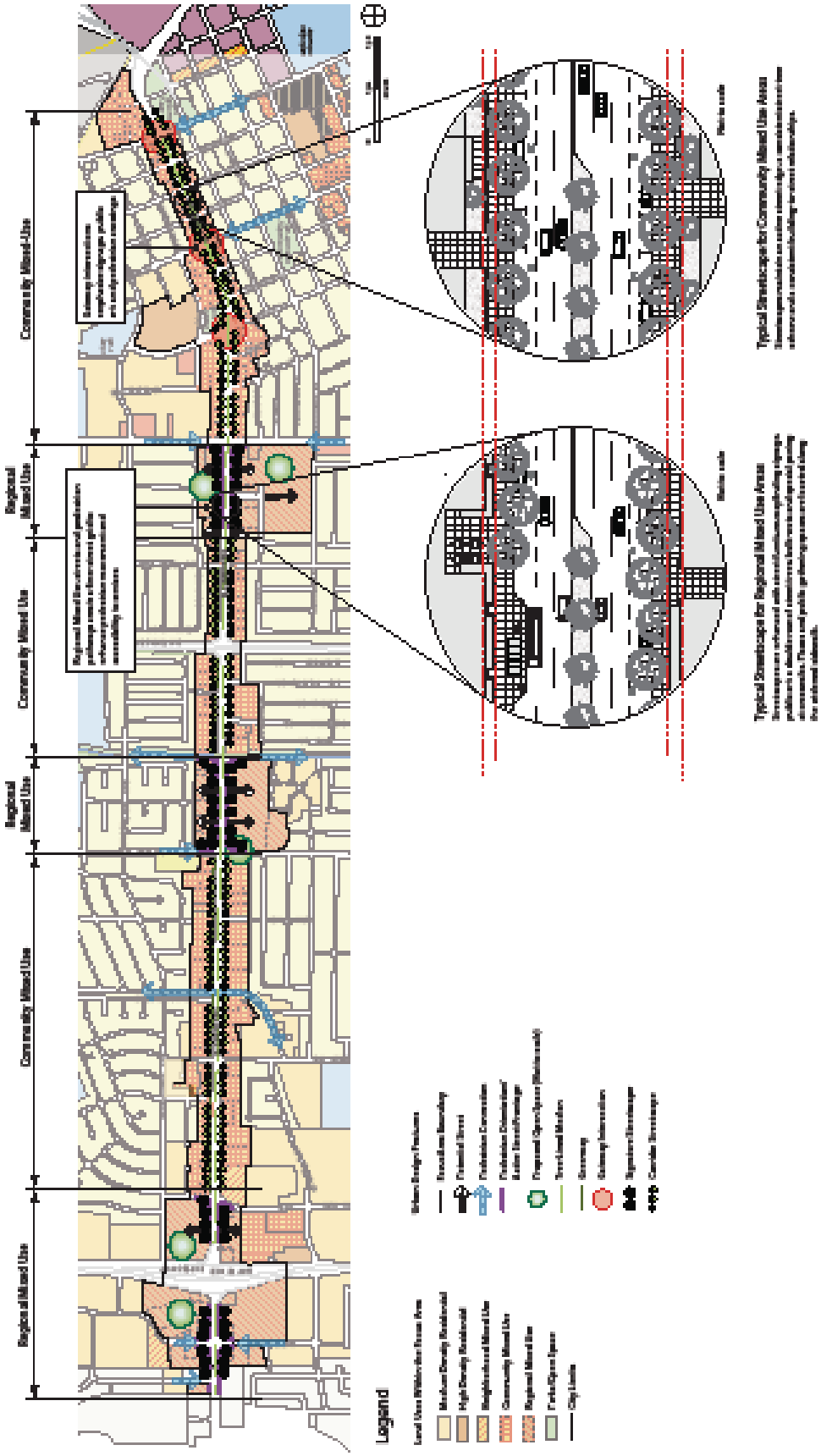


Figure 5.4-2
El Camino Real Focus Area

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, or 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. 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.

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 and creates a walkable environment.

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 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-P4 Explore allowing higher densities/intensities at key intersections where there are parcels of significant size with primary access to sites, provided that new development will not have an adverse impact on the existing, adjacent residential neighborhoods.

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.

5.4.1-P7 Require provision of open space, or payment of in-lieu fees for open space, consistent with City regulations to adequately serve new development.

5.4.1-P8 Orient ground floor retail and residential entries to the public sidewalk on El Camino Real.

5.4.1-P9 Residential development should include front doors, windows, stoops, porches, and bay windows or balconies along street frontages.

5.4.1-P10 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-P11 Locate parking at the side or rear of parcels and active uses along street frontages.

5.4.1-P12 Highly encourage the development of affordable housing and senior housing that is well designed and compatible with adjacent uses in the El Camino Real Focus Area.

5.4.1-P13 Encourage the retention of on-street parking, particularly adjacent to Community Mixed Use designated properties.

5.4.1-P14 Encourage public art, special signage, banners and landscaping throughout the Focus Area, including features that would connect the corridor with Downtown.

5.4.1-P15 Provide publicly accessible open space and transit stops in each Regional Mixed-Use area.

5.4.1-P16 Facilitate the implementation of streetscape improvements consistent with those illustrations in Figures 5.4-2.

5.4.1-P17 Explore options with Caltrans to relinquish the El Camino Real right-of-way to the City of Santa Clara.

5.4.1-P18 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-P19 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-P20 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-P21 Exclude Specified Regulated Businesses from the El Camino Real Focus Area, except under certain circumstances within the Community Mixed-Use designation.

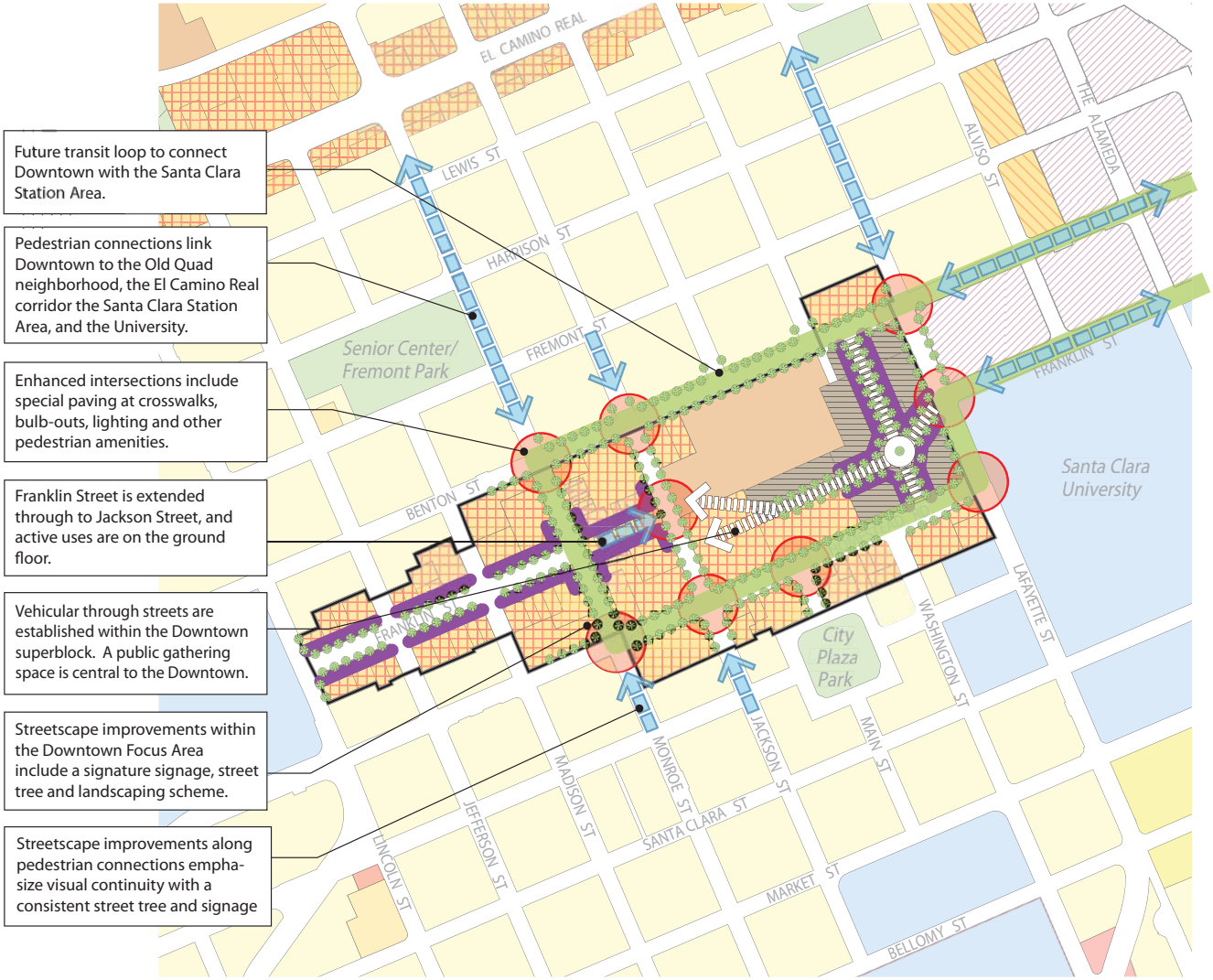
5.4.1-P22 Exclude new auto oriented uses and drive through establishments from the El Camino Real Focus Area, except new service stations may be approved under the Community Mixed-Use designation provided that the total number of service stations between Lawrence Expressway and Lafayette Street does not exceed the number existing as of January 1, 2010.

5.4.1-P23 Prepare a precise plan for the segment of El Camino Real between Scott Boulevard and the western City limits to ensure new development is coordinated and its design is consistent with what is envisioned for the Focus Area.

5.4.2 Downtown Focus Area Goals and Policies

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
- Downtown / BART Transit Loop

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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 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 typically lower, 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.

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.

Downtown Focus Area Policies

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 Consider relocating existing City offices to the Downtown Focus Area, and establishing a Civic Center with high density residential uses. Replace existing City offices with senior and affordable housing.

5.4.2-P3 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.

5.4.2-P4 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.

5.4.2-P5 Encourage the development of a public square to promote Downtown activity and community orientation.

5.4.2-P6 Encourage public spaces and art throughout Downtown to support pedestrian activity and gathering places.

5.4.2-P7 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-P8 Transition development west of El Camino Real with no more than two to three stories adjacent to existing residential development.

5.4.2-P9 Consider transferring density from the western portion and edges of Downtown (to minimize impacts to existing residential uses) to the eastern portion of the Focus Area to take advantage of its proximity to the Caltrain station and future BART station.

5.4.2-P10 Integrate established and new uses through pedestrian connections, streetscape, and complementary architecture and site design.

5.4.2-P11 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-P12 Residential development should include front doors, windows, stoops, porches, bay windows or balconies along street frontages.

5.4.2-P13 Explore allowing live-work spaces to enhance Downtown as an artist district.

5.4.2-P14 Highly encourage the development of affordable housing and senior housing that is well designed and compatible with adjacent uses in the Downtown Focus Area.

5.4.2-P15 Encourage parking consolidation and alternate parking provisions within Downtown.

5.4.2-P16 Minimize surface parking and require parking below-grade or in structures that have active uses along street frontages.

5.4.2-P17 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-P18 Facilitate the implementation of streetscape improvements consistent with those illustrated in Figure 5.4-4.

5.4.2-P19 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-P20 Work with Valley Transportation Authority (VTA) to implement a Downtown loop for transit access to Santa Clara Station.

5.4.2-P21 Exclude auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the Downtown Focus Area.

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.

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.

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.

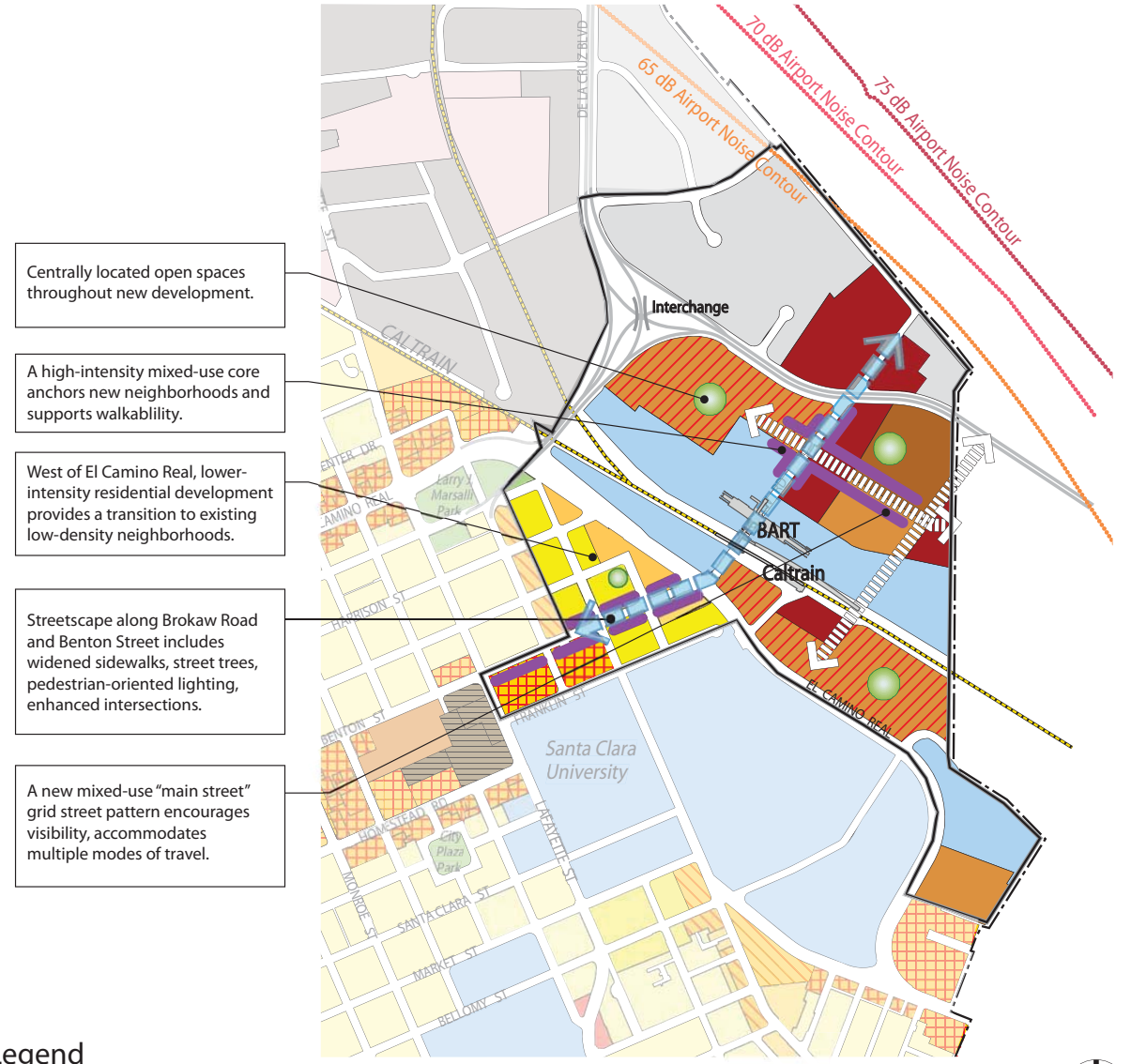
5.4.3-G4 Pedestrian and bicycle priority within the Santa Clara Station Focus Area with transit and vehicular priority to access the Station.

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

Figure 5.4-4

Santa Clara Station Focus Area



Legend

Land Uses Within the Focus Area

- Santa Clara Station Low Density Residential (8-18 du/ac)
- Santa Clara Station Medium Density Residential (19-36 du/ac)
- Santa Clara Station High Density Residential (37-50 du/ac)
- Santa Clara Station Very High Density Residential (51-90 du/ac)
- Santa Clara Station Regional Commercial (up to 3.0 FAR) (with an emphasis on office and hotel uses)
- Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial + Santa Clara Station High Density Residential) (with an emphasis on residential and commercial uses)
- Santa Clara Station Community Mixed Use Commercial (up to 0.45 FAR + Santa Clara Statiuon Medium Density Residential)
- Santa Clara Station Public/Quasi Public (Intensity based on policies 5.3.1, 5.5.1 and 5.9.2)
- Santa Clara Station Light Industrial (up to 0.6 FAR)
- City Limits

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Urban Design Features

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

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.

5.4.3-P20 Highly encourage the development of affordable housing and senior housing that is well designed and compatible with adjacent uses in the Santa Clara Station Focus Area.

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 0.6 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 the City expects that the land uses along the corridor will generally retain their auto-oriented character, the streetscape is expected to be improved to better accommodate multimodal travel including transit, pedestrian, and bicycle facilities.

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.

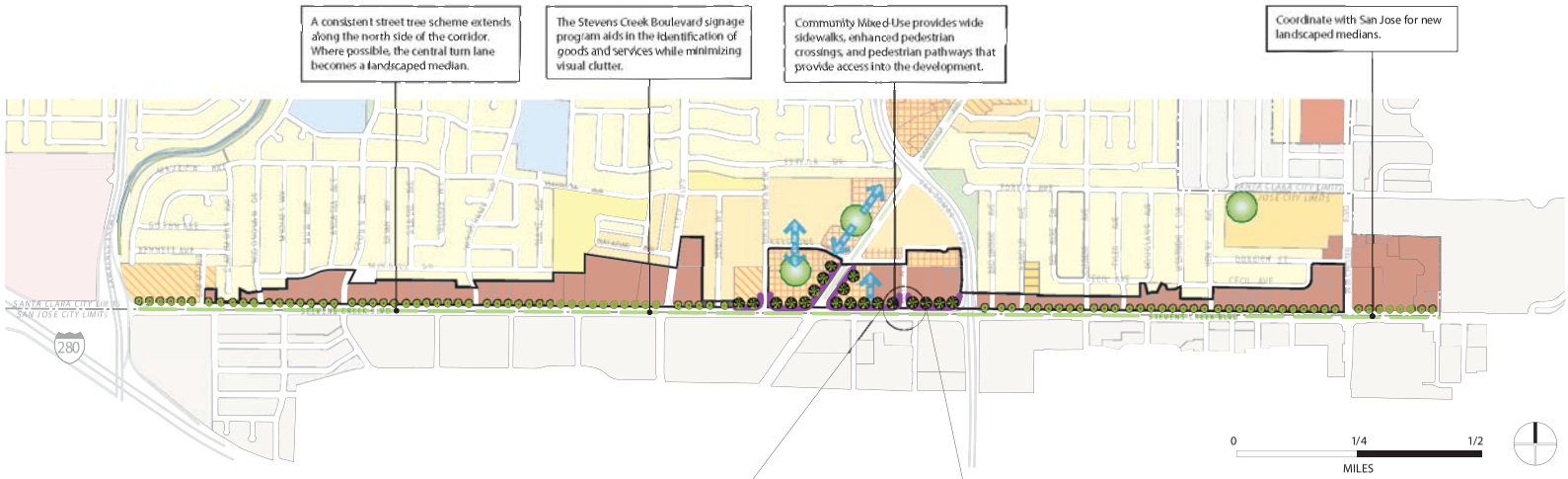
Stevens Creek Boulevard Focus Area Policies

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.

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

Figure 5.4-5
Stevens Creek Focus Area



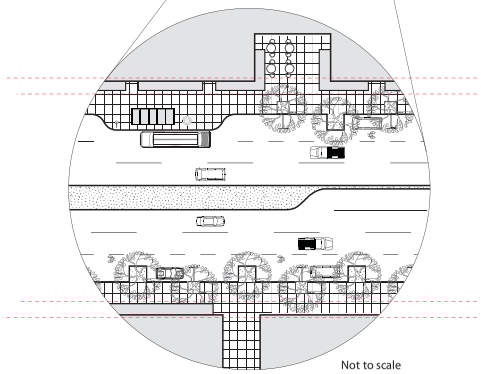
Legend

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



Illustrative 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. Streetscape design features and travel lane configurations shown are illustrative and do not preclude implementation of alternative street design to accommodate future transit and the like.

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 Lawrence Station Focus Area Goals and Policies

Serving as one of the gateways from the west, the Lawrence Station Focus Area will become a vibrant, mixed use community conveniently located within a ½ mile of the Lawrence Caltrain Station. This Focus Area is bounded by Central Expressway on the north, Calabazas Creek to the east, Kifer Road to the south, and the City Limits to the west. At approximately 92 acres, this area is underutilized and developed with light industrial and office uses, some of which are vacant, with large expanses of surface parking lots.

The Lawrence Station Focus Area will be redeveloped into a lively neighborhood that contains a mix of housing, commercial, and open space. Providing a diversity of housing types in mid-rise buildings, this neighborhood will contain a mix of uses that address the basic needs of residents with easy access to transit due to its proximity to the Lawrence Caltrain Station. With the large concentration of jobs in the area, the Lawrence Station Focus Area can provide much needed housing to serve employees in and around the City. In addition, two open space areas will be developed on-site to provide residents with recreational opportunities and visual relief from the urban fabric. Direct connections from the area to the Caltrain Station will be incorporated, as well as linkages to the existing and proposed parks, schools, linear parks, and multi-use trails in the vicinity to promote a healthy lifestyle and provide opportunities to walk, bike, or take public transit to destinations. Emphasis will be placed on the public realm, where neighborhood streetscapes will have shade trees that create an intimate outdoor space, wide sidewalks, lighting, and other amenities to create a pedestrian-oriented environment.

Lawrence Expressway bisects the Focus Area, and the area east of the Expressway will include medium and high density residential, which is anticipated to occur in Phase II of General Plan implementation. Areas west of the site will remain as light industrial in Phase II and will be redeveloped into medium and high density residential in Phase III of the General Plan. At buildout, the Lawrence Station Focus Area will contain approximately 3,412 to 4,620 high density residential units, and 1,756 to 3,324 medium density residential units. Two neighborhood retail areas planned for the area are envisioned to provide essential daily services within walking distance of surrounding residents. Parking will be provided in structures and out of public view.

Lawrence Station Focus Area Goals

5.4.5-G1 An urban neighborhood that contains a dynamic mix of housing types, supportive retail uses, and open spaces that are designed and maintained to enhance livability.

5.4.5-G2 Adequate open space areas that serve as neighborhood focal points, providing for recreation, gathering, and socialization.

5.4.5-G3 A variety of mobility choices with direct linkages to the nearby Lawrence Caltrain Station, parks, schools, open space areas and trails, encouraging walking, biking, and transit use.

5.4.5-G4 New development that is compatible with surrounding uses and consistent with the proposed Lawrence Caltrain Station Area Plan in the City of Sunnyvale.

Lawrence Station Focus Area Policies

5.4.5-P1 Create a gateway from the west to provide a sense of identity and arrival into the City.

5.4.5-P2 Establish a mixed use neighborhood that contains a diversity of housing types, commercial and open space areas that are compatible with and integrated into the surrounding uses.

5.4.5-P3 Provide two publically accessible open space areas within the Lawrence Station Focus Area that are accessible to all residents, adequate to meet their activity needs, and consistent with the General Plan requirements and other City regulations.

5.4.5-P4 Ensure future connections from on-site open space areas to the existing and planned linear parks and multi-use trails in the proposed Lawrence Station Area Plan in Sunnyvale.

5.4.5-P5 Incorporate direct linkages to the Lawrence Caltrain Station to promote transit use.

5.4.5-P6 Coordinate with Caltrain and other transit providers to improve transit access, information to residents, and frequency to serve the Focus Area.

5.4.5-P7 Provide a minimum of two areas of neighborhood retail that are conveniently located to meet the daily needs of residents and to maximize opportunities for walking or biking.

5.4.5-P8 Require new buildings to maintain a consistent setback/build-to-line from the public right-of-way in order to create a well-defined public sidewalk and street.

5.4.5-P9 Encourage residential buildings to be grouped to create effective outdoor spaces that respect the privacy of residents and adjacent uses.

5.4.5-P10 Require that building facades and entrances directly face street frontages, with a high proportion of transparent windows facing the street for commercial uses.

5.4.5-P11 Encourage sensitive design and site planning to minimize the scale of larger buildings through use of building massing, setbacks, façade articulation, fenestration, varied parapets and roof lines, and pedestrian-scaled architectural details.

5.4.5-P12 Encourage parking to be located in structures to minimize its visibility from streets and public

spaces.

5.4.5-P13 Highly encourage the development of affordable housing and senior housing that is well designed and compatible with adjacent uses in the Lawrence Station Focus Area.

5.4.5-P14 Encourage new development to build to a green neighborhood rating standard.

5.4.5-P15 Work with the City of Sunnyvale to ensure compatibility of new mixed use development in the Focus Area with the surrounding future uses in the Lawrence Station Area Plan.

5.4.5-P16 Provide appropriate transitions between new development in the Focus Area and adjacent industrial uses and future development consistent with General Plan Transition Policies.

5.4.5-P17 Require that future development in the Lawrence Station Focus Area be comprehensively planned through preparation of a specific plan and accompanying technical studies.

5.4.5-P18 Allow higher residential densities through the specific plan process.

5.4.6 Tasman East Focus Area Goals and Policies

Located in the northern portion of the City, the Tasman East Focus Area will be a high density neighborhood that provides housing in close proximity to jobs, retail, services and entertainment. The Tasman East Focus Area is bounded by Lafayette Street to the west, Tasman Drive and the Santa Clara VTA Light Rail line to the south, Guadalupe River to the east and the Santa Clara Golf Course to the north. Currently, the Focus Area is underutilized and contains light industrial uses that include primarily low-scale (one- to two stories) tilt-up buildings. Surface parking is located along the street frontages.

At approximately 45 acres, this Focus Area will be transformed into a high density residential community with mid-rise buildings that are served by neighborhood commercial, shared open space areas, and structured parking. Densities will range from 37 to 50 units per gross acre, with the potential to accommodate up to 2,285 units and building heights of three to five stories. A minimum of 10.55 acres of park and open space areas will be provided to support recreational activities and social gathering.

The Focus Area provides for new housing opportunities close by and conveniently connected to jobs and services, encouraging alternative travel modes. Three public transportation providers serve the Focus Area, including the Santa Clara Valley Transportation Authority (VTA), providing both light rail and bus service at the Lick Mill and Tasman Station, as well as Amtrak and the Altamont Corridor Express (ACE) served by the Great America station. A safe and continuous network of pedestrian paths will be provided with enhanced streetscapes, landscaping, street furnishings and other pedestrian amenities that encourage residents to walk or bike to open space areas, retail uses, and nearby jobs. Connections will be provided to the Guadalupe River Trail and Ulistac Natural Area located along the eastern boundary of the Focus Area, San Thomas Aquino Creek Trail to the west, and to the surrounding open space areas. In addition, there will be pedestrian connections to the residential uses to the south to foster neighborhood interaction and activities.

Tasman East Focus Area Goals

5.4.6-G1 A vibrant, high density neighborhood with integrated on-site open space, recreational amenities, and neighborhood serving commercial uses.

5.4.6-G2 Convenient access to nearby employment, retail, services, entertainment, and other community supportive facilities and services.

5.4.6-G3 Direct connections to transit, nearby trails and open space areas encouraging the use of alternative modes of transportation and fostering a healthy lifestyle.

5.4.6-G4 New housing and supporting uses that are integrated with existing residential uses to the south

and compatible with former landfill uses in the north.

Tasman East Focus Area Policies

5.4.6-P1 Establish Tasman East as a high density residential neighborhood that provides residents with access to commercial services and open space located on-site and in the surrounding areas.

5.4.6-P2 Provide direct linkages from Tasman East to the Santa Clara Valley Transportation Authority, Amtrak, and Altamont Corridor Express stations and transit stops to promote transit use for access to services and jobs.

5.4.6-P3 Work with appropriate transportation agencies, businesses, and surrounding cities to maximize rail and bus transit to and from the stations.

5.4.6-P4 Promote pedestrian-friendly design that includes features such as shade trees, streetscapes that contain lighting and landscaping, street furniture, pedestrian and bike paths, limited driveway curb cuts, traffic-calming features, and pedestrian street crossings.

5.4.6-P5 Provide publically accessible open space within the Tasman East Focus Area that is accessible to all residents, adequate to meet their activity needs, and consistent with the General Plan requirements and other City regulations.

5.4.6-P6 Ensure new residential development contains public open spaces that are connected by trails and bikeways, and to other open space networks such as the Guadalupe River Trail, Ulistac Natural Area, San Thomas Aquino Creek Trail, and the Santa Clara Golf and Tennis Club.

5.4.6-P7 Provide for future connections, which encourage walking and bicycling, to the new development in the north when it is redeveloped to promote accessibility between the two areas.

5.4.6-P8 Discourage new development that has an adverse impact on public services such as schools.

5.4.6-P9 Provide appropriate transition between new development in the Tasman East Focus Area and adjacent residential uses consistent with General Plan Transition Policies.

5.4.6-P10 Conduct a study to determine if a buffer is needed between sensitive development in Tasman East and the former landfill to the north.

5.4.6-P11 Require new buildings to maintain a consistent setback/build-to-line from the public right-of-way in order to create a well-defined public sidewalk and street.

5.4.6-P12 Encourage residential buildings to be grouped to create effective outdoor space that respect the privacy of residents and adjacent uses.

5.4.6-P13 Require that building facades and entrances directly face street frontages, with a high proportion of transparent windows facing the street for nonresidential uses.

5.4.6-P14 Encourage sensitive design and site planning to minimize the scale of larger buildings through use of building massing, setbacks, façade articulation, fenestration, varied parapets and roof lines, and pedestrian-scaled architectural details.

5.4.6-P15 Encourage parking to be located in structures to minimize their visibility from streets and public spaces.

5.4.6-P16 Highly encourage the development of affordable housing and senior housing that is well designed and compatible with adjacent uses in the Tasman East Focus Area.

5.4.6-P17 Encourage new development to build to a green neighborhood rating standard.

5.4.6-P18 Require new development to comply with the local floodplain management ordinance to ensure

the safety of residents.

5.4.6-P19 Require that future development in the Tasman East Focus Area be comprehensively planned through preparation of a specific plan and accompanying technical studies.

5.4.6-P20 Allow higher residential densities through the specific plan process.

5.4.7 Future Focus Areas Goals and Policies

Future Focus Areas are identified for Phase 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

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

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

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

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

Future Focus Area Policies

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

5.4.7-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.

5.4.7-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.

5.4.7-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 II General Plan Land Use Diagram.

5.4.7-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.

5.4.7-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.

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

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

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

5.4.7-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 in size, 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 at any residential density provided that any 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.

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, 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 at any residential density 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. Reductions in square footage are applied after FAR calculations.

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.

5.5.1-P11 Allow new public/quasi public uses under any General Plan Land Use classification, provided that the use is compatible with planned uses on neighboring properties, consistent with other applicable General Plan policies, and has primary access from a Collector or larger roadway. Such uses not associated with government operations are prohibited in areas designated as Light Industrial or Heavy Industrial, and in areas designated High or Low Intensity Office/Research and Development outside the Exception Area.

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 Allow hotel development north of the Caltrain corridor in any land use designation, except Light and Heavy Industrial, at a maximum FAR of 2.0, 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.

5.5.1-P14 For properties designated High or Low Intensity Office/Research and Development, allow places of assembly and entertainment uses on parcels within the designated Exception Area identified on the Land Use Diagram.

5.5.1-P15 For Mixed Use properties where there is no history of commercial uses, the minimum FAR may be reduced by 50 percent of the minimum FAR shown under the land use classification.

5.5.1-P16 Allow a limited number of entertainment uses in Phase III Industrial designations north of Highway 101, provided that the use supports the Santa Clara Convention Center activities, is compatible with neighboring land uses and meets other General Plan Goals and Policies.

5.5.1-P17 Allow new parks and open space uses under any General Plan Land Use classification, except in areas designated as Light Industrial or Heavy Industrial, provided that the use is compatible with planned uses on neighboring properties, 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 neigh-borhoods.

5.5.2-G2 Preservation of the character of individual neigh-borhoods.

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 neigh-

borhoods.

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.

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 one of the tools used 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 when necessary to promote preservation.

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 planting.

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 the 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 high quality of life, sustainability, and health and safety, as well as the goals and policies identified in Appendix 8.13: Community Sustainability and Health 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.

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, provided that any associated regional, State and federal procedural requirements are met. 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, a 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: Community Sustainability and Health Goals and Policies Matrix).

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

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

are 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 Expressway
- 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
- Kiely 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 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 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 ten-minute, or one-half 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.

Transit Classifications

Bus Service

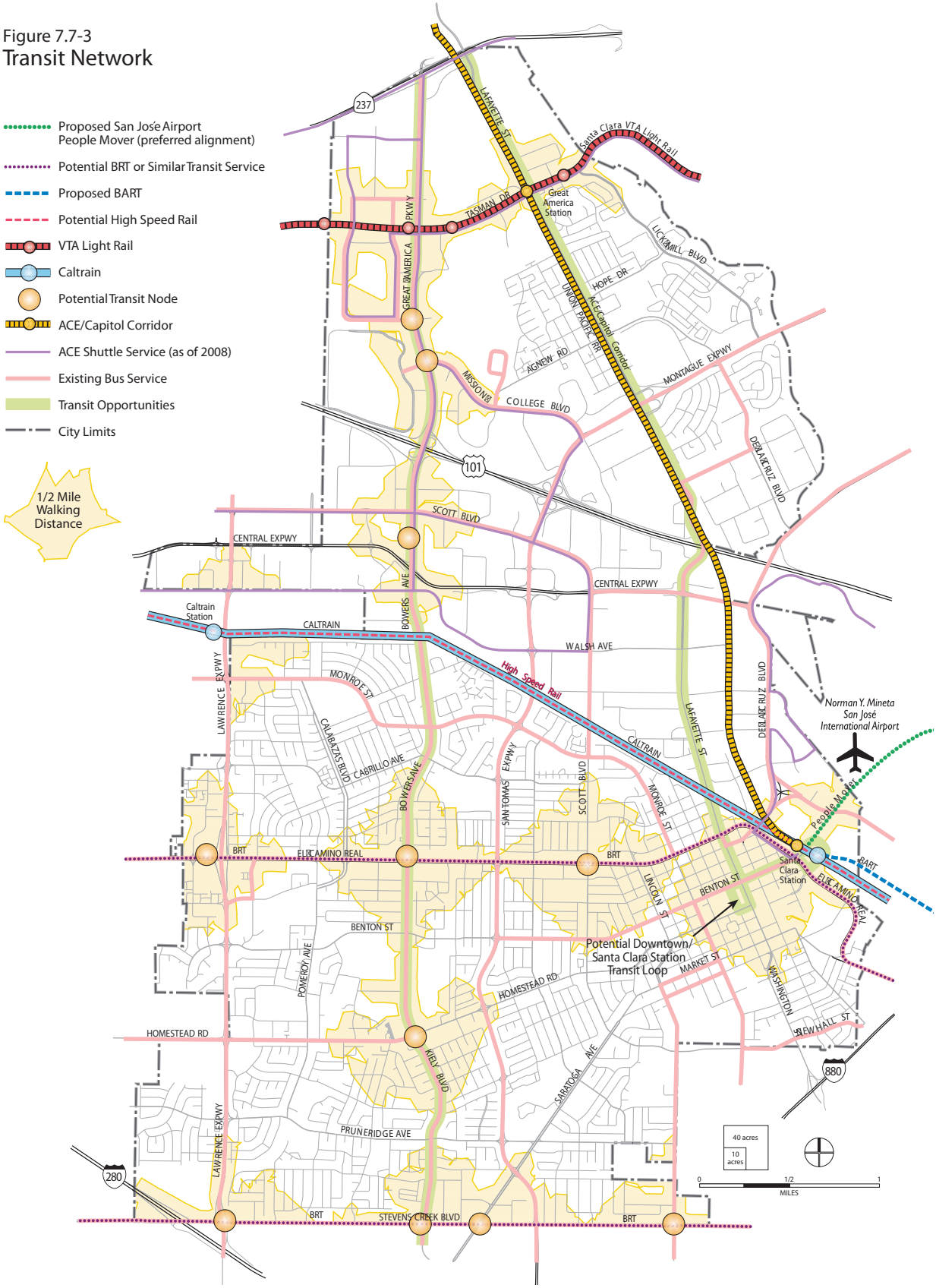
Bus service is accommodated on the City's Roadway Network, primarily along major arterials and expressways. Buses share the road with vehicles and travel at the posted speed limit. Bus stops are designated by signage and pedestrian amenities, such as benches and enclosures.

Bus Rapid Transit (BRT) Service

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

Light Rail Service

Figure 7.7-3
Transit Network



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 bicycling 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. Definitions for both bicycle and pedestrian classifications are listed below.

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 may be 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

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

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 typically 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 and connections between off-street routes in the City include public and quasi public rights-of-way, as well as Santa Clara Valley Water District, school districts, and other public agencies and utility lands.

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 areas to retail destinations, parks, recreational and other activity centers. 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 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 enhance the City's 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.

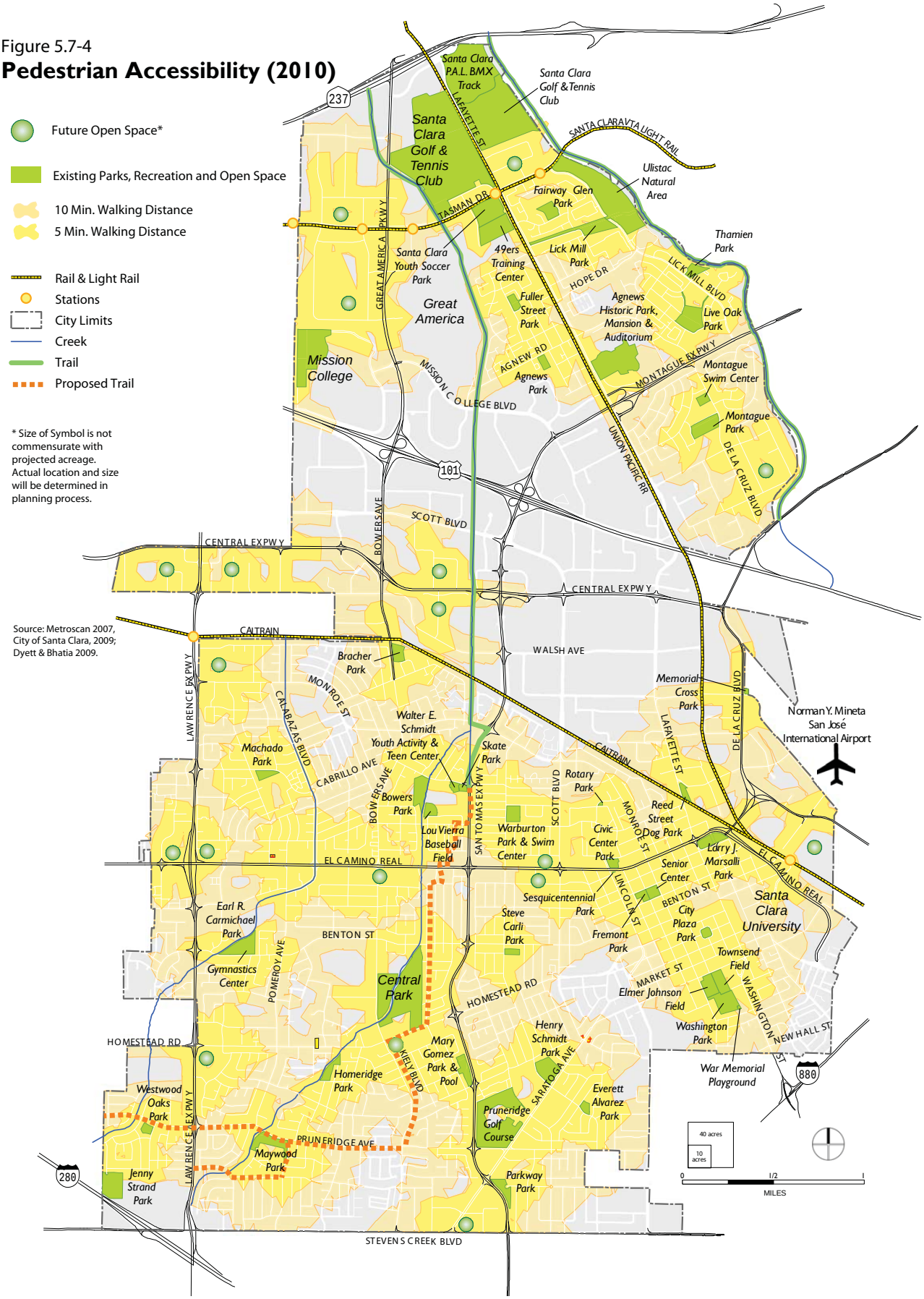
Railroad tracks within the City carry a limited number of freight trains in addition to regularly scheduled passenger service. Union Pacific Railroad (UPRR) provides freight operations within the Caltrain right-of-way outside the peak commuter rail periods. Approximately ten to 12 freight cars pass through 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

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

Figure 5.7-4

Pedestrian Accessibility (2010)



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.

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 network systems 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.

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, where feasible.

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.

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 Boulevard 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, and to improve community health and reduce vehicle use.

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.

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 and bicycling facilities, to promote pedestrian and bicycle use.

5.8.4-P9 Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block 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 showers or bicycle repair near destinations for all users, including commuters, residents, shoppers, students and other bicycle travelers.

5.8.4-P11 Provide pedestrian 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 and single occupant vehicle use.

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 and City employees to implement transportation demand management programs that can include 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 “unbundle” 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-P13 Restrict lighting and noise generation associated with surface and structured parking from intrusion into adjacent residential neighborhoods.

5.8.6-P14 Require new multi-family residential and non-residential development to accommodate electric vehicle charging stations in parking lots.

5.8.6-P15 Require new parking lots to be surfaced with materials to reduce heat gain, consistent with the Building Code and CAP.

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 The movement of goods safely and efficiently through the City.

5.8.7-G2 Neighborhoods 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.

5.8.7-P7 Maintain consistency with the Federal Transportation Authority vibration standards for land uses in proximity to railroads, light rail and the future high speed rail.

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 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 & 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] This ratio includes parks that primarily serve Santa Clara residents and businesses, and excludes regional serving facilities such as Ulistac Natural Area, the Municipal Santa Clara Golf & Tennis Club and the Pruneridge Golf Course. Included in this General Plan are policies to maintain a standard of 2.4 acres of parkland per 1,000 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. In addition, increasing the standard to 3.0 acres of parkland per 1,000 residents will be explored in the context of the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24.

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.

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[3] Based on DOF January 2008 population of: 115,503 and including 467.5 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 new community park and recreation facilities of at least 25 acres to serve the demand generated by future residential and employment center development. The addition of 25 acres of park space will help maintain the City's ratio of 2.4 acres of parkland per 1,000 residents. 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.

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. The Guadalupe River Trail runs along the Guadalupe River to Guadalupe River Park, located just to the south east of Santa Clara, in the City in San José. It extends three miles from U.S. Highway 101 to the south, culminating in over 150 acres of parkland near 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.

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-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.

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 Ample 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.

Figure 5.9-1

Parks, Recreation and Open Space (2035)

Future Open Space*

Existing Parks, Recreation and Open Space

- Community Park
- Neighborhood Park
- Mini Park/Plaza
- Open Space
- Recreation Facility
- Regional and/or Private Facilities
- Prefered Location for New Community Park
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail
- Proposed Trail

* Size of Symbol is not commensurate with projected acreage. Actual location and size will be determined in planning process.

** Central Park includes Central Park Library, the Santa Clara Community Recreation Center, George F. Haines International Swim Center, Lawn Bowling Green, and Veterans Memorial.

Source: Metroscan 2007, City of Santa Clara, 2009; Dyett & Bhatia 2009.

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 Park, trail and open space facilities that 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 right-of-way 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.

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.

5.9.1-P20 Promote the continuation of a parks per population ratio of 2.4 per 1,000 residents and explore the potential to increase the ratio to 3.0, based on the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24.

5.9.1-P21 Explore options for incorporating an outdoor theater within one of the City's neighborhood parks.

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.

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 sites (three of which are located in the City of Santa Clara) 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

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

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 1.6 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; features include: group study and large community rooms, a computer training classroom, genealogy and local history collection, and an extensive collection of materials for educational and recreational use. The Mission Library Family Reading Center, located on Lexington Street at Main Street, is a full service library facility including Read Santa Clara, the adult and family literacy program of the Santa Clara City library.

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.

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 additional facilities particularly when the City can optimize the use of streets or other existing neighborhood amenities for community events.

The City benefits from the following arts and cultural facilities:

- *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. It was purchased and restored by the City, and is open to tours as a historic resource for the community.

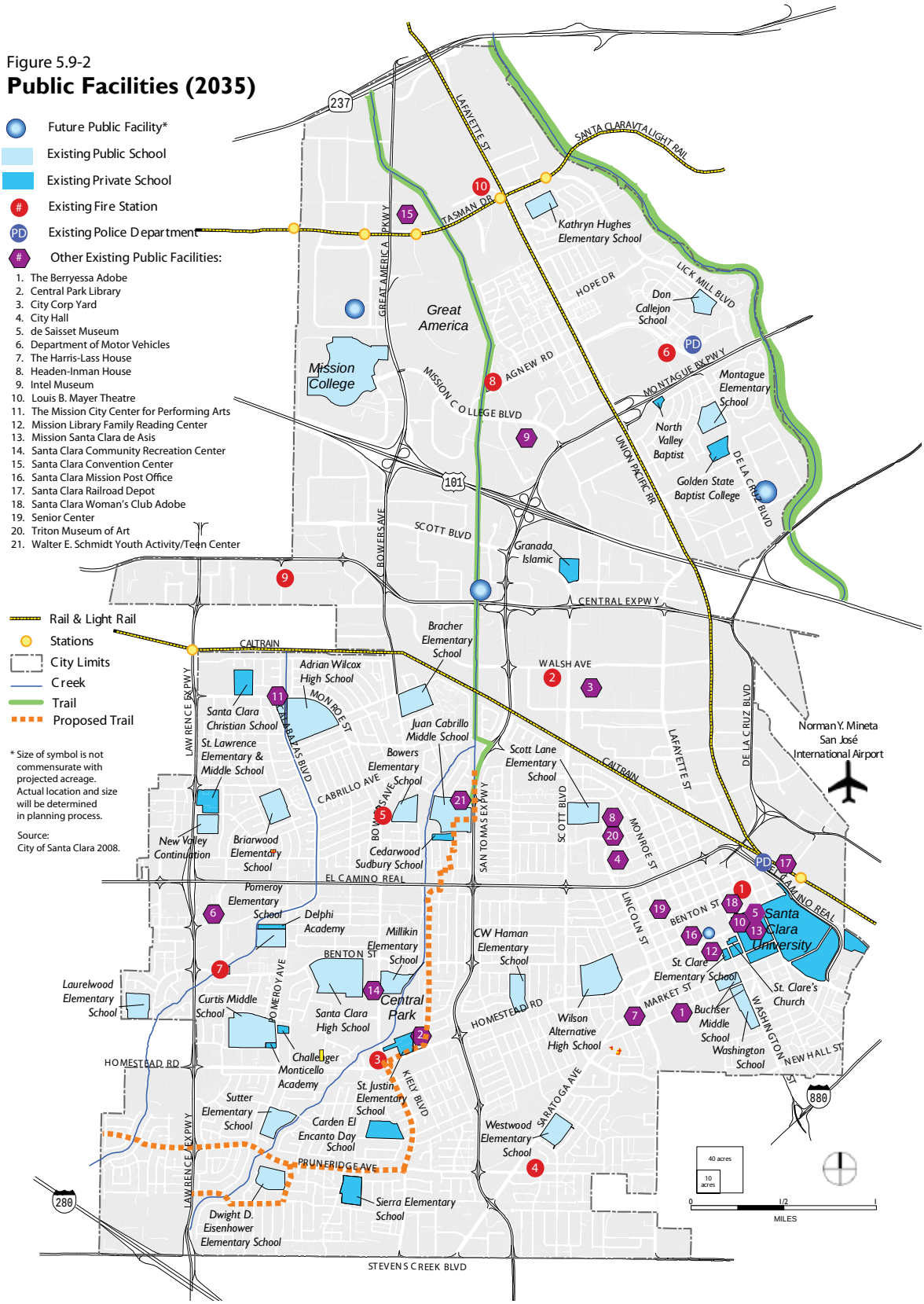
- *de Saisset Museum,* part of Santa Clara University (SCU), is open and free to the public with art and California's native history exhibits.

- *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, owned by the City, features the City's historical collection and other local artifacts safeguarded by the Santa Clara Arts and Historical

Figure 5.9-2

Public Facilities (2035)



Consortium.

- *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.

- *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.

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

- *Mission Santa Clara,* located on the Santa Clara University 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.

- *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.

- *Santa Clara Convention Center,* a City owned facility, is 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.

- *Triton Museum of Art* collects and exhibits contemporary and historical works of art with an emphasis on artists from the Greater Bay Area. The Triton building is owned by the City, which is a major sponsor of the museum.

The City of Santa Clara provides the following community centers:

- *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.

- *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.

- *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, and operates the City's Skate Park.

- *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 Appropriate 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.

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 132 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 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.

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. Landscaped areas can provide some habitat value to common native species, particularly birds and insects. 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, providing the City an

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

opportunity to restore habitat in these areas.

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.

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 that 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.

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

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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

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 and restoration 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 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 in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.

5.10.1-P5 Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.

5.10.1-P6 Require adequate wastewater treatment and sewer conveyance capacity for all new development.

5.10.1-P7 Encourage the use of local recycling facilities to divert waste from landfills.

5.10.1-P8 Increase to 80 percent reduction for solid waste tonnage by 2020, or as consistent with the CAP.

5.10.1-P9 Encourage curbside recycling and composting of organic and yard waste.

5.10.1-P10 Promote the reduction, recycling and safe disposal of household hazardous wastes through

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

public education and awareness and through an increase in hazardous waste collection events.

5.10.1-P11 Require use of native plants and wildlife-compatible non-native plants, when feasible, for landscaping on City property.

5.10.1-P12 Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants, when feasible.

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 toxins 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 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 the 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.

The City of Santa Clara General Plan has Goals and Policies to address sustainability (see Appendix 8.13: Sustainability Goals and Policies Matrix) aimed in part 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, anticipating additional users, SVP aims to increase renewable sources to a third of all electricity provided.[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.

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 Transition away from using coal as an energy source to renewable resources by replacing coal in Silicon Valley Power's portfolio, exploring City owned property for renewable energy projects, developing solar projects, and incentivizing solar projects for residents and businesses, consistent with the CAP.

5.10.3-P3 Maximize the efficient use of energy throughout the community by achieving adopted electricity efficiency targets and promoting natural gas efficiency, consistent with the CAP.

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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.

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

5.10.3-P4 Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.

5.10.3-P5 Reduce energy consumption through sustainable construction practices, materials and recycling.

5.10.3-P6 Promote sustainable buildings and land planning for all new development, including programs that reduce energy and water consumption in new development.

5.10.3-P7 Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.

5.10.3-P8 Provide incentives for LEED certified, or equivalent development.

5.10.3-P9 Incorporate criteria for sustainable building and solar access into the City's ordinances and regulations.

5.10.3-P10 Maintain the City's level of service for high quality utilities and telecommunications infrastructure.

5.10.3-P11 Continue innovative energy programs to develop cost effective alternative power sources and encourage conservation.

5.10.3-P12 Work with Silicon Valley Power to implement adequate energy distribution facilities to meet the demand generated by new development.

5.10.3-P13 Work with the City of San Francisco to explore opportunities to share the Hetch-Hetchy right-of-way for electrical facilities.

5.10.3-P14 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-P15 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 off-set 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.

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 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 High water quality maintained throughout the City.

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[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.

[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-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, compliance with the State Water Conservation Landscaping Ordinance, incentives, and other applicable City-wide policies and programs.

5.10.4-P2 Expand water conservation and reuse efforts throughout the City in order to meet the conservation goals in the City's adopted Urban Water Management Plan and CAP to reduce per capita water use by 2020.

5.10.4-P3 Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.

5.10.4-P4 Require an adequate water supply and water quality for all new development.

5.10.4-P5 Prohibit new development that would reduce water quality below acceptable State and local standards.

5.10.4-P6 Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.

5.10.4-P7 Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.

5.10.4-P8 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-P9 Work with Santa Clara Valley Water District to improve the Santa Clara Distributary.

5.10.4-P10 Work with Santa Clara Valley Water District to minimize undesirable compaction of aquifers and subsidence of soils.

5.10.4-P11 Require that any unused wells be abandoned properly.

5.10.4-P12 Encourage diversion of run-off from downspouts, and replacement of hardscapes to landscaped areas and permeable surfaces.

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.

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

[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

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 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 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

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[23] United States Geological Survey. "Earthquake Probabilities in the San Francisco Bay Region: 2002–2031" 2003: ES1.

Figure 5.10-1
Liquefaction Hazard

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 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, ongoing or future activities have, or will result 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. Unknown future contaminants may also require actions to ensure environmental protection.

In addition to City ordinances and safety practices, the implementation of General Plan policies will provide some protection from exposure to both existing and future 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

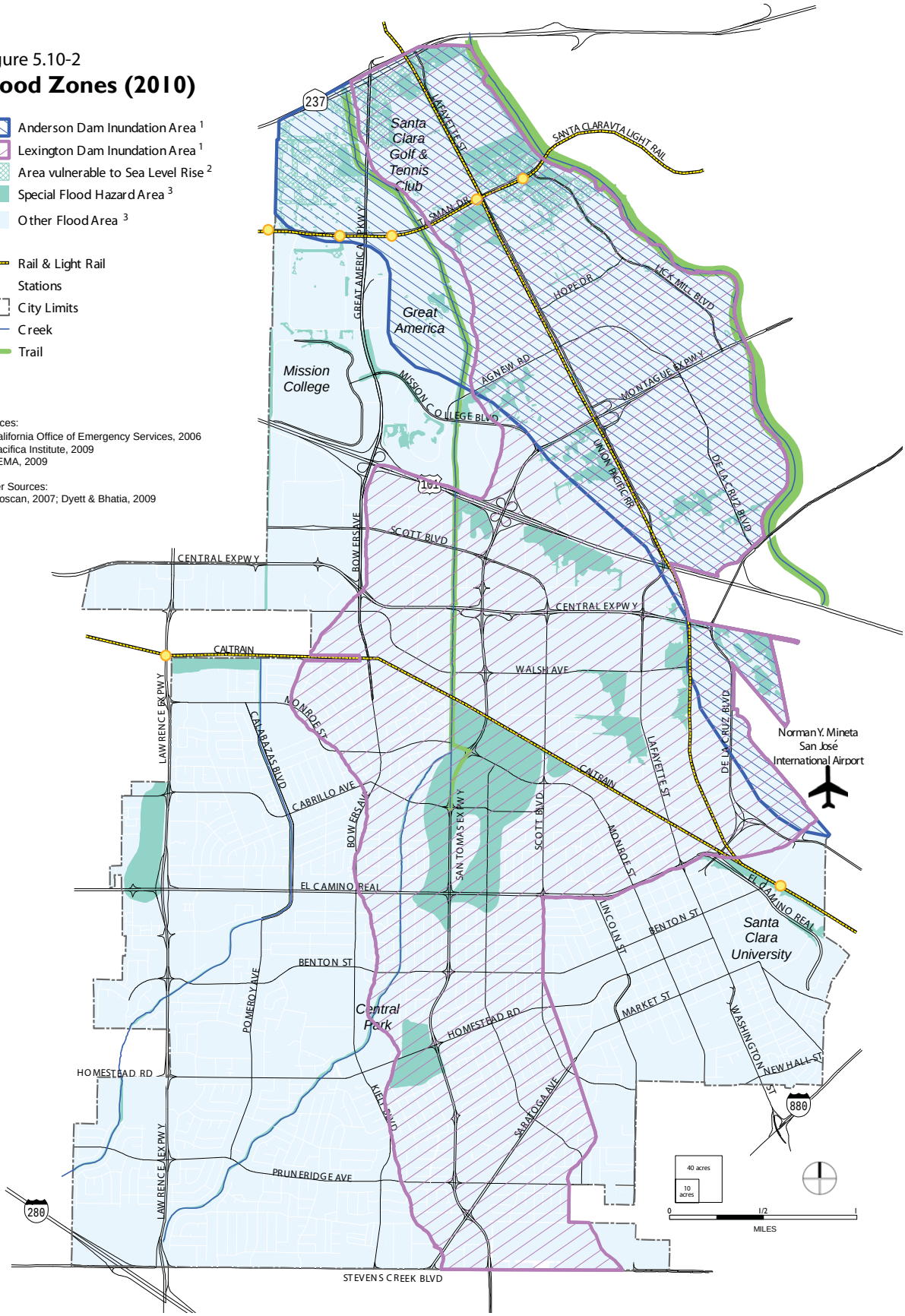
Figure 5.10-2

Flood Zones (2010)

- Anderson Dam Inundation Area [1]
- Lexington Dam Inundation Area [1]
- Area vulnerable to Sea Level Rise [2]
- Special Flood Hazard Area [3]
- Other Flood Area [3]
- Rail & Light Rail
- Stations
- City Limits
- Creek
- Trail

Sources:
1. California Office of Emergency Services, 2006
2. Pacifica Institute, 2009
3. FEMA, 2009

Other Sources:
Metroscan, 2007; Dyett & Bhatia, 2009



concerning the Fire Department and firefighting services are 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 Availability of emergency services in the event of a disaster.

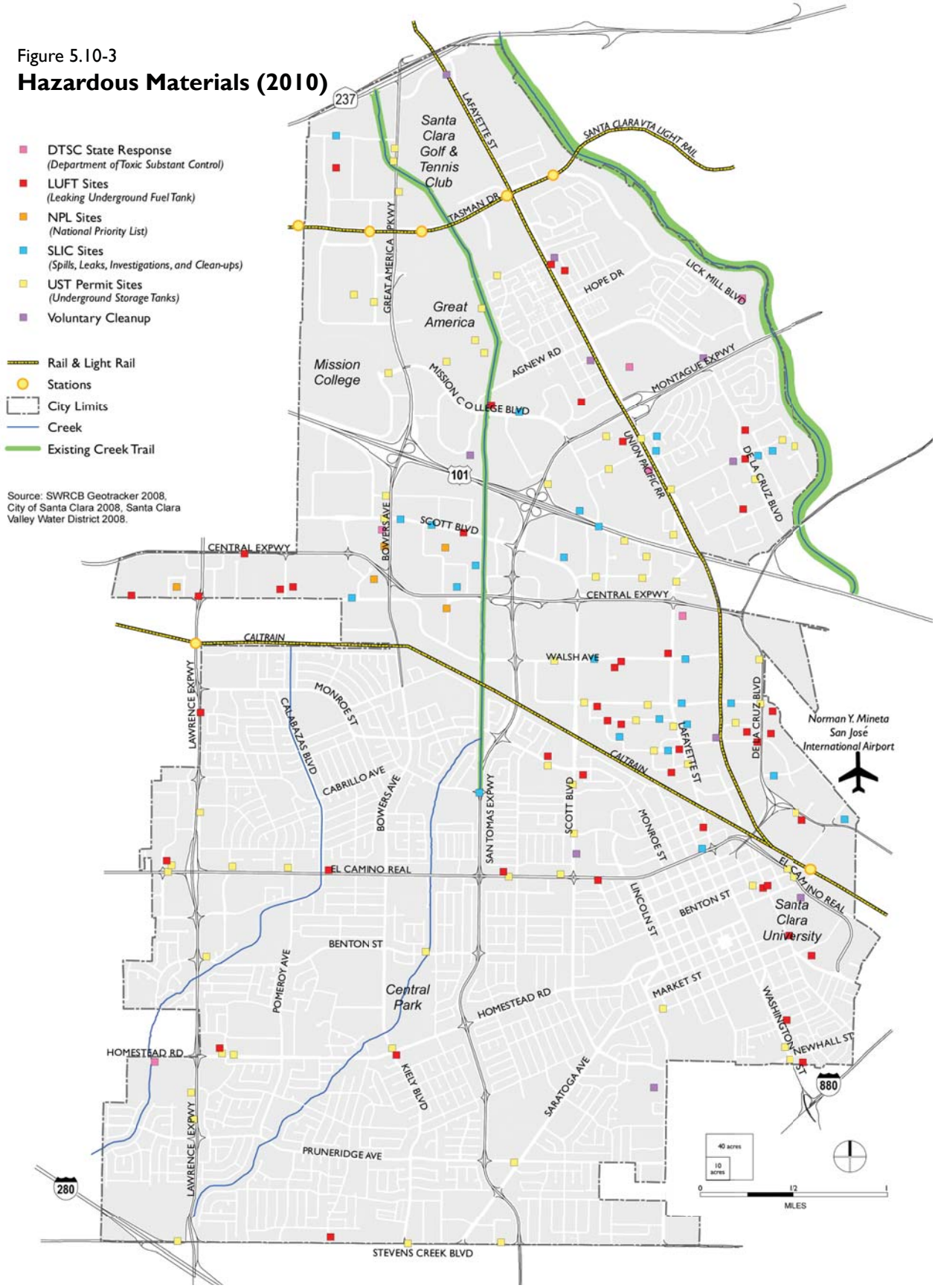
5.10.5-G4 City codes and regulations that are consistent with applicable regional, State and federal regulations for safety.

Safety Policies

5.10.5-P1 Use the City's Local Hazard Mitigation Plan as the guide for emergency preparedness in Santa

Figure 5.10-3

Hazardous Materials (2010)



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 infiltration and 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), Stormwater 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.

5.10.5-P34 Implement minimum setbacks of 500 feet from roadways with average daily trips of 100,000 or more and 100 feet from railroad tracks for new residential or other uses with sensitive receptors, unless a project-specific study identifies measures, such as site design, tiered landscaping, air filtration systems, and window design, to reduce exposure, demonstrating that the potential risks can be reduced to acceptable levels.

5.10.5-P35 Establish minimum buffers between odor sources and new residential or other uses with sensitive receptors, consistent with BAAQMD guidelines, unless a project-specific study demonstrates that these risks can be reduced to acceptable levels.

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 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 areas. 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.

<u>Normally Acceptable</u>

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.

<u>Conditionally Acceptable</u>

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.

<u>Normally Unacceptable</u>

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.

Figure 5.10-4

Existing Noise Contours: Roadways and Rails (2010)

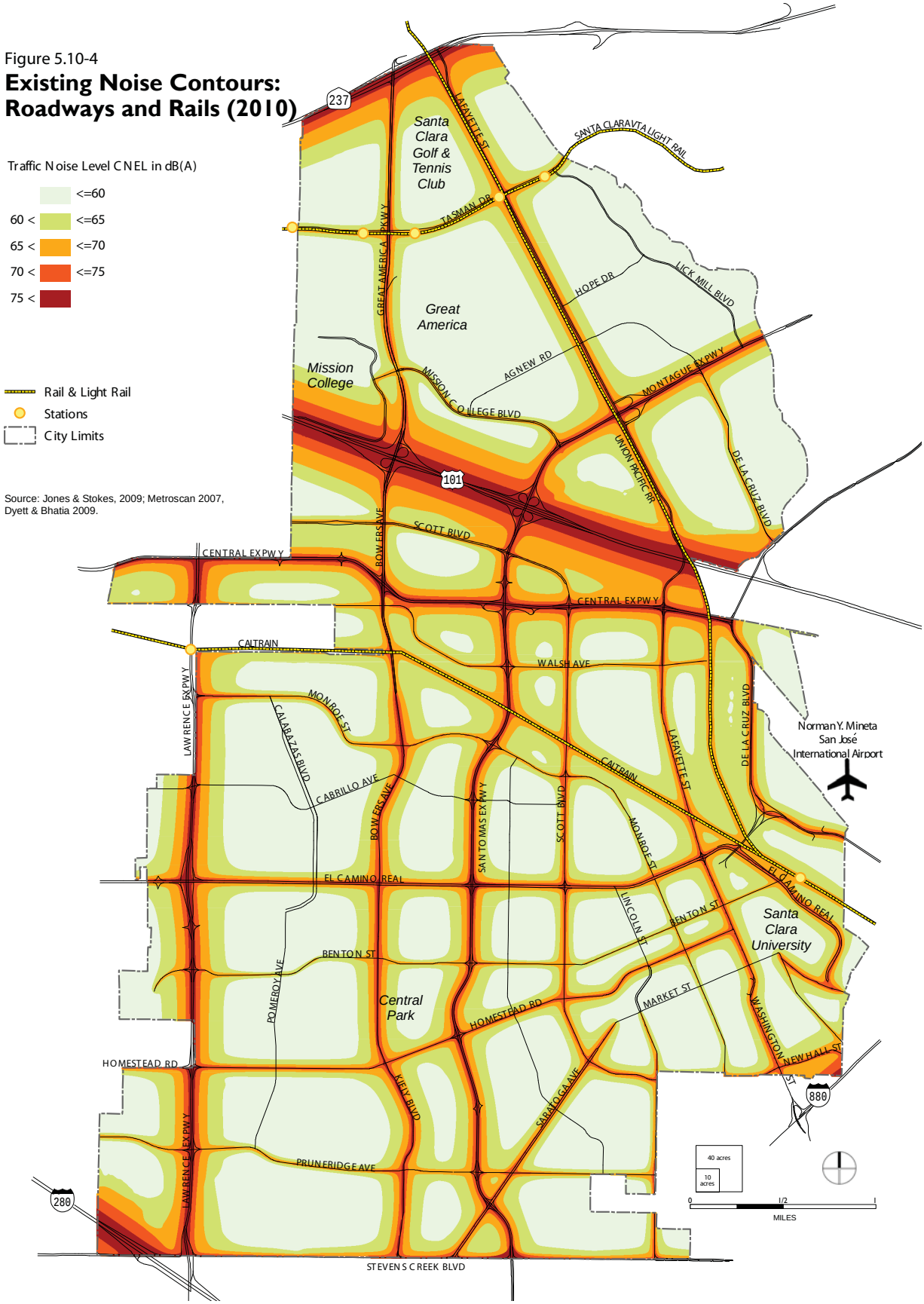
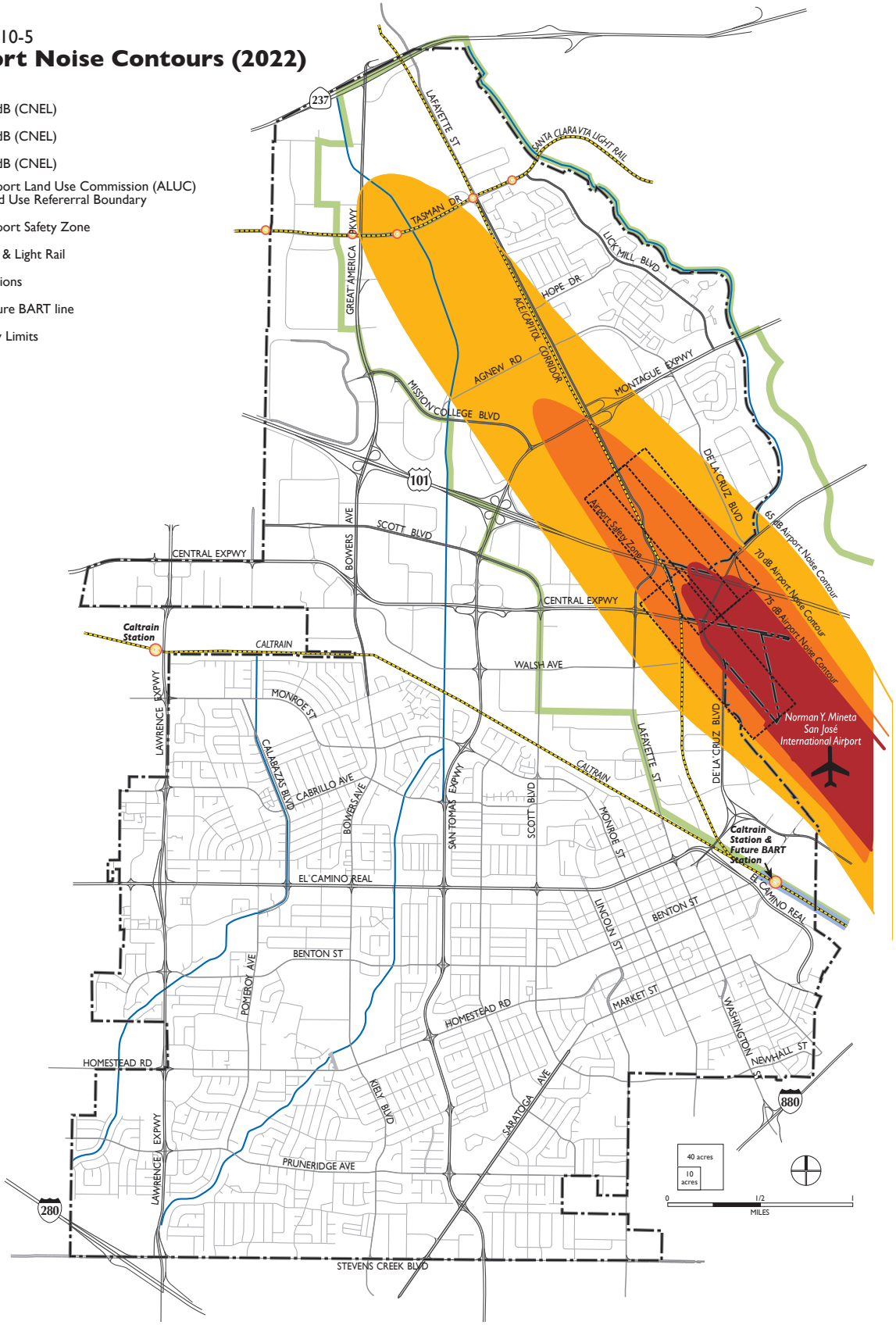


Figure 7.10-5
Airport Noise Contours (2022)



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. 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: Community Sustainability and Health Goals and Policies. 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).

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.

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[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.

- **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/Oracle, California Paperboard, Municipal Golf & Tennis Club 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]

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]

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

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[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 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.

[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.

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.

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 the 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) was prepared by the City following the adoption of the General Plan Update and is 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 Transportation 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.

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[29] The California Natural Resources Agency. "2009 California Climate Adaptation Strategy." December 2009.

- **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 is working toward an 80 percent of solid waste reduction and by expanding the 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.

Local and Regional Planning Context

Other local and regional planning efforts parallel planning efforts in the City. Surrounding jurisdictions, as well as regional agencies and school districts, all have land use and transportation initiatives with implications for Santa Clara. Planning initiatives and development projects moving forward in neighboring cities may affect Santa Clara residents and land use decisions near the City's border. In addition, regional initiatives, including planning efforts along El Camino Real, may provide development and funding opportunities for the City. Any conflicts between plans or improvements proposed within Santa Clara's jurisdictional boundaries and the City's General Plan Land Use Diagrams, Transportation and Mobility Diagrams or text should be resolved through a General Plan Amendment, in order to evaluate the broader implications of the proposal and maintain internal consistency of the Plan, prior to any City endorsement or funding contribution. Figure 6.1-1 provides an overview of other local and regional efforts.

6.1 LOCAL PLANNING CONTEXT

6.1.1 City of Santa Clara Planning Efforts

Santa Clara Station Area Plan

The cities of San José and Santa Clara, and the Santa Clara Valley Transportation Authority (VTA) have cooperated in the development of a plan for 432 acres of land surrounding the Santa Clara Transit Center and future Bay Area Rapid Transit (BART) Station. Approximately 244 acres of the area is located in Santa Clara. The Santa Clara Transit Center is currently served by Caltrain, Altamont Commuter Express (ACE) and VTA bus lines. Amtrak's Capital Corridor train and the future high speed rail line pass through the area. The future BART extension will also terminate at this location. An Automated People Mover is also proposed to connect the Norman Y. Mineta San José International Airport (Airport) with both the Santa Clara Transit Center and VTA's Airport light rail station. With direct rail service to virtually all parts of the San Francisco Bay Area and beyond, the expanded Santa Clara Transit Center is an important intermodal transit hub for the region.

The Santa Clara Station Area Plan has been incorporated into this General Plan as the Santa Clara Station Focus Area, with specific land uses and policies included in Chapter 5. It provides opportunities for the development of housing, offices, retail, hotels, restaurants, parks and other amenities. Approximately two million net new square feet of commercial uses and 1,650 housing units are anticipated within the City of Santa Clara's jurisdiction.

Downtown Plan

Revitalization of Santa Clara's historic Downtown is a priority for the City. In 2007, the City initiated a Downtown Plan for the City-owned 7.3 acres bounded by Homestead Road and Lafayette, Jackson and Benton Streets. This plan was the subject of a Request for Proposals (RFP) to solicit developer interest. The RFP suggested an urban, mixed-use center, including over 129,000 square feet of retail commercial space with 396 residential units for the site. This project is currently on hold pending improvement in overall economic and real estate conditions.

The Downtown includes a City-owned site as well as some surrounding properties and is designated as a Focus Area in this General Plan.

6.1.2 Adjacent Jurisdictions' Planning Efforts

City of Cupertino

City of Cupertino General Plan

Cupertino shares a small portion of Santa Clara's western boundary. For this area, Cupertino's General Plan identifies streetscape and other landscaping improvements along Stevens Creek Boulevard to support residential and office uses mid-block, and neighborhood commercial uses at corners. The South Vallco Park area, just west of the shared boundary, is approved for 711 housing units. The Cupertino General Plan allows building heights of up to 60 feet in this area.

North Vallco Master Plan

The City of Cupertino has initiated planning for the North Vallco area, bounded by Homestead Road, Tantau Road, Interstate 280 and Wolfe Road. Already a substantial employment center, the intensification of commercial office and industrial uses as well as retail services is anticipated. Residential development is also under consideration in conjunction with currently allowed hotels.

City of San José

City of San José General Plan Update

Santa Clara shares its eastern, northern and southern boundaries with the City of San José. To the south along Stevens Creek Boulevard, San José's current General Plan supports auto sales and discourages residential development. To the east, adjacent to the Norman Y. Mineta San José International Airport, San José's General Plan promotes the redevelopment of the area under the Rincon South Planned Community which includes residential, retail, commercial and industrial uses to take advantage of light rail access and Airport proximity. To the North, plans are underway for the Alviso area. The City of San José is currently looking at these areas through an update of its General Plan.

Alviso Specific Plan

The Specific Plan for the historic Alviso neighborhood in the City of San José, which borders Santa Clara to the north, projects modest growth to accommodate some retail, commercial and light industrial uses on a closed landfill site and an existing industrial site. Residential uses are currently allowed within the existing residential areas.

North San José Vision Plan

The City of San José has approved a Vision Plan for North San José. The area for this plan is located adjacent to Santa Clara's eastern boundary. This plan provides opportunities to increase office, industrial and research and development uses by over 26 million square feet to create up to 80,000 new jobs. The plan also proposes to convert 285 acres of existing industrial land to residential use and allow mixed-use residential development within industrial areas. This could result in up to 32,000 new residential units adjacent to Santa Clara.

City of Sunnyvale

City of Sunnyvale General Plan Update

Santa Clara shares its western boundary with the City of Sunnyvale. Sunnyvale's 1997 General Plan designates the area bordering Santa Clara for industrial uses north of the Caltrain railroad tracks and residential uses south of the railroad tracks, with the exception of the existing residential and mobile home park between U.S. 101 and Tasman Drive. The Calabazas Creek provides a natural buffer between these Sunnyvale neighborhoods north of the Caltrain railroad tracks and the existing and planned employment centers in Santa Clara. The City of Sunnyvale is currently in the process of updating several elements of its General Plan.

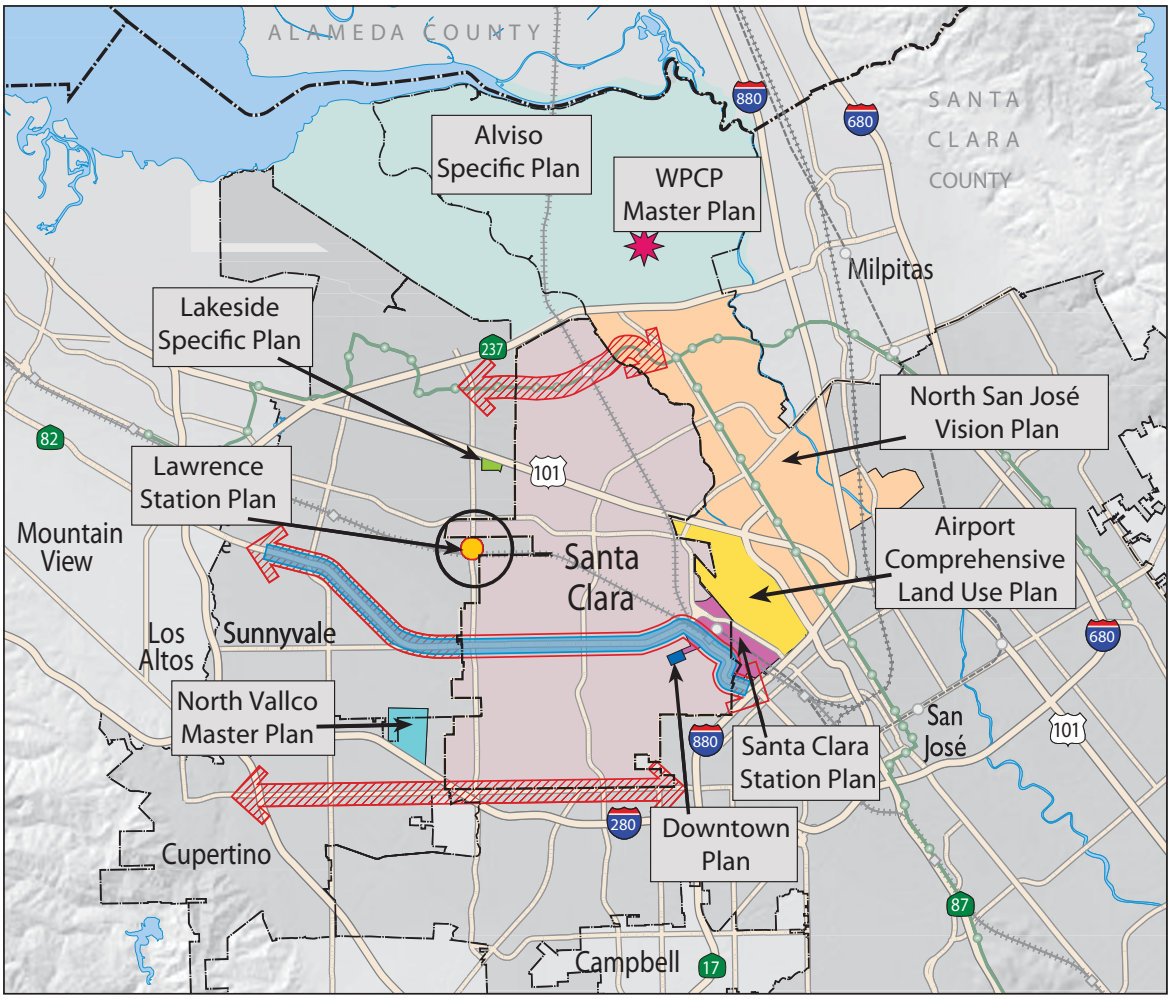
Lawrence Station Area Plan

In cooperation with the City of Santa Clara, the City of Sunnyvale has initiated a Station Area Plan for the area around the Lawrence Caltrain Station. This effort is expected to identify opportunities for higher-density residential and office development near the station; add neighborhood commercial services to serve existing and future residents; and improve access to the station, including enhanced signage and circulation for pedestrians, bicyclists and motorists. Santa Clara's comprehensive planning prerequisites for this area are described as part of the Future Focus Areas discussion in Chapter 5.

Precise Plan for El Camino Real

The City of Sunnyvale has adopted a precise plan for its portion of El Camino Real, providing design guidelines and identifying opportunities for redevelopment at specific locations. It includes the "gateway" into Santa Clara at Lawrence Expressway. The design guidelines encourage landscaping and signage to signify arrival into Sunnyvale. Sunnyvale's zoning ordinance allows building heights of up to 75 feet and residential densities of up to 45 units per acre.

Figure 6.1-1
Regional Planning Efforts



City of Santa Clara

Cities of Cupertino, San José and Sunnyvale

Airport Comprehensive Land Use Plan area

Santa Clara Station Plan area

Downtown Plan area

North San José Vision Plan area

Alviso Specific Plan area

Lakeside Specific Plan area

North Vallco Master Plan area

Water Pollution Control Plant (WPCP) Master Plan

FOCUS Priority Development Areas

El Camino/Grand Boulevard Initiative area

Station — BART (proposed)

Station — VTA Light Rail

Station — Caltrain

Station — ACE Capitol

Lawrence Station Plan area*

* Actual study area yet to be determined as of January 2010.

0 1 5
MILES

Lakeside Specific Plan

Just southeast of the U.S. 101 and Lawrence Expressway intersection, and west of the Calabazas Creek, the City of Sunnyvale approved the redevelopment of an existing hotel into a mixed hotel and residential development.

Mission College

Mission College is the only public community college in Santa Clara. Currently, the College is undergoing an update to their Master Plan, planning for future facilities. Mission College has spoken with the City about future housing on their property, as well as other future expansion opportunities.

Santa Clara Unified School District

Santa Clara Unified School District (SCUSD) covers approximately 90 percent of the City, enrolling 89 percent of the City's student population (2009). Demographic trends indicate an increase in school age children, possibly requiring additional school facilities in the future. The City maintains an open relationship with the District, with members of staff sitting on the long range planning committee and District representatives sitting on the General Plan Steering Committee.

Santa Clara University

Santa Clara University (SCU) is one of the major universities in the region. SCU is an asset to the community, providing highly educated graduates to the workforce. The City works closely with the University regarding new buildings, both on and off campus, as well as regarding community relations and student activities.

6.2 REGIONAL PLANNING CONTEXT

6.2.1 Regional Land Use and Transportation Planning

Joint Venture: Silicon Valley Network

Joint Venture: Silicon Valley Network is a collaboration of city, regional and business leaders that have worked together on several region-wide initiatives for a sustainable future and improved quality of life for Silicon Valley. Initiatives include Climate Protection, Disaster Planning, Economic Development and the El Camino Real Grand Boulevard (discussed below). Planning efforts include A Greenprint for Silicon Valley, county-wide greenhouse gas inventories and the creation of a Disaster Resiliency Center at Moffett Field.

El Camino Real Grand Boulevard Initiative

The revitalization of El Camino Real is a collaborative effort of cities and counties located between South San Francisco and San José. Through the efforts of Joint Venture: Silicon Valley Network, the El Camino Real Grand Boulevard Initiative encourages residential development and job growth in targeted areas and promotes urban design and landscape improvements along the corridor. The project is intended to improve mobility for pedestrians, bicyclists and motorists. The Association of Bay Area Governments (ABAG) is also sponsoring a "corridors program" to encourage coordination of transportation and land use, as well as infill residential development, along major State-owned roadways, including El Camino Real.

San José/Santa Clara Water Pollution Control Plant

Master Plan

The San José/Santa Clara Water Pollution Control Plant (WPCP) is in the process of developing a Master Plan for its 2,600-acre property in Alviso, at the southern tip of the San Francisco Bay. Co-owned by and serving the cities of San José and Santa Clara, the WPCP also serves Milpitas, Cupertino, Campbell, Los Gatos, Monte Sereno and Saratoga, as well as several sanitation districts in unincorporated areas of Santa Clara County. The master plan will address the facility's infrastructure, land uses and technologies in order to better serve the Plant's growing service population over the next 30 years. The three-year planning process began in 2008 and includes a short-term five-

year improvement plan to address existing deficiencies, as well as a 10 - to - 15-year improvement plan to upgrade, improve and rebuild the Plant.

South Bay Water Recycling Project

The South Bay Water Recycling Project (SBWR) includes extensive infrastructure serving the cities of San Jose, Santa Clara and Milpitas. Recycled water is used to irrigate public and private facilities including golf course, parks, schools and agricultural lands, and for industrial processes such as cooling towers. SBWR is a collaboration between the three cities, five sanitation districts, U.S. Bureau of Reclamation, Environmental Protection Agency, California Department of Water Resources, Department of Health Services, Regional Water Quality Control Board, Santa Clara County Health Department, and Santa Clara Valley Water District. For more information on water recycling in the South Bay, visit the Santa Clara Valley Water District at www.valleywater.org/media/pdf/Attachements_SCRWMP_FRP.pdf.

Metropolitan Transportation Commission

Transportation 2035 Plan for the San Francisco Bay Area

The Metropolitan Transportation Commission (MTC) has adopted Transportation 2035, which is the Regional Transportation Plan for the Bay Area. This plan outlines eight goals: Maintenance and Safety, Reliability, Efficient Freight Travel, Security and Emergency Management, Clean Air, Climate Protection, Equitable Access and Livable Communities. These goals are framed by the three 'E's' of sustainability: Economy, Environment and Equity. It transitions transportation priorities from purely moving people and goods, to emphasizing the relationship between land uses and transportation in order to improve the region's natural, built and social environment. The Plan also addresses the challenges associated with meeting climate change goals, in response to AB 32, and reducing greenhouse gas (GHG) emissions.

Major transit projects included in the Transportation 2035 Plan include a BART extension from Fremont to San Jose/Santa Clara; electrification of the Caltrain system; enhanced service along the Amtrak Capitol Corridor; and improvements to local and express bus services (including Bus Rapid Transit services on San Jose's Santa Clara Street/Alum Rock Corridor).

FOCUS Program: Priority Development Areas

The Bay Area's regional agencies of ABAG, Bay Area Air Quality Management District, San Francisco Bay Conservation and Development Commission, and Metropolitan Transportation Commission initiated the FOCUS Program. The purpose of this program is to encourage growth and revitalization near transit facilities in existing communities. The program provides planning and construction funding for projects in "Priority Development Areas" (PDAs) with high transit accessibility and potential for redevelopment. The Santa Clara and Lawrence station areas, VTA light rail stations, El Camino Real and Stevens Creek Boulevard all have the potential to be PDAs in the City of Santa Clara, subject to a land use plan and resolution adopted by the City Council.

Valley Transportation Authority

Valley Transportation Plan 2035

The Valley Transportation Plan 2035 (VTP 2035) identifies the programs, projects and policies the Valley Transportation Authority (VTA) would like to pursue by 2035. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years. It considers all travel modes and addresses the links between transportation and land use, air quality, energy use and community livability. VTP 2035 incorporates themes for a new direction for the future of Santa Clara County. These themes include Connectivity, Congestion Pricing, Transportation Efficiency, Land Use and Air Quality. This Plan shares common themes with the Transportation 2035 Plan for the San Francisco Bay Area, prepared by the Metropolitan Transportation Commission.

Transit Sustainability Policy and Service Design Guidelines

VTA's Transit Sustainability Policy (TSP) is a ridership-based policy that provides a framework for the efficient and effective expenditure of transit funds, and for realizing the highest return on investment in terms of public good and ridership productivity. It is intended to assist the VTA Board of Directors with its decision-making process by making available the most complete information possible regarding options, cost, benefits, and trade-offs for various transit projects and service proposals prior to a selection of mode and funding decisions. The Service Design Guidelines (SDG) associated with the TSP

were developed to evaluate and make recommendations on design, implementation and the monitoring of transit services in the region.

Bus Rapid Transit Facilities Design

VTA is studying design options for bus rapid transit (BRT) and other express bus service throughout Santa Clara County, including potential BRT lines along El Camino Real and Stevens Creek Boulevard. As a first step to BRT along El Camino Real, VTA introduced the Rapid 522 transit line, which provides fast, frequent and more direct service between San José and Palo Alto. The land uses and policies for the El Camino Real and Stevens Creek Boulevard areas in Santa Clara's General Plan support BRT service and provide preferred design options for VTA consideration.

California High-Speed Rail

In July 2008, the California High–Speed Rail Authority (CHRA) selected the Pacheco Pass–San Francisco and San José alternative as the preferred corridor and alignment for the future High-Speed Train (HST) service. The selected alignment uses the Caltrain right-of-way through the City of Santa Clara, between San Francisco and San José along the San Francisco Peninsula. Stations are proposed in San Francisco, Millbrae and San José, with another potential station in the same reach. In December 2008, the CHRA issued a Notice of Preparation, and the Federal Railroad Administration issued a Notice of Intent for a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Francisco to San José section of the HST system; initiating the State environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA). Additionally, 2009 federal economic stimulus funding for the project could add further incentives for the HST project.

Caltrain Electrification Project

Electrifying Caltrain will result in a more efficient and environmentally-friendly rail system, than the current diesel powered trains. Electric trains accelerate and decelerate faster than diesel trains, which could provide a savings of up to 13 percent in travel time between San Francisco and San José. Additionally, the switch to electric locomotives will reduce air pollutant emissions from trains by up to 90 percent, and

decrease energy consumption. Most of the design work has been completed, and the recent federal economic stimulus package will provide funding for construction. Work will occur along the length of the rail corridor for the overhead wires contact system that powers trains and enables speeds of up to 90 miles per hour. The electrification of this system will provide a capacity of 114 trains at ten-minute headways during the peak.

Airport Comprehensive Land Use Plan

The Airport Land Use Commission (ALUC) develops comprehensive land use plans to provide the orderly growth of the area surrounding each airport within the County, one of which is directly adjacent to Santa Clara. Although the ALUC has no jurisdiction over existing land uses, its role is to ensure that new land uses or other proposed actions are compatible with the Airport environment. The ALUC produces the Airport Comprehensive Land Use Plan (CLUP), which provides guidance for compatible land uses in Santa Clara near the Airport. The ALUC is currently in the process of updating its CLUP. The current and future plan outlines development intensities, uses, building height, safety and noise constraints. These constraints have been taken into consideration for this General Plan. Specific policies related to land proximate to the Airport are included in Chapter 5. City amendments to the General Plan and Zoning are reviewed by the ALUC for consistency with its CLUP.

6.2.2 Regional Environmental Planning

ABAG Local Hazard Mitigation Plan: Taming Natural Disasters

The City participates in a multi-jurisdictional hazard mitigation planning effort led by the Association of Bay Area Governments (ABAG). This hazard mitigation planning effort addresses natural disasters such as earthquake, landslide, wildfire and flooding. The goal of this effort is to maintain and enhance the disaster resistance of the region and to fulfill the requirements of the Disaster Mitigation Act of 2000. The City is currently participating in an update of the Local Hazard Mitigation Plan.

Santa Clara Valley Habitat Conservation Plan

The Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) project is a regional partnership between six local partners (the County of

Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, the cities of San José, Gilroy and Morgan Hill), and the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. In association with stakeholder groups and the public, the HCP/NCCP will develop a long-range plan to protect and enhance ecological diversity for part of Santa Clara County, including a portion of the City of Santa Clara.[1] The plan will help to preserve natural resources and create new habitat reserves, as well as streamline and improve the environmental permitting process for both private and public development. The final plan is due for completion in 2010.[2]

[1] See Project Area map: http://www.scv-habitatplan.org/www/Portals/_default/maps/StudyAreaMap.pdf

[2] Santa Clara Valley Habitat Conservation Plan website: http://www.scv-habitatplan.org/www/site/alias__default/291/default.aspx

Turning the General Plan Into Action

This Chapter describes the implementation process for the General Plan. Discussion includes the general responsibilities of the City, other public agencies and private organizations. It describes the primary implementation tool for the land use proposals, which will be administration of the Zoning Ordinance through the Zoning Map. It also outlines a process for neighborhood-level planning, which includes Future Focus Areas development and neighborhood conservation and improvement efforts.

7.1 IMPLEMENTATION

7.1.1 Related Studies

Several background reports were prepared as part of the General Plan Update process. Two working papers analyzed the local economic market, and opportunities and challenges, respectively. In addition, several reports were prepared summarizing findings from community outreach activities. A list of relevant reports and publication dates is provided below.

- Working Paper #1: Population, Demographics, Employment and the Real Estate Market (September 2008)
- Working Paper #2: Opportunities and Challenges (September 2008)
- Community Workshop #1 Summary (August 2008)
- Community Workshop #2 Summary (August 2008)
- Community Workshop #3 Summary (November 2008)
- Stakeholders Interview Report (July 2008)
- Housing Stakeholders Interview Report (August 2008)
- Community Survey Report (November 2008)

7.1.2 Environmental Impact Report

A comprehensive Environmental Impact Report (EIR) has been prepared in conjunction with this General Plan, pursuant to the California Environmental Quality Act (CEQA). An EIR is a detailed analysis of the potential environmental effects of a plan or development project. It identifies alternatives to the proposed plan and presents ways to reduce or avoid potential environmental effects. Mitigations have been incorporated into the General Plan as policies.

7.1.3 General Plan Amendments

State law limits the number of times a general law city can amend each mandated element of its general plan to no more than four times per year, although each amendment may include more than one change. This restriction does not, however, apply to charter cities like the City of Santa Clara. In addition, amendments that

update optional elements (such as Historic Preservation), allow development of affordable housing, or comply with a court decision may have multiple amendments in a year. While the City may amend the General Plan as it chooses within the parameters of State law, in practice, consolidation of amendments may serve to streamline the process for General Plan amendments. Note that changes to Appendices are managed as General Plan Amendments.

In order to maintain internal consistency within the General Plan, updates to the safety and conservation elements (Section 5.10: Environmental Quality) may also require amendments to the General Plan Housing Element (Appendix 8.12). Additional review of flood hazards and safety (consistent with AB 162) may affect land use and Housing Element Goals and Policies, as well as the inventory of land suitable for development. Any proposed development, plan or funding of improvements that conflict with the Land Use Diagrams, Transportation and Mobility Diagrams or text should include 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. As part of the prerequisites to graduate from one phase to the next, the City will re-examine the Plan, in its entirety, and propose appropriate policy and land use amendments in order to address changing conditions, community priorities, and regulatory requirements.

7.1.4 Responsibilities for Implementation

Implementing the General Plan will involve the City Council, the Planning Commission, other City boards and commissions, the City Manager, City departments and the community throughout the public participation process. The City also will need to consult with Santa Clara County, adjacent cities and other public agencies about implementation proposals that affect their respective areas of jurisdiction. The principal responsibilities of City officials and staff for Plan implementation are briefly summarized below. Details on their powers and duties are documented in the Santa Clara City Charter and Municipal Code.

City of Santa Clara

City Council

The City Council is responsible for the overall policy direction of municipal affairs; it acts as the legislative body and is responsible for adoption of the General Plan and any amendments to it. The

City Council's role in implementing the General Plan is to set implementation priorities and approve the updated Zoning Ordinance, Capital Improvement Program and budget to carry out the Plan. The City Council also acts as the Redevelopment Agency and, in this capacity, will help finance public facilities and improvements needed to implement the Plan. (Redevelopment Areas include Bayshore North and University, which will expire during the Plan horizon—in 2026 and 2016, respectively.) The Council also approves development projects consistent with the General Plan. The City Council appoints the City Manager, the Planning Commission, and other boards and commissions established under the Municipal Code.

City Manager

The City Manager, who is the Chief Executive Officer of the City, is responsible for the administration of the City in accordance with City Council policy and Charter requirements. The City Manager has overall responsibility for the day-to-day implementation of the Plan. The City Manager prepares and submits the City budget to the Council and advises on the future financial needs of the City. In addition, the City Manager's Office has direct responsibility for the negotiation and administration of all agreements with the City and its agencies, as well as for the administration and supervision of the City's emergency services operations.

Planning Commission

The Planning Commission acts in an advisory capacity to the City Council in matters pertaining to the physical development of the City, including land subdivisions and zoning as prescribed by ordinance. The Planning Commission is responsible for preparing and recommending adoption or amendment of the General Plan; zoning and subdivision ordinances and regulations; resource conservation plans; and other programs and legislation needed to implement the General Plan. The Planning Commission may also prepare and recommend adoption of specific plans, neighborhood plans or special plans, as needed for General Plan implementation.

City Attorney's Office

Services of the City Attorney's Office are provided to the City Council, City boards and commissions, City Manager and City departments on matters regarding City business. The City Attorney's Office represents and advises the City Council and all City officers in all matters of law pertaining to their offices. The

City Attorney represents the City and Agency in litigation and reviews all legal documents, including ordinances, resolutions, leases, contracts and deeds, and approves each as to form. The City Attorney's Office also assists with the preparation of development agreements with private parties on behalf of the City Council and the Redevelopment Agency.

Planning and Inspection Department

The Planning and Inspection Department's Planning Division has primary responsibility for administering the laws, regulations and requirements that pertain to the physical development of the City. Specific duties related to General Plan implementation include preparing zoning and subdivision ordinance amendments, design guidelines, reviewing development applications, conducting investigations and making reports and recommendations on planning and land use, zoning, subdivisions, design review, development plans and environmental assessments. The Planning Division has a lead role in implementing the policies of the Land Use, Public Facilities and Services, and Environmental Quality sections.

The Housing and Community Services Division of the Planning and Inspection Department administers State and federal grants to the City of Santa Clara and the Redevelopment Agency Affordable Housing Fund. Community Development Block Grants are used to promote affordable housing, rehabilitate substandard housing, build new park facilities, provide neighborhood improvements, remove barriers to the handicapped and fund public services for low and moderate-income residents. These services are provided through non-profit, delegate agencies under third party contracts with the City. The Redevelopment Agency Affordable Housing Fund is used to create and retain affordable housing in the City for very low to moderate-income households.

The Building Inspection Division of the Department is responsible for regulating the Building and Housing code standards to safeguard the life, health, property and public welfare by controlling and inspecting the design and construction of all buildings and structures within the City.

Finance Department

The Finance Department administers the financial affairs of the City and Redevelopment operations, including City-owned public utilities. The Department is responsible for general

accounting, the preparation of audits and administration of fiscal controls and policies. It manages cash flow, investments and the issuance and maintenance of outstanding debt; and participates in budget and financial planning activities, and financial administration of contracts. The Department produces the Annual Budget, the Annual Capital Improvement Budget and the Comprehensive Annual Financial Report, conducts revenue forecasts, and prepares periodic and annual comprehensive financial reports for the City, its Agencies and Corporations and the annual State Controller Reports.

Public Works Department

The Public Works Department is responsible for the executive and administrative direction of the Engineering Department and Building Maintenance Division, including administration of the Public Works portion of the City's Capital Improvement Program. The Department is responsible for design and construction of storm drains, sanitary sewers, sidewalks, streets, bridges, overpasses and the traffic network. The Department also provides construction management services for the City's capital programs. The Department works with the Street and Automotive Services Department to implement the maintenance and resurfacing of City streets. The Department will have some implementation responsibilities for portions of the Land Use; Mobility and Alternate Transportation Modes; Public Facilities and Services; and Environmental Quality Sections.

Parks and Recreation Department

The Parks and Recreation Department is responsible for developing and managing the City's parks and recreation activities as well as the operations of the City-owned community centers, golf courses and cemeteries. The Department also operates the Community Recreation Center, Senior Center, Walter E. Schmidt Youth Activity Center and Teen Center. The Parks and Playgrounds Division is responsible for operating and maintaining the City's park areas. Facilities include picnic areas, playgrounds, tennis courts, ball fields, soccer parks, swimming pools and neighborhood park buildings. The Recreation Division offers sports, fitness, arts, day camp, many special interest programs and activities at City pools. The Department works cooperatively with public agencies (schools, churches, youth agencies, Chamber of Commerce, service clubs, etc.) in coordinating recreation services within the City. It will have primary responsibility for the parks needs assessment as well as for implementing related policies in Section 5.9.1 of the Public Facilities and Services Section of the Plan.

Water and Sewer Utilities Department

The Department of Water and Sewer Utilities is a utility enterprise which provides the planning, design, construction, maintenance and operation of the City's water production, distribution, metering and water quality monitoring. The Department is responsible for the administrative functions to operate and maintain a sanitary sewer collection system which conveys wastewater to the jointly owned San José-Santa Clara Water Pollution Control Plant for treatment and disposal. The Department also works with the Public Works Department to coordinate the engineering for conveyance capacity and other related projects on the sanitary sewer collection system. The Department operates and maintains a recycled water system which provides water for landscape irrigation, industrial use, cooling towers, and dual-plumbed buildings. It will have the primary responsibility for implementing goals and policies related to the potable water supply, recycled water and water conservation included in Section 2.10: Environmental Quality of this General Plan.

Streets and Automotive Services Department

The Streets and Automotive Services Department has maintenance and repair responsibilities for City streets, City vehicles, City street trees, public right-of-way landscaping, creek and bicycle trails, traffic engineering equipment, storm drain systems, urban runoff pollution control programs, street sweeping, solid waste collection, waste recycling programs, processing and disposal, household hazardous waste collection and disposal and landscape maintenance on non-park City-owned properties.

Police Department

The Police Department provides law enforcement, policing services and communications dispatch to the City of Santa Clara. The Police Department is responsible for preventing crime and maintaining law and order. In conjunction with the Fire Department, the Police Department is responsible for implementing public safety policies described in the Public Facilities and Services component of the General Plan.

Fire Department

The mission of the Santa Clara Fire Department is to protect the community from injury and loss due to natural and man-made disasters. The Fire Department assists other City departments in recovery operations, conducts fire and hazardous materials

inspections, and offers public education programs on fire prevention. The Department provides highly trained and equipped emergency personnel to respond to incidents of fire, chemical release, medical emergency, earthquake, flood or other natural or man-made disasters. The Department is responsible for implementing public safety policies described in the Public Facilities and Services, and Environmental Quality components of the General Plan.

Silicon Valley Power

The City of Santa Clara owns and operates the municipal electric utility, Silicon Valley Power (SVP). SVP serves over 50,000 residential, commercial, industrial, and municipal customers within the City. It owns, operates and participates in the production of more than 510 megawatts of electricity. SVP can supplement this power through purchase agreements for an additional 261 megawatts of capacity. SVP is responsible for many of the energy conservation and consumption policies in the General Plan and for those summarized in Appendix 8.13: Community Sustainability and Health Goals and Policies Matrix.

Other Boards, Commissions and Committees

The City has established a number of other boards, commissions and committees, some of which will be involved in Plan implementation in their respective areas of expertise. These may include the Board of Library Trustees, Cultural Advisory Commission, Civil Service Commission, Historical and Landmarks Commission, International Exchange Commission, Parks and Recreation Commission, Senior Advisory Commission, Youth Commission, and Housing Rehabilitation Loan Committee. The General Plan does not envision any substantive change in the responsibilities assigned to these boards and commissions. They will be administering new or amended regulations adopted pursuant to Plan policies, and their actions will need to be consistent with the General Plan.

Community at Large

The City offers multiple opportunities for public participation in the decision-making process for development approval. Initially, applicants are encouraged to solicit input and feedback on preliminary ideas as part of their due diligence. Once a formal application is on file, the City also provides open communication with interested parties in addition to meeting the requirements for public notification and public hearings.

Regional, State, Federal and Private Agencies

Santa Clara Unified School District

The Santa Clara Unified School District, led by the School Board, manages most of the public schools in the City. The District is responsible for projecting student enrollment and meeting school facility needs. Joint-use of school facilities to help meet parks and recreation needs, as discussed in the Public Facilities and Services component of the General Plan, requires coordination between the SCUSD, other school districts and the City.

Santa Clara County

Santa Clara County provides a variety of services to unincorporated portions of the County as well as the 15 cities within it. Services include roads, parks, law enforcement, emergency response services and libraries. The County has jurisdiction over the expressway network, including Lawrence, San Tomas/Montague and Central Expressways. The County also delivers many State services, such as foster care, public health care, social services, jails and elections. The City of Santa Clara has opportunities to collaborate with, and benefit from, these County services, particularly in terms of housing, social service programs and emergency management.

The Santa Clara Valley Transportation Authority

The Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for county-wide transportation planning and specific roadway improvements. VTA also provides bus, paratransit and light rail operations within the County, and serves as the region's Congestion Management Agency (CMA). As the CMA, VTA sets the State and federal funding priorities for improvements affecting Congestion Management Program facilities, which include U.S. 101; State Route (SR) 237; Interstate 280; Lawrence, San Tomas and Central Expressways; Great America Parkway; El Camino Real; and Stevens Creek Boulevard.

Association of Bay Area Governments

The Association of Bay Area Governments (ABAG) is the regional association of governments that includes all counties and cities, including the City of Santa Clara, in the nine-county Bay Area. ABAG does not have authority over land use in the City of Santa Clara; however, in recent years ABAG has been working toward a land use vision for the region. In particular, ABAG supports growth in the inner urban ring of the Bay Area,

which includes the City of Santa Clara, as opposed to adding development in the outlying portions of the region. To that end, ABAG, along with three other regional agencies, initiated the FOCUS program to provide funds for Priority Development Areas (PDA) that have a high level of transit accessibility and potential for redevelopment. The Santa Clara Station Focus Area and the Lawrence Caltrain Station area, the El Camino Real Focus Area and the Stevens Creek Boulevard Focus Area all have the potential to be designated by ABAG as PDAs, as discussed in Chapter 6: Local and Regional Planning Context.

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) serves as both the regional transportation planning agency (a State designation) and as the region's metropolitan planning organization (a federal designation). MTC is responsible for the Regional Transportation Plan, a comprehensive plan covering transit, roads, airports, ports, rail, bicycle and pedestrian facilities. It also administers funds to local jurisdictions and transit agencies based on the Regional Transportation Plan. MTC has several grant programs including:

- The American Recovery and Reinvestment Act of 2009. The federal stimulus package, which is being distributed in part through MTC, provides funding for improvements to existing local streets.

- The New Freedom Program. A federal initiative, which is being distributed in part through MTC, provides grants in large urban areas for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities.

- Transportation for Livable Communities. Supports projects that enhance community vitality and promote walking, bicycling and transit use.

- Housing Incentive Program. Assists housing construction near transit hubs.

- Low Income Flexible Transportation. Funds services that assist low-income residents travel to and from work, school and other essential destinations.

Railroad Owners and Operators

Several rail lines run through Santa Clara. Union Pacific runs freight trains on tracks through the City's industrial areas, adjacent to Lafayette Street and to the Agnew Village. Approximately ten to 12 freight trains pass through the City on a daily basis. In addition to rail freight operators, the Joint Powers Board/Caltrain right-of-way manages the track near the Santa Clara Station for commuter rail services. Rail lines are consulted on any proposed crossings and relevant noise mitigations that the City might pursue. During the horizon of this General Plan, Bay Area Rapid Transit (BART) will likely be extended to the City. The Santa Clara Transit Station will be the terminus of BART's South Bay extension.

California Department of Transportation

The Department of Transportation, or Caltrans, is the State agency that owns and operates freeways and State routes that provide access to, and through, the City, including Interstates 280 and 880, U.S. 101 and SR 237 and 82 (El Camino Real). Particularly along El Camino Real, where changes are envisioned in the General Plan, coordination between the City and the Caltrans is necessary.

California Environmental Protection Agency

The California Environmental Protection Agency is charged with developing, implementing and enforcing the State's environmental protection laws that ensure clean air, clean water, clean soil, safe pesticides and waste recycling and reduction. It includes the following sub-agencies that have authority related to specific environmental elements in Santa Clara:

- Department of Toxic Substance Control
- Water Resources Control Board
- Integrated Waste Management Board
- Air Resources Board

7.2 REGULATORY FRAMEWORK

The City will use a variety of regulatory mechanisms and administrative procedures to implement the General Plan. The Zoning Ordinance serves as one of the primary implementation tools. Other regulatory mechanisms, including the Subdivision Ordinance, building and housing codes, capital improvement programs and environmental review procedures, are also used to implement Plan policies. These should all be reviewed periodically to comply with the Plan. Development projects and other discretionary actions should be consistent with the Plan as criteria for approval.

7.2.1 Zoning Regulations

Under California law, strict consistency between the General Plan and Zoning Ordinance is not required for charter cities like the City of Santa Clara. General Plan policies do, however, commit the City to zoning and other regulations that support the General Plan. Consistency is an important component for Plan implementation. Without it, there is no assurance that the City can achieve its vision or that environmental protection measures will be implemented. The City's Zoning Ordinance translates General Plan policies into specific use regulations, development standards and performance criteria in order to govern development on individual properties. While the General Plan establishes the policy framework, the Zoning Ordinance prescribes the rules and procedures for development. The Zoning Map is part of the Ordinance and should be updated as project proposals are approved.

7.2.2 Subdivision Regulations

Under the California Subdivision Map Act, no subdivision of land may be approved unless it is consistent with both the relevant zoning district and the General Plan land use classification and other applicable policies in the General Plan. The City's Subdivision Regulations supplement and implement the Subdivision Map Act.

7.3 NEIGHBORHOOD PLANNING

7.3.1 Changes to Existing Focus Area Plans

The General Plan establishes land uses and Focus Area Plans for four Focus Areas: El Camino Real, Downtown, Santa Clara Station and Stevens Creek Boulevard. To implement General Plan policies for each Focus Area, additional planning efforts may be required in order to provide guidance for future development projects. These planning efforts may include streetscape plans, master plans or revisions to existing plans, such as for the Downtown Core. Specific components of these planning efforts would vary by Focus Area and would be defined during the planning process. Depending on the extent of land use changes or potential environmental impacts, a General Plan amendment or additional environmental review may be required, and should be approved by City Council.

7.3.2 Future Focus Area Comprehensive Plans

Focus Area comprehensive plans are required prerequisites for new residential development in the Future Focus Areas, as described in Chapter 5. The purpose of these plans and the prerequisite requirements ensure that new neighborhoods are self-sufficient, with easy access to retail, services and public amenities. Comprehensive planning will also ensure that adequate public services and facilities are provided in tandem with new development so that they are available to current and future residents. The location and boundaries of each Future Focus Area are identified on Figure 5.4-1. These areas include Central Expressway, De La Cruz, Great America Parkway, Tasman East, Tasman West and Lawrence Station. The required content and implementation process for Future Focus Area comprehensive plans is described in the policies in Section 5.1: Prerequisites and in Section 5.4.5: Future Focus Areas Goals and Policies.

Preparation

The City will coordinate planning efforts for each Future Focus Area and determine the appropriate time for plan preparation. One or more property owners may request early initiation of planning. Alternatively, the City may choose to initiate the plan preparation. A work program should be prepared to complete the plan, including a schedule for preparation and a program for public participation. Ample opportunities for the involvement of citizens, public agencies, public utilities and other community groups should be provided.

Approval

Comprehensive plans for the Future Focus Areas should be approved before any rezoning, consistent with the long-range General Plan vision and policies. While these comprehensive plans could be adopted by the City prior to initiation of the appropriate General Plan phase, actual development should not proceed until the appropriate phase has begun. For example, development in the Great America Parkway Future Focus Area is not identified until Phase III, which begins in 2025. A comprehensive plan for that Focus Area could be approved a year or two prior to 2025 to provide development certainty, but entitlements should wait until 2025 in order to be consistent with the General Plan.

Environmental Review

The General Plan land uses and assumptions identified for the Future Focus Areas have been analyzed in the Environmental Impact Report for this General Plan. However, additional environmental review may be required for the subsequent Future Focus Area comprehensive plans based on changing conditions as well as on any alternate or varying circumstances.

7.3.3 Neighborhood Improvement Plans

Neighborhood Improvement Plans may be privately initiated for the benefit of existing neighborhoods in the City. These plans are intended to provide a means for existing neighborhoods to work toward improving their neighborhoods. This may be in the form of neighborhood design guidelines, or other similar planning tools that will work in conjunction with other City guidelines, plans and regulations, to help define and preserve individual neighborhood character.

Neighborhoods should identify an organizational structure that is best suited to represent their goals and objectives. Such organizations could include a neighborhood association, co-op, development corporation, neighborhood watch group, or a committee of neighbors. Effective neighborhood planning requires opportunities, formal and informal, for neighborhood leaders to meet among themselves to discuss implementation strategies for their Neighborhood Improvement Plan. The City can provide information, particularly with respect to consistency with the City's General Plan, that will assist neighborhoods in their planning efforts.

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8.2 DEFINITIONS AND ACRONYMS

8.2 DEFINITIONS AND ACRONYMS

8.2.1 Definitions

Access. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross. The entire acreage of a site, including easements, calculated to the centerline of any new proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net. The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, easements and floodways.

Adaptive Reuse. The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact. A negative consequence for the physical, social or economic environment resulting from an action or project.

Affordable Housing. Housing capable of being purchased or rented by a household with very low-, low-, or moderate-income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing, including utilities.

Agency. The governmental entity, department, office or administrative unit responsible for carrying out regulations.

Air Pollution. Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport Comprehensive Land Use Plan (CLUP). A land use plan developed by the Airport Land Use Commission to provide guidance for land use planning around publicly owned airports. The two major issues addressed are: promoting compatibility between aircraft noise and various types of land uses; and ensuring safety of aircraft operations and people and property on the ground.

Airport Land Use Commission (ALUC). The ALUC prepares and adopts a comprehensive land use plan for areas in the vicinity of each public use airport in Santa Clara County. The commission reviews general plans, specific plans, zoning and building regulation changes proposed by local agencies, as well as other proposed projects near publicly owned airports, for consistency with its plan.

Airport Safety Zones.

The ***Runway Protection Zone*** at the Airport as adopted by the airport and the FAA, begins 200 feet out from the runway's displaced landing thresholds (not the pavement ends). It is a trapezoidal area centered on the extended runway centerline. The size is related to the expected aircraft use and the visibility minimums for that particular runway.

The ***Inner Safety Zone*** represents the approach and departure corridors that have the second highest level of exposure to potential aircraft accidents. The Inner Safety Zone is centered on the runway centerline and extends from the outer edge of the Runway Protection Zone to the outer edge of the Turning Safety Zone boundary. The length of the runway determines the dimensions.

The ***Turning Safety Zone*** represents the approach and departure areas that have the third highest level of exposure to potential aircraft accidents.

The ***Outer Safety Zone*** is a rectangular area centered on the extended runway centerline starting at the outer end of the Inner Safety Zone and extending away from the runway end. The length of the runway determines the dimensions.

The ***Traffic Pattern Zone*** is that portion of the airport area routinely overflown by aircraft operating in the airport traffic pattern. The potential for aircraft accidents is relatively low and the need for land use restrictions is minimal.

Alley. A narrow street or passageway between or behind buildings, that provides alternate site access, generally in addition to public streets.

Altamont Commuter Express (ACE). A heavy rail commuter train that runs between Stockton and San José, California. Service in Santa Clara includes stops at Great America Station and Santa Clara Transit Center, the latter which is suspended due to track construction.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Americans with Disabilities Act (ADA). A wide-ranging law that prohibits, under certain circumstances, discrimination based on disability.

Analysis. The examination of a subject, particularly its component parts and their interrelationships.

Apartment. (1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence or sleeping place of one or more persons living as a single housekeeping unit.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological Resources. Relating to the material remains of past human life, culture or activities.

Architectural Review. Regulations and procedures requiring the exterior design of structures to be suitable, harmonious and in keeping with the general appearance, historic character and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area Median Income. As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Arterial (Major). Major arterials are generally designed with four travel lanes and a 100- to 120-foot right-of-way. Streets have travel speeds between 35 and 45 miles per hour and 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 (Minor). Minor arterials are generally two to four travel lanes with up to a 95-foot right-of-way. Streets have travel speeds between 35 and 45 miles per hour and 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.

Artesian. An aquifer in which water is confined under pressure between layers of impermeable material. Wells tapping into an artesian stratum will flow naturally without the use of pumps. (See "Aquifer.")

Articulation. Variation in the depth of the building plane, roof line or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Assisted Housing. Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices or rents have been subsidized by federal, State or local housing programs, including, but not limited to Federal Section 8 (new construction, substantial rehabilitation and loan management set-asides), Federal Sections 213, 236 and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Association of Bay Area Governments (ABAG). The regional land use planning agency for the nine-county Bay Area. Among its other responsibilities, ABAG develops forecasts of population and employment growth, and provides each Bay Area city with estimates for its "fair share" of housing, or RHNA (see "Regional Housing Needs Allocation").

Automated People Mover. A type of automated guideway operating on a loop or shuttle route proposed to connect the future Santa Clara BART station and the Airport.

Auto-Oriented Uses. Land uses such as vehicle service stations, car washes, or drive-thru restaurants, pharmacies, or convenience stores, that require the use of a vehicle and exist purely for the convenience of the driver.

Average Daily Traffic (ADT). ADT is based upon traffic counts that record the number of vehicles (cars and trucks) that travel on the roadway on a typical weekday (Tuesday, Wednesday or Thursday).

Avigation Easement. An easement that grants one of the following rights: the right of flight; the right to cause noise, dust, etc. related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and/or the right of ingress/egress upon the land to exercise those rights.

Bay Area Air Quality Management District (BAAQMD). The agency charged with implementation of the Clean Air Act, including the establishment of transportation control measures that each Congestion Management Agency (CMA) must help implement.

Bay Area Clean Air Plan, 2009. A comprehensive strategy to reduce air pollution in the Bay Area from both stationary sources, such as factories and refineries, and mobile sources, such as cars, trucks, and construction equipment. The goal of the plan is to reduce air pollution in order to attain air quality standards and protect public health.

Bay Area Rapid Transit (BART). Operates the rapid rail transit system within Alameda, Contra Costa, San Francisco, and San Mateo counties, with new service planned for Santa Clara County.

Baylands. Areas along a bay that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats and fans.

Below-Market-Rate (BMR) Housing Unit. (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low-income" or "moderate-income." (2) The financing of housing at less than prevailing interest rates.

Best Management Practices (BMP). The combination of conservation measures and management practices that reduces or avoids adverse impacts of development on adjoining site's land, water or waterways and waterbodies.

Bicycle Lane (Class II facility). A lane on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signage and pavement markings.

Bicycle Path (Class I facility). A paved facility designated for bicycle use that is physically separated from roadways by space or a physical barrier. These paths often accommodate pedestrians and include creek trails within the City.

Bicycle Route (Class III facility). Roadways recommended for bicycle use and often connecting to bike lanes and bike paths are defined as bike routes. Routes are designated with signs only and may not include additional pavement width.

Bikeways. A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Bicycle Facilities. These include bike paths, bike lanes and bike routes, following a classification system established in the City's Bicycle Plan.

Blight. A condition of a site, structure or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond. An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone. An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height. The vertical distance from the average contact ground level of a building to the highest point of the structure, excluding features that are removable such as roof equipment, equipment screens, antennae and the like.

Build-out. Development characterized by full occupancy of all developable sites in accordance with the assumed General Plan at the probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not assume parcels are developed at maximum allowable densities and intensities.

Bus Rapid Transit (BRT). A transit service that operates on designated bus lanes, HOV lanes, expressways, or ordinary streets. A BRT system combines a simple route layout, frequent service, limited stops, Intelligent Transportation Systems (ITS) technology, passenger information systems, traffic signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, high-quality passenger facilities, and integration with nearby land uses.

California Building Code (CBC). A State standard building code, based on the International Building Code (IBC), and enforced by the City, that sets forth minimum standards for construction.

California Clean Air Act. State law passed in 1988, requires nonattainment areas to achieve and maintain the State ambient air quality standards by the earliest practicable date. Air districts must develop plans for attaining the State ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

California Code of Regulations (CCR). Contains the text of the regulations that have been formally adopted by State agencies. The CCR consists of 28 titles and contains the regulations of approximately 200 regulatory agencies.

California Environmental Quality Act (CEQA). A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity related to a pending City action has the potential for an adverse environmental effect, an environmental assessment must be prepared and adopted or certified as to its adequacy before taking action on the proposed project. Environmental assessments include Negative Declarations and Environmental Impact Reports.

California High- Speed Rail Authority (CHRA). The State agency planning the future high speed rail network in California.

California Housing Finance Agency (CHFA). A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation and conservation of low-and moderate-income housing.

California Stormwater Quality Association (CASQA). A membership organization composed of a diverse range of stormwater quality management organizations and individuals, including cities, counties, special districts, industries, and consulting firms throughout the State. CASQA assists the State Water Resources Control Board (SWRCB) and municipalities throughout the State of California in implementing the National Pollutant Discharge Elimination System (NPDES) stormwater mandates of the Federal Clean Water Act.

California Integrated Waste Management Act, AB 939. Passed in 1989, the AB 939 mandates a reduction of waste being disposed, requiring jurisdictions to meet diversion goals of 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

Caltrain. Commuter rail service between San Francisco and San José, with weekday commute-hour service to Gilroy. Faster limited-stop train service is also provided by Caltrain Baby Bullet express trains. The Santa Clara Railroad Depot provides Caltrain service for Santa Clara.

Capitol Corridor Joint Powers Authority (CCJPA). A partnership of six local transit agencies in the eight county service area which shares the administration and management of the Capitol Corridor intercity passenger train system.

Capital Improvements Program (CIP). A program, administered by a city or county government, and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance and consistency with the general plan.

Carbon Dioxide (CO_2). A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide (CO). A colorless, odorless gas formed by the incomplete combustion of fuels, which is toxic because of its tendency to reduce the oxygen-carrying capacity of the blood.

Certified Local Government (CLG). A city or county that has been "certified" as eligible to apply for federal grants for historic preservation. A local government must pass an approved historic preservation ordinance and appoint a historic preservation commission to be "certified."

Character. Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City. City with a capital "C" generally refers to the government or administration of the city that is the subject of discussion. City with a lower case "c" refers to any city or the geographical area of any city (e.g., a city bikeway system.)

Collector. Streets providing traffic circulation for residential and commercial uses at travel speeds of 25 to 35 miles per hour. Typically, with two to four lanes and rights-of-way of 55 to 75 feet, collector streets penetrate residential neighborhoods, distributing trips from Arterials into neighborhoods. They usually channel traffic from local streets to Arterials and provide pedestrian and bicycle links between destinations.

Commercial. A land use classification that permits facilities for the buying and selling of commodities and services and local serving office uses.

Community Center (Community Facility). A public facility in which educational, therapeutic and/or recreational programs are provided. Community centers in the City of Santa Clara include the Santa Clara Senior Center, Santa Clara Teen Center, the Walter E. Schmidt Youth Activity Center, and Santa Clara Community Recreation Center in Central Park.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This program allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to adjust for the greater sensitivity to noise during these hours.

Community Park. Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Compatible. Capable of existing together without minimal conflict or ill effects.

Composting. The treatment of solid organic refuse through aerobic, biologic decomposition.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is typically owned in common by all the owners of the individual units. (See "Townhouse.")

Congestion Management Agency (CMA). An agency designated for a given area, usually a county, to develop and manage the Congestion Management Program. In Santa Clara County, the Santa Clara Valley Transportation Authority (VTA) is the designated CMA.

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management, jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts related to development.

Conservation. The management of resources to prevent waste, destruction or neglect.

Conservation Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies and implementation programs for the conservation, development and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.

Consistent. Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential.

Convenience Commercial. Retail uses that sell items generally necessary or desirable for everyday living, such as consumables, books, magazines, toiletries and other, low-priced goods. Such uses are typically located near residential neighborhoods and along transit thoroughfares.

Corridor. A passage or guided way.

County. County with a capital "C" generally refers to the government or administration of the county that is the subject of discussion. County with a lower case "c" may mean any county or may refer to the geographical area of any county (e.g., a county road system).

Creek. Those areas where surface water flows sufficiently to produce a defined channel or bed. The channel or bed need not contain water year-round.

Criteria Air Pollutants. Six common air pollutants found all over the United States: particle pollution (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides and lead. The U.S. Environmental Protection Agency (EPA) calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels.

Criteria. Standards upon which a judgment or decision may be based. (See "Standards.")

Cultural Facilities. Premises operated to accommodate cultural pursuits such as visual or performing arts, lectures or exhibitions.

Cultural Resources. (See "Archaeological Resources.")

Curb Cut. The opening along the curb line at which point vehicles or other wheeled forms of transportation may enter or leave the roadway.

Data Center. Also known as a server farm, is a facility used to house computer systems and associated components, such as telecommunications and information storage systems. Data Centers typically include redundant or back up power supplies, redundant data communication connections, environmental controls (e.g., air conditioning fire suppression) and security devices.

dBA. The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Decibel (dB). A unit of measurement used to express the relative intensity of sound as heard by the human ear describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

Density Bonus. Development incentive that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is designated, usually in exchange for the provision or preservation of an amenity at the same site or at another location or for the provision of affordable housing beyond normal requirements.

Density, Residential. The number of residential dwelling units per gross acre of land. Densities specified in the General Plan are expressed in units per gross acre. (See "Acres, Gross,")

Design Review. The evaluation of a development, and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established review board or committee. (See "Architectural Review.")

Developable Land. Land that is suitable as a location for structures that can be constructed with minimal disruption on natural resource areas.

Developer. An individual or business that prepares raw land for the construction of physical building space for use primarily by others, and for which the preparation of the land or the creation of the building space is a business.

Development. The physical construction of land uses that include, but are not limited to, subdivision of land; construction or alteration of structures, roads, utilities and other facilities; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetation cover. Routine repair and maintenance activities are not considered "development."

Development Agreement. A legislatively-approved contract between a jurisdiction and a person or business having legal or equitable interest in real property within the jurisdiction (California Government Code Section 5865 et seq.) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the person or business with legal interest in the property.

Disability. Physical or mental impairment that substantially limits one or more of the major life activities of an individual, or a record of such impairment, or being regarded as having such an impairment.

Discourage. To advise or persuade to refrain from.

District. (1) An area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities or land uses. (2) A portion of the territory of a city or county within which uniform zoning regulations and requirements apply.

Diversity. Differences among otherwise similar elements that give them unique forms and qualities. For example, housing diversity can be achieved by differences in unit size, tenure or cost.

Downtown Core. The eight block redevelopment area within the Downtown Focus Area bounded by Benton Street, Homestead Road, Lafayette Street and Monroe Street, planned for high density residential and retail use.

Duplex. A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement. The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property to install and maintain utility facilities.

Economic Base. Industry and businesses within a geographic market area that provide employment opportunities and retail sales that are essential to support the community.

Elderly. Persons age 62 and older. (see "Seniors.")

Emergency Shelter. A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling and access to other social programs. (See "Homeless")

Encourage. To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species. A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance. To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Entertainment Uses. Uses of a recreational nature including sports and music venues, theaters, clubs and lodges, excluding Specified Regulated Businesses for purposes of this General Plan.

Environment. CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise and objects of historic or aesthetic significance."

Environmental Impact Report (EIR). A report required by the California Environmental Quality Act, which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS). Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that would significantly affect the environment.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain or running water. (2) The gradual wearing away of the upper layers of earth.

Expansive Soils. Soils which swell when they absorb water and shrink as they dry.

Expressway. Facilities under the jurisdiction of Santa Clara County that include transit service and stops, typically designed to serve regional traffic with speeds of 45 miles per hour and limited access. Wide shoulders or parallel routes are generally provided.

Family. (1) Two or more persons related by birth, marriage or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fault. A fracture in the Earth's crust forming a boundary between rock masses that have shifted. An active fault is a fault that has moved recently and which is likely to move again. An inactive fault is a fault showing no evidence of movement in recent geologic time and little potential for movement.

Federal Aviation Administration (FAA). An agency of the United States Department of Transportation with authority to regulate and oversee all aspects of civil aviation in the U.S. In particular, the FAA regulates air navigation geometry and air traffic control for publicly owned and operated airports.

Federal Aviations Regulations Part 77 (FAR Part 77). Federal regulations that allows the FAA to identify potential aeronautical hazards in advance and establishes standards and notification requirements for objects affecting navigable airspace in order to prevent or minimize potential adverse impacts to the safe and efficient use of navigable airspace.

Federal Disaster Mitigation Act (DMA). Legislation enacted in 2000 that reinforces pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide. Major provisions include: funding for pre-disaster mitigation activities; developing multi-hazard maps to determine risk; establishing State and local government infrastructure mitigation planning requirements; and managing grants and funding for mitigation project costs.

Federal Emergency Management Agency (FEMA). An agency of the U.S. government tasked with disaster mitigation, preparedness, response and recovery planning. The agency provides advice on building codes and flood plain management, helps equip local and state emergency preparedness, provides disaster assistance and training, and administers the national flood and crime insurance programs (including provision of FEMA 100 and 500-year flood maps).

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Flood Zone. The relatively level land area on either side of the banks of a stream that is subject to flooding under a 100-year or 500-year flood.

Floor Area Ratio (FAR). The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. FARs may be applied on a parcel-by-parcel basis or as an average for an entire site under a single development proposal.

FOCUS Program. A regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.

Focus Area. A defined area with the potential for change in land use and urban design, often located near major corridors and destinations. Focus Areas in Santa Clara are defined in Section 5.4: Focus Areas.

Freeway. 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.

Full-Service Street. Often referred to as a Complete Street (per the California Planning Roundtable), a Full-Service Street is designed and operated to enable safe access and movement for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Gas Station. (See "Service Station.")

Gateway. A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs of one entity and of having entered the environs of another.

General Plan. A compendium of city or county policies for its long-term development, in the form of maps and accompanying text. A general plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the general plan has seven

mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste and Parks and Recreation). The general plan may also be called a "City Plan," "Comprehensive Plan" or "Master Plan."

General Plan Steering Committee (GPSC). The 19-member City Council-appointed committee that included representatives from a variety of community interests. This committee was responsible for providing input and guidance for the preparation of the draft General Plan. Members included residents as well as representatives from businesses, schools, public agencies, City commissions and the City Council.

Geological. Pertaining to rock or solid matter.

Goal. A general, overall and ultimate purpose, aim or end toward which a city or county will direct its efforts.

Grasslands. Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect. The term used to describe the warming of the earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas (GHG). Gases that trap heat in the earth's atmosphere, including Carbon Dioxide, Methane, Nitrous oxide, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride, all of which are of primary concern and identified explicitly in California legislation and litigation for measures to counteract global warming and climate change.

Groundwater. Water under the Earth's surface, often confined to aquifers capable of supplying wells and springs.

Group Home (Group Quarters). A residential living arrangement, other than the usual single-family house, apartment or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages and prisons. Non-institutional group quarters include dormitories, sororities, fraternities, shelters and boarding houses.

Growth Management. A wide range of techniques used by a community to direct the amount, type, rate and location of development desired. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service and other programs.

Guidelines. General statements of direction for specific details.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped. A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration.

Hazardous Material. Any substance that, because of its quantity, concentration or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

Hetch-Hetchy Aqueduct. A conveyance system for the Tuolumne River water runoff from Yosemite National Park to the greater San Francisco Bay Area. The Hetch-Hetchy system consists of 11 reservoirs, numerous pipelines and water treatment facilities. The system delivers approximately 265,000 acre-feet of water per year and generates over two billion kilowatt hours of hydropower per year.

High Speed Rail. A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour and greater. High Speed Rail service is planned along the existing Caltrain right-of-way through the City of Santa Clara.

High Speed Train (HST). (See "High Speed Rail.")

Highway. High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade levels.

Historic; Historical. An historic building, feature or site is one that is noteworthy for its significance in local, State or national history, its architecture or design, or its works of art, memorabilia or artifacts.

Historical and Landmarks Commission, City of Santa Clara. A commission appointed by the City Council that provides advice on the marking and preservation of historical landmarks and places, as well as the names and renaming of streets and museums.

Historic Preservation. The preservation, restoration and/or rehabilitation of historically significant structures, resources and neighborhoods.

Historic Structure. A structure deemed to be historically significant based on its visual quality, design, history, association, context and/or integrity.

Homeless. Persons and families who lack a fixed, regular or adequate nighttime residence. Includes those staying in temporary or emergency shelters and who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter.")

Hotel. A facility where guest rooms or suites are offered to the general public for lodging, with or without meals, for compensation. (See "Motel.")

Household. All those persons – related or unrelated – who occupy a single housing unit. (See "Family.")

Households, Number of. The count of all year-round housing units occupied by one or more persons. The formation of new households generates the demand for housing and creates the need for additional housing units or for sharing existing units. New household formation can continue with or without an increase in population.

Housing and Community Development Department of the State of California (HCD). The State agency that has principal responsibility for assessing, planning and assisting in meeting the needs of low- and moderate-income households.

Housing Element. One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies and implementation programs for the preservation, improvement and development of housing.

Housing and Urban Development, U.S. Department of (HUD). A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit. The place of permanent or customary residence of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative or any other residential unit considered real property under State law. A housing unit minimally has cooking facilities, a bathroom and a place to sleep. It also cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Identity. A consistent quality that makes a city, place, area or building unique and gives it a distinguishing character.

Impact. The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social or economic conditions.

Impervious Surface. Surface through which water cannot penetrate, such as a roof, road, sidewalk and paved parking lot. The amount of impervious surface increases with development and increases the need for drainage facilities or alternate measures to deal with the increased runoff.

Implementation. Actions, procedures, programs or techniques that carry out policies.

Improvement. One or more structures or utilities on a parcel of land.

Industrial. Industrial is often divided into "heavy industrial" uses, such as manufacturing, construction yards, quarrying and factories, "light industrial" uses, such as less intensive warehousing and manufacturing, and office and research and development uses.

Infill Development. The development of new housing or other buildings on properties with low-intensity development in a built-up area or existing vacant properties.

Incentive. A factor, not related to economic or financial considerations, that incites or tends to incite to action or greater effort, as a reward offered for increased productivity or output.

Infrastructure. Permanent improvements, including facilities such as roads, water supply lines, utilities, sewage conveyance pipes and power and communications lines.

Institutional Use. (1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums and schools; (2) churches, other religious organizations and places of assembly; and (3) other nonprofit activities of a welfare, educational or philanthropic nature that can not be considered a residential, commercial or industrial use.

Intelligent Transportation Systems (ITS). An advanced approach to traffic management that utilizes a range of technologies, including processing, control, communication and electronics, that are applied to a transportation system.

Intensity. For residential uses, the actual number or the allowable range of dwelling units per gross acre. For non-residential uses, the floor area ratios (FARs)of development calculated for the gross acres of that site.

ISO Rating. ISO is a private company that creates a widely used Fire Suppression Rating Schedule that evaluates the fire-fighting capabilities of individual communities. The schedule produces a numerical grading system which rates fire departments on a scale of 1-10 with 1 being the best and 10 being the worst.

Issues. Important matters or problems that are identified in a community's general plan and dealt with through implementing the plan's goals, objectives, policies, proposals and implementation programs.

Joint Powers Board (JPB). The Peninsula Corridor JPB is a government entity formed in 1987 to oversee Caltrain service between the San Francisco Peninsula and Santa Clara Valley. The JPB has three members: The City and County of San Francisco, San Mateo County Transit District (SamTrans) and Santa Clara Valley Transportation Authority (VTA).

L_{dn} (Day-Night Average Sound Level). The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to nighttime sound levels (after 10 p.m. and before 7 a.m.). The L_{dn} is numerically equal to approximately the CNEL for most environmental settings.

Landmark. (1) A building, site, object, structure or significant feature, having historical, architectural, social or cultural significance and marked for preservation by the local, State or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping. Planting (including trees, shrubs and ground covers) suitably designed, selected, installed and maintained so as to permanently enhance a site or roadway.

Landslide. A general term for a falling mass of soil or rocks.

Land Use. The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification. A system for classifying and designating the appropriate use of properties.

Land Use Element. A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The Land Use Element serves as a guide for structuring zoning and subdivision controls, capital improvement programs, and decisions on development proposals, public facilities, and open space. (See "Mandatory Element.")

Leadership in Energy and Design (LEED). An internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance in energy savings, water efficiency, CO_2 emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

Lease. A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Level of Service (LOS). (1) A qualitative measure describing operational conditions within a transportation system and the perception of motorists, transit passengers, pedestrians and/or bicyclists regarding these conditions. A level of service definition generally describes these conditions in terms of such factors as volumes, speed and travel time, delays, freedom to maneuver, interruptions, comfort, convenience and safety.

(2) Historically, 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. Vehicular 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. Similar levels of service may be used for corresponding transit, bicycle, and pedestrian speed and delay to define user satisfaction.

(3) Some communities in California also have standards for levels of service relating to municipal functions such as police, fire and library service.

Light Rail Transit (LRT). "Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers may board vehicles from the street level (or from a platform that is level with the train). Vehicles are each electrically self-propelled and usually operate in one, two or three-car trains.

Liquefaction. (1) The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake. (2) A sudden large decrease in the shearing resistance of a cohesion-less soil, caused by a collapse of the structure by shock or strain.

Local Hazard Mitigation Plan (LHMP). The Federal Disaster Mitigation Act of 2000 requires jurisdictions to develop and submit mitigation plans for FEMA approval as a condition of receiving Hazard Mitigation Grant Program project grants. The LHMP for the Bay Area was adopted by ABAG in March 2005. Each participating local government in the Bay Area must prepare an Annex to the LHMP to explain how the plan specifically applies to that agency and to identify local disaster mitigation strategies. The City of Santa Clara Annex was approved by FEMA in April 2005.

Low-income Household. A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-Income Housing Tax Credits. Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Maintain. To keep in an existing state. (See "Preserve.")

Mandatory Element. A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects – circulation, conservation, housing, land use, noise, open space and safety – and specifies to various degrees the information to be incorporated in each element.

Manufacturing. Process to convert raw materials, components, or parts into finished goods for wholesale or retail consumption.

Marsh (Saltmarsh). Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

May. That which is permissible.

Median Strip. The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Medical Facilities. Doctor offices, clinics, pharmacies, medical laboratories, and other similar out patient facilities.

Metropolitan. Of, relating to, or characteristic of a large city.

Metropolitan Planning Organization (MPO). An agency established through, or empowered to carry out, the regional transportation planning functions established in federal legislation. In the Bay Area, the Metropolitan Transportation Commission (MTC) is the designated MPO.

Metropolitan Transportation Commission (MTC). The regional transportation planning agency established by the State of California for the nine-county Bay Area region; MTC also serves as the Metropolitan Planning Organization or MPO under federal legislation.

Minimize. To reduce or lessen, but not necessarily to eliminate.

Mini Park. Small neighborhood park of approximately one acre or less.

Mitigation Measures. Action taken to avoid, minimize or eliminate environmental impacts. Mitigation includes avoiding the impact, minimizing impacts, rectifying the impact, reducing or eliminating the impact and compensating for the impact.

Mitigation. A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant environmental effects are identified.

Mixed-Use. The combination of various uses, such as office, commercial, institutional and residential, in a single building or on a single site in an integrated development with significant, functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down to a permanent foundation on a lot either owned or leased by the homeowner or is set on piers, with wheels removed and skirted, in a mobile home park.

Moderate-Income Household. A household with an annual income between 80 and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Motel. (1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging, with or without meals, for compensation with guest parking in proximity to guest rooms. Cooking in individual guest rooms or suites may be provided. (See "Hotel.")

Multi – Family Dwelling. Attached or detached dwelling units on the same parcel, designed to be occupied by three or more households in separate units.

Municipal Services. Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

Must. That which is mandatory.

National Environmental Policy Act (NEPA). An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality and the requirements for environmental impact statements.

National Flood Insurance Program. A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Pollutant Discharge Elimination System (NPDES). A program that controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters, such as creek of the bay.

Necessary. Essential or required.

Need. A condition requiring supply or relief.

Neighborhood Park. Publicly-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Nitrates. Chemical units of nitrogen and oxygen that combine with various organic and inorganic compounds. Once taken into the body, nitrates are converted into nitrites, which can interfere with the oxygen-carrying capacity of blood, particularly in infants and children. EPA has set the maximum contaminant level for drinking water at 10 parts per million (ppm) for nitrates and 1 ppm for nitrites.

Noise. Any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation. Reduction of the level of a noise source using a substance, material or surface, such as double pained windows, insulation, earth berms and/or solid concrete walls.

Noise Contours. Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and L_{dn} are used to describe the annoyance due to noise and to establish the criteria for noise.

Noise Contour. A line connecting points of equal noise level as measured on the same scale.

Noise Element. One of the seven State-mandated elements of a general plan. It assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants and other ground stationary sources, and adopts goals, policies and implementation programs to reduce the community's exposure.

Notice. A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Objective. A specific statement of desired future condition toward which the city or county will expend effort to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives" for the general plan, which may also be identified as goals in the general plan.

Office of Historic Preservation, State of California (OHP). A State agency that administers federally and State mandated historic preservation programs to further the identification, evaluation, registration and protection of California's archaeological and historical resources. OHP administers the Federal Rehabilitation Tax Credit Program and provides architectural review and technical assistance to government agencies; manages the California Historical Resources Information System; and provides project review for compliance with the National Historic Preservation Act and California Environmental Quality Act.

Office of Planning and Research, State of California (OPR). OPR is the State planning agency and includes five main units: State Clearinghouse, Legislative Unit, Policy and Research Unit, Office of Small Business Advocate, and Advisory for Military Affairs.

Office Use. The use of land for general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Old Quad. The City's oldest historic neighborhood, generally bounded by Newhall Street, Scott Boulevard, Southern Pacific Railroad and the City limit line. The area is comprised of the original City street grid pattern surveyed in 1866.

Open Space. Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation or (4) public health and safety.

Orchard. A group of fruit or nut trees, either small and diverse and grown for home use, or large and uniform (i.e., of one variety) and cultivated for revenue.

Overlay. A designation on the Land Use Diagram, or zoning map, that modifies the basic, underlying designation criteria or requirements in some specific manner.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Park. Open space with the primary purpose of recreation. (See "Park Land.")

Park Land (Parkland). Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

Parkland, Local Serving. Mini, Neighborhood and Community parks and open space that serves the recreational needs of Santa Clara residents.

Park Needs Assessment. A long term plan identifying a community's anticipated future park and recreation facility needs. This plan typically includes a study of existing facilities, assessment and projection of service standards, maintenance plans, and procedures for joint use operations for facilities such as school ball fields, regional open space, or other shared facilities. (See Park Master Plan)

Parking, Shared. Public or private parking used jointly by two or more uses.

Parking Ratio. The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand."

Parkway. An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Peak Hour. The busiest one-hour period for traffic during a 24-hour period. The PM peak hour is the busiest one hour period of traffic during the typical Monday through Friday evening commute period. The AM peak hour is the busiest one hour period during the morning commute.

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Pedestrian-Oriented Development. Development designed with an emphasis on the street-level designs, sidewalks and pedestrian access, rather than on accommodating auto access and parking.

Personal Services. Services of a personal convenience nature, as opposed to products that are sold to individual consumers. Personal services include services such as barber and beauty shops, shoe and luggage repair, photographers, laundry and cleaning services, copying, clothing alterations.

Picnic Area. Two or more picnic tables, often with barbecue stands.

Places of Assembly. Land or buildings for the primary purpose of the congregation of people for public or private meetings, including uses such as places of worship, meeting halls for clubs and other membership organizations, union halls, community centers and facilities, convention and exhibition halls, auditoriums, and funeral homes. May also include functionally related internal facilities, such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms for industrial, office, or research an development uses, or such facilities that re accessory and incidental to another permitted primary use, typically used only by on-site employees or clients and that occupy less floor area than the primary use.

Planned Community. A large-scale development with a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions and restrictions by a master community association.

Planning Area. The land area addressed by a general plan. For a fully developed city, the planning area boundary typically coincides with the City limits.

Planning Commission. A body, usually having five or seven members, in compliance with California law (Section 65100) that is assigned some planning functions of the city or county, as deemed appropriate by the legislative body.

Policy. A specific statement of principle or guiding actions that implies clear commitment, but not mandatory action, the direction set by a governmental agency, in order to meet specified goals and objectives.

Pollutant. Any introduced gas, liquid or solid that is beyond defined ecological tolerance levels.

Pollution. The presence of pollutants whose nature, location or quantity produces undesired environmental effects.

Preservation. As used in historic preservation, the process of sustaining the form and extent of a structure essentially as it exists. Preservation aims at halting further deterioration and providing structural stability but does not contemplate significant rebuilding.

Preserve. To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle. An assumption, fundamental rule or doctrine that guides general plan policies, proposals, standards and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards and proposals of the general plan.

Priority Development Area (PDA). PDAs are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is a commitment for more housing, with amenities and services in a location served by transit.

Professional Offices. A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, real estate, insurance and similar professions.

Program. An action, activity or strategy in response to adopted policy to implement a goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Protect. To maintain and preserve beneficial uses in their present condition as nearly as possible.

Public and Quasi-Public. Uses such as government offices, fire and police facilities, public utilities, transit stations, commercial adult care and child care centers, places of worship, public and private schools, cemeteries, hospitals, places of assembly and other facilities that have a unique public character as their primary use.

Quimby Act. Authorizes local agencies to establish an ordinance requiring new development to pay a fee or dedicate land for park and recreation facilities, not to exceed three acres of land per 1,000 persons. A jurisdiction may require up to five acres of land per 1,000 persons if the existing neighborhood and community park area exceeds three acres per 1,000 residents.

Rare or Endangered Species. A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened or endangered.

Recognize. To officially (or by official action) identify or perceive a given situation.

Recreation, Active. Recreational activity that requires the use of organized play areas, including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive. Recreational uses that do not require the use of organized play areas.

Recycle. The process of extraction and reuse of materials from waste products.

Redevelop. To demolish and to expand existing buildings irrespective of whether there is a change in the land use.

Redevelopment. Any proposed replacement of existing development.

Regional. Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Allocation (RHNA). State law requirement for jurisdictions to make available a specified number of housing sites for a range of income levels. In the Bay Area, each city and county's "fair share" of housing units is determined by ABAG through the Regional Housing Needs Allocation (RHNA) process. This process takes in to account factors such as existing and expected employment, population growth, and transit accessibility in order to allocate housing units. The Housing Element is the implementing tool for the RHNA allocation.

Regional Park. A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regional Water Quality Control Board (RWQCB). A department of the California Environmental Protection Agency whose main goal is to protect and enhance the State's waters.

Regulation. A rule or order prescribed for managing government.

Rehabilitation (Remodeling). The repair, preservation and/or improvement of structures.

Request for Proposals (RFP). A document describing a project or services and soliciting bids for consultant's or contractor's performance.

Research and Development Use (R&D). A use engaged in study, testing, design, analysis and experimental development of products, processes or services, similar to corporate offices in design and employment patterns.

Residential. Land designated in the City General Plan and Zoning Ordinance for buildings consisting only of dwelling units. May be improved, vacant or unimproved. (See "Dwelling Unit.")

Restore. To renew, rebuild or reconstruct to a former state.

Restrict. To check, bound or decrease the range, scope or incidence of a particular condition.

Retention Area. A pond, pool, lagoon or basin used for the storage of water runoff.

Retrofit. To add materials and/or devices to an existing building or system to improve its operation, safety or efficiency. For example, buildings can be retrofitted to use solar energy and to strengthen their ability to withstand earthquakes.

Rezoning. An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way. (1) A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads and utility lines. (2) A continuous strip of land reserved for or actually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

Riparian Corridor. Areas that are transitional between terrestrial and aquatic ecosystems. They are areas where surface and subsurface water bodies connect adjacent uplands, usually adjacent to perennial, intermittent and ephemeral streams, lakes and estuarine-marine shorelines.

Riparian Habitat. The land and plants bordering a watercourse or lake.

Risk. The danger or degree of hazard or potential loss.

Ruderal. Non-native grassland composed almost entirely of annual grasses and other herbaceous species. Ruderal grasslands can be found in freeway cloverleaf areas, along roadways, and in vacant, undeveloped lots.

Runoff. That portion of rain or snow that does not percolate into the ground and is discharged into streams.

Safety Element. One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies and implementation programs for the protection of the community from any risks associated with seismic and geologic hazards, flooding and wildland and urban fires.

Saltmarsh. (See "Marsh.")

Sanitary Landfill. The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth or other containment material.

Sanitary Sewer. A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

San Jose/Santa Clara Water Pollution Control Plant (WPCP). Wastewater treatment facility that treats and cleans the wastewater for over 1,500,000 residents and employees in the 300-square mile area encompassing San Jose, Santa Clara, Milpitas, Campbell, Cupertino, Los Gatos, Saratoga, and Monte Sereno.

Santa Clara. Throughout this document, "Santa Clara' refers to the City of Santa Clara, its programs, policies, infrastructure, etc., unless otherwise noted, i.e., County of Santa Clara or Santa Clara University.

Santa Clara Green Power Program. An option offered by Silicon Valley Power to both residents and businesses to pay slightly higher rates to buy power from 100 percent renewable energy sources.

Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP). A regional partnership between six Local Partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San Jose, Gilroy and Morgan Hill) and three Wildlife Agencies (the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service (NMFS-NOAA Fisheries) to protect and enhance ecological diversity and function within a large section of Santa Clara County, while allowing for currently planned development and growth.

Santa Clara Valley Transportation Authority (VTA). The regional Congestion Management Agency for Santa Clara County. Responsibilities include the development, operation and maintenance of the bus and light rail system within the County and managing the County's blueprint to reduce congestion and improve air quality.

Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). An association of thirteen cities and towns in Santa Clara Valley, the County of Santa

Clara, and the Santa Clara Valley Water District that share a common NPDES permit to discharge stormwater to South San Francisco Bay. Member Agencies (Co-permittees) include Campbell, Cupertino, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Mountain View, Palo Alto, San Jose, Santa Clara, Saratoga, Sunnyvale, the County of Santa Clara, and the Santa Clara Valley Water District.

Santa Clara Valley Water District (SCWD). The primary water resources agency for Santa Clara County, California. It acts not only as the county's water wholesaler, but also as its flood protection agency and is the steward for its streams and creeks, underground aquifers and district-built reservoirs.

Second Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Section 8, Rental Assistance Program. A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's ability to contribute toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing and substantial or moderate housing rehabilitation.

Sedimentation. Process by which material suspended in water is deposited in a body of water.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Senior Housing. Typically one- or two-bedroom apartments or condominiums designed to meet the needs of, and restricted to, persons 62 years of age or older or, if more than 150 units, persons 55 years of age or older.

Seniors. Persons age 62 and older. (see "Elderly.")

Sensitive Receptors. Persons who are particularly sensitive to the effects of air pollutants, such as children, the elderly, the acutely ill and chronically ill, adults with mental or physical disabilities, and persons with mobility limitations or difficulty understanding and executing directions due to age, physical or mental conditions. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such land uses include residences, schools, playgrounds, child-care or senior daycare centers, hospitals, retirement homes and convalescent homes.

Service Station (Gas Station). A building or use intended to provide fuel, repair, testing, or other service for automobiles and trucks.

Service Population. The residential population, plus the population of those persons who work in the City.

Server Farm. (See Data Center)

Setback. The horizontal distance between the property line and any structure.

Settlement. (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles at a different rate than another part.

Shall. That which is obligatory or necessary.

Shopping Center. A group of commercial establishments, planned, developed, owned or managed as a unit, with common off-street parking provided on the site.

Should. Signifies a directive to be honored.

Sign. Any representation (written or pictorial) used to convey information, or to identify, announce or otherwise direct attention to a business, profession, commodity, service or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle or feature of the natural or man-made landscape.

Significant Effect. A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water and land resources.

Silicon Valley Power (SVP). The municipal electric utility for the City of Santa Clara, since 1896.

Site. A parcel of land or assembly of parcels used or intended for one use or a group of uses as part of a single development proposal and having frontage on a public or private street.

Soil. The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access. The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solid Waste. Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood, but does not include sewage and hazardous materials.

Solid Waste Diversion. A combination of waste reduction, recycling, reuse and composting activities that reduces solid waste disposal at the landfill.

Special Flood Hazard Area (SFHA). The land area covered by the floodwaters of the base flood on National Flood Insurance Program (NFIP) maps. The SFHA is the area where the NFIP's floodplain management regulations must be enforced and the area where the mandatory purchase of flood insurance applies.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Specified Regulated Business. Businesses that have additional regulations by local, State or Federal regulatory agencies, such as adult-oriented bars or lounges, adult businesses, massage establishments, tattoo or branding parlors, body-piercing establishments, check-cashing shops, pawn shops or medical marijuana dispensaries. Such uses are considered commercial for purposes of this General Plan.

Speed, Average. The sum of the speeds of the cars observed divided by the number of cars observed.

Standards. (1) A rule or measure establishing a level of quality or quantity that must be satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards" and proposals of the general plan. An example of a standard includes the number of acres of park land per 1,000 population. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions – for example, site-design regulations such as lot area, height limit, frontage, landscaping and floor area ratio.

Stationary Source. A source of air pollution that is not mobile, such as a heating plant or an exhaust stack from a laboratory.

Street Furniture. Those features associated with a street that are intended for use by pedestrians, such as benches, trash receptacles, kiosks, lights and newspaper racks.

Streets, Local. Streets that 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.

Structure. Anything constructed or erected, as defined in the California Building Code.

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subregional. Pertaining to a portion of a region.

Subsidence. The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

Substandard Housing. Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial. Considerable in importance, value, degree or amount.

Surplus. An amount or a quantity in excess of what is needed.

Sustainability. Use of natural resources in a way that increases the potential for future generations to live and prosper.

Sustainable Development. Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment. Sustainable development meets the needs of the present without compromising the environment for future generations.

Tax Credit. A dollar amount that may be subtracted from the amount of taxes owed.

Tax Increment. Additional tax revenues that result from increases in property values within a Redevelopment Project Area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of affordable housing.

Telecommuting. An arrangement where the employee is at a location other than the primary work place, and communicates or conducts business via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Total Dissolved Solids (TDS). Total dissolved solids comprise inorganic salts and small amounts of organic matter that are dissolved in water. The principal constituents are usually calcium, magnesium, sodium and potassium and the anions carbonate, bicarbonate, chloride, sulphate and, particularly in groundwater, nitrate (from agricultural use).

Townhouse; Townhome. A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, with no unit located over another. Each unit is separated from other units by one or more common, fire-resistant walls. Townhouses usually have separate utilities. Common areas typically have utilities purchased by a homeowners association on behalf of all townhouse owners. (See "Condominium.")

Traffic Analysis Zone (TAZ). A special area delineated by State and/or local transportation officials for tabulating traffic-related data, especially commuting statistics.

Traffic Calming. A technique aimed at significantly reducing vehicle speeds in residential areas, without restricting access in order to protect road users and residents.

Transit. The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit Oriented Development (TOD). A mixed-use community within an average of 2,000 feet of a transit stop. TODs mix residential, retail, office and public uses in a walkable environment, to promote travel by transit, bicycle or foot as an alternative to single occupancy vehicles.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM). A strategy for reducing vehicles on the roadway network system through incentives for carpools, vanpools, buses and trains, walking biking and the like.

Trees, Heritage. Trees designated as significant by the City due to their age, commemoration of an event, or memory of a person or event in history.

Trees, Street. Trees strategically planted, usually in parkways, medians, or along street frontages, to enhance the visual quality of a neighborhood.

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin), and one "attraction end" (destination).

Trip Generation. The trips by automobiles or other means of public transportation associated with specific uses or development type. Trip generation is the basis for estimating the level of use for a transportation system and the potential impacts of additional development or transportation facilities on an existing, transportation system. Trip generation from households are correlated with destinations that attract members for specific purposes.

Truck Route. A path of circulation required for all vehicles exceeding a specified weight or axle limit. Typically, a truck route follows Major Arterials through commercial or industrial areas and avoids residential areas.

Underutilized Parcel. A parcel that is not developed to its full potential, as allowed by a general plan or zoning.

Urban. Urban areas are generally characterized by moderate and higher-density residential development (i.e., three or more dwelling units per acre), commercial development, industrial development and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be "non-urban" or "rural."

Urbanized. Area that is characterized by higher population density in comparison to surrounding areas.

Urban Design. The location, mass and design of various development components that combines elements of urban planning, architecture and landscape architecture to define the form, in terms of both beauty and function, to selected areas within a city.

Urban Runoff Management Plan (URMP). A plan that details the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) to reduce urban runoff pollution in the Santa Clara Valley Watershed. (see "Santa Clara Valley Urban Runoff Pollution Prevention Program.")

Urban Water Management Plan (UWMP). A plan that ensures the appropriate level of reliability in water service to meet the needs of various categories of customers during normal, dry, and multiple dry years.

Use. The purpose for which a property or structure may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

Vacant. Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled (VMT). A measure of both the volume and extent of motor vehicle operation; the total number of vehicle miles traveled within a specified geographical area (whether the entire country or a smaller area) over a given period of time.

VTA. (See "Santa Clara Valley Transportation Authority.")

Walkability. The extent to which the built environment supports and encourages walking by providing pedestrian access and safety.

Walking distance. Typically a quarter mile or less.

Water-Efficient Landscaping. Landscaping designed to minimize water use and maximize energy efficiency.

Wildlife. Animals or plants existing in their natural habitat.

Wildlife Refuge. An area maintained in a natural state for the preservation of both animal and plant life.

Zoning. The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and development standards for buildings within these areas; a program that implements policies of the General Plan.

Zoning District. A designated classification of a zoning ordinance that prescribes use requirements along with building and development standards.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city or portions thereof, into zones of the number, shape and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

Zoning Ordinance. A city ordinance that divides incorporated city land into districts and establishes regulations governing the use, placement, spacing and size of buildings, open spaces and other facilities.

8.2.2 Acronyms

AB 32: Assembly Bill 32

ABAG: Association of Bay Area Governments

ACE: Altamont Commuter Express

ADA: Americans with Disabilities Act

ADT: Average Daily Traffic

ALUC: Airport Land Use Commission

BAAQMD: Bay Area Air Quality Management District

BART: Bay Area Rapid Transit

BMP: Best Management Practices

BMR: Below-market-rate dwelling unit

BRT: Bus Rapid Transit

Caltrans: California Department of Transportation.

CASQA: California Stormwater Quality Association

CBC: California Building Code

CCJPA: Capitol Corridor Joint Powers Authority

CCR: California Code of Regulations

CDBG: Community Development Block Grant

CEQA: California Environmental Quality Act

CHFA: California Housing Finance Agency

CHRA: California High- Speed Rail Authority

CIP: Capital Improvements Program

CLG: Certified Local Government

CLUP: Airport Comprehensive Land Use Plan

CMA: Congestion Management Agency

CMP: Congestion Management Plan

CNEL: Community Noise Equivalent Level

dB: Decibel

dBA: "A-weighted" decibel

DMA: Federal Disaster Mitigation Act of 2000

DOF: California State Department of Finance

EIR: Environmental Impact Report (State)

EIS: Environmental Impact Statement

FAA: Federal Aviation Administration

FAR: Floor Area Ratio

FAR Part 77: Federal Aviations Regulations Part 77

FEMA: Federal Emergency Management Agency

GHG: Greenhouse Gases

GPSC: General Plan Steering Committee

HCD: State of California Housing and Community Development Department

HCP/NCCP: Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan

HST: High Speed Train

HUD: U.S. Dept. of Housing and Urban Development

IBC: International Building Code

ITS: Intelligent Transportation Systems

JPB: Peninsula Joint Powers Board

L_{dn}: Day and Night Average Sound Level

LHMP: Local Hazard Mitigation Plan

LEED: Leadership in Energy and Design

LOS: Level of Service

LRT: Light Rail Transit

MTC: Metropolitan Transportation Commission

MTWS: Mission Trail Waste Systems

NEPA: National Environmental Policy Act

NPDES: National Pollutant Discharge Elimination System

OHR: State of California Office of Historic Preservation

OPR: State of California Office of Planning and Research

PDA: Priority Development Area

R&D: Research and Development

RFP: Request for Proposals

RHNA: Regional Housing Needs Allocation

RWQCB: California Regional Water Quality Control Board

SB 375: Senate Bill 375

SCFD: Santa Clara Fire Department

SCPD: Santa Clara Police Department

SCUSD: Santa Clara Unified School District

SCVURPPP: Santa Clara Valley Urban Runoff Pollution Prevention Program

SCVWD: Santa Clara Valley Water District

SFHA: Special Flood Hazard Area

SVP: Silicon Valley Power

TAZ: Traffic Analysis Zone

TDM: Transportation Demand Management

TDS: Total Dissolved Solids

TOD: Transit Oriented Development

URMP: Urban Runoff Management Plan

UWMP: Urban Water Management Plan

VMT: Vehicle Miles Traveled

VTA: Santa Clara Valley Transportation Authority

WPCP: San Jose/Santa Clara Water Pollution Control Plant

8.3 MATRIX OF COMPARISON OF LAND USE DESIGNATIONS

8.3 MATRIX OF COMPARISON OF LAND USE DESIGNATIONS

TABLE 8.3-1: MATRIX OF COMPARISON OF LAND USE DESIGNATIONS

1992 General Plan Land Use Designations		*2010-2035 General Plan Land Use Designations*	
Designation	*Density/FAR*	*Designation*	*Density/FAR*
Residential			
Single Family Detached	8 du/acre	Very Low Density Residential	0 to 10 du/acre
Single Family Attached	9 to 18 du/acre	Low Density Residential	8 to 18 du/acre
Moderate Density Residential	19 to 25 du/acre net du/acre	Medium Density Residential	19 to 36 du/acre
Medium Density Residential	26 to 36 du/acre		
High Density Residential	37+ du/acre	High Density Residential	37 to 50 du/acre
Commercial			
Convenience Commercial	No FAR maximum	Neighborhood Commercial	Maximum FAR of 0.4 (Retail/stores, support services, local-serving offices)
Convenience (S) Commercial (Service Station locations)	No FAR maximum	Community Commercial	Maximum FAR of 0.5 (Neighborhood-serving commercial uses; shopping centers, grocery stores, local-serving offices)
Thoroughfare Commercial	No FAR maximum		
Office	35% lot coverage		
Community and Regional Shopping	No FAR maximum	Regional Commercial	Maximum FAR of 0.6 (Regional retail, hotels, offices; neighborhood- and community-serving commercial uses; local-serving offices)
Tourist Commercial	25% lot coverage		

TABLE 8.3-1: MATRIX OF COMPARISON OF LAND USE DESIGNATIONS

1992 General Plan Land Use Designations		*2010-2035 General Plan Land Use Designations*	
Mixed Use			
Mixed-Use	19 to 25 du/acre	Neighborhood Mixed Use	Minimum 10 du/acre for sites <1 acre Minimum 19 du/acre for sites >1 acre; Maximum 36 du/ac Minimum Commercial FAR of 0.10 (Neighborhood Commercial and Medium Density Residential Uses)
Transit-Oriented Mixed Use	26 to 45 du/acre	Community Mixed Use	Residential 19-36 du/acre Minimum Commercial FAR of 0.10 (Community Commercial and Medium Density Residential Uses)
Gateway Thoroughfare	19 to 25 du/acre	Regional Mixed Use	Residential 37-50 du/acre Minimum Commercial FAR of 0.15 (Regional Commercial and High Density Residential Uses)

TABLE 8.3-1: MATRIX OF COMPARISON OF LAND USE DESIGNATIONS

1992 General Plan Land Use Designations		*2010-2035 General Plan Land Use Designations*	
Industrial			
Office/Research and Development	50% lot coverage	High-Intensity Office/R&D	Maximum FAR of 2.0
Industrial Transition	50% lot coverage	Low-Intensity Office/R&D	Maximum FAR of 1.0
Light Industrial	50% lot coverage	Light Industrial	Maximum FAR of 0.6
Heavy Industrial	No FAR maximum	Heavy Industrial	Maximum FAR of 0.45
Public Facilities			
Institutional	No FAR maximum	Public/Quasi Public	No Applicable FAR or Density
Educational	Shall not exceed that allowed in most restrictive adjacent land use.		
Fire, Police and Electric Stations and Substations	Shall not exceed that allowed in most restrictive adjacent land use.		
Parks and Recreation	Shall not exceed that allowed in most restrictive adjacent land use.	Parks/Open Space	No Applicable FAR or Density
Open Space	Shall not exceed that allowed in most restrictive adjacent land use.		
Historically Significant Resource	Determined on a case by case basis.	Historically Significant Resource	Subject to underlying land use and Historic Preservation Policies
No Corresponding Designation	No Corresponding Designation	El Camino Real Focus Area	Subject to El Camino Real Focus Area Policies
		Downtown Focus Area	Subject to Downtown Focus Area Policies
		Santa Clara Station Focus Area	Subject to Santa Clara Station Focus Area Policies
		Stevens Creek Boulevard Focus Area	Subject to Stevens Creek Boulevard Focus Area Policies

8.4 MATRIX OF STATE MANDATED ELEMENTS

8.4 MATRIX OF STATE MANDATED ELEMENTS

The following are the primary page references in this General Plan for each of the seven general plan elements mandated by California Government Code Section 65302.

TABLE 8.4-1: STATE MANDATED ELEMENTS

Required General Plan Element	*Location in 2035 General Plan*
Land Use Element	Chapter 4, pages 4-1 through 4-8 Chapter 5, pages 5-8 through 5-71 Appendix 8.3, pages 8.3-1 through 8.3-5 Appendix 8.6, pages 8.6-1 through 8.6-12
Circulation Element	Chapter 4, pages 4-1 through 4-8 Chapter 5, pages 5-80 through 5-106 Appendix 8.7, pages 8.7-1 through 8.7-13
Housing Element	Chapter 4, pages 4-1 through 4-8 Chapter 5, pages 5-8 through 5-30, 5-34 through 5-38, 5-42 through 5-79 Appendix 8.12, pages 8.12-1 through 8.12-150
Conservation Element	Chapter 4, pages 4-3 through 4-4 Chapter 5, pages 5-67 through 5-79, 5-122 through 5-134, 5-152 through 5-161 Appendix 8.9, pages 8.9-1 through 8.9-19 Appendix 8.10, pages 8.10-1 through 8.10-4 Appendix 8.13, pages 8.13-1 through 8.13-35
Open Space Element	Chapter 4, pages 4-2, 4-8 Chapter 5, pages 5-106 through 5-119 Appendix 8.8, pages 8.8-1 through 8.8-6
Noise Element	Chapter 4, page 4-8 Chapter 5, pages 5-146 through 5-154 Appendix 8.14, pages 8.14-1 through 8.14-6
Safety Element	Chapter 4, page 4-8 Chapter 5, pages 5-120 through 5-121, 5-134 through 5-146

8.5 MATRIX OF OTHER REGULATORY REQUIREMENTS

8.5 MATRIX OF OTHER REGULATORY REQUIREMENTS

The following are the primary page references in this document for legislation relevant to the General Plan.

TABLE 8.5-1: LEGISLATIVE MANDATES

Legislative Mandate	*Description*	*Location in 2035 General Plan*
AB 32	Global Warming Solutions Act of 2006; requires the State of California to reduce greenhouse gas emissions to 1990 levels by 2020.	5.1: Prerequisites; pages 5-3 through 5-8 5.3: Land Use; pages 5-24 through 5-41 5.4: Focus Areas; pages 5-42 through 5-66 5.5: Neighborhood Compatibility; pages 5-67 through 5-73 5.8: Mobility and Transportation; pages 5-95 through 5-105 5.10: Environmental Quality; pages 5-122 through 5-152 5.11: Sustainability; pages 5-152 through 5-161 Appendix 8.13: Sustainability Goals and Policies Matrix; pages 8.13-1 through 8.13-35
AB 162	Requires the General Plan Land Use, Conservation, and Safety elements to address areas subject to flood hazards or that may accommodate floodwater for groundwater recharge or stormwater management, in order to protect the community from unreasonable risks of flooding.	5.1: Prerequisites; pages 5-3 through 5-8 5.3: Land Use; pages 5-24 through 5-41 5.10: Environmental Quality; pages 5-122 through 5-152 Appendix 8.12: Housing Element; pages 8.12-58 through 8.12-59
AB 1233	Requires that local governments, with Housing Elements found in compliance by the California State Housing and Community Development Department, provide an adequate inventory of sites to address any portion of the regional allocation for which the jurisdiction is responsible.	Appendix 8.12: Housing Element; pages 8.12-60 through 8.12-70
SB 2	Ensures zoning that encourages and facilitates emergency shelters and limits a jurisdiction's ability to deny emergency shelters and transitional and supportive housing.	Appendix 8.12: Housing Element; page 8.12-18 through 8.12-20; page 8.12-48, 8.12-87 and 8.12-111

TABLE 8.5-1: LEGISLATIVE MANDATES

Legislative Mandate	*Description*	*Location in 2035 General Plan*
SB 375	Establishes a process for regional objectives for emissions reductions and requires a Sustainable Communities Strategy (SCS) to be developed in coordination with the local Regional Transportation Plan (RTP). Also establishes CEQA streamlining for residential and mixed use projects that are in proximity to transit.	5.3: Land Use; pages 5-24 through 5-41 5.8: Mobility and Transportation; pages 5-96 through 5-106 5.10: Environmental Quality; pages 5-123 through 5-153 Appendix 8.13: Sustainability Goals and Policies Matrix; pages 8.13-1 through 8.13-35
SB 438	Local governments can use existing housing units to address up to 25% of their requirement to meet the requirements of AB 1233 for adequate sites by counting existing units that are available or preserved through "committed assistance" to low- and very-low income households.	Appendix 8.12: Housing Element; page 8.12-26
SB 575	Specifies the implementation of housing element due dates and reconciliation with local Regional Transportation Plans and SB 375 regional planning requirements.	Appendix 8.12: Housing Element; page 8.12-5
SB 1087	Grants priority for water and sewer service allocations to proposed developments that include affordable housing.	Appendix 8.12: Housing Element; pages 8.12-46 through 8.12-47
SB 1818	Allows a range of density bonuses based on the percentage of affordable units in a development.	5.5.1: Discretionary Use Goals and Policies; pages 5-68 through 5-71
GC 65567	Requires an Open Space Plan for local and county General Plans that aims to protect and preserve open space for natural resources, outdoor recreation, and overall public health.	5.9: Public Facilities and Services; pages 5-107 through 5-120 5.10: Environmental Quality; pages 5-123 through 5-153 5.11: Sustainability; pages 5-154 through 5-162 Appendix 8.13: Sustainability Goals and Policies Matrix; pages 8.13-1 through 8.13-35

8.6 GENERAL PLAN LAND USE ASSUMPTIONS

8.6 GENERAL PLAN LAND USE ASSUMPTIONS

This section provides an overview of assumptions for land use and development used in the General Plan, including existing and projected development, population, and employment.

8.6.1 Projected Development

The General Plan provides a framework for the future of the City of Santa Clara. While it identifies areas of potential growth and development, it is not expected that the full potential of all areas will be reached in the 25-year horizon of the Plan. Areas identified for potential development, as well as others that may be identified in the future, will develop according to market demand and the availability of infrastructure and services. The phased progression of development identifies specific areas, time-frames, average densities/intensities and absorption rates as a means to quantify and evaluate the potential effects resulting from the implementation of this General Plan. This means that while some areas may build-out to their full potential within the Plan horizon, others may not. Figures 8.6-1, 8.6-2, and 8.6-3 illustrate the assumed development by phase, location and land use.

The assumed development potential calculated for each phase of the General Plan provides a reasonable expectation for development within the General Plan horizon based on the following:

1. Average densities and intensities were applied to sites identified as potential development areas. Sites identified in each phase as potential development areas are shown in Figures 8.6-1, 8.6-2, and 8.6-3. The assumptions for density and intensity for each land use are listed in Table 8.6-1 based on recent development trends in the region, except for Regional Commercial along Stevens Creek Boulevard which was assumed at an average of 0.40 FAR to recognize the potential for auto-sales.

2. The land absorption by 2035 for each developable land area was assumed as 75 percent of the average density and/or intensity of the potential development as calculated under number one (1) above.

3. New open space, public/quasi public space, and retail services indicated on the land use map were assumed as ten (10) percent of the potential developable land area each, except for the Tasman East Future Focus Area, identified in Figure 5.4-1, where new open space comprises 15 percent of the potential developable land area. New retail square footage in Future Focus Areas was assumed at 0.40 FAR except in the Lawrence Station Focus Area where new commercial development was assumed at 0.50 FAR for ten (10) percent of the land area designated for High Density Residential uses only. New open space associated with Future Focus Areas is assumed to be completed by 2035

4. For both residential and non-residential uses, an additional five (5) percent of the land area was attributed to site access, roads and other rights-of-way, which correspondingly reduced the development assumed in each area.

5. All sites identified in Phase I are assumed to reach build-out, as defined under one through four (1-4), above, by 2035. Future Focus Areas identified in Phase II and III, including Central Expressway, De La Cruz, and Great America Parkway, as well as any other sites only shown for development in these Phases, are assumed to require a 25 year timeframe, as assumed for Phase I development in order to reach the build-out defined under one through four (1-4), above. This reduces development projections to approximately 80 percent and 40 percent of the full potential for Phase II and Phase III, respectively. The areas with development potential beginning in Phases II and III are assumed to reach their full potential beyond the Plan's 2035 horizon.

6. Assumed development for the Santa Clara Station Focus Area, designated as "Santa Clara Station Area" on the General Plan Land Use Diagrams, is consistent with the projected development proposed for the portion of the Santa Clara Station Area Plan within the City of Santa Clara, discussed in 6.1.1: City of Santa Clara Planning Efforts. This includes approximately 1,490,000 square feet of commercial (retail/hotel) development, 550,000 square feet of office development, and 1,663 dwelling units.

7. Assumed development for the Downtown Focus Area on the General Plan Land Use Diagrams is consistent with the projected development identified in the Downtown Plan discussed in 6.1.6: City of Santa Clara Planning Efforts. This includes 129,300 square feet of commercial space and 396 dwelling units.

8. Projections for jobs are based on the square footage per employee for new uses shown on Table 8.6-3, reduced by the jobs lost as a result of redevelopment, with a 6.5 percent vacancy rate applied to new non-residential buildings.

9. Projections for population are based on the number of new dwelling units with an estimated 2.78 percent vacancy rate and 2.5 persons per household.

10. Approximately seven (7) percent of new square footage for High and Low Intensity Office/Research and Development is assumed as supporting commercial services.

Figure 8.6-1

Phase I: 2010-2015 Area of Potential Development

- Medium Density Residential
- High Density Residential
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Low Intensity Office/R&D
- High IntensityOffice/R&D
- Downtown Core
- Santa Clara Station Area
- New Open Space (with new development[1])
- New Neighborhood Retail

[1]Actual size and location to be determined in planning process.

- Rail & Light Rail
- Stations
- City Limits
- Creek

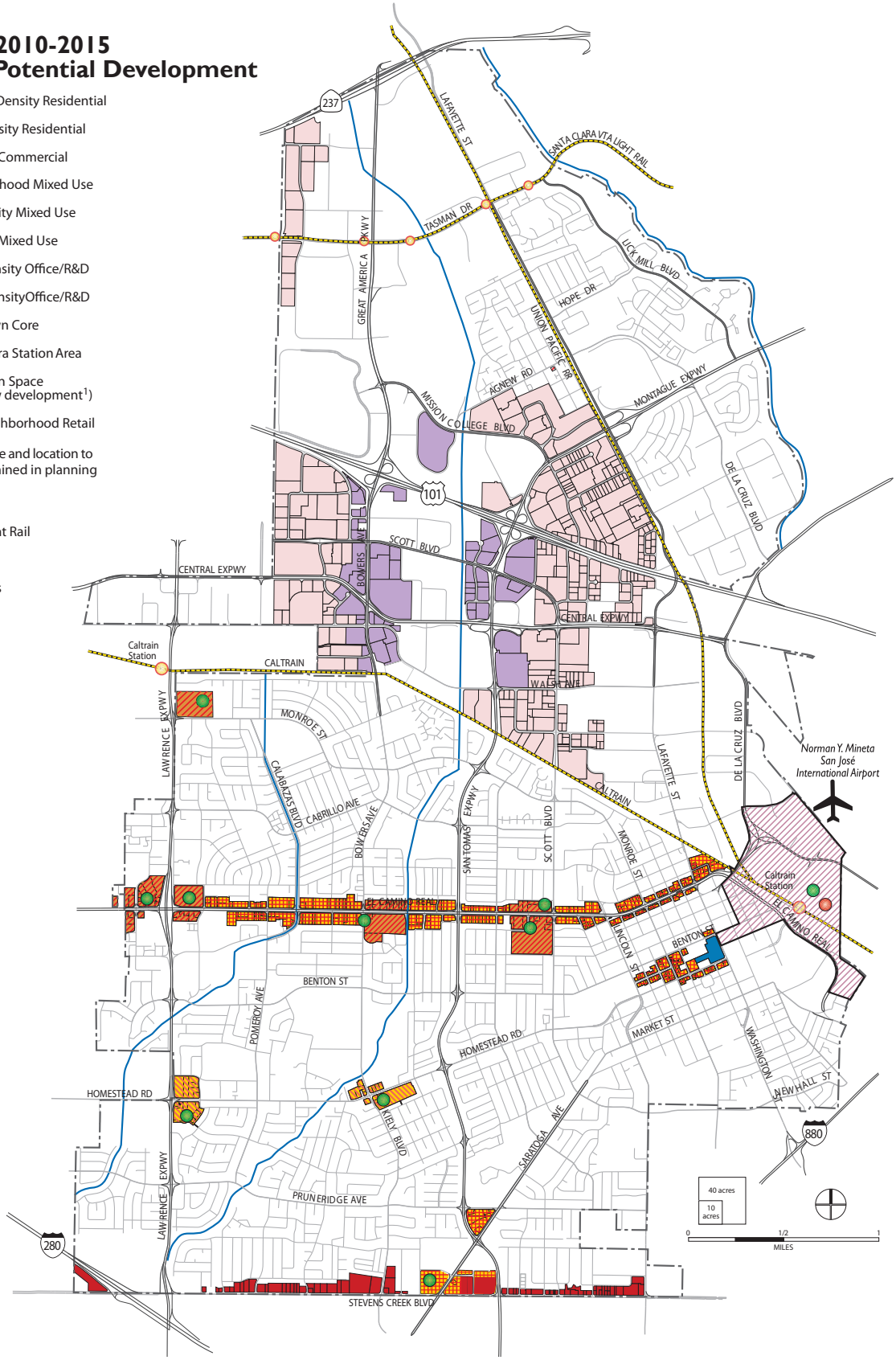


Figure 8.6-2

Phase II: 2015-2025
Area of Potential Development

- Medium Density Residential
- High Density Residential
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Low Intensity Office/R&D
- High IntensityOffice/R&D
- Downtown Core
- Santa Clara Station Area
- New Open Space (with new development[1])
- New Neighborhood Retail

[1]Actual size and location to be determined in planning process.

- Rail & Light Rail
- Stations
- City Limits
- Creek

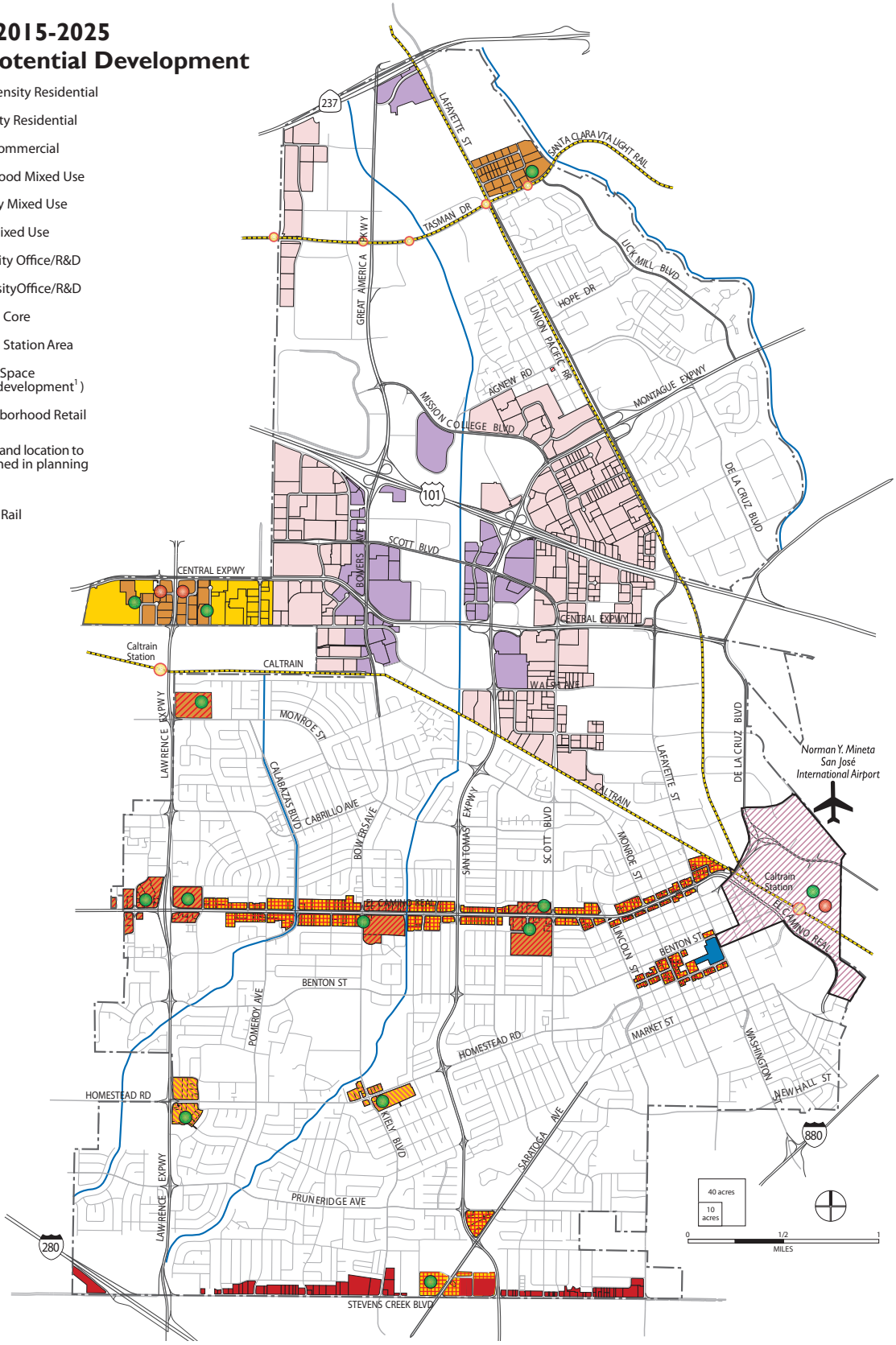


Figure 8.6-3

Phase III: 2025-2035 Area of Potential Development

- Medium Density Residential
- High Density Residential
- Regional Commercial
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Low Intensity Office/R&D
- High IntensityOffice/R&D
- Santa Clara Station Area
- New Open Space (with new development[1])
- New Public Facilities
- New Neighborhood Retail

[1]Actual size and location to be determined in planning process.

- Rail & Light Rail
- Stations
- City Limits
- Creek

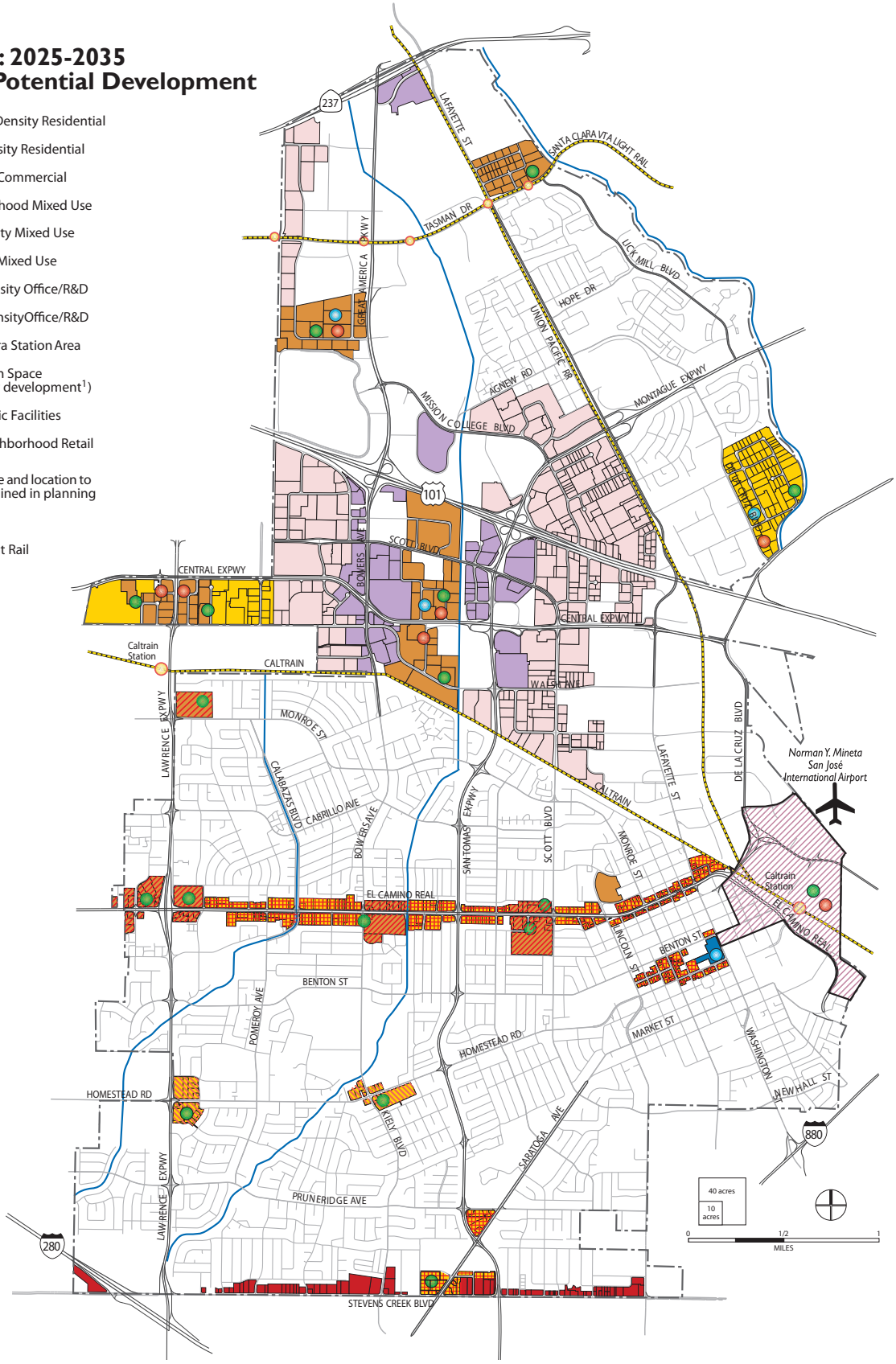


TABLE 8.6-1: DENSITY AND INTENSITY ASSUMPTIONS FOR POTENTIAL DEVELOPMENT

Land Use	*Density (units/acre)*	*Intensity (FAR)*
Residential		
Medium Density	25	
High Density	40	
Mixed Use*		
Neighborhood Mixed Use	25	0.30
Community Mixed Use	25	0.40
Regional Mixed Use	40	0.50
Commercial		
Neighborhood Commercial		0.30
Community Commercial		0.40
Regional Commercial		0.50
Industrial		
Low Intensity Office/R&D		0.85
High Intensity Office/R&D		1.25
Public/Quasi Public Uses		0.20

* Intensity applies to retail/commercial uses and is in addition to residential development.

Note: Density and Intensity are assumed averages. Minimum and maximum development are defined in 5.2.2: Land Use Classifications and Diagram.

8.6.2 Proposed Development

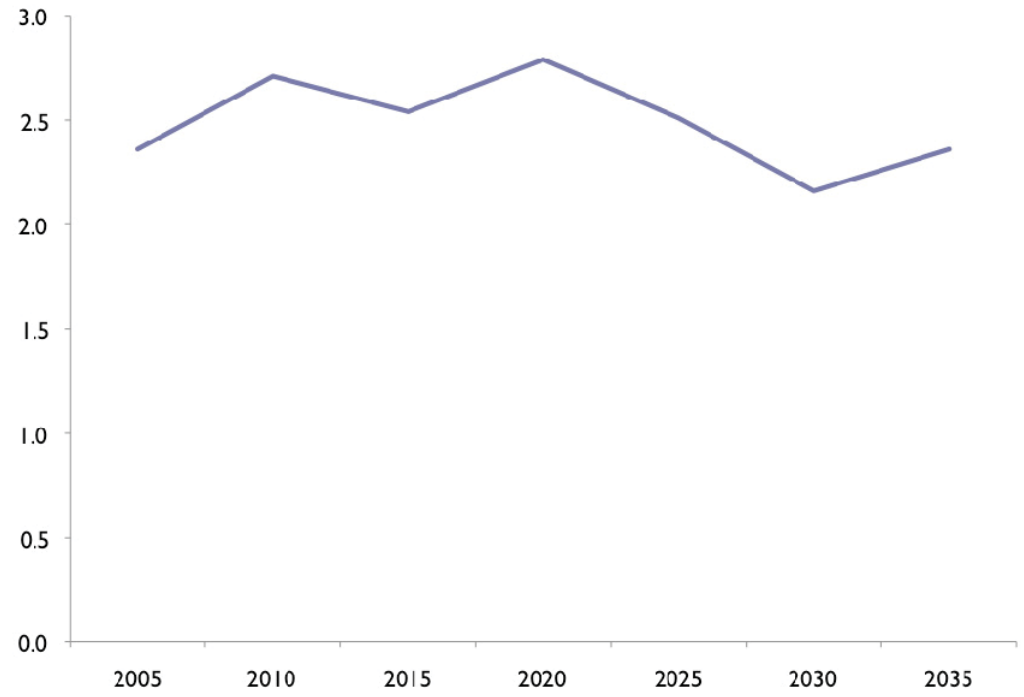
Proposed projects, or development that is approved, pending or under construction as of the end of 2008, are included in the General Plan build-out. Between 2008 and 2010, the City anticipates that all proposed residential, commercial, mixed-use and public/quasi public projects will be completed (resulting in 523,600 square feet of commercial space, 130,000 square feet of quasi public space, and 2,957 dwelling units). For proposed Office/Research and Development projects, 287,300 square feet are anticipated to be complete by 2010 and the remaining 9,012,100 square feet is anticipated for completion between 2010 and 2015. Note that the proposed non-residential square-footage on Table 8.6-2 excludes the proposed San Francisco 49ers Stadium proposal because its unique development characteristics do not translate into equivalent square feet. Table 8.6-2 provides a breakdown of the proposed development projects by land use.

8.6-2: PROPOSED DEVELOPMENT (APPROVED, NOT CONSTRUCTED AND PENDING PROJECTS)

Land Use Designation	*Anticipated Completion*	*Project Location*	*Proposed New Square Feet*	*Proposed Housing Units*
Residential				
Medium Density Residential	2010	1468 Lafayette St		3
Medium Density Residential	2010	1655 Scott Blvd (Shea/UL Site)		130
Medium Density Residential	2010	1701 Lawrence Rd		9
Medium Density Residential	2010	2255 Gianera St		6
Medium Density Residential	2010	2447 Homestead Rd		8
Medium Density Residential	2010	3421 Homestead Rd		14
Medium Density Residential	2010	3459 Lochinvar		30
Medium Density Residential	2010	3625 Pruneridge Ave (Pruneridge Villas)		8
Medium Density Residential	2010	4092 Davis St		4
Medium Density Residential	2010	502 Mansion Park Drive (Mansion Grove Apartments)		124
Medium Density Residential	2010	90 N Winchester Blvd (BAREC)		275
Medium Density Residential	2010	900 Pomeroy Ave		3
Medium Density Residential	2010	900 Kiely Blvd. (former Kaiser Hospital)		766
Medium Density Residential	2010	Various Locations		40
High Density Residential	2010	1331 Lawrence Expy (Marina Playa/BRE)		340
High Density Residential	2010	1828-1878 Main St		28
High Density Residential	2010	2250 El Camino Real		45
High Density Residential	2010	550 Moreland (M2 at Rivermark)		430
High Density Residential	2010	Agnew Road & Lafayette Rd (Mission Terraces)		202
Commercial				
Regional Commercial	2010	24 Hour Car Wash	1,400	
Regional Commercial	2010	2875 Lakeside Dr	419,000	
Regional Commercial	2010	70 Saratoga Ave	8,300	
Regional Commercial	2010	Valley Fair Shopping Center Addition	118,300	
Mixed Use				
Regional Mixed Use	2010	4272 Davis St	2,100	2
Regional Mixed Use	2010	3600 El Camino Real	141,600	490
Industrial/Office/R&D				
Low Intensity Office/R&D	2010	2045 Lafayette Street	330,400	

8.6-2: PROPOSED DEVELOPMENT (APPROVED, NOT CONSTRUCTED AND PENDING PROJECTS)

Land Use Designation	*Anticipated Completion*	*Project Location*	*Proposed New Square Feet*	*Proposed Housing Units*
Low Intensity Office/R&D	2010	3205 Bassett Street (Data Center)	33,300	
Low Intensity Office/R&D	2015	3250 Scott Blvd	215,000	
Low Intensity Office/R&D	2015	3300 Olcott	200,000	
Low Intensity Office/R&D	2015	5301 Stevens Creek Blvd (Hewlett Packard)	727,500	
High Intensity Office/R&D	2010	1500 Space Park (Data Center)	350,000	
High Intensity Office/R&D	2015	2200 Lawson Ln (Sobrato)	516,000	
High Intensity Office/R&D	2015	2250 Mission College Blvd (Intel)	100,000	
High Intensity Office/R&D	2015	2350 Mission College (Maskatiya/Suri)	306,000	
High Intensity Office/R&D	2015	2727 Augustine Dr (EOP)	1,900,000	
High Intensity Office/R&D	2015	2800 San Tomas Expy (Harvest Properties)	1,950,000	
High Intensity Office/R&D	2015	4301 Great America Parkway	743,000	
High Intensity Office/R&D	2015	5355 Great Amercia Parkway (Irvine)	911,000	
High Intensity Office/R&D	2015	5450 Great America Parkway	218,200	
High Intensity Office/R&D	2015	Freedom Circle (Intel)	400,000	
High Intensity Office/R&D	2015	4401 Great America Parkway (Yahoo)	3,000,000	
Light Industrial	2015	1920 Lafayette St (industrial condos)	65,400	
Heavy Industrial	2015	555 Reed Street (Data Center)	312,000	
Public/Quasi Public	2010	700 Lawrence Expressway (Kaiser Addition Medical Offices)	130,000	
Total Proposed Development			**13,098,500**	**2,957**
Existing Square Footage Demolished for Proposed Development			*-3,145,500*	
Net New Proposed Development			9,953,000	2,957



Source: ABAG, Projections 2007.

Chart 8.6-1: Projected Persons per Household 2010-2035

8.6.3 Population and Housing

For existing population and housing estimates, the City used the Department of Finance (DOF) E-5 City and County Estimates from January 2008. New population and housing projected from the General Plan development assumptions were added to these numbers to estimate the City's population and housing units for 2035. These projections are provided in Table 5.2-1: Summary of General Plan Development Potential 2008-2035.

New population and housing projections were based on two assumptions: (1) an average housing vacancy rate of 2.78 percent to estimate the number of households in the City, and (2) an average of 2.5 residents per household to estimate the new population. These assumptions are based on Santa Clara's steady vacancy rate of 2.78 percent, according to DOF estimates from 2000 to 2008. This trend is expected to continue through 2035 due to the regional demand for housing and the City's high jobs-to-employed-resident ratio.

The City's current 2008 ratio of residents per household is 2.68, according to the DOF. Over the next 25 years, however, the anticipated change in demographics will likely fluctuate from 2.79 in 2020 to 2.16 in 2030[1], as shown in Figure 8.6-1. The resulting average ratio for the extent of the General Plan horizon is 2.51. This ratio is also supported by the General Plan development assumptions that the majority of new housing units will be higher density, and likely smaller units, with a lower ratio of residents per households than the 2.6 in 2008.

[1] Association of Bay Area Governments, or ABAG, Projections 2007

8.6.4 Employment Projections

The estimated number of existing jobs in the City for 2008 was based on ABAG employment estimates and projections for 2005 and 2010, with the difference averaged over the five-year interval, resulting in a total of 106,680 jobs in the City in 2008. Projections for net new jobs for 2035 in the City based on the General Plan development assumptions were calculated by reducing the estimated jobs created from new development by the estimated loss of existing jobs as result of demolition of building at those locations. Both existing and new job estimates were based on two assumptions: (1) ratios of square feet per employee by land use, and (2) an average vacancy rate of six and one half (6.5) percent for future non-residential uses. The assumed square-footage for new employment related to specific land uses are listed in Table 8.6-3. The building square feet per employee ratios were derived from applicable studies and existing employment information for the City of Santa Clara and surrounding region. The assumed vacancy rates represent an average rate for the next 25 years, which takes into account the cyclical nature of the real estate market and economy.

TABLE 8.6-3: ASSUMED SQUARE FEET PER EMPLOYEE

Land Use	*Square Feet per Employee (sq ft)*
Industrial/Office/R&D	450
Industrial (Data Center)	5,000
Commercial (Retail and Professional Offices)	400
Public/Quasi Public	300

8.7 TRANSPORTATION AND MOBILITY ASSUMPTIONS

8.7 TRANSPORTATION AND MOBILITY ASSUMPTIONS

This Appendix provides an overview of the assumptions and methodology used to develop the Mobility and Transportation Diagram goals and policies. Included is a description of existing Level of Service definitions, a list of intersections and roadways that are part of the Santa Clara County Congestion Management Program, information about the City's Travel Demand Model, and a comparison of anticipated vehicle miles traveled (VMT) between 2008 and 2035.

8.7.1 Level of Service Definitions

The Level of Service (LOS) definitions in Table 8.7-1 and Table 8.7-2 apply to all intersections and roadways in the City.

TABLE 8.7-1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	*Description*	*Average Control Delay (seconds per vehicle)*
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	>80.0

Source: Traffic Level of Service Analysis Guidelines, VTA Congestion Management Program, June 2003; Highway Capacity Manual, Transportation Research Board, 2000.

TABLE 8.7-2: ROADWAY SEGMENT DAILY LOS DEFINITIONS

		Daily Per Lane Roadway Capacity[1]			
Level of Service	*Traffic Conditions*	*Collector*	*Arterial*	*Expressway*	*Freeway*
A	Little or no congestion	n/a	n/a	n/a	5,500
B	Small amount of congestion	n/a	n/a	n/a	10,050
C	Average traffic congestion	3,400	4,500	5,400	14,400
D	High traffic congestion	6,600	8,850	10,600	17,850
E	Very high traffic congestion	7,700	9,300	11,200	20,050
F	Oversaturated, stop-and-go conditions	>7,700	>9,300	>11,200	>20,050

Source: Fehr & Peers, 2009

[1] *Capacities defined based on ten times the calculated peak-hour capacity from the Highway Capacity Manual*

8.7.2 Congestion Management Program Facilities

Congestion Management Program (CMP) facilities in Santa Clara include U.S. 101, SR 237, I-280, Lawrence Expressway, San Tomas Expressway, Central Expressway, Great America Parkway, El Camino Real and Stevens Creek Boulevard. CMP intersections with a Level of Service standard E are listed below:

Bowers Avenue/Scott Boulevard

El Camino Real/Kiely Boulevard-Bowers Avenue

El Camino Real/Lafayette Street

El Camino Real/Lincoln Avenue

El Camino Real/Monroe Street

El Camino Real/Scott Boulevard

El Camino Real/The Alameda

Great America Parkway/Mission College Boulevard

Great America Parkway/Tasman Drive

Great America Parkway/U.S. 101 Northbound off-ramp

Bowers Avenue/U.S. 101 Southbound off-ramp

Lawrence Expressway/El Camino Real*

Lawrence Expressway/Homestead Road

Lawrence Expressway/Stevens Creek Boulevard*

*Both of these locations have existing grade separations in a tight diamond configuration which includes two different signalized intersections for the on- and off-ramps at each location.

Stevens Creek Boulevard/I-280 Southbound off-ramp

Montague Expressway/Mission College Boulevard

Montague Expressway/De La Cruz Boulevard

San Tomas Expressway/Saratoga Avenue

San Tomas Expressway/Homestead Avenue

San Tomas Expressway/El Camino Real

San Tomas Expressway/Monroe Street

San Tomas Expressway/Scott Boulevard

San Tomas Expressway/Stevens Creek Boulevard

Central Expressway/Oakmead Parkway-Corvin Drive

Central Expressway/Bowers Avenue

Central Expressway/Scott Boulevard

Central Expressway/Lafayette Street

Central Expressway/De La Cruz Boulevard

8.7.3 Travel Demand Forecasting

The City of Santa Clara's newly developed Travel Demand Model (Model) was completed as part of this General Plan Update. The Model was developed to provide improved City-wide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and assist in the update of the City's General Plan. The Model was developed from the Valley Transportation Authority (VTA) Countywide Travel Demand Model, which uses a four-step process to forecast person trips. The process begins with identifying trip generation by estimating the number of trips that would occur with the proposed General Plan land uses. The Santa Clara Model includes person trip generation that is based on the regional Metropolitan Transportation Commission (MTC) Travel Demand Model. Trip generation is estimated based on the type and density/intensity of land uses (for example, the number of households) within each traffic analysis zone (TAZ). Trip generation rates are also cross-classified by income quartile to provide a more realistic estimate of trip-making patterns.

The Model produces trip estimates in person trips (as compared to vehicle trips, which are often quoted in transportation analyses). Table 8.7-3 summarizes the number of trips estimated by the Model for existing (2008) and future (2035) projected development.

TABLE 8.7-3: NET CHANGE IN CITY-WIDE TRIP GENERATION FROM EXISTING CONDITIONS

Time Period	*Existing Conditions (2008)*	*Future Conditions (2035)*
Peak Period	253,766	+38,057
Off-Peak Period	292,135	+42,806
Total (Daily)	545,900	+80,863

Source: Fehr & Peers, 2010.

Once trip generation is determined by the Model, the trips are distributed to various internal and external gateways. The Model pairs trip origins and trip destinations (starting and ending points) for each person trip based on the type of trip (from home-to-work, home-to-school, etc.) and typical distances a person is willing to travel for that purpose. Next, the model determines the route for travel between the trip origin and destination and assigns the trips to the Roadway Network in a way that minimizes travel time between the start and end points of the trip.

Lastly, the choice for transportation mode is identified by the Model. This determines the mode a person will choose for each trip based on the availability of a vehicle, the trip distance, and the trip purpose. Subsequent trip distribution, assignment, and mode choice iterations are completed by the Model to account for roadway congestion until the Model identifies an acceptable combination.

Future Traffic Volume Projections

Future year (2035) traffic volume projections for the major roadways and study intersections in the City were developed using the Santa Clara Travel Demand Model. Forecasts were estimated by adding the difference between the base (2008) and future year (2035) outputs to existing traffic counts. Daily traffic forecasts were completed for General Plan build-out as defined in Appendix 8.6: General Plan Land Use Assumptions. Tables 8.7-4 and 8.7-5 and Figure 8.7-1 summarize the existing (2008) and future daily roadway forecasts. The information on these tables indicates that the average VMT for Santa Clara's estimated 154,990 resident population in 2035 for trips originating and/or ending in Santa Clara will be reduced from the VMT for the City's 2008 resident population of 115,503 with the implementation of the General Plan (14.35 VMT per person in 2008 vs. 12.19 VMT per person in 2035). This means that the future General Plan land use mix will result in shorter trips for residents within the City of Santa Clara due to closer proximity of jobs and services to housing as well as the increased availability and accessibility to other modes of travel, such as bicycle and walking.

TABLE 8.7-4: SUMMARY OF VEHICLE MILES TRAVELED

	Existing (2008)	*Future (2035)*
Daily VMT	3,188,015	3,753,870
VMT/VT	5.09	5.99
VMT per Service Population	14.35	12.19

Sources: Santa Clara Citywide Travel Demand Model, 2008; and Fehr & Peers, 2010.

Table 8.7-5 provides a more detailed breakdown of vehicle miles traveled by roadway and LOS. This information is graphically illustrated on Figure 8.7-1.

TABLE 8.7-5: AVERAGE ROADWAY SEGMENT DAILY VEHICLE LOS

Roadway Segment	*Existing (2008)*		*Future (2035)*	
	ADT	*LOS*	*ADT*	*LOS*
Lawrence Expressway between US 101- Central Expressway	79,010	D	92,760	D
Lawrence Expressway between Central Expressway- Kifer Road	63,970	D	80,378	D
Lawrence Expressway between Kifer Road-Monroe Street	67,960	D	82,710	D
Lawrence Expressway between Monroe Street-Cabrillo Avenue	52,890	C	64,493	D
Lawrence Expressway between Cabrillo Avenue-El Camino Real	63,490	D	78,430	D
Lawrence Expressway between El Camino Real-Benton Street	58,230	D	70,607	D
Lawrence Expressway between Benton Street-Homestead Road	65,410	D	66,869	D
Lawrence Expressway between Homestead Road-Pruneridge Avenue	66,600	D	73,081	D
Lawrence Expressway between Pruneridge Avenue-Stevens Creek	62,890	D	68,750	D
Great America Parkway between SR 237-Tasman Drive	23,800	C	29,450	D
Great America Parkway between Tasman Drive-Mission College	36,590	D	39,270	D
Great America Parkway between Mission College-US 101	39,600	D	40,837	D
Bowers Avenue between US 101-Scott Boulevard	38,370	D	49,440	D
Bowers Avenue between Scott Boulevard-Central Expressway	16,410	C	23,309	C
Bowers Avenue between Central Expressway-Monroe Street	18,170	D	20,540	D
Bowers Avenue between Monroe Street-El Camino Real	13,460	C	14,850	C
Kiely Avenue between El Camino Real-Benton Street	12,640	C	13,696	C
Kiely Avenue between Benton Street-Homestead Road	8,970	C	12,711	C
Kiely Avenue between Homestead Road-Pruneridge Avenue	12,050	C	14,603	C
Kiely Avenue between Pruneridge Avenue-Stevens Creek	14,220	C	16,440	C
Lafayette Street between SR 237-Tasman Drive	5,560	C	7,731	C
Lafayette Street between Tasman Drive-Montague Expressway	18,370	D	31,660	D
Lafayette Street between Montague Expressway-US 101	11,600	C	17,603	C
Lafayette Street between US 101-Central Expressway	18,190	D	24,230	D
Lafayette Street between Central Expressway-Walsh Avenue	18,060	D	20,745	D

Roadway Segment	Existing (2008)		Future (2035)	
	ADT	LOS	ADT	LOS
Lafayette Street between Walsh Avenue-Reed Street	15,140	C	20,773	D
Lafayette Street between Reed Street-El Camino Real	21,580	D	29,790	D
Lafayette Street between El Camino Real-Benton Street	15,660	D	25,369	F
Lafayette Street between Benton Street-Market Street	16,500	D	26,093	F
Washington Street between Market Street-Newhall Street	15,720	C	23,126	D
Bascom Avenue between Newhall Street-I-880	26,860	C	39,260	F
Scott Boulevard between City Limit-Bowers Avenue	12,090	C	14,780	C
Scott Boulevard between Bowers Avenue-San Tomas Expressway	13,120	C	19,775	D
Scott Boulevard between San Tomas Expressway-Central Expressway	16,160	C	16,905	C
Scott Boulevard between Central Expressway-Walsh Avenue	8,980	C	15,521	C
Scott Boulevard between Walsh Avenue-Monroe Street	8,540	C	13,267	C
Scott Boulevard between Monroe Street-El Camino Real	8,610	C	9,900	C
Scott Boulevard between El Camino Real-Benton Street	9,390	C	13,660	C
Scott Boulevard between Benton Street-Homestead Road	11,530	C	16,002	C
Scott Boulevard between Homestead Road-Saratoga Avenue	14,070	C	19,991	D
Newhall Street between Saratoga Avenue-Winchester Boulevard	13,190	C	21,219	D
Montague Expressway between N 1st Street-De La Cruz Boulevard	52,670	D	85,760	F
Montague Expressway between De La Cruz Boulevard-Lafayette Street	60,570	D	93,595	D
Montague Expressway between Lafayette Street-Mission College Boulevard	58,070	D	95,430	E
Montague Expressway between Mission College Boulevard-US 101	83,210	D	107,353	F
San Tomas Expressway between US 101-Scott Boulevard	66,510	D	98,400	F
San Tomas Expressway between Scott Boulevard-Central Expressway	64,450	D	90,946	D
San Tomas Expressway between Central Expressway-Walsh Avenue	70,620	D	90,897	D
San Tomas Expressway between Walsh Avenue-Monroe Street	72,800	D	81,233	D
San Tomas Expressway between Monroe Street-Cabrillo Avenue	56,910	D	74,672	D
San Tomas Expressway between Cabrillo Avenue-El Camino Real	46,950	C	65,360	D
San Tomas Expressway between El Camino Real-Benton Street	49,940	D	68,674	D
San Tomas Expressway between Benton Street-Homestead Road	52,160	D	70,496	D
San Tomas Expressway between Homestead Road-Pruneridge Avenue	43,490	C	58,962	D
San Tomas Expressway between Pruneridge Avenue-Saratoga Avenue	46,160	D	65,549	D
San Tomas Expressway between Saratoga Avenue-Stevens Creek	36,100	C	51,280	D

Roadway Segment	*Existing (2008)*		*Future (2035)*	
	ADT	*LOS*	*ADT*	*LOS*
Calabazas Boulevard between Monroe Street-Cabrillo Avenue	7,160	C	10,810	C
Calabazas Boulevard between Cabrillo Avenue-El Camino Real	7,360	C	9,229	C
Calabazas Boulevard between El Camino Real-Pomeroy Avenue	5,000	C	8,052	C
Pomeroy Avenue between Calabazas Boulevard-Benton Street	4,100	C	6,694	C
Pomeroy Avenue between Benton Street-Homestead Road	7,300	C	6,875	D
Pomeroy Avenue between Homestead Road-Pruneridge Avenue	6,800	C	8,355	D
Lick Mill Boulevard between Tasman Drive-Montague Expressway	6,610	D	17,951	D
Tasman Drive between City Limit-Great America Parkway	12,790	C	25,910	D
Tasman Drive between Great America Parkway-Lafayette Street	16,290	C	30,810	D
Tasman Drive between Lafayette Street-City Limits	17,590	C	33,360	D
Wildwood Avenue between City Limits-Mercado Driveway	7,770	D	8,750	D
Mission College Boulevard between Mercado Driveway-Great America Parkway	16,000	D	17,499	D
Mission College Boulevard between Great America Parkway-Agnew Road	10,180	C	17,247	D
Mission College Boulevard between Agnew Road-Montague Expressway	28,530	D	29,981	D
Agnew Road between Lafayette Street-Montague Expressway	14,820	D	15,970	D
Trimble Road between City Limits-De La Cruz Boulevard	31,070	D	59,550	F
De La Cruz Boulevard between Montague Expressway-Trimble Road	11,910	C	19,370	D
De La Cruz Boulevard between Trimble Road-US 101	57,670	F	84,330	F
De La Cruz Boulevard between US 101-Central Expressway	55,990	F	81,960	F
De La Cruz Boulevard between Central Expressway-Coleman Avenue	20,170	C	40,022	D
Coleman Avenue between De La Cruz Boulevard-City Limits	31,230	D	45,240	F
Central Expressway between Lawrence Expressway-Bowers Avenue	39,960	D	71,170	F
Central Expressway between Bowers Avenue-San Tomas Expressway	37,330	D	67,098	E
Central Expressway between San Tomas Expressway-Scott Boulevard	40,250	C	60,735	D
Central Expressway between Scott Boulevard-Lafayette Street	47,550	D	68,715	D
Central Expressway between Lafayette Street-De La Cruz Boulevard	59,700	D	75,485	E
Kifer Road between Lawrence Expressway-Bowers Avenue	11,180	C	12,860	C
Walsh Avenue between Bowers Avenue-San Tomas Expressway	14,680	D	15,875	D
Walsh Avenue between San Tomas Expressway-Scott Boulevard	12,580	C	15,679	D
Walsh Avenue between Scott Boulevard-Lafayette Street	5,530	C	6,267	C

Roadway Segment	Existing (2008)		Future (2035)	
	ADT	LOS	ADT	LOS
Monroe Street between Lawrence Expressway-Calabazas Boulevard	13,190	C	17,030	D
Monroe Street between Calabazas Boulevard-Bowers Avenue	11,400	C	16,885	D
Monroe Street between Bowers Avenue-San Tomas Expressway	15,780	D	16,740	D
Monroe Street between San Tomas Expressway- Scott Boulevard	15,260	D	17,273	D
Monroe Street between Scott Boulevard-El Camino Real	17,740	D	21,260	D
El Camino Real between Lawrence Expressway-Calabazas Boulevard	32,800	D	39,310	F
El Camino Real between Calabazas Boulevard-Kiely Boulevard	36,530	E	40,752	F
El Camino Real between Kiely Boulevard-San Tomas Expressway	32,040	D	41,243	F
El Camino Real between San Tomas Expressway-Scott Boulevard	25,690	D	33,802	D
El Camino Real between Scott Boulevard-Lincoln Street	26,260	D	32,650	D
El Camino Real between Lincoln Street-Monroe Street	25,190	D	32,606	D
El Camino Real between Monroe Street-Lafayette Street	23,640	D	31,393	D
El Camino Real between Lafayette Street-De La Cruz/Coleman	25,450	D	38,542	F
El Camino Real between De La Cruz/Coleman-Benton Street	28,820	D	41,644	F
El Camino Real between Benton Street-The Alameda	30,800	D	43,000	F
Benton Street between Lawrence Expressway-Pomeroy Avenue	9,750	C	12,664	C
Benton Street between Pomeroy Avenue-Kiely Boulevard	9,240	C	13,580	C
Benton Street between Kiely Boulevard-San Tomas Expressway	10,260	C	12,469	C
Benton Street between San Tomas Expressway-Scott Boulevard	10,540	D	10,857	D
Benton Street between Scott Boulevard-Lincoln Street	8,430	D	8,824	D
Benton Street between Lincoln Street-Monroe Street	8,800	D	9,051	D
Benton Street between Monroe Street-Lafayette Street	8,750	D	9,138	D
Benton Street between Lafayette Street-El Camino Real	8,220	D	8,560	D
Homestead Road between Lawrence Expressway-Pomeroy Avenue	14,370	C	21,367	D
Homestead Road between Pomeroy Avenue-Kiely Boulevard	20,610	D	23,390	D
Homestead Road between Kiely Boulevard-San Tomas Expressway	14,330	C	18,926	D
Homestead Road between San Tomas Expressway-Scott Boulevard	9,170	C	11,758	C
Pruneridge Avenue between City Limit-Lawrence Expressway	13,600	C	19,510	D
Pruneridge Avenue between Lawrence Expressway -Pomeroy Avenue	11,560	C	18,391	D
Pruneridge Avenue between Pomeroy Avenue-Kiely Boulevard	11,140	C	19,310	D
Pruneridge Avenue between Kiely Boulevard-San Tomas Expressway	13,830	C	23,681	D

Roadway Segment	*Existing (2008)*		*Future (2035)*	
	ADT	*LOS*	*ADT*	*LOS*
Pruneridge Avenue between San Tomas Expressway-Saratoga Avenue	9,110	C	16,908	C
Pruneridge Avenue between Saratoga Avenue-Winchester Boulevard	10,830	C	22,561	D
Stevens Creek between Lawrence Expressway-Kiely Boulevard	24,940	C	28,680	D
Stevens Creek between Kiely Boulevard-Saratoga Avenue	24,990	C	28,729	D
Stevens Creek between Saratoga Avenue-San Tomas Expressway	33,540	D	38,570	D
Stevens Creek between San Tomas Expressway-Winchester Boulevard	38,910	D	44,738	D
Saratoga Avenue between Stevens Creek-San Tomas Expressway	22,460	D	33,960	D
Saratoga Avenue between San Tomas Expressway-Pruneridge Avenue	13,300	C	20,610	D
Saratoga Avenue between Pruneridge Avenue-Scott Boulevard	11,120	C	14,276	C
Saratoga Avenue between Scott Boulevard-Winchester Boulevard	9,810	C	11,925	C
The Alameda between Market Street-El Camino Real	11,890	D	14,374	D
The Alameda between El Camino Real-I-880	31,170	D	43,540	F
Park Avenue between Bellomy Street-I-880	6,500	C	8,410	D
Winchester Boulevard between Newhall Street-Pruneridge Avenue	11,260	C	15,920	C
Winchester Boulevard between Pruneridge Avenue-Stevens Creek Blvd	20,550	D	25,330	D
US 101 - De La Cruz to Montague	240,100	F	263,700	F
US 101 - Montague to Great America	241,800	F	263,200	F
US 101 - Great America to Lawrence	216,600	F	242,200	F
SR 237 - N. 1st to Great America	166,500	F	202,600	F
SR 237 - Great America to Lawrence	162,200	F	190,400	F
I 880 - Bascom to Alameda	195,400	F	226,600	F
I 880 - Alameda to Coleman	205,600	F	232,600	F
I 280 - Saratoga to Lawrence	251,200	F	283,900	F

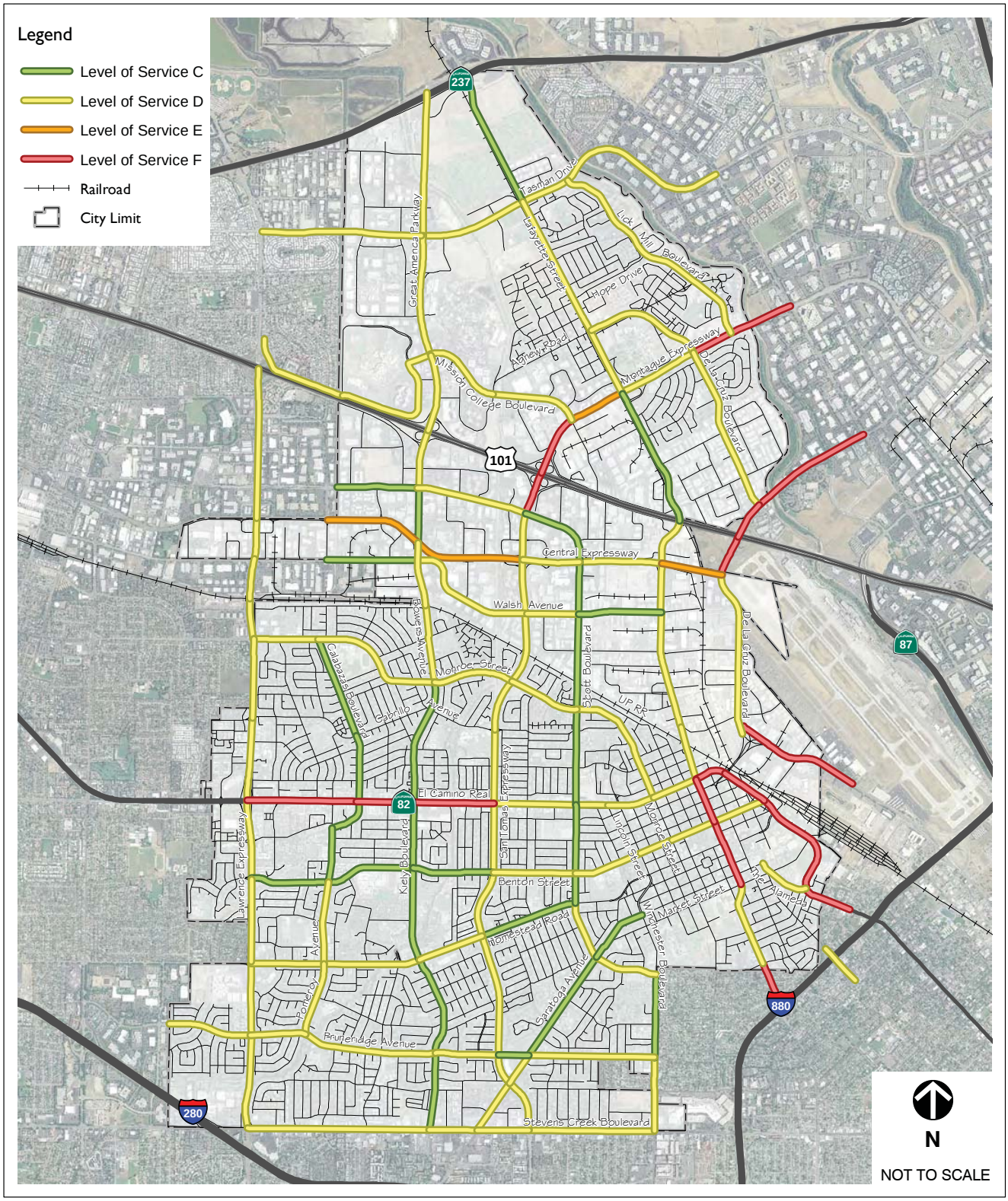


Figure 8.7-1: 2035 Daily Roadway Segment Operations

Forecasts for study intersections were completed using a similar methodology to the roadway segment forecasts. The difference between Model outputs for the existing and future years was added to existing traffic counts. This forecast represents the effects of the implementation of the General Plan in conjunction with the regional trips assumed by VTA and foreseeable development in cities adjacent to Santa Clara. The LOS results are shown in Table 8.7-6 for the weekday AM and PM peak hours.

TABLE 8.7-6: FORECASTED INTERSECTION LEVEL OF SERVICE CONDITIONS

Intersection	*Traffic Control*	*Peak Hour*	*2008 Existing Conditions*		*2035 Future Conditions*	
			Delay[2]	*LOS*	*Delay*[2]	*LOS*
1. Great America Parkway/Mission College Boulevard[1]	Signal	AM	33	C	45	D
		PM	73	E	70	E
2. Great America Parkway/Tasman Drive[1]	Signal	AM	41	D	47	D
		PM	52	D	69	E
3. Agnew Road/Mission College Boulevard	Signal	AM	21	C	19	B
		PM	22	C	22	C
4. Lawrence Expressway/El Camino Real[1, 3]	Signal	AM	28	C	27	C
		PM	30	C	42	D
5. Lawrence Expressway/Homestead Road[1]	Signal	AM	51	D	151	F
		PM	61	E	152	F
6. Bowers Avenue/Scott Boulevard[1]	Signal	AM	31	C	40	D
		PM	39	D	48	D
7. Scott Boulevard/Walsh Avenue	Signal	AM	21	C	35	C
		PM	23	C	142	F
8. Kiely Boulevard/Homestead Road	Signal	AM	31	C	40	D
		PM	32	C	43	D
9. El Camino Real/Benton Street	Signal	AM	18	B	22	C
		PM	24	C	23	C
10. El Camino Real/Campbell Avenue-Accolti Way	Signal	AM	11	B	15	B
		PM	18	B	18	B
11. Coleman Avenue/Brokaw Road	Signal	AM	26	C	29	C
		PM	63	E	99	F
12. Saratoga Avenue/Pruneridge Avenue	Signal	AM	24	C	37	D
		PM	21	C	139	F
13. Winchester Boulevard/Pruneridge Avenue-Hedding Street	Signal	AM	53	D	55	D
		PM	34	C	56	E

[1] *Designated CMP intersection.*

[2] *Average control delay per vehicle in seconds.*

[3] *This location has existing grade separations in a tight diamond configuration which includes two different signalized intersections for the on- and off-ramps at each location.*

8.8 PARKS AND RECREATION INVENTORY

8.8 PARKS AND RECREATION INVENTORY

Table 8.8-1 lists the City's existing parks and recreation facilities, and includes acreage and types of activities provided at each facility. Table 8.8-2 provides a breakdown of parks and recreation facilities that are planned with proposed (approved, not constructed and pending development as of February 2009). As shown in these tables, there are five classifications for parks and recreation in the City. These include Community Parks, Mini Parks, Neighborhood Parks, Public Open Space and Recreation Facilities. Descriptions of each facility type follow the tables. These tables only include facilities owned by the City or those publicly accessible to all community members, excluding school sites. Facilities such as cemeteries, that are not specifically for recreation, as well as those that are regional in nature, such as the Santa Clara Golf and Tennis Club, are also not defined as "parks" for the purpose of the General Plan.

TABLE 8.8-1: EXISTING PARKS AND RECREATION

Existing Parks	*Acres*	Auditorium	Activity Room	Picnic/BBQ	Restroom/PT	Swimming Pool	Basketball Courts	Playing Field	Tennis Courts	Playground	Parking Lot
		Activities									
Community Parks											
Central Park	52.0			2	3		1	2	10	3	3
Subtotal	*52.0*	*0*	*0*	*2*	*3*	*0*	*1*	*2*	*10*	*3*	*3*
Mini Parks											
Geof Goodfellow Sesquicentennial Park	0.1										
Memorial Cross Park	0.4										
Rotary Park	0.2									1	
War Memorial Playground (Washington Park)	0.9			1	1					1	1
Subtotal	*1.6*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*2*	*1*
Neighborhood Parks											
Agnew Park	2.0		1	1	1		1			1	
Bowers Park	7.4		1	1	1					1	1
Bracher Park	3.5			1	1		1			1	
City Plaza Park	1.6			1							1
Earl R. Carmichael Park	10.5			1	1		1	1	1	1	
Everett Alvarez Park	1.7			1	1		1			1	
Fairway Glen Park	4.1			1					1	1	
Fremont Park	4.6									1	
Fuller Street Park	2.4			1	1					1	
Henry Schmidt Park	7.7		1	1	1		1	1	1	1	1
Homeridge Park	6.0			1	1		1			1	1

TABLE 8.8-1: EXISTING PARKS AND RECREATION

Existing Parks	*Acres*	Auditorium	Activity Room	Picnic/BBQ	Restroom/PT	Swimming Pool	Basketball Courts	Playing Field	Tennis Courts	Playground	Parking Lot
		Activities									
Jenny Strand Park	9.7			1	1		1		1	1	1
Larry J. Marsalli Park	7.0			1	1			1		1	1
Lick Mill Park	10.5		1	1			1		2	1	1
Live Oak Park	11.0			1						1	1
Machado Park	3.5		1	1			1			1	
Mary Gomez Park	8.0			1			1		2	1	1
Maywood Park	9.5		1	1					4	1	1
Montague Park	5.5		1	1	1		1		2	1	
Parkway Park	4.1			1	1					1	
Steve Carli Park	3.0				1		1			1	
Thamien Park	3.5			1	1		1			1	1
Warburton Park and Pool	6.0			1	1	1	1			1	1
Westwood Oaks Park	1.7		1	1	1		1			1	
Subtotal	*134.5*	*0*	*8*	*22*	*16*	*1*	*15*	*3*	*14*	*23*	*12*
Public Open Space											
Agnews Historic Park, Mansion & Auditorium	14.5		1								1
Civic Center Park	3.0										1
Ulistac Natural Area	*40.0*										
Subtotal	*57.5*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*2*
Recreation Facility											
Community Recreation Center (Central Park)	0.0	1	4		1					1	1
George F. Haines International Swim Center (Central Park)	0.0		1			3					
Gymnastics Center (Earl R. Carmichael Park)	0.0		1		1						
Lawn Bowling Green (Central Park)	0.0		1								
Mary Gomez Pool (Mary Gomez Park)	0.0					1					
Montague Swim Center	2.5					1					
P.A.L. BMX Track	45.7				1						
Reed Street Dog Park	1.7				1						1
Santa Clara Golf & Tennis Club	185.0								7		1
Senior Center	2.4	1	8		1	3					
Skate Park	0.9										
Youth Soccer Park	11.2		1		1						

TABLE 8.8-1: EXISTING PARKS AND RECREATION

Existing Parks	*Acres*	*Activities*									
		Auditorium	Activity Room	Picnic/BBQ	Restroom/PT	Swimming Pool	Basketball Courts	Playing Field	Tennis Courts	Playground	Parking Lot
Teen Center	1.0		4								
Veterans Memorial (Central Park)	0.0										
Warburton Swim Center (Warburton Park)	0.0					1					
Walter E. Schmidt Youth Activity Center	1.5		3				2				
Subtotal	*252*	*2*	*23*	*0*	*6*	*9*	*2*	*0*	*7*	*1*	*3*
Existing Parks Total	497.6	2	32	25	26	10	18	5	31	29	21

Source: City of Santa Clara, Parks and Recreation Division, 10/09

TABLE 8.8-2: NEW PARKS AND RECREATION FACILITIES WITH PROPOSED DEVELOPMENT

Pipeline Parks	*Acres*
Mini-Parks	
90 N Winchester Blvd (BAREC)	1.0
Subtotal	1.0
Neighborhood Parks	
900 Kiely Boulevard (former Kaiser Hospital site)	2.3
Subtotal	2.3
New Parks Total	**3.3**

Source: City of Santa Clara, Planning Department, 10/09

8.8.1 Mini Parks

Although most of Santa Clara's parks are larger than one acre, the City does contain a few mini parks, defined here as parks of no more than one acre in size. These parks typically have small service areas, dedicated to smaller-scale, more specific activities. For example, the 0.2 acre Rotary Park, located behind the Triton Museum of Art, offers a playground, picnic tables and sitting area for families. Overall, the 1.6 acres of mini-parks comprise only a minor proportion, less than one percent, of the City's parkland space. As new development occurs on smaller, confined parcels, the percentage of mini parks may increase as a new alternative for open space within the City.

8.8.2 Neighborhood Parks

Neighborhood parks are generally between one and fifteen acres in size and offer both open space and amenities for individual neighborhoods. They provide facilities for various activities, including passive uses, children's playgrounds and sports fields. For

example, the 2.4-acre Fuller Street Park, near Fuller Street and Esperanca Avenue, serves the surrounding neighborhood with open space, a play area and picnic facilities. This is a typical size for parks within the City, accounting for 134.5 acres, or almost 50 percent of the City's total parkland.

8.8.3 Community Parks

Community parks draw visitors from a larger radius, often from the entire City, due to their larger size (over fifteen acres) or unique recreation amenities. Central Park is the centerpiece of the City's park system and the only community park. This 52-acre park has open space, picnic areas and a playground, as well as recreation facilities that include the George F. Haines International Swim Center, Santa Clara Tennis Center, playing fields, lawn bowling and an exercise course.

8.8.4 Public Open Space

Several of the City's prominent civic and community buildings are located within parks, offering open space focused on civic activities. For example, the Agnews Historic Park, on Sun Microsystems/Oracle's Santa Clara campus, provides a peaceful open space that also houses four historic buildings, preserved through a historic easement. Use of these parks is primarily passive; however, they provide an open, landscaped setting for historic resources in the City. Ulistac Natural Area, 40 acres of open space located along the Guadalupe River on Lick Mill Boulevard, between Tasman Drive and Montague Expressway, showcases seven distinct natural California and wildlife habitats. Only a few parks are classified as public open space, making up a little more than six percent of the City's total park acreage.

8.8.5 Recreation Facilities

The City has an array of recreation facilities, including sports fields, a skate park, swimming pools/centers, senior center and youth center. Many of these facilities are located within larger park sites, creating a variety of options at a single location. Host parks are shown in parentheses on Table 8.8-1. The City's Department of Parks and Recreation offers a variety of classes and programs at these sites. In total, recreational facilities account for almost a quarter of the City's total park acreage.

8.9 HISTORIC PRESERVATION AND RESOURCE INVENTORY

8.9 HISTORIC PRESERVATION AND RESOURCE INVENTORY

Table 8.9-1 and Figure 8.9-1 identify the names and locations of the historic properties in the City of Santa Clara. In addition, this Appendix includes a depiction of the Areas of Historic Sensitivity, defined as 100 feet from the property line of an identified historically significant property. Figure 8.9-2 shows this 100-foot area around historic properties in the Old Quad and Agnew neighborhoods where a number of the City's resources are located.

Following the list and description of historic properties are the adopted Criteria for Local Significance for the City of Santa Clara. These criteria establish evaluation measures that help to determine significance for properties not yet included on the list. As buildings and other resources age, additional properties will be added to the inventory. In order to accomplish this, a property owner can apply to have their property listed as a historic resource, or the City can nominate properties. The Historical and Landmarks Commission evaluates these applications and forwards a recommendation to the City Council. Updates to the Historic Preservation and Resource Inventory is considered an amendment to the General Plan.

8.9.1 Historic Properties

The following table includes local, State and nationally designated properties in the City of Santa Clara. The table is organized alphabetically by street name.

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
2086	Agnew Road	10412028	Agnew School	School	1890	
3260	The Alameda	23008016	Santa Clara Woman's Club (Old Adobe Woman's Club)	Adobe	1790	BP/H (SHLP No. 249)
536	Alviso St	26938063	Cronin House	Pioneer Vernacular	1880	
1065	Alviso St	26923044 26923074	Larder House The German House	Italianate Falsefront	1860	
1072	Alviso St (formerly 3100 The Alameda)	26923074		Craftsman Bungalow	1930	
1260	Alviso St	26916018		Italianate Cottage	1880	
1309	Alviso St	26906062	Martin House	Queen Anne Cottage	1890	
4100	Bassett St	10412196		Colonial Revival Cottage	1906	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
4120	Bassett St	10412127		Colonial Revival Cottage	1906	
4150	Bassett St	10412125			c.1910	
4160	Bassett St	10412124			c.1920	
4170	Bassett St	10412123		Italianate Cottage		
4185	Bassett St	10412162	Agnew Railroad Station	Vernacular	1896	BP
4190	Bassett St	10412194			c.1900	
4350	Bassett St	10411004	Floyd Jamison House	Spanish Eclectic	1918	
947	Bellomy St	26938048		Queen Anne Cottage	1895	
950	Bellomy St	26943033	Roll House	Queen Anne Cottage	1888	
966	Bellomy St	26943032		Stick/Eastlake	1895	
1341	Bellomy St	26936032		Gothic Revival	1902	
1456	Bellomy St	26941018		Craftsman Bungalow	1916	
1045	Benton St	26915046	Dr. Saxe's Office	Pioneer	1860	HT/BP
1075	Benton St	26915047	Dr. Saxe's House	Greek Revival	1870	
1161	Benton St	26915038		Italianate	1880	
1191	Benton St	26915039	Robert Menzel House	Queen Anne	1895	BP
1215	Benton St	26915086		California Bungalow with Prairie Accents	1926	MA
1291	Benton St	26915092		Greek Revival Stripped	1870	MA
1415	Benton St	26913036		Vernacular Cottage	1895	MA
1450	Benton St	26920104		Craftsman		HT
1470	Benton St	26920105		Craftsman Bungalow		HT
1681	Benton St	26912049	Toro House	Vernacular Craftsman Bungalow	1918	MA/SP
1737	Benton St	26912053		Vernacular Craftsman Bungalow	1910	MA
1751	Benton St	26912061	Donovan House (Cowboy Jim Donovan)	Craftsman Bungalow	1910	MA/BP
1646	Catherine St	26902068	Trogden House	Vernacular Cottage	1925-1927	
1669	Catherine St	26902071		Pioneer Vernacular	1870	SP
1786	Catherine St	26902063	Juan Fatjo House	Greek Revival with later Victorian alteration	1860	BP
1895	Catherine St	26901088		Pioneer with Italianate Details	1885	MA/SP/BP
1140	Chapel Dr.	26911126	Beaurev House	Minimal Traditional	1948	MA
4334	Cheeney St	10411041		Colonial Revival Cottage	c.1905	
4433	Cheeney St	10410025		Colonial Revival	1905	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
4262	Davis St	10412019		Modified Greek Revival		
4321	Davis St	10411084				
2501	De La Cruz	23003103	Old Sites of Mission Santa Clara de Asis and Old Spanish Bridge			SHLP No. 250
500	El Camino Real	26923073	Santa Clara University (formerly Santa Clara College) (formerly University of Santa Clara) Adobe Wall and Adobe Lodge-Mission Period	Spanish Colonial	1822-25	
			Nobili Hall	Spanish Colonial	1930	
			Kenna Hall	Mission Revival/Spanish Colonial Revival Style	1924-29	
			Varsi Hall	Spanish Colonial Revival	1931	
			Administrative Hall/St Joseph's Hall	Mission Revival	1911	
			O'Conner Hall	Mission Revival	1912	
			Donohoe Alumni House	Mission Revival	1925	
			Ricard Memorial Observatory	Spanish Colonial Revival	1928	
			Santa Clara Mission Church Mission Santa Clara	Spanish Colonial Revival	c.1928	BP SHLP NO. 338
			Seifert & Loyola Gates - Franklin St & Alviso St	Mission Revival	1922	
			El Camino Real & Accolti Way Gates (formerly Bellomy St)	Mission Revival	1922	
			Michael C. Dunne Memorial Gates	Mission Revival	1922	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
980	El Camino Real (formerly 1475 Washington ST.)	26905093		Pioneer Vernacular with Italianate Details	c. 1885	HT/MA
1515	El Camino Real	22448015	St. Clare	Statue	1965	
1525	El Camino Real	22448015	Santa Clara Campain Treasury Site			SHLP No. 260
4406	Fillmore Street	10410068	J.M. Williamson House	Colonial Revival Cottage	1925	
741	Franklin St	26923039		Queen Anne Cottage	1890	HT
743	Franklin St	26923040		Queen Anne Cottage	1890	HT
801	Franklin St - Santa Clara University (formerly 644 Franklin St)	26923067	Jesuit Residence	Mission Revival	c.1935	
1313	Franklin St	26920078		Veterans Memorial Plaque		BP
1464	Franklin St	26920053	Oscar Eberhard House	Period Revival Craftsman	1912	MA
1488	Franklin St	26920065		Period Revival with Craftsman detailing	1916	HT
1515	Franklin St	26920072	Henry Pfister House	Colonial Revival	1912	MA
1525	Franklin St	26920072	Henry Roth House	Craftsman Bungalow	1915	MA
1526	Franklin St	26920026		Craftsman Bungalow	1915	
1543	Franklin St	26920004		Craftsman Bungalow	c.1912	MA/SP
1565	Franklin St	26920005		Modified Colonial Revival	c.1901	
908	Fremont St	26916032	Nuttman Residence	1930's Colonial Revival	1939	
936	Fremont St	26916031	Gould House	Spanish Eclectic Cottage	1937	MA/SP
981	Fremont St	26916011	Morse Mansion Charles Copeland Morse House	Queen Anne	1892	HT/NR/ BP (NRIS No. 7700347 SHLP No. 904)
1061	Fremont St	26915023	Pinkham House	Craftsman Bungalow	c.1918	MA
1091	Fremont St	26915024	Peebles/ Hichborn House	Pioneer/Italianate House	1868	BP

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1159	Fremont St	26915009		Eastlake	1885	
1191	Fremont St	26915011	H.L. Warburton House	Stripped Queen Anne	1889	SP
1194	Fremont St	26915057		Pioneer	1878	
1460	Fremont St	26913030	William Hayward House	Greek Revival	1880	SP
1700	Fremont St	26912036		Craftsman Bungalow	1910	SP
1756	Fremont St	26912033	Vasquez House	Pioneer	1870	SP
755	Harrison St	26906061	Swain House	Four Square	1900	MA
891	Harrison St	26906040	Frank Nevis House	Spanish Colonial Revival	1915	
895	Harrison St	26906041		Queen Anne Cottage	1895	
925	Harrison St	26905074	J.M. Billings House	Italianate	1880	MA
946	Harrison St	26916004		Bungalow	1920	MA
985	Harrison St	26905076		Normandy	1925	MA/SP
1009	Harrison St	26905043		Queen Anne	c.1890s	MA/SP
1025	Harrison St	26905044	Anton Doll House	Stick/Eastlake	c.1890s	SP
1037	Harrison St	26905045		Shingle	c.1890s	
1050	Harrison St	26915016	Madan House	Queen Anne Cottage	1866	MA/SP
1051	Harrison St	26905046	Zibeon O. Field House	Stick/Eastlake	1891	BP
1060	Harrison St	26915015		Queen Anne Cottage	c.1895	
1065	Harrison St	26905047	Coffin/Gil House	Stick/Eastlake	c.1891	SP
1077	Harrison St	26905048		Stick/Eastlake	c.1890s	MA/SP
1091	Harrison St	26905049		Stick/Eastlake	c.1890s	
1111	Harrison St	26905031		Stick/Eastlake	1892	SP
1217	Harrison St	26903096	Charles Parker House	Greek Revival	1880	
1395	Harrison St	26903112	LaFon Residence	Pioneer	1860	
1511	Harrison St	26903017		Italianate	1880	
530	Hilmar St	23017043		Tudor Revival	1935	
540	Hilmar St	23017042		Tudor Revival	1935	
550	Hilmar St	23017041		Tudor Revival	1935	
560	Hilmar St	23017040		Tudor Revival	1935	
715	Hilmar St	26950031	Pasetta House	French Eclectic	1940	MA
1044	Homestead Rd	26928015	Luis G. "George" Fatjo House	Prairie School Eclectic	1913	MA
1258	Homestead Rd	26926081		Shingle/Colonial	1901	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1298	Homestead Rd	26926079	Elim German Community Church	Gothic Revival	1900	
1310	Homestead Rd	26926067	Kenneth Morrison House	Colonial Revival	1910	
1440	Homestead Rd	26926017		Pioneer/Gothic	Post 1890	SP
1445	Homestead Rd	26920044			Post 1890	
1474	Homestead Rd	26926014		Queen Anne Cottage	Post 1890	
1494	Homestead Rd	26926119		Queen Anne Cottage	Post 1890	
1516	Homestead Rd	26926005	Hamon House	Colonial Revival/Shingle	c.1919	
1540	Homestead Rd	26926003	Albert McIntyre House	Colonial Revival	1905	SP
1560	Homestead Rd	26926002		Pioneer Vernacular	1880	
1588	Homestead Rd	26926118	Hyland/Kiely House	Queen Anne	1889	HT/MA/ SP/BP
1591	Homestead Rd	26920093	William Parmer House	Simplified Colonial Revival	1895	HT
1770	Homestead Rd	26919056		Craftsman Bungalow	c.1920	
1780	Homestead Rd	26919061		Craftsman Bungalow	c.1920	
2566	Homestead Rd	29455001	Caldwell House	Period Revival Farmhouse	1915	
3023	Homestead Rd	29025073	Azzarello Residence	Craftsman	1920	
610	Jackson St	26936018	Wm. A. Wilson House	Spanish Colonial Revival	1935	SP
690	Jackson St	26936056	Budde House	Spanish Eclectic	1926	SP
796	Jackson St	26926095	Ferrera Moore House	Pioneer Vernacular	1906	MA
806	Jackson St	26926087		Queen Anne Cottage	1880	MA/SP
834	Jackson St	26926086		Queen Anne Cottage	c.1890	SP
1124	Jackson St	26915085	Rogers House	Colonial Revival	1910	MA
1160	Jackson St	26915083		Queen Anne	1890	MA/SP
1176	Jackson St	26915082		Queen Anne Cottage	1898	
1210	Jackson St	26915071		Queen Anne Cottage	1895	MA/SP
1246	Jackson St	26915068		Queen Anne Cottage	1910	SP
1277	Jackson St	26915013		Queen Anne Cottage	1889	SP
1295	Jackson St	26915001		Stripped Queen Anne Cottage	1889	
1662	Jackson St	26926034	Andrade House	Queen Anne Cottage	1900	
373	Jefferson St	26941009	Berryessa Adobe	Adobe	1840	BP/H
564	Jefferson St	26935034	Turner-Smith House	National	1890	MA

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
658	Jefferson St	26935004	Helena and A. Chris Andersen House	Colonial Revival	1915-1920	MA
712	Jefferson St	26926035	H.H. Jahnsen House	Colonial Revival with Elements of Craftsman	1915	
742	Jefferson St	26926034		Queen Anne/Modified	1895	MA/SP
756	Jefferson St	26926033	T.L. Hite House	Stripped Period Revival	1900	
816	Jefferson St	26926009		Pioneer	1880	
825	Jefferson St	26926027		Bungalow	1920	SP
835	Jefferson St	26926028		Bungalow	1920	
836	Jefferson St	26926008		Bungalow	1920	
840	Jefferson St	26926007		Bungalow	1920	
860	Jefferson St	26926006		Bungalow	1920	
1045	Jefferson St	26920022		Craftsman Bungalow	1915	SP
1210	Jefferson St	26913007	Higgins House	Colonial Revival	1880	
1244	Jefferson St	26913006		Queen Anne Cottage	1890	
1455	Jefferson St	26903026	Silva House	Vernacular Prairie School	1915	
540	Lafayette St	26938045		Greek Revival	1885	
590	Lafayette St	26938043		Modified Greek Revival	1870	SP
612	Lafayette St	26938098		Colonial Revival	1907	
874	Lafayette St	26928029		Colonial Revival	c.1910	HT
884	Lafayette St	26928028	Bill Wilson Center	Colonial Revival	1910	
1115	Lafayette St	26916053	Robert B. Jones House	Prairie	1913	MA/SP
1193	Lafayette St	26916057	Glendenning House	Pioneer Vernacular	1885	
1231	Lafayette St	26916085		Modified Queen Anne	1890	
1245	Lafayette St	26916028		Craftsman Bungalow	1915	SP
1267	Lafayette St	26916062		Craftsman Bungalow	1912	SP
1338	Lafayette St	26905073		Craftsman Bungalow	1910	
1375	Lafayette St	26906051	S.E.S. Hall	Colonial Revival	1895	
1777	Lafayette St	22474001 through 22474043	Santa Clara Walnut Growers' Association – Main Plant	Craftsman Industrial	1927	MA/BP
410	Lafayette Way	26943045	Queen Anne Cottage		c.1885	
744	Lewis St	26906056		Queen Anne Cottage	1895	
957	Lewis St	26905065		Vernacular	1895	SP
985	Lewis St	26905066	Lucius Starr House	Pioneer Vernacular	1880	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1011	Lewis St	26905054	Fir Tree Hall	Stripped Colonial Revival	1903	
1042	Lewis St	26905040		Pioneer Vernacular	1890	HT/SP
1311	Lewis St	26903124		Queen Anne Cottage	1880	HT
1385	Lewis St	26903145		Pioneer with Italianate	1875	MA
955	Lexington St	26928072	St. Clare's Church	Spanish Colonial Revival	1923	BP
1098	Lexington St		Former Mission Corral Site			BP
1246	Lexington St	26926095		Period Revival Cottage	1930	MA/SP
1258	Lexington St	26926094		Greek Revival Cottage	1880	MA
1409	Lexington St	26926022	Newton Jackson House	Stripped Queen Anne Cottage	1894	SP/MA
1435	Lexington St	26926023		Queen Anne Cottage	1885	
1451	Lexington St	26926122	Oswald House	Craftsman Bungalow	c.1915	MA
1458	Lexington St	26926045		Pioneer	1895	
1464	Lexington St	26926044	Wise House	Vernacular Queen Cottage	1900	MA
1467	Lexington St	26926025		Queen Anne Cottage	1900	
1491	Lexington St	26926026	D.J. West House	Vernacular Gothic Revival with Italianate de	1880	MA/SP
1567	Lexington St	26926011	Samuel Saunders House	Modified Queen Anne Cottage	1890	
1584	Lexington St	26926042	H.M. Sheldon House	Stick/Eastlake	1892	
450	Lincoln St	26946056	Catholic Cemetery Chapel	Neo-Classical	1885	BP
530	Lincoln St	26934039		Queen Anne Cottage	Pre-1901	
580	Lincoln St	26934037		Greek Revival	Post 1910	
614	Lincoln St	26934017		Craftsman Bungalow	1915	
626	Lincoln St	26934016		Victorian Cottage	c.1890s	MA
741	Lincoln St	26926040		Craftsman Bungalow	1915	
1000	Lincoln St	26919072	Carmelite Monastery	Spanish Revival	1917	BP
1194	Lincoln St	26912040	Farfan House	Craftsman Bungalow	1910	MA/SP
1310	Lincoln St	26902053	Martin House	Spanish Colonial Revival	1926	
1380	Lincoln St	26902050	Morgan House	Queen Anne	1895	BP/SP
1404	Lincoln St	26902049		Greek Revival	c.1880s	SP
1499	Lincoln St	26903004	Lincoln Laherran Gas Station	Spanish Revival	1920	
1600	Lincoln St	22448015	St. Clare	Statue	1965	
1700	Lincoln St	22449005	United Methodist Church	Modern	1965	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
308	Madison St	26941031		Gothic Revival	1885	SP
395	Madison St	26941039		Pioneer Style	1885	
466	Madison St	26941023		Gothic Revival	1885	MA/SP
507	Madison St	26936053		Pioneer/Gothic Cottage	1885	
590	Madison St	26935046		Pioneer Style	1885	
725	Madison St	26926113	George Sullivan House	Craftsman Bungalow	1906	SP
726	Madison St	26926051		Craftsman Bungalow	1905	
759	Madison St	26926115	Myers House	Classic Box	1910	MA/SP
766	Madison St	26926049	Zanger House	Italianate	1890	MA
775	Madison St	26926116	Margaret (Rettie) Miller House	Queen Anne	1894	MA/SP
864	Madison St	26926019		Shingle	1910	MA/SP
904	Madison St	26920042		Vernacular	1880	SP
926	Madison St	26920041		Vernacular	1880	
945	Madison St	26920091	Fernish House	Craftsman Bungalow	1918	SP
1059	Madison St	26920080		Queen Anne Cottage	1895	SP
1075	Madison St	26920081		Queen Anne Cottage	1892	BP/MA
1080	Madison St	26920102		Queen Anne Cottage	1900	HT/SP
1086	Madison St	26920103		Queen Anne	Pre-1901	HT
1159	Madison St	26913067		Craftsman Bungalow	1915	MA
1360	Madison St	26903040		Greek Revival Cottage	c.1880s	SP
1390	Madison St	26903063		Queen Anne Cottage	c.1880	HT/SP
714	Main St	26928043	Dr. Henry Warburton House	Queen Anne (Stripped)	1886	MA/BP
834	Main St	26928062	Slavens House	Spanish Eclectic	1933	
1141	Main St	26915048	Kersell/Lorente House	Queen Anne Cottage	1892	BP/SP
1142	Main St	26915035	Shoemaker House	Queen Anne Cottage	c.1855-89	SP
1158	Main St	26915034		Pioneer Style	c.1855-89	
1159	Main St	26915051	Johnson House	Greek Revival	c.1855-89	MA/BP/SP
1176	Main St	26915033	Brundage House	Vernacular Cottage	c.1855-89	
1195	Main St	26915063	Palmer House	Stick-Eastlake	1885	HT
1196	Main St	26915032	Bliss Morrison House	Pioneer	c.1855-89	
1206	Main St	26915008	J.J. Miller House	Greek Revival	1865	MA/SP
1220	Main St	26915007	Javaros Zonia	Spanish Colonial Revival	1931	MA
1259	Main St	26915025	David James House	Colonial Revival	1889	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1285	Main St	26915026		California Bungalow	1926	MA
1286	Main St	26915055	Old Episcopal Rectory	Colonial Revival	1888	
1295	Main St	26915014	Maloney House	Queen Anne Cottage	1885	MA/BP
1346	Main St	26905030		Victorian Vernacular Cottage	c.1890	
1356	Main St	26905029	Nathan H. Downing House	Queen Anne Cottage	c.1887	
1357	Main St	26905050			c.1880-1930	MA/SP
1365	Main St	26905082			c.1880-1930	
1386	Main St	26905057	Dr. T.E. Gallup House	Vernacular/ Greek Revival	c.1885	
1407	Main St	26905021		Vernacular/ Greek Revival	c.1880	SP
1436	Main St	26905005		Spanish Colonial Cottage	c.1925	
1460	Main St	26905003		Queen Anne Cottage	c.1890	
1711	Main St	22427001		Pioneer/Gothic Revival	c.1901-19	MA
1795	Main St	22427006		Pioneer	c.1920-1925	
554	Mansion Park Dr (formerly 305 Montague Expressway)	09708100	James Lick Mill Mansion	Italianate	1855	HT/NR/BP NRIS No. 85000359
			Granary Recreation Building/ Office Vault/Mill Pond Significant Landscaping Caretaker Cottage		1857	
832	Market St	26938059		Stucco Bungalow/Prairie influence	1926	HT
852	Market St	26938058		Stucco Bungalow/Prairie influence	1926	HT
862	Market St	26938056		Stucco Bungalow/Prairie influence	1930	HT
962	Market St	26938042		Pioneer Vernacular with/ Stick/Eastlake detail	1895	
1272	Market St	26936038	Judge Thompson's House	Craftsman/Prairie Bungalow	1912	MA/SP
1509	Market St	26935006	James Ellis House	Craftsman	1912	
1675	Market St	26934019		Queen Anne Cottage	1895	MA/SP
1680	Market St	26934034		Queen Anne Cottage	1895	
1695	Market St	26934020		Stripped Queen Anne Cottage	1895	MA
1701	Market St	26934022		Queen Anne Cottage	1890	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1765	Market St	26934025	Freitas House	Queen Anne Cottage	1905	SP
1889	Market St	26925096	Harris-Lass House	Italianate	1865	HT/BP/H
450	Monroe St	26941083		Pioneer Cottage	1895	SP
590	Monroe St	26936027	Fassett House	Period Revival	1912	
610	Monroe St	26936007		Queen Anne with Colonial Revival detailing	1895	SP
670	Monroe St	26936005	Houser House	Queen Anne with Vernacular modifications	1895	
688	Monroe St	26936004		Remodeled Queen Anne Cottage	1895	
710	Monroe St	26926111		Vernacular Colonial Revival	1912	SP
726	Monroe St	26926110	Angus Morrison House	Queen Anne with Colonial Revival detailing	1894	MA/SP
734	Monroe St	26926110		Barn	1866	SP
742	Monroe St	26926109		Colonial Revival	1900	MA/SP
760	Monroe St	26926108		Colonial Revival	1893	SP
776	Monroe St	26926107		Colonial Revival Cottage	c.1912	MA/SP
791	Monroe St	26926093	James K. Davis House	Stick/Eastlake	1891	MA
794	Monroe St	26926106	Lewis Kimberlin House	Queen Anne Cottage	1895	
811	Monroe St	26926089		Shingle	1900	SP
823	Monroe St	26926090		Shingle	1900	MA/SP
836	Monroe St	26926071		Queen Anne Cottage	1885	SP
876	Monroe St	26926069		Vernacular Greek Revival	1895	SP
906	Monroe St	26920095		Stick/Eastlake	1890	HT/MA/SP
930	Monroe St	26920087	Clarence Bjorlie House	Colonial Revival	1910	
1190	Monroe St	26913053		Period Revival	c.1910	
1191	Monroe St	26915078		Italianate	1880	
4420	Network Circle (formerly 4000 Lafayette St)	09708058	Agnews State Hospital Agnews Insane Asylum	Mediterranean Revival	1911	NR/BP NRIS No. 97000829
420	N. Winchester Street	30302014	Eberhard Plaque (Tombstone)			BP
2390	Park Ave	23017034		Tudor Revival	1935	SP
550	Park Ct	26952104		Bungalow Cottage	c.1925-35	
560	Park Ct	26952072		Bungalow Cottage	c.1925-35	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
574	Park Ct	26952039		Period Revival Cottage	c.1920s	
631	Park Ct	26952043		Bungalow Cottage	c.1925-35	
691	Park Ct	26952048		Bungalow Cottage	c.1927	MA
753	Park Ct	26952019	Draper House	Bungalow Cottage	c.1927	MA
761	Park Ct	26952051		Bungalow Cottage	c.1925-35	
782	Park Ct	26952027		Bungalow Cottage	c.1924	MA
792	Park Ct	26952055		Bungalow Cottage	c.1925-35	
1212	Pierce Street	26911035	Solano House	Vernacular Craftsman	1914	MA
1005	Railroad Avenue	23006050	Santa Clara Railroad Depot	Vernacular	1863	NR/BP/H NRIS No. 85000359
1085	Santa Clara St	26928050	Luis Arguello Home	Georgian Colonial	1868	BP
1149	Santa Clara St	26928043	Dr. Henry Warburton Cottage		1890	MA
1189	Santa Clara St	26928046		Queen Anne/Colonial	c.1901	
1217	Santa Clara St	26926098	Andrew Landrum House	Gothic Revival	1875	NR/BP NRIS No. 82002271
1241	Santa Clara St	26926099	Hamilton House	Colonial Revival	c.1910	
1346	Santa Clara St	26936003	C.C. Woodward House	Queen Anne Cottage	1895	
1358	Santa Clara St	26936003		Queen Anne Cottage	1901	MA
1393	Santa Clara St	26926112		Dutch Colonial Revival with Craftsman detail	1906	SP
1410	Santa Clara St	26935019	Murschel/Fraga House	Colonial Revival	1905	MA
1460	Santa Clara St	26935018	Julius Emig House	Queen Anne Colonial	1905	MA/BP
1480	Santa Clara St	26935016	Ruf House		c1901-15	MA
1490	Santa Clara St	26935015		Gothic Revival	c.1880s	MA
1640	Santa Clara St	26934007		Modified Queen Anne	1910	
1655	Santa Clara St	26925058	Felix/George H. Roll House	Colonial Revival	1906	MA
1754	Santa Clara St	26934003	Randall House	Colonial Revival	c.1901-1905	SP
1232	Warburton Ave	22424063		Craftsman Bungalow	1924	MA
1500	Warburton Ave	22425074	Universal Child	Statue	1965	
1505	Warburton Ave	22450001	Austin Warburton Plaque			BP
1505	Warburton Ave	22450001	Jamison-Brown House	Colonial Revival (remodel)	1866	BP/H
1505	Warburton Ave	22450001	Triton Museum	Modern	1986	

TABLE 8.9-1: ARCHITECTURALLY OR HISTORICALLY SIGNIFICANT PROPERTIES

Address		*APN*	*Name*	*Architectural Style*	*Estimated Date of Construction*	*Zoning/ Contract*
1509	Warburton Ave	22450001	Headen-Inman House	Craftsman Bungalow	1920	BP/H
270	Washington St	26947149	Washington Ball Park	Ball Park		
531	Washington St	26938051		Vernacular	1905	
551	Washington St	26938052		Queen Anne	1885	
561	Washington St	26938053		Queen Anne Cottage	c.1890	
616	Washington St	26936076	Robert Fatjo House	Colonial Revival	1911	HT
725	Washington St	26928053	St. Clare Parish Plaque			BP
807	Washington St	26928033	St. Clare's Rectory	Mission Revival	1918	
810	Washington St	26928069		Pioneer	1885	HT
826	Washington St	26928020		Queen Anne	1885	HT
844	Washington St	26928019		Queen Anne Cottage	1895	SP
860	Washington St	26928018		Colonial Revival	1910	
890	Washington St	26928073		Bungalow	1920	HT
1116	Washington St	26915046	Dr. Paul House	Eastlake	1892	
1155	Washington St	26916059	Senator Frank House Site	Site with landscaping	1856	BP
1179	Washington St	26916036	Franck House	Colonial Revival	1905	MA/BP
1184	Washington St	26915043	Russell/Robinson House	Carpenter Gothic	1861	BP
1270	Washington St	26915018	Mulhall House	Simplified Queen Anne Cottage with Stick detail	1861	SP
1290	Washington St	26915017		Spanish Colonial Revival	c.1928	
1367	Washington St	26905078	Mendonca House	Colonial Revival Cottage	c,1910	
1391	Washington St	26926112	Cunningham House	Italianate	1890	
1687	Washington St	22428031		Colonial Revival Cottage	1910	
1866	Washington St	22427013		Craftsman/Bungalow	c.1910	MA/SP

NR = National Register

SR = State Register with State Historic Landmark Plaque (SHLP) Number

BP = Bronze Plaque

SP = Small Plaque

MA = Mills Act

HT = Historic Combining District

Figure 8.9-1
Architecturally Significant & Historic Places

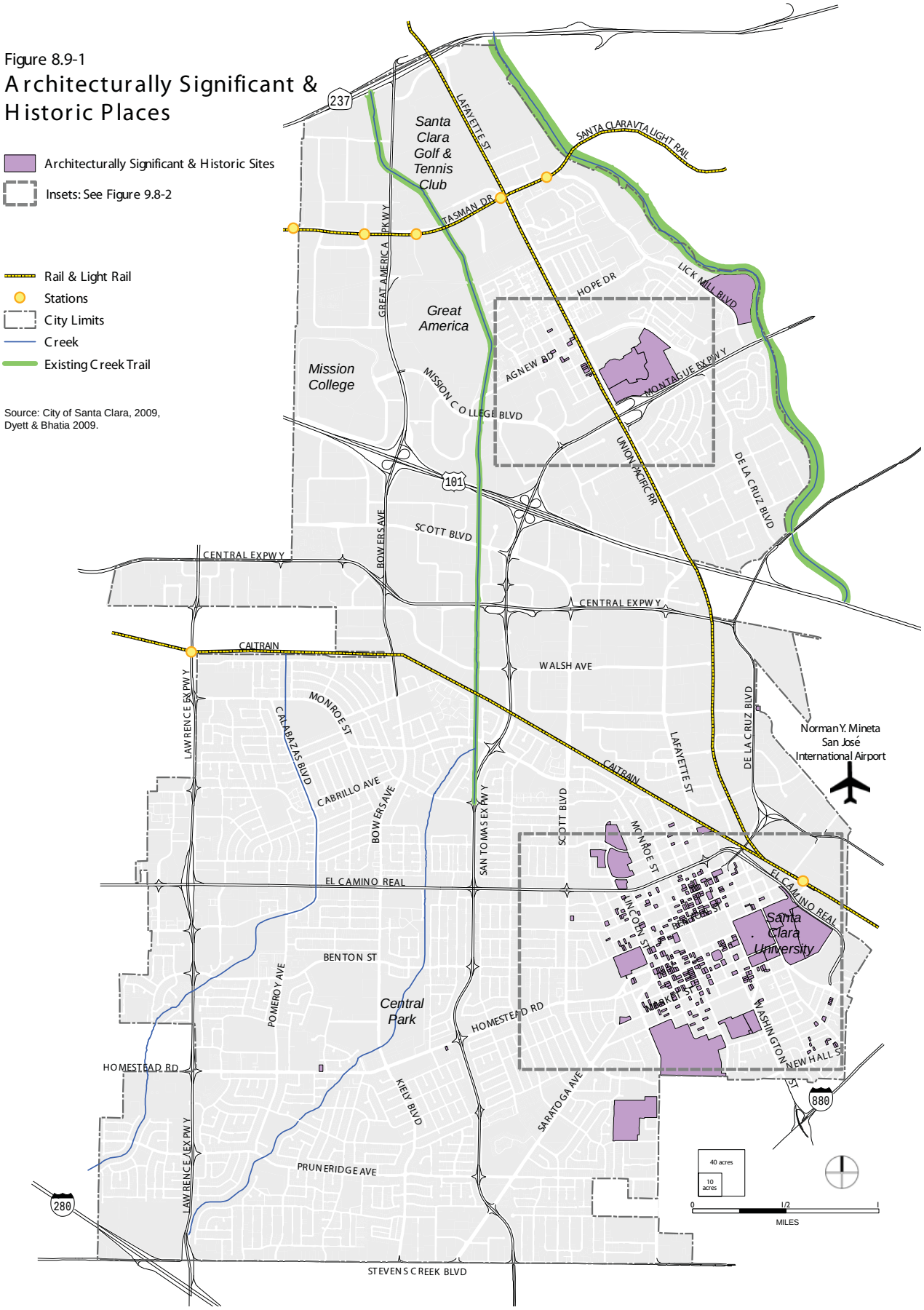


Figure 8.9-2

Architecturally Significant & Historic Places

Architecturally Significant & Historic Sites

100ft buffer around Historic Sites

Rail & Light Rail

Stations

City Limits

Creek

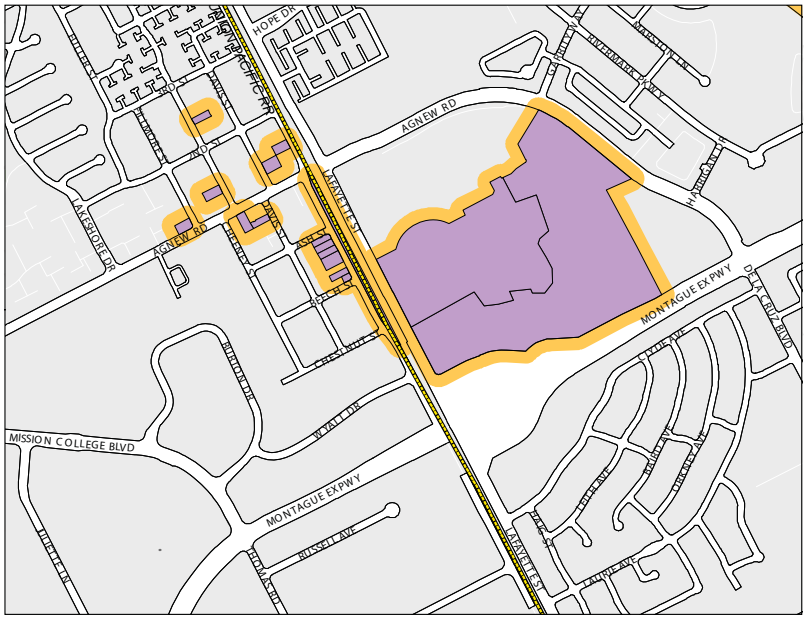
Existing Creek Trail

Source: City of Santa Clara, 2009, Dyett & Bhatia 2009.

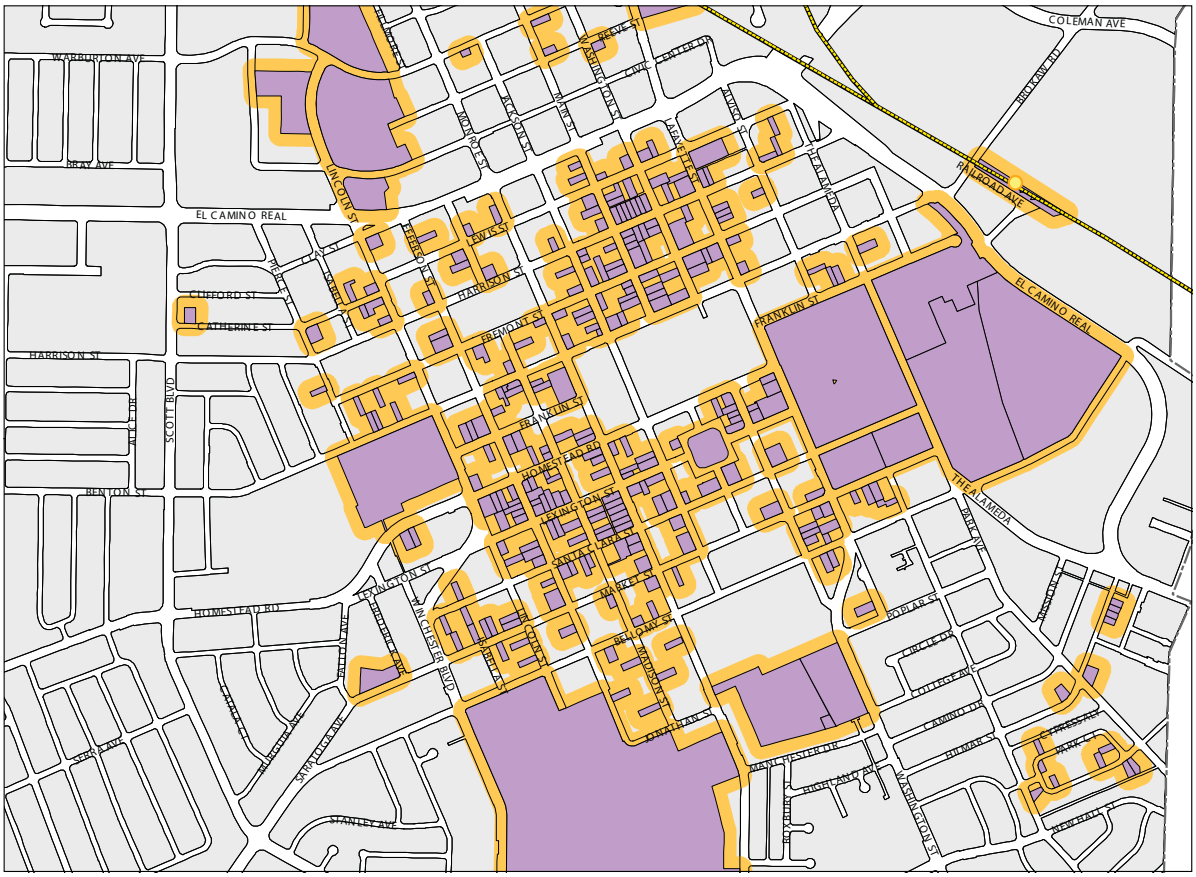
0 1/4 1/2

Miles

Agnew Village



Old Quad Area



8.9.2 Criteria for Local Significance

The Criteria for Local Significance were adopted on April 20, 2004, by the City of Santa Clara City Council.

Qualified Historic Resource

Any building, site, or property in the City that is 50 years old or older and meets certain criteria of architectural, cultural, historical, geographical or archeological significance is potentially eligible.

Criterion for Historical or Cultural Significance

To be historically or culturally significant, a property must meet at least one of the following criterion:

- The site, building or property has character, interest, integrity and reflects the heritage and cultural development of the city, region, state, or nation.
- The property is associated with a historical event.
- The property is associated with an important individual or group who contributed in a significant way to the political, social and/or cultural life of the community.
- The property is associated with a significant industrial, institutional, commercial, agricultural, or transportation activity.
- A building's direct association with broad patterns of local area history, including development and settlement patterns, early or important transportation routes or social, political, or economic trends and activities. Included is the recognition of urban street pattern and infrastructure.
- A notable historical relationship between a site, building, or property's site and its immediate environment, including original native trees, topographical features, outbuildings or agricultural setting.

Criterion for Architectural Significance

To be architecturally significant, a property must meet at least one of the following criterion:

1. The property characterizes an architectural style associated with a particular era and/or ethnic group.
2. The property is identified with a particular architect, master builder or craftsman.
3. The property is architecturally unique or innovative.
4. The property has a strong or unique relationship to other areas potentially eligible for preservation because of architectural significance.

5. The property has a visual symbolic meaning or appeal for the community.

6. A building's unique or uncommon building materials, or its historically early or innovative method of construction or assembly.

7. A building's notable or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, details, fenestration, ornamentation, artwork or functional layout.

Criterion for Geographic Significance

To be geographically significant, a property must meet at least one of the following criterion:

1. A neighborhood, group or unique area directly associated with broad patterns of local area history.

2. A building's continuity and compatibility with adjacent buildings and/or visual contribution to a group of similar buildings.

3. An intact, historical landscape or landscape features associated with an existing building.

4. A notable use of landscaping design in conjunction with an existing building.

Criterion for Archaeological Significance

For the purposes of CEQA, an "important archaeological resource" is one which:

1. Is associated with an event or person of

   A. Recognized significance in California or American history, or

   B. Recognized scientific importance in prehistory.

2. Can provide information, which is both of demonstrable public interest, and useful in addressing scientifically consequential and reasonable or archaeological research questions;

3. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;

4. Is at least 100 years old and possesses substantial stratigraphic integrity; or

5. Involves important research questions that historical research has shown can be answered only with archaeological methods.

Definition of Integrity

Integrity refers to a property's ability to convey its significance. Significance is conveyed by the retention of a resource's visual and physical characteristics and its surroundings. The National Register criteria recognize seven aspects to integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of these aspects.

Properties must have sufficient integrity in addition to meeting the criterion for significance in order to be considered a qualified historic resource.

Note that application of the adopted criteria is required for all CEQA documents evaluating potential or listed historic resources and required for preparation of historic resource inventory forms (surveys).

8.10 HERITAGE TREE INVENTORY

8.10 HERITAGE TREE INVENTORY

The following table is the Heritage Tree Inventory as adopted by the City.

TABLE 8.10-1: HERITAGE TREE INVENTORY

Location/Property Description	*Record # or Tree Plaque*	*Tree Description*
Agnews State Hospital land		Elms and Palms
Alviso and Franklin Street between Lafayette and The Alameda and East Lafayette between Alviso and Santa Clara Street (both sides)		Sycamore trees
Brokaw Road between Coleman Avenue and Santa Clara Railroad Station (both sides)		Eucalyptus trees
City Park properties		Each tree to be evaluated
500 El Camino Real - Santa Clara University		Trees on campus
Fremont Park – north of the intersection of Fremont and Madison Streets	17	Two Linden Trees
1303 Fremont Street – Senior Center	16	Dawn Redwood
2566 Homestead Road –Rumbolz property at Homestead Road and Caldwell Place	8	Oak and redwood trees
373 Jefferson Street – Berryessa Adobe	Plaque	Olive tree
1098 Lexington Street Branch Library	3	European Elms, Bill Wilson Plaque, Vietnam Veteran Memorial Tree
1000 Lincoln Street – Carmelite Monestary	6	Each tree to be evaluated
Pomeroy Avenue (between Pruneridge and Forbes Avenue)	9	Oak in Planter
1149 Santa Clara Street – Warburton Property – Santa Clara and Main	11	Magnolia Tree
1000 Scott Boulevard		Oaks Coast live tree
3346 Solano Court	22	White Oak tree
3260 The Alameda – Santa Clara Woman's Club Adobe	13, Plaque	Redwood tree, large deodora cedar, large olive tree
Washington Street and Benton Street (northwest corner) – Dr. Paul House		Crepe Myrtle
1124 Washington Street - between Benton and Fremont Street – west side of street.	18	Large Bay Leaf tree Removed 2000 due to disease
1866 Washington Street	1	2 Live Oaks

TABLE 8.10-1: HERITAGE TREE INVENTORY

Location/Property Description	*Record # or Tree Plaque*	*Tree Description*
Wilson School - Homestead Rd.	14	Redwood trees - Documented but not photographed
420 North Winchester Boulevard - City of Santa Clara Cemetery	2	Various trees (each to be evaluated)

8.11 SCHOOL FACILITIES AND INFORMATION

8.11 SCHOOL FACILITIES AND INFORMATION

Table 8.11-1 describes the schools that serve Santa Clara students.

TABLE 8.11-1: SCHOOLS SERVING SANTA CLARA STUDENTS

Schools by District	Total Enrollment	Students from Santa Clara	Students from Santa Clara (%)	Capacity (%)
Campbell Union HS District				
High				
Del Mar High	1251	22	1.76	83
Prospect High	1272	10	0.8	85
Campbell Union School District				
Elementary				
Blackford	383	2	0.5	100
Castlemont	424	10	2.4	100
Forest Hill	351	6	1.7	100
Lynhaven	356	43	12.1	100
Marshall Lane	355	3	0.8	100
Rosemary	240	1	0.4	100
Sherman Oaks	313	5	1.6	100
Village	130	8	6.2	100
Middle				
Campbell	627	3	0.5	100
Monroe	896	22	2.5	100
Rolling Hills	1,002	3	0.3	100
Cupertino Union School District				
Elementary				
Blue Hills	480	2	0.4	100
DeVargas	392	57	14.5	87
Dilworth	469	5	1.1	94
Eaton	658	1	0.2	100
Eisenhower	672	401	59.7	100
Faria	581	23	4.0	97
Garden Gate	634	1	0.2	96
John Muir	480	3	0.6	91
Lincoln	684	1	0.1	98
McAuliffe	417	34	8.2	98
Meyerholz	687	28	4.1	98
Monteclaire	535	2	0.4	97
Murdock-Portal	530	53	10.0	96
Regnant	658	2	0.3	97
West Valley	600	2	0.3	100
Middle				
Cupertino	1,245	2	0.2	100
Hyde	940	194	20.6	99

TABLE 8.11-1: SCHOOLS SERVING SANTA CLARA STUDENTS

Schools by District	Total Enrollment	Students from Santa Clara	Students from Santa Clara (%)	Capacity (%)
Lawson	1,005	15	1.5	99
Miller	1,223	12	1.0	98
Fremont Union HS District				
High				
Cupertino	1,650	298	18.1	98
Fremont	1,940	3	0.2	117
Homestead	2,160	8	0.4	126
Lynbrook	1,830	10	0.5	102
Monte Vista	2,450	3	0.1	115
San Jose Unified School District				
Elementary				
Bachrodt	572	7	1.2	73
Carson	450	2	0.4	77
Horace Mann	642	1	0.2	76
Trace	962	5	0.5	87
Middle				
Hoover	1013	2	0.2	85
High School				
Lincoln	1619	2	0.1	98
San Jose	1017	9	0.8	73
Willow Glen	1438	4	0.2	98
Santa Clara Unified School District				
Elementary				
Bowers	388	381	98.2	91
Bracher	385	365	94.8	101
Braly	348	52	14.9	103
Briarwood	397	381	96.0	88
C. W. Haman	375	359	95.7	98
Don Callejon- K-5	438	418	95.4	97
George Mayne	477	13	2.7	92
Kathryn Hughes	433	349	80.6	83
Laurelwood	593	221	37.3	94
Millikin	368	291	79.1	96
Montague	299	267	89.3	83
Pomeroy	543	520	95.8	96
Ponderosa	530	136	25.7	91
Scott Lane	462	453	98.1	103
Sutter	410	386	94.1	101
Washington	347	302	87.0	91
Westwood	426	444	104.2	86
Middle				
Buchser	967	920	95.1	95

TABLE 8.11-1: SCHOOLS SERVING SANTA CLARA STUDENTS

Schools by District	Total Enrollment	Students from Santa Clara	Students from Santa Clara (%)	Capacity (%)
Don Callejon- 6-8	307	101	32.9	136
Juan Cabrillo	843	804	95.4	104
Marian A. Peterson	902	398	44.1	76
High				
Adrian Wilcox	1,880	1119	59.5	100
Santa Clara	1,767	1660	93.9	109
Other				
New Valley Continuation High	115	82	71.3	57
Gateway School	70	59	84.3	
Wilson Alternative	182	167	91.8	110

Source: Campbell Union High, Campbell Union, Cupertino Union, Fremont Union High, San Jose Unified, and Santa Clara Unified School Districts, July 2009.

8.12 HOUSING ELEMENT

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8.12-1 INTRODUCTION

8.12-1.1 Scope and Purpose

The 2009 City of Santa Clara Housing Element has been prepared to meet the intent and requirements of State law and is intended to be integrated into the City's General Plan. The Housing Element covers the 2007 to 2014 planning period, focusing on ways to promote residential infill development, given land supply and cost constraints. The intent of this Element is to plan for an adequate variety of safe, appropriate and well-built housing for all residents of Santa Clara. The format of this Element follows very specific State guidelines with respect to data, evaluation, and topics. The Element addresses the requirements of Title 7, Division 1, Chapter 3, Article 10.6 of the State Government Code and is organized as follows:

- Chapter 8.12-1 provides an overview of the Housing Element, its relationship to other elements in the General Plan, and a description of public outreach activities.
- Chapter 8.12-2 reviews the 2002 Housing Element, drawing lessons learned from its successes and challenges in order to improve this updated Element. This discussion includes an assessment of the effectiveness of the 2002 Element, its progress in implementation, and the appropriateness of its continuing goals, policies, and actions for this planning period. A summary is provided in this chapter with a complete comparison matrix provided in Appendix A.
- Chapter 8.12-3 is a summary of the housing needs assessment, including population, household and employment trends; housing characteristics; special needs populations; and affordable units at risk of conversion to market-rate. The complete housing needs assessment is provided in Appendix B.
- Chapter 8.12-4 reviews financing resources for subsidized housing and services, focusing on the Redevelopment Agency (RDA) as the largest source of funds.
- Chapter 8.12-5 reviews constraints to housing development and potential programs and policy changes that could reduce these barriers. The analysis considers governmental constraints (e.g. zoning regulations, fees, and permit review procedures), as well as non-governmental factors (e.g. availability of financing, land and construction costs, and environmental conditions).
- Chapter 8.12-6 describes potential housing sites, including current development projects, vacant land, and underutilized properties appropriate for residential development. Several major projects, including the Rivermark master plan area, have been completed since the last Housing Element. New development proposals, such as the Station Area and Downtown Focus Areas, are under consideration and would provide over 2,000 new housing units through mixed-use and transit-oriented development projects. This chapter also describes energy and resource conservation programs currently supported by various City departments and the City owned public utilities for water, sewer and electricity.

- Chapter 8.12-7 articulates Santa Clara's vision for the City's housing supply in light of current constraints to housing development, markets, and affordability. It establishes a framework to guide decision-making and an action program to help the City meet its housing needs. The goals, policies and programs in the last section of this chapter focus on four key issues: housing opportunities, housing affordability, housing sites and production, and neighborhood conservation. Finally, the chapter provides quantified objectives that establish targets for affordable, rehabilitated, and replacement housing.

8.12-1.2 Relationship to Other Elements

Since statutory requirements addressed in this Element overlap with other General Plan elements, such as Land Use, Transportation, Environmental Quality, and Public Facilities and Services, it is necessary to look at the General Plan in its entirety for an understanding of the relationship between the Housing Element and these other elements. This Element meets the minimum standards required by State law for a housing element. Related housing issues can be found elsewhere in the General Plan. This Element bridges the 1992 General Plan and the recently adopted 2010-2035 General Plan, referencing the former land uses, which nest within the land uses of the adopted plan.

8.12-1.3 Public Outreach

The California Government Code requires that local governments make diligent efforts to solicit public participation from all segments of the community in the development of the Housing Element.

During preparation of the 2009 Housing Element, public input was actively sought and encouraged. Twelve representatives from local organizations and agencies that provide housing or housing-related services were interviewed in June 2008, to obtain input on housing trends, needs, constraints, and opportunities in the City of Santa Clara. These individuals included representatives from market rate and affordable housing developers, fair housing service providers and mediators, government housing agencies, and other housing advocates. The public-at-large provided input through a community workshop on housing on August 4, 2008. Approximately 1,600 community members responded to a Citywide survey on housing and quality of life issues in Santa Clara, reporting their preferences for future housing locations, types, densities, and designs. Two newsletters have been sent to all addresses in the City, describing the purpose of the Housing Element and General Plan updates, explaining progress on planning efforts, and inviting community members to participate in the update process through the project website, survey, community workshops, and other meetings.

Since the Housing Element has been prepared concurrently with the City's General Plan Update, the City's General Plan Steering Committee, made up of stakeholders from a range of interests, backgrounds, and organizations, also provided input on housing

and a draft of the Element, at three of its meetings (August 28, 2008; January 15, 2009; and January 31, 2009). Finally, Planning Commissioners and City Council members provided input on housing needs and issues during joint meetings in September 2008 and February 2009. Noticed public hearings for Planning Commission and City Council hearings took place in May and June 2009, authorizing the submittal of the Element to the State for review, and adoption hearings took place in October and November 2010.

8.12-2 PROGRAM ACCOMPLISHMENTS

8.12-2.1 Effectiveness

Santa Clara last adopted its Housing Element in 2002, covering the 1999 to 2006 time period. Table 8.12-2-1 summarizes the accomplishments during this period. At that time, the City's total Regional Housing Needs Allocation (RHNA) projected by the Association of Bay Area Governments (ABAG) was 6,339 units. Actual construction, according to building permit records, was 4,163 units. Although the RHNA targets were not achieved in actual construction for all affordable income levels, the City made available a sufficient number of appropriate housing sites, in each category to meet the RHNA requirements. This was made possible through the re-designation of sites as Mixed Use, Gateway Thoroughfare Mixed Use and Transit-Oriented Mixed Use in the General Plan, pursuant to the 2002 Housing Element Update.

TABLE 8.12-2-1: HOUSING UNITS PRODUCED AND NEEDS MET, BY INCOME (1999-2006)

1999-2006 Housing Element	*Very Low*	*Low*	*Moderate*	*Above Moderate*
RHNA	1,294	590	1,786	2,669
Less Units Constructed	280	479	626	2,778
Less Previously Identified & Available (from Housing Element)	10	17	22	182
Less Re-designated Pursuant to Housing Element[1]	1,007	104	1,164	4,640
Less Other Sites Rezoned (outside Housing Element)				
SUBTOTAL (DEVELOPABLE LAND)			9,185.0	100%
Surplus	3	10	26	5,349

[1] Sixty percent of re-designated sites with allowable densities greater than 36 units per acre are assumed to be available at below-market rates.

Source: Association of Bay Area Governments; City of Santa Clara Planning Division.

The City helped to finance 1,385 affordable housing units during this period, representing 33 percent of all units constructed. The City met 81 percent of the need for low income housing, 35 percent of the need for moderate income housing, and 22 percent of the need for very-low income housing through construction. Sites available for market-rate residential redevelopment accounted for the remaining percentages of the 4,163 units constructed. Most of the below-market rate (BMR) units were subsidized with RDA funds. A total of 123 units resulted from the City's inclusionary housing policy which requires that at least ten percent of the units in residential projects of ten units or more be set aside for affordable housing. Much of the 1999-2006 period was impacted by rising land and construction costs, as well as competition for land for non-residential uses. Still, this number is high in comparison with the previous Housing Element period, 1988 to 1995, in which the City constructed 1,963 units, or 38 percent, of its RHNA allocation.

8.12-2.2 Progress and Appropriateness

A complete description of the implementation of the 2002 Housing Element policies and programs can be found in Appendix 8.12-A. In addition, reflections on lessons learned and recommendations for policy changes for this planning period are included in the Appendix.

8.12-3 HOUSING NEEDS ASSESSMENT

A complete Housing Needs Assessment for the City of Santa Clara is provided in Appendix 8.12-B. This chapter highlights the major findings from this Appendix, including: the projected increase in the senior population, the prevalent special needs populations, and the range of household incomes found in the City.

8.12-3.1 Population & Household Trends

The type and amount of housing needed in a community are largely determined by population growth and various demographic variables. Factors such as age, race/ethnicity, occupation, and income level combine to influence the type of housing needed and the ability to afford such housing.

Population

Actual and projected population estimates are reported in Table 8.12-3-1. According to the U.S. Census, Santa Clara's population grew 49 percent between 1960 and 1980. Since that time, constraints on available land for residential development have limited new housing development and population growth. During the 20-year period between 1980 and 2000, the City's population grew only 17 percent, from 87,700 to 102,361. More recently, the City has experienced an increase in the rate of population growth. In the year 2006, the American Community Survey (ACS) reported a population of 112,098, an increase of ten percent since 2000. As of January 2008, the California Department of Finance (DOF) estimated the City's population to be 115,503 (not shown in Table 8.12-3-1).

ABAG projects that the City will grow at a moderate rate over the next seven years, resulting in a population of approximately 124,700 by 2015.

TABLE 8.12-3-1: POPULATION GROWTH AND PROJECTIONS

	Year	*Population*	*Average Annual Growth Rate*[1]
Actual	1960	58,850	--
Actual	1970	86,118	4.6%
Actual	1980	87,700	0.2%
Actual	1990	93,613	0.7%
Actual	2000	102,361	0.9%
Actual	2006	112,098	1.6%
Projected	2010	117,800	1.3%
Projected	2015	124,700	1.2%

[1] Average Annual Growth Rate defined as annual rate since year in previous row (e.g. between 2006 and 2010).

Source: U.S. Census, 1960-2000; ACS, 2006; ABAG Projections 2007.

Santa Clara's projected population growth is consistent with countywide expected growth over time. The population of Santa Clara County as a whole (1.8 million in 2008, according to DOF), is projected to increase by 27 percent between 2010 and 2035, compared with the City of Santa Clara's 24 percent projected growth rate during this period.

Households

According to ABAG, households are expected to grow at a similar rate as population, suggesting consistency in household size (about 2.6). There were approximately 41,510 households in 2005; an additional 6,000 households are anticipated by 2015, for a total of 47,330 households.

TABLE 8.12-3-2: HOUSEHOLD GROWTH AND PROJECTIONS

	Year	*Households*	*Average Annual Growth Rate*[1]
Actual	1990	36,545	--
Actual	2000	38,526	0.5%
Actual	2005	41,510	1.5%
Projected	2010	44,610	1.5%
Projected	2015	47,330	1.2%

[1] Average Annual Growth Rate defined as annual rate since year in previous row (e.g. between 2006 and 2010).

Source: ABAG Projections, 2007.

Age

The City of Santa Clara has experienced increases in young and older residents in recent years. Children under four and adults between the ages of 45 and 64 are the age cohorts with increasing shares of the population, as shown in Table 8.12-3-3. The median age in 2006 was 35 years. This data suggests that as the City becomes both older and younger, there may be a need for additional family housing, with two or more bedrooms, as well as housing for seniors.

At the County level, ABAG projects that seniors (65 and over) will continue to increase as a percent share of Santa Clara County's population, representing 13 percent of residents by 2015, compared with just ten percent in 2005 (not shown in table). This represents the largest percent share increase of any age cohort.

TABLE 8.12-3-3: AGE CHARACTERISTICS AND TRENDS

	1990		*2000*		*2006*[1]	
Age	*Number*	*Percent*	*Number*	*Percent*	*Number*	*Percent*
0 to 4	5,880	6%	6,688	7%	9,706	9%
5 to 17	11,703	13%	13,707	13%	12,307	11%
18 to 24	12,503	13%	11,569	11%	12,284	11%
25 to 44	37,344	40%	39,991	39%	41,146	37%
45 to 64	16,845	18%	19,506	19%	25,219	22%
65+	9,338	10%	10,900	11%	11,436	10%
Total	93,613	100%	102,361	100%	112,098	100%

[1] 2006 data are based on a sample of 1,413 residents. The U.S. Census Bureau advises that 2006 data should be compared with caution to 2000 values. This is due to the fact the entire population continually ages into older age groups over time, such that the population of a certain age is made up of a completely different group of people in 2000 and 2006.

Source: U.S. Census, 1990 and 2000; ACS, 2006.

Gender

In 2006, 53 percent of residents were male and 47 percent female. Demographic characteristics related to female heads of household are described in Section 8.12.B.6: Special Needs Populations of Appendix 8.12-B.

Ethnicity

Santa Clara has become more ethnically diverse in recent years. The proportion of white residents has decreased somewhat, accounting for 41 percent of the population in 2006. The Asian/Pacific Islander and Hispanic populations have increased to 34 percent and 18 percent, respectively. The black population also increased, but still only accounts for a three percent share. The category of "Other," which includes residents self-identifying as two or more races, accounts for four percent of the City's population.

Race and ethnic characteristics of a population imply certain housing needs as some demographic and economic characteristics correlate with race. For example, the average

household size for the City of Santa Clara was 2.6 in 2000 (not shown in table). However, the average household size for Hispanics was 3.4 and for Asian or Pacific Islanders 3.0. These numbers reflect multi-generation families and/or a higher number of children which may require larger units with more bedrooms.

TABLE 8.12-3-4: ETHNICITY CHARACTERISTICS AND TRENDS

	1990	2000	2006[1]		% Change
			Number	Percent	(2000-2006)
White	59,754	49,392	46,065	41%	-7%
Asian or Pacific Islander	16,802	29,791	38,416	34%	29%
Hispanic	14,260	16,364	19,827	18%	21%
Black	2,281	2,237	2,888	3%	29%
Other[2]	516	4,577	4,902	4%	7%
Total	93,613	102,361	112,098	100%	7%

[1] 2006 data are based on a sample of 1,413 residents and should be compared with caution to 2000 values

[2] In 1990, "Other" category includes American Indians and Alaska Natives and persons in "Other Race" category. In 2000, the other category also includes persons who identified themselves as having "two or more races"

Source: U.S. Census, 1990 and 2000; ACS, 2006.

8.12-3.2 Employment Trends

Employment

Santa Clara County is one of the Bay Area's major job generators. The City added about 24,000 jobs between 1990 and 2000, growing from approximately 108,000 to nearly 132,000 jobs (a 22 percent increase), as shown in Table 8.12-3-5. Following the dot-com collapse, ABAG estimates show reductions in jobs across all sectors in 2005, with employment in the City decreasing to about 105,000. Approximately 49,000 residents of Santa Clara were employed in 2005; in 2000, 30 percent of employed residents worked in the City, while the remaining 70 percent commuted to other cities (primarily within the County).

The Manufacturing, Wholesale and Transportation sector accounts for the largest share of total jobs in the City, with 43 percent. The Financial and Professional Services (which includes Research and Development activities) and Health, Education, and Recreational sectors are the next largest sectors, accounting for 19 and 18 percent of all jobs, respectively. ABAG estimates that the number of jobs in Santa Clara will increase to nearly 117,000 by 2015, the end of the Housing Element planning period. The Health, Education and Recreational sector is expected to see the largest increase in job growth during this period. These employment projections suggest a need for housing to serve a growing and diverse workforce.

TABLE 8.12-3-5: EMPLOYMENT TRENDS

Industry Type	2000 Number	2005 Number	2005 Percent	% Change (2000-2005)
Agricultural and Natural Resources	220	200	0.2%	-9.1%
Manufacturing, Wholesale and Transportation	60,160	45,310	43.2%	-24.7%
Retail	9,280	7,860	7.5%	-15.3%
Financial & Professional Service	26,230	20,250	19.3%	-22.8%
Health, Education & Recreational	20,260	19,190	18.3%	-5.3%
Other	15,540	12,110	11.5%	-22.1%
Total	131,690	104,920	100.0%	-20.3%

Source: ABAG Projections, 2007.

The list of major employers in the City, as shown in Table 8.12-3-6, supports the industry breakdown reported above. Santa Clara's top employers are dominated by high-tech manufacturing companies, with Applied Materials and Intel topping the list.

TABLE 8.12-3-6: MAJOR EMPLOYERS IN SANTA CLARA

Employer	*Service*
Private	
Applied Materials	Semiconductor Devices (MFRS)
Intel Semiconductor Devices (MFRS)	Semiconductor Devices (MFRS)
3Com	Computers-Electronic-Manufacturers
Sanmina-SCI	Electronics Manufacturing
Kaiser Permanente	Hospital
Hewlett Packard	Test & Measurement Equipment
National Semiconductor	Semiconductors
Nortel Network/Meridian Systems	Mfg. Communications Equipment
Siemens Info & Comms	Communications Equipment
United Defense	Manufacturing General
ElectroGlas Corporation	Mfg. Automated Wafer Probing Systems
Institutional	
Santa Clara University	Education Facility

Source: BT Commercial Real Estate Overview, 2005.

Unemployment Rate

According to the California Employment Development Department (EDD) the unemployment rate in the City of Santa Clara was 4.3 percent in 2007. By comparison, the unemployment rate was 4.7 in Santa Clara County and 5.4 percent Statewide. Preliminary data for 2008 from EDD suggest that this rate has risen from 2007. The November 2008 unemployment rate in the City was 6.5 percent compared with 4.5 percent in November 2007. The current regional and national economic downturn suggests that the unemployment rate may continue to rise in 2009.

8.12-3.3 Housing Characteristics

Housing Units

Housing Trends

Between 2000 and 2008, the number of housing units in Santa Clara increased from 39,521 to over 44,166 (12 percent), as shown in Table 8.12-3-7. The majority of these units, 42 percent, were single-family detached units. However, housing developments with five or more units have been the fastest growing housing type in recent years, adding over 3,000 units (an increase of 24 percent) since 2000. This suggests an increase in higher-density, smaller, more affordable (though not necessarily subsidized) units.

TABLE 8.12-3-7: HOUSING UNITS, BY TYPE

	2000	*2008*		*% Change*
	Number	*Number*	*Percent*	*(2000-2008)*
Single-Family Detached [1]	17,645	18,617	42%	6%
Single-Family Attached	3,588	3,759	9%	5%
2 to 4 Units	3,875	3,929	9%	1%
5 or More Units	14,413	17,861	40%	24%
Total	39,521	44,166	100%	12%

[1] Mobile homes, no longer in the City, are excluded from table and total.

Source: DOF, 2008.

Tenure

According to the U.S. Census, approximately 54 percent of housing units in Santa Clara were renter-occupied in 2006, while 46 percent of units were owner-occupied. These proportions have not changed since 2000.

Housing Conditions

Age of Structures

Most of the housing stock in Santa Clara was built before 1980: 43 percent between 1960 and 1980 and 30 percent before 1960, as shown in Table 8.12-3-8. The median year that structures were built was 1968. When units are 30 years or older, they typically begin to require some major improvements and repairs in order to retain their quality.

TABLE 8.12-3-8: YEAR STRUCTURE BUILT, 2006

Year	*Number*	*Percent*
2000 or Later	4,053	9%
1980 up to 2000	7,839	18%
1960 up to 1980	18,762	43%
Before 1960	13,431	30%

Source: ACS, 2006.

Vacancy Rate

The City has generally had low vacancy rates, with just three percent of units vacant in 2006. In comparison, the County has a slightly higher vacancy rate, at four percent.

Overcrowding

Unacceptable overcrowding is generally defined as housing units where the number of occupants is greater than the number of rooms. Typically, overcrowding occurs because the household is unable to afford larger accommodations. Overcrowding is not a major problem in Santa Clara; still, 1,843 households (or 4 percent of all households) are living in overcrowded conditions, as shown in Table 8.12-3-9. This represents an improvement over conditions in 2000, when seven percent of units were considered overcrowded.

TABLE 8.12-3-9: OVERCROWDING (OCCUPANTS PER ROOM), 2006[1]

	Number	*% of Total*
Owner occupied:		
Acceptable (1 or fewer occupants per room)	19,357	46%
Unacceptable (More than 1 occupant per room)	178	<1%
Renter occupied:		
Acceptable (1 or fewer occupants per room)	21,438	51%
Unacceptable (More than 1 occupant per room)	1,405	3%
Total	42,378	100%

[1] Rooms include living rooms, dining rooms, kitchens, bedrooms, finished recreation rooms, enclosed porches suitable for year-round use, and lodger's rooms.

Source: ACS, 2006.

Substandard/In Need of Rehabilitation

Consistent with prior General Plans and the Zoning Ordinance, the City supports maintenance and preservation of housing and the quality of residential neighborhoods. In 2005, the City's Consolidated Plan 2005-2010 identified 1,569 units in need of rehabilitation. In the 2004-2005 fiscal year, the City assisted in the rehabilitation of 155 units occupied by low income households. Since 1976, the City of Santa Clara has assisted in the rehabilitation of more than 1,000 homes. (A complete description of this program is provided in Chapter 8.12-4: Financing and Subsidy Resources of the Housing Element.)

8.12-3.4 Special Needs Populations

Housing is a basic necessity of life for everyone. However, the search for decent affordable housing is greatly complicated for many individuals because of various barriers, including disability, advanced age, and life crisis. The City has identified several special populations that are in need of particular housing services and are most likely to be in the extremely-low income category: seniors, persons with disabilities, large families, single-parent households, college students, and families and persons in need of emergency shelter. (Given Santa Clara's urban location, farmworkers are not considered a population with special needs, but a short description is provided below.)

Seniors

Seniors are expected to be the fastest growing age cohort in the County over the Housing Element planning period. In 2006, the ACS reported approximately 11,500 residents 65 years or older living in the City of Santa Clara, representing ten percent of the population. Countywide, ABAG projects a 47 percent growth rate among seniors over 65 between 2005 and 2015, suggesting that the City of Santa Clara could have nearly 17,000 seniors by the end of the Housing Element planning period. Proportionally, seniors are expected to compose nearly 40 percent of the total population increase.

As shown in Table 8.12-3-10, 61 percent of seniors in Santa Clara are homeowners and 39 percent are renters. Among seniors 85 years old and greater, however, only 46 percent are homeowners, while 54 percent are renters. This may be due to the fact that as seniors age, they may choose to sell their homes because their homes are too large or they require additional care at a retirement or assisted living facility.

TABLE 8.12-3-10: SENIORS BY AGE AND TENURE

	Owner		*Renter*	
Householder Age	*Number*	*Percent*	*Number*	*Percent*
65 to 74 years	2,009	63%	1,181	37%
75 to 84 years	1,859	66%	965	34%
85 years and over	554	46%	663	54%
Total	4,422	61%	2,809	39%

Source: ACS, 2006.

In 2000, there were 4,348 extremely-low income households documented among all households. Of this total, 42 percent were defined as elderly (62 years and over). Senior housing needs may be more problematic to meet than the needs of other age cohorts since seniors are often receiving a fixed income. In 2000, the Comprehensive Housing Affordability Strategy (CHAS) database reported that seniors compose a substantial share of low income households as shown in Table 8.12-3-11. In addition, CHAS reported an additional 4,098 very-low income households, with 37 percent of those composed of elderly households; and 3,782 low income households, with 24 percent composed of elderly populations.

TABLE 8.12-3-11: ELDERLY HOUSEHOLDS, BY INCOME AND TENURE

Income Level	*Renters*	*Owners*	*Subtotal*	*% Share of Total*	*Total (All house-holds)*
Extremely-Low Income	958	874	1,832	42%	4,348
Very-Low Income	465	1,035	1,500	37%	4,098
Low Income	209	690	899	24%	3,782

Source: CHAS, 2000.

Additionally, many seniors have special housing needs such as handicap accessible living arrangements. In 2006, the ACS indicated that 35 percent of the elderly population in Santa Clara had a disability (3,797 seniors).

Historically, waiting lists for affordable senior housing have been long, suggesting that demand exceeds supply. Since the last planning period, the City has added more affordable senior housing to the housing stock. There are currently five BMR senior housing developments in the City, containing a total of 615 studio, one- and two-bedroom units. There are another 55 beds within two assisted living facilities for seniors with mental or physical disabilities. Additionally, a 28-unit affordable senior housing development was approved for construction as of 2008.

Persons with Disabilities

Persons with disabilities may require certain housing features or services. In 2000, the U.S. Census reported that 14,915 residents (16 percent of the City's population) had one or more disabilities. Table 8.12-3-12 presents disabilities, by type (note that the table counts disabilities, not the number of persons with disabilities). Other disabilities, such as developmental disabilities, are not counted by the U.S. Census, but may also require special housing needs.

TABLE 8.12-3-12: NUMBER OF DISABILITIES, BY TYPE, IN THE CITY OF SANTA CLARA

Disabilities Tallied	*Definition*	*Number*
Sensory disability	Blindness, deafness, severe vision or hearing impairment	2,616
Physical disability	A condition that substantially limits basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying	5,294
Mental disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult learning, remembering, or concentrating	3,440
Self-care disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult dressing, bathing, or getting around inside the home	1,536
Go-outside-home disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult going outside the home alone to shop or visit a doctor's office	6,258
Employment disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult working at a job or business	6,870

Source: U.S. Census, 2000.

While many of these persons do not require special housing, the U.S. Census indicated that approximately 36 percent of the disabled population in the City was unemployed in 2000. Therefore, low income is one significant obstacle to housing for the disabled population in Santa Clara. To help meet this need, the City has subsidized the acquisition of two residences for persons with developmental disabilities, accommodating six individuals in each home. In addition, the 450-unit Estancia/Archstone apartments have 90 units reserved for low income households and 23 units designed and reserved for

those with developmental and physical disabilities. Housing Authority of the County of Santa Clara (HACSC) also has three units within the City available to persons with physical or developmental disabilities.

Large Families

Large households, those with five or more persons, often have special housing needs due to their income and the lack of adequately sized, affordable housing. As a result, large households may live in overcrowded conditions. Although one-, two-, and three-person households account for the majority of household sizes in the City (81 percent), there are a small number of five or more person households. In 2006, the ACS reported 2,980 households with five or more members in Santa Clara, representing seven percent of total households, as shown in Table 8.12-3-13. Large owner-occupied units are more prevalent than large renter-occupied units. The CHAS data further indicate that among large households in the City, approximately 65 percent experience some form of overcrowding, cost burden, and/or substandard conditions. This statistic seems to illustrate that Santa Clara has a need for affordable housing units with three or more bedrooms.

TABLE 8.12-3-13: HOUSEHOLD SIZE

Household Size	*Owner*	*Rental*	*Total*	*Percent of Total*
1-person household	4,277	7,494	11,771	28%
2-person household	6,489	7,877	14,366	34%
3-person household	4,206	4,189	8,395	20%
4-person household	2,797	2,069	4,866	11%
5 or more person households	1,766	1,214	2,980	7%
Total:	19,535	22,843	42,378	100%

Source: ACS, 2006.

Since 2000, most new development, approximately 4,600 units, has been multi-family development, with five or more units. Currently, 55 percent of the housing stock is composed of studios, and one- or two-bedroom units. Three-bedroom units compose nearly a third of all units, but four-bedroom units only account for 12 percent, and five or more bedrooms just one percent.

Potentially compounding the unmet housing needs of larger families is that household incomes typically decrease with household size. Table 8.12-3-14 shows that household income is highest among four-person households, at $100,703, but declines as household size increases above four people, to $59,473 for households with seven or more members. It is likely these larger households have more children or grandparents who are not employed.

TABLE 8.12-3-14: MEDIAN HOUSEHOLD INCOME, BY HOUSEHOLD SIZE

Household Size	*Income*
1-person	$46,163
2-person household	$83,221
3-person household	$96,329
4-person household	$100,803
5-person household	$98,620
6-person household	$80,577
7 or more person households	$59,473
Median (All Households)	$80,048

Source: ACS, 2006.

Single-parent Households

Single-parents may also have greater unmet housing needs, as sole income earners with dependent children. In 2006, there were 3,266 households (or eight percent of total households) occupied by a female-headed household, with no male present. Of these, over 61 percent (2,022 households) included children. In comparison, single-male-headed households with children made up only 993 households.

Families and Persons in Need of Emergency Shelters

Families and persons in emergency shelters have critical and immediate needs for transitional, supportive and long-term permanent housing. This population may include many of the groups described above, as well as other extremely-low income households, youth, victims of domestic violence, and temporarily or chronically homeless.

Homelessness

The number of homeless persons and families has been increasing nationally and in the Bay Area. The demographics of the homeless also have been changing, from predominately single persons, often with substance abuse or mental illness, to an increasing number of families unable to afford high rents.

According to the 2007 Santa Clara County Homeless Census and Survey, there were 7,202 homeless people in Santa Clara County counted in January 2007. Over 70 percent of these individuals were found in shelters, 29 percent were unsheltered. In the City of Santa Clara, 480 people were counted during this survey; 206 people were identified in emergency shelters or tansitional housing facilities, 274 were counted as unsheltered. These 274 people represent our estimate of additional emergency and transitional housing need, recognizing that this could over or underestimate the actual need. Moreover, the report annualizes these numbers, assuming that people cycle in and out of homelessness at different points during the year. Using this assumption, over 18,000 persons were estimated to be homeless at some point in Santa Clara County during 2007. Although these numbers represent small fractions of the total population (less than one percent at both the City and County level), the shelter and care needs of homeless individuals are great.

The City is currently undergoing a comprehensive Zoning Ordinance update. Through Program C-3.4 of this Housing Element, the City proposes to revise the Zoning Ordinance to allow emergency shelters in at least one zoning district, by right. Allowing emergency shelters by right eliminates permit processing, development and management standards that may have previously stood in the way of facilitating development. In order to accommodate almost 300 homeless individuals, multiple sites will need to be identified, in addition to the facilities already provided by the City (see Emergency Housing Provided in the City, below). Emergency shelters will be allowed by right in the Public Facilities (B) district, and also be encouraged in existing multi-family residential districts or commercial districts that are close to transit and services, through Planned Development Zoning or conversion of older hotels and motels. Although the Public Facility zone has not been identified in the Housing Opportunities Table (Table 8.12-6-3 and 8.12-6-4), there are multiple sites throughout the City that can accommodate emergency shelters. Since the City controls many of these sites, and other sites are home to schools, churches and other government or non-profit facilities, the likelihood of an emergency shelter being constructed at these locations is higher than on other commercial or multi-family sites, due to market conditions.

Youth

Housing stakeholders and providers interviewed for this Housing Element identified a need for transitional, supportive and permanent housing for youth. These housing types could come in various forms, from a renovated single-family home with just a few residents, to larger residences serving 20 youth. This type of housing requires on-site social services or other support. In addition, stakeholders recommended additional single-room occupancy units (SRO) to serve various populations with limited incomes, from homeless and transitional populations, to seniors and young people, just out of high school or college.

Emergency Housing Provided in the City

The City of Santa Clara has seven sites where persons in need of emergency shelter can seek a bed and other assistance, as shown in Table 8.12-3-15.

TABLE 8.12-3-15: EMERGENCY HOUSING PROVIDERS IN THE CITY OF SANTA CLARA

Provider	*Target Population*	*Capacity/Housing Type*
Bill Wilson Center, Bill Wilson House	Homeless teenagers	Six person group home
Bill Wilson Center, Homeless Teen Parent Project	Homeless teen mothers and dependent children	Six person group home and four transitional apartments
Bill Wilson Center, Runaway Youth Shelter	Runaway, homeless and other troubled youth	Short-term transitional
Bill Wilson Center, Transitional Housing for Foster Home Teenage Girls	Teenage girls	Six person group home
Bill Wilson Center, Transitional Housing for Homeless Teens	Homeless teenagers	Six person group home
Emergency Housing Consortium, Sobrato Family Living Center	Homeless families	33-unit transitional
Emergency Housing Consortium, Sobrato Family Living Center II	Homeless families	10-unit transitional and eight-unit permanent
Innvision of Santa Clara Valley Homesafe Santa Clara	Survivors of domestic violence	24-unit transitional
Silicon Valley Independence Living Center	Persons with Disabilities	Four-bedroom transitional

The Bill Wilson Center, partially funded by the City of Santa Clara, provides short-term housing for runaway and homeless youth ages 11-17, and transitional and supportive housing services for youth and young adults 17-21 years old and young-parent families. The City helped fund the acquisition of an apartment building and a house located on another site that provides transitional housing services to ten young homeless families. A triplex purchased using Federal HOME funds and City RDA funds houses eight single homeless teens.

The Emergency Housing Consortium's Sobrato Family Living Center provides emergency housing for up to 43 families. The Center also provides eight units of permanent affordable housing, a community center, and a computer learning center. The shelter houses up to 100 persons per night. Clients may remain at the shelter for up to 90 days and receive tenant education as well as information on area housing and jobs, children's programs, case management and other subjects. RDA funds also have assisted with the construction of a 24 unit Homesafe Transitional Housing project on City-owned land for those who have experienced domestic violence.

Policy C-3 and its implementation actions, identified in Chapter 7, respond to State requirements under Senate Bill 2 to identify at least one zone containing uses compatible with emergency shelters and that will permit emergency shelters by right, to accommodate the needs of the youth and adult population described above. This change will be part of the City's Zoning Ordinance Update currently underway. The Ordinance is expected to be adopted within the one year of Housing Element adoption. To date, the City has shown an ability to provide transitional, supportive and emergency housing through group homes and small apartment complexes.

Farmworkers

Since the closest agricultural production operations are located more than 30 miles from the City, in southern Santa Clara County, farmworkers have not been identified as a subgroup with special housing needs. The 2000 U.S. Census reported just 94 City of Santa Clara residents working in the farming, fishing, or forestry industries.

College Students

The City of Santa Clara contains several higher education institutions: Santa Clara University (SCU), Golden State Baptist College, and Mission College.

SCU currently has a total enrollment of over 8,000 students. The University has begun a program of expanding its on-campus housing with the intent of encouraging more students to live on campus. SCU is currently updating its master plan. At this time, SCU anticipates an increase in the number of students served by on-campus housing, from 2,500 to 3,500. The City supports the expansion of the variety of types of housing opportunities provided on-campus, in order to minimize impacts on the City's off-campus housing stock. Students tend to have limited incomes and traditionally seek small units, or share housing units. Since the previous Housing Element period, the University constructed apartment-style living quarters to house 290 students.

Golden State Baptist College is an undergraduate facility that houses over 400 students in on-campus dormitories. Mission College is a community junior college attended by over 9,000 full- and part-time students who commute from in and outside the City and County. Currently, Mission College has no on-campus residency.

Extremely-Low Income and Very-Low Income Households and Housing Provided

The CHAS database reported 4,348 extremely-low income households in 2000, representing 11 percent of total households in the City of Santa Clara. In addition, 4,086 households were defined as very-low income, representing another 11 percent of total households. Table 8.12-3-16 estimates the number of households, by income, in 2006 and 2015 by assuming these same income category proportions over time (i.e. no change in income) and by using the total number of households estimated by the ACS and projected by ABAG, respectively. As a result, 5,344 extremely-low income households and 5,037 very-low income households may be expected by the end of the planning period. For the purposes of meeting the RHNA, half of the very-low income units are assumed to be needed by extremely-low income households. This is consistent with the proportion determined by the CHAS data and HCD provisions.

TABLE 8.12-3-16: HOUSEHOLDS, BY INCOME CATEGORY, ACTUAL AND PROJECTED

Income Category	*2000*	*2006*	*2015*
Extremely-Low	4,348	4,785	5,344
Very-Low	4,098	4,510	5,037
Low	3,782	4,162	4,648
Moderate and Above	26,281	28,921	32,301
Total	38,509	42,378	47,330

Source: CHAS, 2000; ACS, 2006; ABAG Projections, 2007.

Section 8 Vouchers

The City of Santa Clara contracts with the HACSC to administer its rental assistance programs, specifically the Section 8 Voucher program. According to an HACSC official, there is a waiting list of 58,000 households seeking Section 8 vouchers at the County level. As of March 2008, there were 867 City of Santa Clara residents with Tenant-Based Section 8 Vouchers, 732 of which (85 percent) were considered extremely-low income. Another 2,627 residents were on the waiting list, of which 1,751 (71 percent) were extremely-low income households. Although many of these individuals and families already have housing, this waiting list suggests a high demand for additional affordable housing opportunities.

Redevelopment Agency Affordable Housing Fund

The Redevelopment Agency Implementation Plan for the July 1, 2009 to June 20, 2019 coincides with this Housing Element planning period and estimates funding projected to be available for low income households. Between 2009 and 2014 the Agency anticipates that nearly $31 million will be available for construction and rehabilitation of housing for very-low income households (producing 461 units). These funds can assist private, for-profit and non-profit developers both in developing new housing and in acquiring/rehabilitating existing housing. Projects to acquire and rehabilitate existing housing will typically be multi-family rental housing. Rents are restricted to insure that the units remain affordable for lower-income households.

The City's 2005 Five-Year Consolidated Plan describes affordable housing priorities that place extremely-low and very-low income households among the most important needs to fund. This plan calls for the City to select proposed eligible projects based on the following priorities:

- No medium or low priority needs will be funded with federal funds.
- Projects leveraging non-City funds at greater than 4-1 will be given higher priority.
- Entitlement funds will focus on limited, special population projects, particularly extremely-low income households;
- RDA funds will focus on larger, new construction projects.

- Entitlement funds will focus on renter projects.
- Self-Help homeowner projects for very low income households will be given high priority.

Public Housing

HACSC also manages 325 public housing units throughout the City, in six separate developments. These developments are described in Table 8.12-3-17.

Assisted Housing Units

As shown in Table 8.12-3-17, the City's RDA plays an active role in funding affordable housing and has placed long-term affordability restrictions on several projects. Some of these housing developments also contain support services. In addition, BMR units are provided through the City's inclusionary housing requirement, which requires new developments with ten or more dwelling units to provide at least ten percent of their units at below-market rates. During the previous housing element period (1999-2006), this policy helped to produce 123 affordable units.

Factors in determining the applicable income levels for restricted housing units in a subsidized project tend to include 1) characteristics of the resident base to be served, 2) the RHNA needs and the City's current status in addressing the needs, 3) the financial subsidy amount and the anticipated return on investment, and 4) the characteristics of the housing project being proposed. In regard to the City's Inclusionary Housing Policy, generally, ownership housing is geared toward moderate income (80% - 120% AMI) households and rental housing (established typically through a development agreement) for low income (51% - 80% AMI) and very low income (50% and less AMI).

The Housing and Community Services Division of the City's Planning and Inspection Department implements the affordable housing programs. These programs are based on three planning documents:

1. The Housing Element – 2009-2014
2. RDA Implementation Plan – 2009-2019
3. Consolidated Plan for use of federal funds – July 2010 to June 2015.

The Consolidated Plan is the only document that sets forth a comprehensive strategy incorporating all the City's affordable housing initiatives. The document includes needs and strategies put forth in the other two documents. The Redevelopment Agency's approach in using the Affordable Housing Fund is to create, sustain and improve affordable housing in situations where market forces normally do not come to bear. This is most evident with Special Needs groups that are generally considered to be extremely low income (30% and less AMI).

TABLE 8.12-3-17: INVENTORY OF CITY ASSISTED HOUSING UNITS

Development/Address	*# of Units*	*Owner*	*Earliest Date of Expiration*	*Funding Source*	*Target Population/ Type*	*Qualifying Income*
Liberty Tower 890 Main Street	100	Methodist Retirement	2015	RDA, Sect. 202 & 236	Seniors	Low
Summerset Apartments 2151 Main Street	43	Community Housing Developers	2022	RDA	Families	Very-Low, Low
Chateau Apartments 2150 Main Street	25	Community Housing Developers	2023	RDA	Families	Very-Low, Low
3661 Peacock Court	28	Community Housing Developers	2025	RDA	Teenagers	Extremely-Low, Very-Low, Low
2193 Homestead Road	1	City of Santa Clara	2026	HOME, RDA	Seniors	Very-Low
3761 Miramar Way & 2251 Deborah Drive	20	HACSC	2033	RDA	Families	Very-Low
2002 Halford Avenue & 3680 Poinciana Drive	16	HACSC	2033	RDA	Families	Very-Low
Bracher Senior Apts 2665 South Drive	72	HACSC	2048	RDA	Seniors	Very-Low
Estancia/Archstone 1650 Hope Drive	90	Citizens Housing	2048	RDA	Families, Disabilities	Low
Klamath Gardens 2051 Klamath Avenue	17	HACSC	2049	RDA	Families	Very-Low
2319 Gianera Street	1	City of Santa Clara	Annual Lease	RDA	Seniors	Very-Low
Westwood Ambassador Apts 2606 Newhall Street	40	Charities Housing Development	2023	HOME, RDA	Families	Very-Low, Low
Rivertown Apartments Agnews Road	100	HACSC	2056	RDA	Families	Very-Low, Low
Riverwood Grove Apts 2150 Tasman Drive	71	Mid-Peninsula Housing	2056	RDA	Families	Low
Riverwood Place Apts 5090 Lick Mill Blvd	148	Mid-Peninsula Housing	2056	RDA	Families	Low
John Burns Gardens Apts Agnew Road	100	HACSC	2056	RDA	Seniors	Very-Low
Gateway Santa Clara 1000 El Camino Real	42	EAH	2057	RDA	Seniors	Very-Low, Low
Casa Del Maestro Lochinvar Ave	40	Santa Clara Unified School District	2063	RDA	Teachers	Low

8.12-3.5 At-Risk Housing

The State's housing element and Housing and Urban Development (HUD) consolidated plan regulations require cities to prepare an inventory of all assisted affordable multi-family rental units which are eligible, or "at risk," to convert to market rate housing due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. This inventory covers the ten-year evaluation period following the statutory due date of the Housing Element (July 1, 2009) and the five-year planning period of the Consolidated Plan as required by the State regulations and the HUD Consolidated Plan, respectively. To satisfy both State and federal requirements, the at-risk housing analysis period in this Housing Element is from July 1, 2009 through June 30, 2019. The analysis represents a review of current status and options, rather than a statement of City policy.

According to an assessment by California Housing Partnership Corporation (CHPC), no assisted development in the City of Santa Clara is considered at high risk of conversion to market rate housing.[1] Only the following project identified on Table 8.12-3-17 was determined to be at low risk of conversion during the 2009-2019 period.

Located at 890 Main Street, Liberty Towers is a 100-unit apartment complex, with all of the units allocated for occupancy by very-low income seniors. The project receives Section 8 project-based assistance. Under the Section 8 contracts, the project owner provides units affordable to lower income families for a specified time period. The City has a currently funded rehabilitation project for Liberty Towers, scheduled to begin in 2009. This project will extend the affordability restriction for five years after the date of project completion, or until about 2015. In addition, Liberty Towers receives financial assistance through the HUD Section 236 and Section 202 programs. Through these programs, the owner was provided mortgage insurance and interest reduction payments. The earliest termination date of Section 236 and Section 202 loan assistance is September 20, 2013. Given its non-profit ownership, however, it is unlikely that Liberty Towers will be converted to market-rate housing within the 2009-2019 time period.

[1] CHPC is a non-profit organization that maintains a database of affordable housing developments at-risk of conversion to market rate; this list is available to local governments and non-profit partners.

8.12-4 FINANCING AND SUBSIDY RESOURCES

The City has three primary sources of revenue to support the development of affordable housing: the Redevelopment Agency of the City of Santa Clara Affordable Housing Set-Aside (RDA), the Home Investment Partnerships Act (HOME) and the Community Development Block Grant (CDBG). The administration of these sources and the development of new housing and maintenance of existing housing are coordinated through the City's Housing and Community Services Division. A portion of the RDA funds will be used for homebuyer assistance, primarily addressing households between 80 and 110 percent of the area median income. CDBG and HOME funds can only be used for lower income households, those at or below 80 percent of the area median income. The following opportunities are derived from these sources.

8.12-4.1 Local Opportunities

The following local housing assistance programs are available to support the provision of affordable housing in the City of Santa Clara:

- ***City of Santa Clara Below Market Price Program:*** The City of Santa Clara has a Below Market Price (BMP) housing program that creates new housing opportunities for low and moderate income households. Under the program, new housing developments with ten units or more must include ten percent of the units as affordable. A resale restriction is placed on the affordable homes for a period of 20 years. If the home is sold prior to the 20th year, the homeowner must repay to the City the difference between the below-market price and the market rate price established at the time of initial purchase as well as a portion of the appreciated value. Payments made to the City through this program are then available to fund more affordable housing projects in the future.

- ***City of Santa Clara 1st Time Home Buyer's Financing Program:*** Through the 1st Time Home Buyer's Financing Program, the City provides a second mortgage to qualified moderate income home buyers to assist in the purchase of their first homes in the City of Santa Clara. The first mortgage is provided through Metlife Home Loans, or Neighborhood Housing Services Silicon Valley, Inc. utilizing California Housing Finance Agency (CalHFA) as a primary lender.

- ***City of Santa Clara Neighborhood Conservation Improvement Program:*** The Neighborhood Conservation Improvement Program (NCIP) is a multi-purposed program offering technical and financial assistance to qualified residents of the City of Santa Clara with gross household incomes at or below 80 percent of the area median income. Qualified homeowners work with City staff to correct building/housing code deficiencies and abate hazardous conditions, such as those related to roofing, plumbing, heating/cooling, electrical, termite damage, foundations and weatherization. Financial assistance can be in the form of a low interest loan, grant, or combination of both. Since 1976, the City has assisted more than 1,000 low income homeowners through this program.

- ***Housing Trust of Santa Clara County:*** The Housing Trust of Santa Clara County has a multi-family rental program and a first-time homebuyer program to assist in creating housing opportunities for low and moderate income households. The multi-family rental program is designed to promote the development, rehabilitation, and maintenance of affordable multi-family rental projects in Santa Clara County through five financing products:

  1. Land or property acquisition loans;
  2. Construction gap loans;
  3. Predevelopment loans;
  4. Debt service coverage guaranties; and
  5. Long term gap/permanent loans.

These funds, which are available for projects, to a maximum of $500,000 per project, are restricted to projects affordable to households earning from 30 to 80 percent of the area median income. The first-time homebuyer program has a downpayment assistance program of up to $75,000 per household as well as a BMR second loan program that is used to reduce the first loan's interest rate and prepay private mortgage insurance. Through the City's support of the Trust, funding supports housing projects within the City of Santa Clara.

Redevelopment Agency

The RDA of the City of Santa Clara has two project areas, the University project area and the Bayshore North project area. Under State law, 20 percent of annual tax increment funds from redevelopment project areas are required to be used for affordable housing. Beginning in July 2002, the RDA increased the set-aside for the Bayshore North project area to 30 percent. The City Council reviews the need for the additional 10 percent set-aside annually. For the period July 1, 2007 to June 30, 2014, the current RDA Implementation Plan projects that the required housing set-aside will provide revenues of $43.4 million available for affordable housing.

The Agency has several programs that use housing set-aside funds:

- Rental housing development, which generally subsidize 100 percent affordable projects with non-profit owners, a high proportion of which serve very-low income households;
- Subsidies for BMR rental and ownership units through the City's inclusionary housing policy that requires that 10 percent of new units be rented/sold to qualified low and moderate income households;
- A first-time homebuyer loan program; and,

- A homeless/transitional/supportive housing program for new construction and acquisition of housing for special needs populations. This funding category was established to assist non-profit housing organizations in either developing new facilities or rehabilitating existing facilities.

RDA Administration funds have also been used to fund several affordable housing service agencies supported by the City. Eight housing services, including transitional housing support for homeless families, persons with disabilities, seniors, and survivors of domestic violence, a shared housing broker, mortgage credit counseling and first-time homebuyer training, and fair housing services, are funded with RDA funds. These programs target extremely-low and very-low income households.

Between 1992 and 2003, the RDA utilized its housing set-aside funds to assist in the development of approximately 900 very-low and low income rental units and 49 moderate income for-sale homes through the City's BMP program. Between 1996 and 2003, the RDA assisted 238 low and moderate income households in purchasing homes through the First Time Home Buyer program. According to the current RDA Implementation Plan, between FY 2008/2009 and 2013/2014, it is estimated that the Agency will use approximately $70 million of housing set-aside funds to assist in creating and preserving 561 housing units for very-low, low, and moderate income households.

8.12-4.2 Regional Opportunities

Section 8 Housing Choices Voucher Program

HACSC administers the federal Section 8 Housing Choices Voucher Program, which assists very-low income households in renting safe and sanitary housing. Under the program, each very-low income household is responsible for finding appropriate housing within the private market. The federal government mandates that the voucher recipient pay 30 percent of its monthly adjusted gross income for rent and utilities. HUD, through the Housing Authority, then pays the remainder of the rent directly to the landlord. If the household chooses a unit where costs are greater than market rate, the voucher recipient is expected to pay the additional amount. The HUD-established fair market monthly rents applicable to the City of Santa Clara, effective October 2008, are $961 for studios, $1,113 for one-bedroom units, $1,338 for two-bedroom units, $1,924 for three-bedroom units and $2,118 for four-bedroom units.

According to HACSC, there are almost 15,000 households being assisted by the Housing Choice Voucher Program countywide. As of March 2008, there were 865 Section 8 participants in the City of Santa Clara, and over 2,500 applicants on the waiting list (which is currently closed). HACSC has created new affordable housing opportunities through new construction and rehabilitation projects throughout the county. HACSC projects currently open and operating in the City of Santa Clara include John Burns Gardens (100 units), RiverTown (100 units), Deborah Drive Apartments (20 units), Eklund Gardens (16 units), Miramar Apartments (16 units), Klamath Gardens (17 units), and Bracher Senior Apartments (72 units).

8.12-4.3 State Opportunities

State funding programs to assist in the development and preservation of affordable housing are primarily administered through the California Department of Housing and Community Development (HCD) and CalHFA. Funding for a number of HCD and CalHFA programs has been made possible through passage of Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006. The following is a select list of programs offered through HCD and CalHFA:

- ***Building Equity and Growth in Neighborhoods Program:*** The Building Equity and Growth in Neighborhoods Program (BEGIN) provides grants to cities and counties to make deferred-payment second mortgage loans to qualified buyers of new homes in projects with affordability enhanced by local regulatory incentives or barrier reductions.
- ***CalHOME:*** Grants to local public agencies and nonprofit developers are offered through this program to assist individual households through deferred-payment loans and direct, forgivable loans to assist development projects involving multiple ownership units, including single-family subdivisions.
- ***Infill Infrastructure Grant Program:*** Assisting in the new construction and rehabilitation of infrastructure, this program supports higher-density affordable and mixed income housing in locations designated as infill.
- ***Multifamily Housing Program:*** The Multifamily Housing Program (MHP) assists the new construction, rehabilitation and preservation of permanent and transitional rental housing for lower income households.
- ***TOD Housing Program:*** Permanent financing for the development and construction of mixed use and rental housing development projects, for homeownership mortgage assistance, and for grants for infrastructure necessary for the development of housing near transit stations, or to facilitate connections between housing and the transit station is provided by the TOD Housing Program.
- ***CalHFA First Mortgage Loan Program:*** This is a 30-year low interest, fixed rate mortgage program.
- ***CalHFA Down Payment Assistance Loan Programs:*** The program offers low interest and deferred payment subordinate loans.
- ***CalHFA Multifamily Lending Programs:*** This program provides acquisition, predevelopment, construction, and permanent financing for acquisition, rehabilitation, and new construction of rental housing that includes affordable rents for low and moderate income families and individuals.

8.12-4.4 Federal Opportunities

Federal resources available and used by the City include the following:

- ***Community Development Block Grant:*** The Community Development Block Grant (CDBG) funds are annual direct grants provided to metropolitan areas and urban counties to revitalize neighborhoods, expand affordable housing opportunities, and/or improve community facilities and services. The City of Santa Clara is an entitlement city under the CDBG program. According to the City's current Consolidated Plan, the City uses CDBG funds for administration (20 percent), public services (15 percent), and capital improvements for both housing and non-housing activities (65 percent). The City has three major programs for which it uses CDBG funds:

  1. Rental rehabilitation, generally 100 percent affordable projects working with non-profit owners;
  2. Homeowner rehabilitation through the City's NCIP; and
  3. Public facilities.

  According to the City of Santa Clara's 2007 CDBG and HOME Program Annual Plan, it was estimated that the 2007 entitlement of CDBG funds was about $1.1 million. With additional unexpended funds from the previous period, the City spent approximately $1.6 million in CDBG funds during that fiscal year. Only about 14 percent of these funds went to planning and administrative costs, with the remaining 86 percent allocated towards programs that benefited low or moderate income households.

- ***HOME Investment Partnerships Program:*** The HOME program provides grants to states and departments of local governments to implement local housing strategies designed to increase homeownership and affordable housing opportunities for extremely-low and very-low income households. These funds can be used for housing rehabilitation, tenant-based rental assistance, assistance to homebuyers, housing acquisition, and new housing construction. The City of Santa Clara is a Participating Jurisdiction in the HOME program and uses 90 percent of its HOME funds for capital projects. The City has four primary programs for using HOME funds:

  1. Rental rehabilitation: Generally 100% affordable projects working with non-profit owners. The City has developed a HOME Rental Rehabilitation Program for private owners, but no owner has chosen to participate in the program because of the rent and income restrictions. Projects are usually targeted for special populations such as seniors, the homeless, persons with disabilities and extremely low income households. While focused on rehabilitation, this program also assists acquisition and re-habilitation of existing rental properties, usually in conjunction with RDA funds;

2. Homeowner rehabilitation: HOME funds are usually focused on higher cost rehabilitation projects;

3. "Sweat equity" homeownership (such as Silicon Valley Habitat for Humanity): In the last five years, the City has developed a working partnership with Silicon Valley Habitat for Humanity. Because Habitat brings substantial in-kind contributions, particularly labor, it can effectively reduce home purchase prices to a level affordable to very low income households. Such projects generally need City help in obtaining land, and are often small, in-fill projects; and

4. Homeless/transitional housing: Assists non-profit housing organizations in new construction and acquisition of housing for special needs populations. HOME funds are often combined with RDA funds, which are the primary source of the City's HOME Program local match. The beneficiaries of this program are primarily extremely low income.

According to the City of Santa Clara's 2007 CDBG and HOME Program Annual Plan it was estimated that the 2007 entitlement of HOME funds was about $618,000.

- ***HUD Programs:*** The United States Department of Housing and Urban Development offers a number of programs in support of new construction and preservation of affordable housing. Among the many programs offered by HUD are the Emergency Shelter Grant Program (ESG) for emergency or transitional shelters for the homeless, the Section 202 program to finance the development of rental housing with supportive services for the elderly, and the Section 811 program to finance the development of rental housing with the availability of supportive services for persons with disabilities.
- ***Low Income Housing Tax Credits:*** Federal tax credits support new construction and rehabilitation of multi-family rental units affordable to very-low and low income households. The tax credit program is administered in California by the Tax Credit Allocation Committee (TCAC), which also administers the State tax credit program.

8.12-5 HOUSING CONSTRAINTS

8.12-5.1 Governmental Constraints

Governmental constraints for affordable housing development are defined as policies, standards, requirements or actions imposed by the various levels of government upon land and housing development. Although State and federal agencies play a role in the imposition of governmental constraints, local government's ability to influence these agencies is generally limited. Housing constraints associated with these State and federal

governmental constraints are, therefore, not significantly addressed in this document.

Municipal Boundaries

The City of Santa Clara is completely surrounded by the boundaries of other cities: San José to the north, east and south; and Cupertino and Sunnyvale to the west. Other than a small parcel on Homestead Road, there are no other developable lands potentially annexable to the City. In addition, there are only five acres of vacant land within the City limits with the potential for residential development. The City's new housing opportunities, therefore, must come from within the existing City limits, and primarily through redevelopment of existing parcels.

Land Use Controls and Development Standards

Land use controls have helped maintain the quality of the City's residential neighborhoods, consistent with community established goals. These land use controls, however, can be viewed as constraints in that they determine the amount of land to be developed for housing and establish a limit on the number of units that can be built on a site. These standards have not been changed substantially since 1969.

Based on interviews with housing stakeholders, development requirements were not generally identified as a constraint to development because City staff are helpful and regulations are clear and reasonable. Stakeholders did identify a few potential improvements that could increase their ability to provide housing, such as flexibility in parking, height, and density requirements. Interdepartmental consistency in the City was also identified as an area for improvement.

Stakeholders also generally agreed that the City's inclusionary housing program, which requires that 10 percent of the units are affordable for projects of 10 or more units, has been successful, working for both developers and the City, to appropriately increase the amount of affordable housing for residents.

General Plan

The City's current (1992) General Plan includes a range of residential land use designations and densities, from Single Family Detached with a minimum density of one dwelling unit per acre to a High Density with a minimum density of 37 units per acre. The City's Transit-Oriented Mixed Use designation allows residential densities up to 45 dwelling units per acre. Because of high land costs in the City, sites that are zoned for high-density housing are typically occupied by multi-family housing developments. The City has few instances where single-family homes occupy sites that are zoned for higher density housing.

Zoning Ordinance

The Zoning Ordinance establishes use districts in conformance with the General Plan. It also specifies parking requirements and on- and off-site improvement requirements

which have an impact on development cost and project feasibility.

Use Districts

Residential uses are permitted in ten zoning districts and in the City's mixed-use, overlay and combining districts, allowing flexibility for mixing land uses and supporting large-scale and master-planned development projects. Permitted housing types are described in Table 8.12-5-1. Although single-family uses are permitted in multi-family zones, this rarely occurs in the City on sites large enough for multi-family housing.

TABLE 8.12-5-1: PERMITTED HOUSING TYPES WITHIN RESIDENTIAL ZONING CLASSIFICATIONS

Zoning District	*Single-Family Detached*	*Duplex*	*Multi-family*	*Dwelling Groups*[1]	*Second Unit*	*Single-Room Occupancy (SRO)*	*Mobile Home/ RV*	*Emergency Shelters*
R1-8L - Single Family, Larger-Lot	●				●		●[2]	
R1-6L - Single Family	●				●		●[2]	
R2-7L - Duplex	●	●						
R3-18D - Low-Density Multiple Dwelling	●	●	●	●		●		
R3-25D - Moderate-Density Multiple Dwelling	●	●	●	●		●		
R3-36D - Medium-Density Multiple Dwelling	●	●	●	●		●		
R3-M - Mobile Home Park							●	
R3-RV - Recreational Vehicle Park							●	
MU - Mixed Use Combining			●			●		
TMU - Transit-Oriented Mixed Use Combining			●			●		

1. Dwelling Groups constitute two or more one-family, two-family or multiple family dwelling in one ownership.
2. For manufactured homes only, as defined in Health & Safety Code § 18007.

Source: City of Santa Clara Zoning Ordinance.

As shown in Table 8.12-5-1, emergency shelters are not explicitly permitted in any zoning district by right, as required by Senate Bill 2. Policy C-3 and its implementation actions, identified in Chapter 7, respond to these State requirements and are expected to be adopted within the one year of Housing Element adoption. To date, the City has shown an ability to provide transitional and emergency housing through group homes

and small apartment complexes. These facilities are detailed in Section 3.4: Special Needs Populations.

In addition to the residential categories above, the Planned Development zoning district also permits residential development. It allows flexibility in both development standards and land use mix not permitted in other zones in order to adapt to specific site constraints without reducing housing density or adding cost to affordable housing units. Mixed use combining districts additionally allow residential development on commercial properties.

Development Standards

Table 8.12-5-2 outlines the residential standards under each zoning classification. The current Zoning Ordinance stipulates minimum lot sizes, setbacks, widths, and densities, as well as restrictions on building and landscape coverage. The Ordinance does not define maximum floor-area ratios. As to the maximum development potential, some of the housing stakeholders suggested that more flexibility in building heights and densities could expand the type of housing products constructed. At least one stakeholder suggested establishing minimum densities to preclude lower densities on the sites available for higher density housing. The City's historic Old Quad area can pose added constraints to housing due to development standards that often require variances on applications in this neighborhood, adding time and costs to the development process.

TABLE 8.12-5-2: RESIDENTIAL ZONING CLASSIFICATIONS

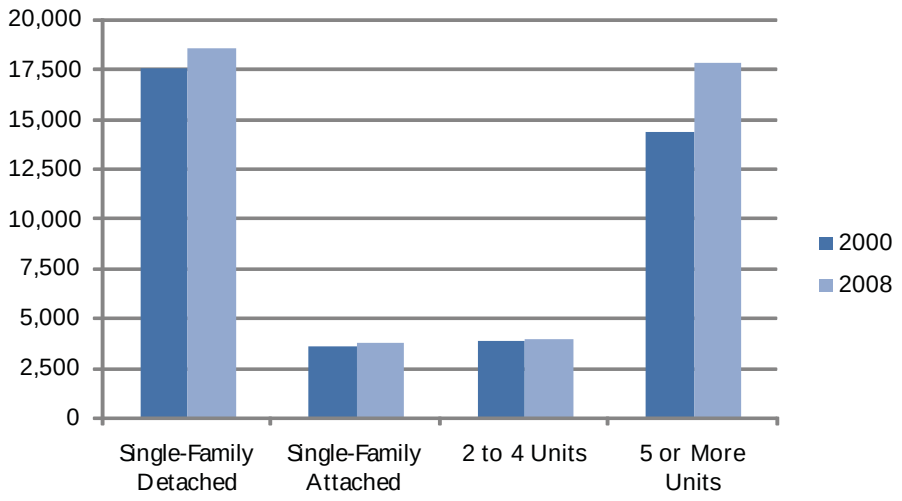
Zoning District	*Min. Lot Size (ft)*	*Max. Density (du/ac)*	*Min. Lot Width (ft)*	*Max. Height (ft)*	*Min. Front Yard (ft)*	*Min. Side Yard (ft)*	*Min. Rear Yard (ft)*	*Max. Building Coverage*	*Min. Landscape Coverage*
R1-8L – Single-Family, Larger-Lot	8,000	5	70	25	20	6 & 9	20	40%	n/a
R1-6L – Single-Family	6,000	7	60	25	20	5	20	40%	n/a
R2-7L - Duplex	7,000	12	65	25	20	5	15	45%	n/a
R3-18D - Low-Density Multiple Dwelling	8,500	18	70	25	20	10	15	35%	n/a
R3-25D - Moderate-Density Multiple Dwelling	8,500	25	70	25	20	10	15	35%	n/a
R3-36D - Medium-Density Multiple Dwelling	8,500	36	70	25	20	10	20	45%	n/a
R3-M - Mobile Home Park	1,500	10	n/a	n/a	5	5	5	n/a	n/a
R3-RV - Recreational Vehicle Park	1,200	n/a	100	n/a	10 feet between RVs			n/a	25%
MU - Mixed Use Combining	20,000	36	100	45	10	10	20	n/a	30%
TMU - Transit-Oriented Mixed Use Combining	20,000	45	100	50	10	10	20	n/a	30%

Source: City of Santa Clara Zoning Ordinance.

An analysis of Santa Clara's development regulations compared with those of Mountain View, Sunnyvale, and San José showed that these cities have fairly similar standards. For example, front and rear minimum setbacks are all in the 15 to 25 foot range and, where maximum building coverage is specified, it is in the 35 to 45 percent range. In terms of maximum building height, Sunnyvale and San Jose permit higher height limits (30-55 and 35-45 feet, respectively), compared to Santa Clara. Stakeholders described Santa Clara's development regulations as appropriate and often more flexible compared with surrounding jurisdictions. Likewise, stakeholders felt that standards such as minimum landscaping requirements improved the attractiveness of developments and were an important component of projects, not just requirements to be met. In sum, the City's development standards do not substantially restrict the cost and supply of housing overall or lower income housing in particular.

The majority of the residential areas in the City are composed of single-family districts. In recent years, there has been an increase in the construction of multi-family units, as shown in Chart 8.12-5-1, where housing types with five or more units have increased. Existing development standards have not discouraged multi-family development, which typically provide a good opportunity for affordable housing in the City.

CHART 8.12-5-1: CHANGE IN HOUSING TYPE, 2000 - 2008



Source: DOF, 2000 and 2008.

Most residential approvals since 1985 have been Planned Developments of various types, all at densities above typical single-family densities, due to the fact that there are very few housing sites that can be developed under the standard multi-family (or R-3 zoning district) standards due to lot size constraints. To illustrate, Table 8.12-5-3 and Figure 8.12-5-1 show underutilized sites (where the assessed value is less than the land value or the FAR is less than 0.35) in the R-3 districts. Of the 87.5 acres available for multi-family housing, one-third consists of lots of less than 8,500 square feet which do not permit multi-family development without a variance.

TABLE 8.12-5-3: AVAILABILITY OF UNDERUTILIZED MULTI-FAMILY HOUSING SITES, BY PARCEL SIZE

Parcel Size (Sq. Feet)	*# of Sites*	*Acres*
>22,000	20	33.0
10,000 - 22,000	49	14.3
8,500 - 10,000	31	6.5
<8,500	215	33.7
Total	315	87.5

Source: Metroscan; Dyett & Bhatia, 2008.

Parking Standards

Parking can substantially add to the cost of housing. The City's Zoning Ordinance currently requires two spaces per unit in both single-family and multi-family districts. The Mixed-Use and Transit-Oriented Mixed Use classifications require one space for a studio, one and a half spaces for a one-bedroom unit and two spaces for two- or more bedroom units.

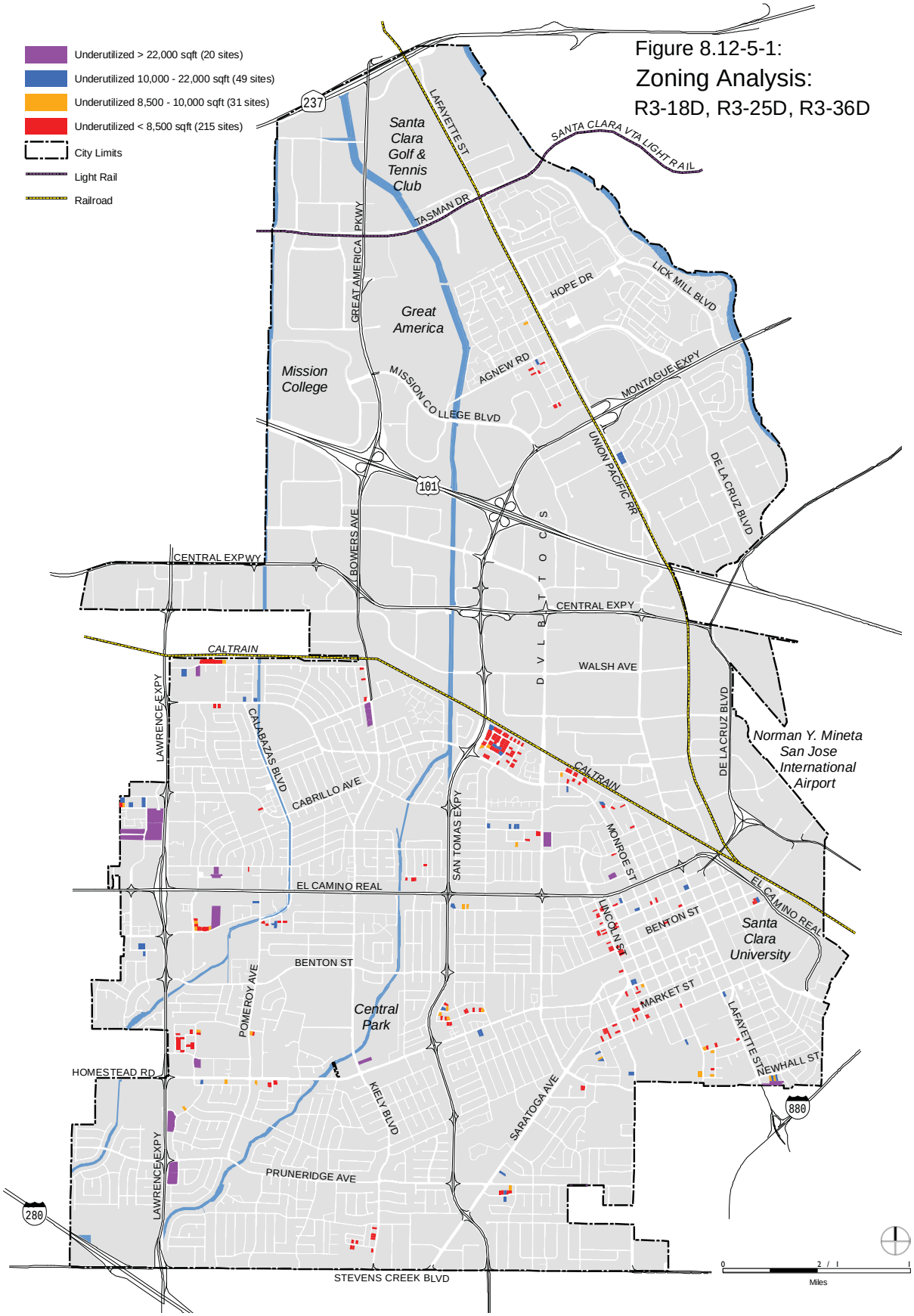
At a forum conducted as part of the Housing Element outreach, stakeholders had mixed opinions about parking requirements. Stakeholders were also concerned that an under-supply of parking could lead to neighborhood opposition to development proposals. An option of unbundled parking (where residents are charged separately for parking and housing costs) could have the unintended consequence of creating additional purchasing costs for BMR units. Parking requirements can be a constraint to development but the development standards relating to parking may be relieved through a Planned Development process, allowing more flexibility on the site.

Building Codes and Enforcement

Building Codes and their enforcement in the City are not a constraint to residential development, as compared to neighboring jurisdictions. New construction is required to meet California Building Code regulations, without substantial supplemental local requirements. Existing single-family, duplex and triplex units are inspected only when an owner seeks a permit for additional construction or complaints are received. Certain types of major additions require the applicant to bring the building or portion thereof up to current codes. Site improvement standards for residential development in the City, with the exception of minimum parking requirements, are not more restrictive than those in surrounding jurisdictions.

During community outreach workshops and meetings, a desire for green building standards in the City surfaced. Housing stakeholders did not see such standards as a constraint, as long as there were incentives in place (e.g. additional height or intensity

Figure 8.12-5-1:
Zoning Analysis:
R3-18D, R3-25D, R3-36D



allowance). As described in Section 8.12-6-3, the City adopted voluntary Green Building Policies in 2008.

Persons with Disabilities

Compliance with Building Codes and State accessibility laws and regulations (California Code of Regulations (CCR) Title 24) may increase the cost of housing production and impact the viability of rehabilitating older properties. These regulations are minimum Statewide standards to ensure safety and accessibility and do not significantly contribute to governmental constraints with regard to housing for persons with disabilities. In addition, the City does not impose supplemental local requirements with respect to accessibility.

A request to retrofit an existing residence with accessibility equipment (i.e., a ramp, landing, lift, etc.) is typically approved "over the counter," if the proposal does not negatively impact the neighborhood or surrounding properties. When more review is required, the City's Architectural Committee reviews the request. Since the City's multi-family housing zones are typically located along major corridors, such as Lawrence Expressway and Homestead Road, the result is convenient access to services and public facilities. Senior housing in Santa Clara also includes many features to meet the needs of persons with disabilities. Finally, accessibility to services and public transportation to meet the needs of individuals with disabilities is encouraged through the City's flexible development standards for mixed-use developments.

Approximately $1.8 million in CDBG and HOME funds were provided to the City in the previous planning period to implement ADA and State building code requirements for accessible housing units. In addition, the City's Neighborhood Conservation & Improvement Program provided grants of up to $10,000 for accessibility improvements in the 216 homes occupied by low-income homeowners. The City expects to issue a similar number of grants during the 2007-2014 planning period.

On- and Off-Site Improvement Requirements

On- and off-site improvements, including public streets, curbing, sidewalks, street lights, water, sewer, and drainage requirements, have an impact on the cost of residential development. Improvement requirements for new developments are regulated under the Subdivision Ordinance (Chapter 17.05 of the Municipal Code). Off-site improvement requirements are less costly in a fully developed community since infrastructure needed to serve infill development is already in place. The financial burden of improvements as the City's infrastructure ages is, however, a concern. To assist private developers and public projects in the development process, the City has published the Standard Details document which outlines construction standards for the most common improvement requirements, such as sidewalks, storm drains, and sewer connections. This publication is updated periodically and available on the City's website. The standards are as follows:

- Dedication of streets, alleys and other public rights-of-way or easements may be a condition of approval for a tentative, or parcel map. These requirements may be easements that are needed for streets, alleys, access, drainage, public greenways,

scenic easements, public utilities, and other public purposes. In addition, these easements or dedications may include requirements for improvements.

- Required on-site street improvements can include construction of curbs, sidewalks, driveway approaches, and transitions.
- Storm drain systems must be designed to collect and convey storm water, avoid damage to adjacent properties, and support the ultimate development of the watershed. Off-site storm drain improvements may also be required to satisfy this requirement.
- Projects must connect to sewer, water, gas, and electric lines.
- Development located in the Utility Underground District, as designated in the current General Plan, is required to underground utility lines (or pay an in lieu fee).

The City's Project Coordinating Committee (a development review committee made up of representatives from different departments in the City) reviews new development applications and determines, pursuant to each City department, required infrastructure improvements and conditions of approval.

Architectural Review Process

Architectural review in Santa Clara is intended to ensure the implementation of Zoning Ordinance standards and General Plan policies. This process is codified in Chapter 18.76 of the City's Zoning Ordinance and summarized below.

- Applicant submits plans and drawings for any sign, building, structure, or alteration of the exterior of a structure in a form and detail prescribed by Director of Planning and Inspection to the Architectural Committee.
- The Architectural Committee makes findings based on the following standards of architectural design:

- Off-street parking areas, screening strips and other facilities and improvements must meet the Zoning Ordinance and General Plan intent.

- Design and location of the proposed development and its relation to neighboring developments and traffic will not impair the desirability of the neighborhood, will not create traffic congestion or hazard, and will not be detrimental to harmonious development.

- Approval will not adversely impact the health, comfort or general welfare of persons residing or working in the neighborhood.

- The architectural committee may require the applicant to modify buildings, parking areas, landscaping, signs, and other facilities and improvements to meet Zoning Ordinance and General Plan intent and requirements.

- The architectural committee must make a decision within 40 days following filing of the application with the planning division office, except where the applicant consents to an extension. Failure of the committee to render a decision within this period shall be deemed to be a decision of denial.
- The granting of any architectural approval is an administrative function; therefore, the action is final and conclusive, except in the event of an appeal.
- In the event the applicant or others affected are not satisfied with the decision of the architectural committee, he may within seven days after the decision appeal in writing to the Planning Commission. The architectural committee may refer any application for architectural consideration to the Planning Commission for its decision with the same effect as if an appeal had been taken.
- Any architectural review approval granted shall be automatically revoked and terminated if not used within two years of original grant or within the period of any architectural committee-authorized extensions.

Architectural review is typically required for most residential projects, including multi-family developments, as well as single-family attached developments and taller than one story. This process does not provide any additional burden for affordable housing projects and therefore are not considered a constraint to development.

Local Processing and Permit Procedures

Development review can affect housing costs. Timelines for permit processing are estimated for various permit and approval types in Table 8.12-5-4 and 8.12-5-5 below. There are no constraints to affordable housing or multi-family housing over and above requirements for single-family and market rate units. Moreover, permit processing in Santa Clara is consistent with, if not faster and more effective than, permitting in comparable nearby cities. During stakeholder interviews, several housing developers commented that the City's development process was one of the most coherent and timely compared with other cities in the area. One stakeholder explained that permits for an affordable housing project were obtained in six months, remarking that this would have taken years in other nearby jurisdictions. Processing, from initial submittal through discretionary review and building permit approval, averages six months for most residential developments.

The following review and hearing bodies would typically be involved in the approval process for a new housing or mixed use development project:

Project Clearance Committee (PCC): the development review committee made up of representatives from different departments in the City (typically including Planning, Public Works (Engineering and Traffic), Utilities (Water, Sewer, and Electric), Police, Fire, and the Building Division;

Architectural Committee (AC): a three person committee made up of two Planning Commissioners and a Councilmember, who assesses the project against the City's Design Guidelines, if applicable, and considers neighborhood compatibility. The City's

Design Guidelines apply to certain neighborhoods and areas of town, such as The Old Quad and El Camino Real.

Historical Landmarks Commission (HLC): an appointed commission of members of the public who review proposals related to structures on the local, State, or national register of historic places, as well as applications for Mills Act contracts.

Planning Commission (PC): an appointed commission of members of the public who review development applications for consistency with the General Plan and Zoning Ordinance of the City of Santa Clara.

City Council (CC): a body of seven elected individuals who act as the governing body for the City of Santa Clara.

A typical residential development project would be required to obtain approval from the Planning Commission for site planning, the Architectural Committee for design, and the City Council for final approval. Such a project would typically be subdivided, requiring a Tentative Map, as well. To obtain these entitlements, this project would go through the processes of review by the project planner; the Project Coordinating Committee to work out details and conditions from each City department; Architectural Review with the Architectural Committee; the Planning Commission, and the City Council for final approval. The associated environmental review per the California Environmental Quality Act (CEQA) would also be completed during this process. The time it takes to complete this process varies per project, however, from initial submittal to approval typically takes anywhere from four to six months.

Because application and building fees are relatively reasonable according to local housing developers, fees are not considered a significant constraint to the construction of market-rate or affordable housing.

Fees and Other Exactions

The City and other agencies assess a number of fees that affect the development and cost of housing. Utility service connection fees; upgrade of public curb, gutter, and sidewalk (and sewer lateral(s) if necessary); permit fees; and dedication requirements are similar or lower compared to those in other communities in Santa Clara County and the Bay Area. In some cases, fees for street trees, drainage, and traffic mitigation are also collected. Table 8.12-5-4 provides a breakdown of planning, engineering, and other fees.

	Per Unit Fees	
	Single-Family (50 units on eight acres)	*Multi-Family (96 units on six acres)*
Mountain View	*$31,784*	*$25,437*
San José	*30,955*	*20,960*
Sunnyvale	*27,014*	*19,712*

The Home Builders Association of Northern California (HBANC) has analyzed and published the comparative costs of eight South Bay cities. A summary of these findings—on a per unit basis for single-family and multi-family project examples—is shown in the text box at right for Mountain View, Sunnyvale, and San José. Of the three examples, Sunnyvale reports the lowest fees and Mountain View reports the highest.

TABLE 8.12-5-4: DEVELOPMENT FEES

	Development Type		
	Single-Family	*Townhouse*	*Multi-Family*
Planning Fees			
General Plan Amendment	$7,636		
Rezoning	$1,728	$3,280	$4,715
Tentative Parcel Map	$922		n/a
Tentative Subdivision Map	$1,692		n/a
Zoning Administrator Action	$216		$564
Architectural Review	n/a	$974	$974
Public Notification	$180	$180 or $615	$615
Engineering Fees			
Parcel Map Checking	$1,754		n/a
Final Map Checking	$1,935 (plus 35 per lot beyond 5 lots)		n/a
Sanitary Sewer	Greater of $300 per unit, $1,124 per lot, or $5,090 per acre	Greater of $300 per unit or $5,090 per acre	Greater of $300 per unit or $5,090 per acre
Conveyance Fee	$1,140 per unit		
Connection Fee	$2,700 per unit		
Storm Drain	$5,090 per acre		
Electric	Various		
Street Improvements	$67.80 per front foot		
Street Curbing	$20.75 per front foot		
Sidewalk Improvements	$7.00 per front foot		
Other Fees			
Recreation Tax	$15 for first bedroom; $5 for each additional		
School Impact Fee	Applicable to additions over 500 square feet – Varies per district	Varies per district	Varies per district

Source: City of Santa Clara Municipal Fee Schedule, 2008-2009.

TABLE 8.12-5-5: TIMELINES FOR PERMIT PROCEDURES

Type of Approval or Permit	*Typical Processing Time*	*Approval Body*
Ministerial Rview	0 to 2 weeks	Staff
Conditional Use Permit	1 and 1/2 to 4 months	Planning Commission
Zone Change	4 to 9 months	City Council
General Plan Amendments	4 to 9 months	City Council
Site Plan Review	2 to 6 weeks	Staff
Architectural/Design Review	2 to 6 weeks	Architectural Committee
Tentative Map (fewer than 5 parcels)	2 to 4 months	City Council
Tentative Map (more than 5 parcels)	3 to 6 months	City Council
Initial Environmental Study	Included in above	Approval Body
Environmental Impact Report	Included in above	Approval Body

Source: City of Santa Clara Planning and Inspection Department, 2009.

TABLE 8.12-5-6: TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE

	Single Family (Detached)	*Single Family (Attached)*	*Multifamily < 20 units*
Typical Approval Requirements	Site Plan Review Architectural/Design Review (if two-stories) Historical and Landmarks Commission (if near historic resource)	Site Plan Review Architectural/Design Review Tentative Map Rezoning, if needed General Plan Amendment, if needed Environmental Review	Site Plan Review Architectural/Design Review Tentative Map (if for sale units) Rezoning, if needed General Plan Amendment, if needed Environmental Review
Estimated Processing Time	2-12 weeks	4-5 months	4-9 months depending on map and required amendments

Source: City of Santa Clara Planning and Inspection Department, 2009.

Airport Noise and Land Use Limitations

The most significant governmental constraint is the State-required airport noise and Airport Land Use Commission regulations that prohibit and limit new housing near the San José International Airport within noise and safety zones. Proposed housing in these areas is potentially required to have noise limiting construction methods including specially designed windows, walls and insulation. These additional construction requirements often burden the developer and limit new construction near the airport.

8.12-5.2 Non-Governmental Constraints

Shortage of Vacant Land

In 2008, one percent (136 acres) of the land in the City was vacant. About five acres are zoned appropriately for housing; the remaining acres are commercial and State-owned properties. Many of the vacant sites are small or awkward in shape or location.

Parcel Size and Multiple Ownership

Of those sites identified as appropriate for new housing, some are too small to accommodate higher density development unless combined with adjacent parcels. Since most of these sites are held by unrelated property owners combining properties is problematic. This, in combination with the proximity of single-family neighborhoods in many cases, could lengthen the time required for approval of new housing. The City revised its General Plan designations in 1992 to encourage high-quality infill redevelopment that includes higher-density housing in addition to commercial businesses in some locations.

Community resistance

Since 1985, there has been community opposition to residential infill development at higher densities. The primary concern is that most underutilized and vacant sites are located along major transportation corridors and directly adjacent to long-established single-family neighborhoods. These factors, along with the relatively shallow depth of the properties, makes the transition between densities challenging. Several substantial medium- and high-density developments have, however, been approved in spite of such opposition. Over the past 20 years, affordability for lower and moderate income households has not been the primary concern for community opposition to residential development. Community resistance has, instead, been based on density as well as traffic impacts and parking.

Approximately 175 acres of underutilized land has been identified for potential new higher-density residential or mixed-use redevelopment, predominantly along El Camino Real. Directing higher density housing to commercial areas, with convenient access to transportation and retail services, and separation from lower-density existing neighborhoods may reduce community opposition. City regulations that require appropriate transitions between uses and densities, as well as ensure adequate parking, could reduce some constraints for the approval of new housing.

Environment and Natural Resources

Because new development in the City will be infill, infrastructure is already in place to serve new development or planning efforts are underway to support future growth.

Water Supply

The City of Santa Clara receives its potable water supply from the City of San Francisco's Hetch-Hetchy aqueduct system, the Santa Clara Valley Water District (SCVWD), and groundwater from City-owned wells. The City of Santa Clara's Urban Water Management Plan indicates that the City of Santa Clara will be able to meet projected growth through 2015 and probably through 2025. Supplies are projected to be sufficient during all but severe drought years, when supplies could be reduced by up to approximately 40 percent in the worst-case scenario.

The City's 2008-2009 Capital Improvements Program (CIP) allocated $1.0 million toward ongoing maintenance and improvements to the water utility system. Projects include construction of water treatment systems, replacement of obsolete pumps, and installation or mains, hydrants, and services in new developments.

Wastewater

Wastewater is collected by sewer systems in the cities of Santa Clara and San José and conveyed by pipeline to the San José-Santa Clara Water Pollution Control Plant (WPCP). The WPCP is also used by six other cities as well as unincorporated areas within Santa Clara County, serving a total of 1.4 million residents and 600,000 workers. The plant has the capacity to treat up to 167 million gallons per day (mgd), but only presently operates at an average dry weather flow of 109 mgd, well under its treatment capacity. Therefore, the WPCP is expected to be able to meet new residential development proposed by this Housing Element through the planning period.

In 2008, the WPCP began an expected three-year process to update its Master Plan to improve aging infrastructure, increase energy efficiency, accommodate population and job growth, and address stricter State and federal water quality regulations Moreover, the Master Plan Technical Advisory Group predicts that the liquid flow to the WPCP might actually decrease in the future, due to water conservation efforts (resulting in lower flows, but higher concentrations of pollutants and biosolids).[2]

The City committed $14 million in bonded funding in 2008-2009 (with the remaining to be committed in 2009-2010), according to the 2008-2009 CIP. Funding will be used toward maintenance and upgrades to ensure that sanitary sewer utility has the conveyance capacity to meet future development plans.

Energy

The City of Santa Clara owns and operates the municipal electric utility. Silicon Valley Power (SVP) services over 50,000 residential, commercial, industrial, and municipal

[2] San José-Santa Clara Water Pollution Control Plant. "Summary of the Plant Master Plan Technology Workshop on November 13-14, 2008." Available online: http://www.piersystem.com/go/doc/1823/271284/.

customers in the City of Santa Clara. It owns, operates and participates in more than 510 megawatts of electric generating resources supplemented by purchase agreements for 261 megawatts (MW) of additional capacity. Residential electricity demand is low compared with the energy needs of data centers and other high-tech firms that are located in Santa Clara.

SVP forecasts power demand using three primary factors: historical patterns, new substantial requests for power, and econometrics that focus on financial health of SVP's largest-served industries. SVP expects continued moderate (1-3%) load growth for the next ten years, with periods of rapid growth as new large projects are completed—primarily large office projects and data centers. Moreover, SVP offers a range of energy efficiency programs, including rebates for installing energy-efficient systems in homes and businesses. As a result of these factors and based on SVP's ability to negotiate contracts with energy suppliers, SVP expects to be able to meet new residential demand accommodated in the Housing Element.[3]

The City's 2008-2009 CIP allocated $6.6 million towards several projects, including modifications to the distribution system for new customers and load increases to existing customers.

Street System

Vehicular circulation in the City includes a wide network of surface streets. With the influx of workers into the job-rich City during the day, commute patterns are northbound in the morning and southbound in the evening. Existing and perceived future traffic delays are a major concern expressed by residents during community outreach activities. Since most of the City streets are fully improved with limited opportunity for widening, alternative travel modes, such as public transit, bicycling, and walking, offer opportunities to address traffic constraints. The 2008-2009 CIP included $1.7 million from gas tax funds for ongoing street maintenance, traffic signal modification to improve flows and safety.

High Housing Costs

Market constraints substantially influence the cost of housing and pose a challenge to providing housing affordable for all income levels. Land prices are typically the most significant component of the cost. The cost of land has increased rapidly over the past decade. Construction costs and fluctuating interest rates are also major contributors to the increasing cost of housing in the San Francisco Bay Area.

Land Costs

Due in large part to limited land availability in the City, there have been very few sales of residential land. Based on data provided by CoStar (a commercial real estate information company), since January 2006 there have only been four sales of residential land in the City of Santa Clara. Those sales ranged from about $50 per square foot of land area to over $100 per square foot of land area depending on the size of the parcel, the location,

[3] Written correspondence with Larry Owens, Division Manager, Silicon Valley Power, January 2008.

and other factors. While it is possible that residential land values may decline somewhat in the near term due to the downturn in the housing market, it is likely that land values in the City will remain high and will continue to present challenges for the production of affordable housing.

Construction Costs

According to local developers in and around the City, over the last several years construction costs have been increasing rapidly, driven in part by global demand for construction materials. Costs have moderated recently, however, in conjunction with the downturn in the housing market as well as a general slowdown in the overall economy. Construction costs are currently in the $90 per square foot range for single-family detached homes and $110 per square foot for townhouses. Typical site work costs (grading, utilities, and other "in-tract" infrastructure) are about $50,000 per unit for single-family detached homes and $30,000 per unit for townhouses.

For multi-family apartment buildings, the type of parking is a key variable in the overall cost of construction. For lower density buildings (2-4 story wood-frame buildings), in which surface parking is provided, construction costs are in the $175 per square foot range. For projects that include structured parking, the garage construction costs add about $20,000 per parking stall to the $175 per square foot for the units. Site-specific constraints, such as flood hazards, could add additional costs if mitigations are required.

Availability of Financing

Given strong housing demand in Santa Clara, residential developers have historically not encountered difficulty in obtaining financing for projects in the City. Still, financing costs do affect rental and sales prices and currently contribute about 10 percent to total development costs for multi-family rental housing.

As of 2008, interest rates for 30-year fixed rate home mortgages are fluctuating in the general range of six to eight percent, depending on the size of the loan. In general, credit-worthy buyers in Santa Clara have not historically had difficulty obtaining mortgage loans. Home Mortgage Disclosure Act data for 2007 as reported by the Federal Financial Institutions Examination Council indicate that the rates of approval for home purchase loans and refinance loans for residents of the City of Santa Clara are higher than for residents of Santa Clara County as a whole.

It can be difficult for very-low, low, and moderate income first-time homebuyers to acquire sufficient savings and income to pay for a down payment, closing costs, monthly mortgage, and tax and insurance payments. There are local housing programs available to low and moderate income first-time homebuyers to address this problem. These programs, more fully described in Chapter 8.12-4, Section 8.12-4.1, reduce the constraints associated with the availability of financing for lower income households.

Financing for mixed-use development is a constraint for redevelopment along El Camino Real. Many lenders are not convinced that the mixed use residential market is durable and, therefore, place higher financial burdens on developers of such projects. Local developers have expressed some resistance to mixed-use development due to such financing problems. In a difficult economic market or in periods of low demand, such burdens effectively make the construction of mixed use projects more difficult.

8.12-5.3 Removing Constraints

The City periodically evaluates and takes actions to remove or mitigate constraints to the maintenance, improvement and development of housing. As part of a Zoning Code Update currently underway, the City will take a comprehensive look at further eliminating constraints identified in this chapter in order to reduce barriers to housing development, including the following implementation actions (more completely described in Section 8.12-7.2.)

- Consider parking requirements that balance parking demand and reduce the land area, and associated expense, devoted to parking supply.
- Allow emergency shelters in at least one zoning district by right and encourage their provision in existing multi-family residential districts close to transit and services.
- Relieve constraints on higher density housing development through zoning classifications that preserve existing neighborhoods and create appropriate transitions to these developments.
- Promote a lot consolidation program to assist property owners in developing multi-family housing.
- Continue to work with neighborhood residents, businesses, and institutions to ensure compatible development that addresses design, density, and parking concerns.
- Improve education and outreach efforts to foster a better understanding of housing issues, particularly related to the needs of families and the perceptions of residential densities.

8.12-6 HOUSING OPPORTUNITIES

8.12-6.1 Summary

Identification of land suitable for housing development is necessary to determine the City's ability to accommodate the housing need as defined by the RHNA for a range of income groups and to establish a program for rezoning, if necessary, to meet these needs. The City already has development projects in the pipeline that will accommodate much of the RHNA. To supplement these sites, other sites with redevelopment potential have been identified. Potential housing sites documented in this chapter are summarized in Table 8.12-6-1 and in the map on Figure 8.12-6-1. As shown on Table 8.12-6-1, development projects, underutilized and vacant sites could accommodate up to 10,138 housing units, including 3,243 BMR units. As a result, the City has the potential to exceed the RHNA at each income level. The methodology for determining appropriate sites and their dwelling yield is described in the following sections. Note that these values were updated between the first and second round of HCD review due to City Council action (e.g., project approvals) and additional analysis of potential sites' existing uses and realistic capacity.

TABLE 8.12-6-1: SUMMARY OF POTENTIAL HOUSING TYPES, BY STATUS (AS OF FEBRUARY 2009)

	Units, by Income Level					
Sites, by Status	*Total Units*	*Very-Low*	*Low*	*Moderate*	*Above Moderate*	*Total BMR*
Development Projects/Plans	3,417	263	107	141	2,906	511
Completed	1,181	7	27	56	1,091	90
Under Construction	155	6	0	13	136	19
Approved	785	207	37	29	512	273
Proposed	1,296	43	43	43	1,167	129
Underutilized Sites	6,654	1,039	818	869	3,928	2,726
Zoned Residential	87	8	5	6	69	18
Zoned Other	6,567	1,031	813	863	3,860	2,707
Vacant Sites	67	2	2	2	62	5
Zoned Residential	13	0	0	0	13	0
Zoned Other	54	2	2	2	48	5
Total	**10,138**	**1,304**	**927**	**1,012**	**6,896**	**3,242**
RHNA	*5,873*	*1,293*	*914*	*1,002*	*2,664*	*3,209*
Surplus (Total–RHNA)	**4,265**	**11**	**13**	**10**	**4,232**	**33**

Source: City of Santa Clara; Dyett & Bhatia, 2009.

8.12-6.2 Development Projects

Affordability Assumptions

Table 8.12-6-2 describes the status of proposed projects that are referenced in Table 8.12-6-3, including documentation of potential affordability. (See Table 8.12-B-23 for details on how affordability is assured for completed, under construction, and approved units identified in Table 8.12-6-3.)

Between 2009 and 2014, the Redevelopment Agency anticipates $70.2 million in its Affordable Housing Fund. Nearly $30.8 million is allocated for construction and rehabilitation of housing for very-low income households and $16.0 for low-income households, which may be used for development of housing for seniors, families, and other groups with special needs. The current Agency Implementation Plan estimates

TABLE 8.12-6-2: AFFORDABILITY ASSUMPTIONS FOR PROPOSED PROJECTS AND FOCUS AREA PLANS

		Single Family (Detached)	*Single Family (Attached)*	*Multifamily < 20 units*
Project Status/ Address	*Very Low*	*Low*	*Moderate*	*Projected Funding/Methodology for Assigning Units*
Santa Clara Station Focus Area	277	277	277	Affordability based on density Focus Area adopted in General Plan 50% of units assumed to be available as BMR units RDA Funding Projected
3610 and 3700 El Camino Real	16	16	16	Affordability based on density, which averages 39 du/ac 10% of units assumed to be available as BMR units RDA Funding Projected 4-9 months
Downtown Focus Area	67	67	67	Affordability based on density Focus Area adopted in General Plan 50% of units assumed to be available as BMR units RDA Funding Projected
Total	387	387	387	

Source: City of Santa Clara Planning and Inspection Department, 2009.

that these funds will help create 516 units including 416 units for very-low income households.

Summary

The status and housing unit count of development projects and plans are reported in Table 8.12-6-3. Between January 2007 and December 2009, 1,181 housing units were constructed in the City. An additional 155 are under construction and another 1,551 units have been approved. Proposed projects and focus area plans would result in another 2,553 housing units in the City. The focus areas include 1,663 units as part of the Santa Clara Station Focus Area, and 400 units in the Downtown Focus Area, both of which were adopted in the General Plan. All proposed sites will fall under one of the new mixed-use zoning classifications so that they can construct housing. In total, the Development Projects account for 5,440 units, including 1,540 BMR units. These projects already exceed the RHNA for market-rate units. To meet the RHNA for affordable units, the City needs to identify sites that would accommodate an additional 1,670 units at BMR levels.

Status of Proposed Projects:

3610 and 3700 El Camino Real: This project is still on file with the Planning Division, with regular meetings occurring between City staff and the project applicant. Additionally, other interested persons have contacted the Planning Division about the potential development of this property.

Santa Clara Station Focus Area: The cities of San Jose and Santa Clara, and the Santa Clara Valley Transportation Authority (VTA) have cooperated in the development of a plan for 432 acres of land surrounding the Santa Clara Transit Center and future Bay Area Rapid Transit (BART) Station. Approximately 244 acres of the area is located in Santa Clara. With direct rail service to virtually all parts of the San Francisco Bay Area and beyond, the expanded Santa Clara Transit Center is an important intermodal transit hub for the region. The Santa Clara Station Focus Area provides opportunities for the development of housing, offices, retail, hotels, restaurants, parks and other amenities.

Downtown: Revitalization of Santa Clara's historic Downtown is a priority for the City. In 2007, the City initiated a Downtown Plan for the City-owned 7.3 acres bounded by Homestead Road and Lafayette, Jackson and Benton Streets. This plan was the subject of a Request for Proposals (RFP) to solicit developer interest. The RFP suggested an urban, mixed-use center, including over 129,000 square feet of retail commercial space with 396 residential units for the site. This project is currently on hold pending improvement in overall economic and real estate conditions.

TABLE 8.12-6-3: DEVELOPMENT PROJECTS (AS OF FEBRUARY 2010)

		Units, by Income Level				
Project Name/Address	*Total Units*	*Extremely/ Very-Low*	*Low*	*Moderate*	*Above Moderate*	*Total BMR*
Completed						
Total Since January 2007	1,181	7	27	56	1,091	90
Under Construction						
2255 Gianera Street	6	6			0	6
2447 Homestead Road	8				8	0
1468 Lafayette Street	2				2	0
900 Pomeroy Avenue	3				3	0
3625 Pruneridge Avenue	8				8	0
1655 Scott Boulevard (Shea/ UL Site)	130			13	117	13
Approved						
1988 Bellomy Street	2			2	0	2
4092 Davis Street	4				4	0
4272 Davis Street	2				2	0
3575 De La Cruz Boulevard	6	6			0	6
2250 El Camino Real	45			6	39	6
1410 El Camino Real	6			6	0	6
3301 Homestead Road	4			4	0	4
3421 Homestead Road	14			1	13	1
900 Kiely Boulevard	766	26	26	25	689	77
1468 Lafayette St	2				2	2
1331 Lawrence Expressway (Marina Playa/BRE)	340	14	13	6	307	33
1701 Lawrence Road	9				9	0
3445-3465 Lochinvar Avenue	30		24		6	24
1828-1878 Main Street	28	27		1	0	28
1460 Monroe Street	18			1	17	1
90 N. Winchester Boulevard (BAREC)	275	160		2	113	162
Proposed and Planned Focus Areas						
Station Area Plan	1,663	277	277	277	832	832
3610 and 3700 El Camino Real	490	16	16	16	441	49
Downtown Plan	400	67	67	67	200	200
SUMMARY						
Completed	1,181	7	27	56	1,091	90
Under Construction	157	6	0	13	138	19
Approved	1,551	233	63	54	747	350
Proposed	2,553	360	360	360	1,473	1,155
Subtotal	**5,440**	**606**	**450**	**483**	**3,449**	**1,614**
RHNA	*5,873*	*1293*	*914*	*1002*	*2,664*	*3,209*
Remaining Need	**433**	**687**	**464**	**519**	**-785**	**1,595**

Source: City of Santa Clara; Dyett & Bhatia, 2009.

8.12-6.3 Vacant and Underutilized Sites

Vacant and underutilized sites either already zoned for residential development or requiring rezoning in order to develop housing are analyzed in this section. Only three vacant sites are large enough or otherwise appropriate for residential development. As shown in Table 8.12-6-3, these sites total five acres and have a development capacity of 67 housing units. As shown in Table 8.12-6-5 (at the end of this section), underutilized sites appropriate for residential redevelopment total 175 acres and have a potential development capacity of 4,591 housing units with 1,694 BMR units. Only four of these acres are currently zoned for residential development, with a potential for 87 housing units. (Note that these tables are located at the end of this chapter.)

Methodology

The inventory of sites only includes parcels that are vacant or underutilized—meaning that they are poised for redevelopment.

Underutilized Criteria

Underutilized sites are defined as parcels with a **land value that is greater than the assessed building value**; with a **floor area ratio of less than 0.35** (typically sites with large surface parking lots); where **residential uses are allowed** through zoning or General Plan designations; or parcels that have been **identified as opportunity sites by City staff** (which have been deemed good candidates for redevelopment).

Small Sites

Due to the inefficiency of redevelopment, sites smaller than a half-acre have not been included, unless they are located adjacent to another underutilized site and/or share common ownership and could reasonably be consolidated. The City does have experience in developing high-density residential projects on small lots. Table 8.12-6-6 describes three examples, constructed between 2004 and 2008, of developments with

TABLE 8.12-6-4: EXAMPLES OF RECENT SMALL LOT PROJECTS

Project	*Housing Type*	*Number of units*	*Site (acres)*	*Density*
21-75 Cabot AVe	Attached Condominiums	14	0.6	22
Cherry Orchard Place	Single Family Homes	14	0.7	20
1017-1053 Helen Ave	Attached Condominiums	15	0.7	22

Source: City of Santa Clara Planning and Inspection Department, 2009.

Figure 8.12-6-1:
Housing Sites Inventory

densities at above 20 units per acre, built on lots less than one acre in size.

Density Criteria and Density Bonus

Dwelling unit yields have been assumed at 80 percent of maximum density allowed under the current General Plan. Government Code Section 65583.2 indicates that a jurisdiction of Santa Clara's size and location should assume that sites with an allowable density of at least 30 dwelling units per acre (du/ac) are appropriate for BMR units. The City's experience with building affordable housing supports this assumption. Note that the flexibility built into this methodology permits a variety of allowable densities and opportunities to build affordable housing. As a result, if a site is constructed at a lower density than what has been identified as the number of "potential units" on Table Table 8.12-6-5 and 8.12-6-6, other sites can take on the higher densities and additional units. Implementation Action B-3.1 calls for a periodic inventory of housing sites to ensure that sufficient land exists to meet the needs of a range of household types and income levels.

Due to the City's inclusionary housing policy and the diversity of housing construction in recent years, affordable housing at a range of density levels has been produced in the City of Santa Clara. Table 8.12-6-7 shows a breakdown of the total number of units and the number of BMR units built within different density ranges over the previous housing element planning period. Of the 864 units constructed at over 45 or more du/ac, 624 units (or 72 percent) were affordable. The largest share (76 percent) of affordable units was produced in the 35 to 44 du/ac per acre range. Notably, many of the affordable units were included in lower density projects, with a total of 262 BMR units constructed at densities below 24 du/ac.

TABLE 8.12-6-5: HOUSING CONSTRUCTION ACCOMPLISHMENTS, BY DENSITY (1999-2006)

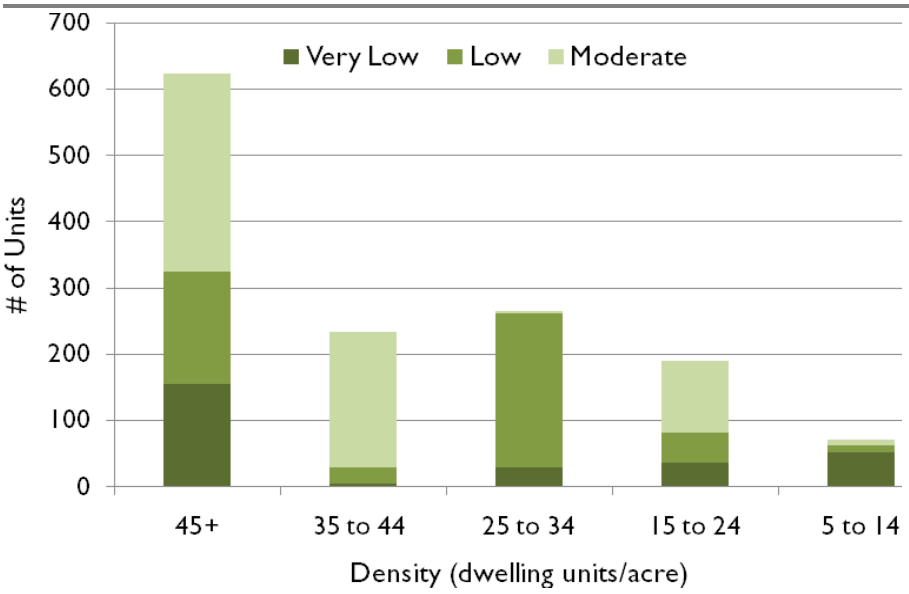
Residential Density (dwelling units/acre)	*Total Units Constructed*	*Total BMR Units*	*Percent Share*
45+	864	624	72%
35-44	310	234	76%
25-34	768	265	35%
15-24	1,637	191	12%
5-14	997	71	7%
1-4	42	0	0%
Total	4,618	1,385	

Source: City of Santa Clara Planning and Housing departments.

Chart 8.12-6-1 illustrates the breakdown of affordability by density range. Very-low income units were produced in various density ranges, with most constructed at 45+ and 5-14 du/acre. Moderate income units were developed predominantly in the 45+ and 35-44 du/acre density ranges. This suggests that while most BMR units should be targeted at higher density sites (35 du/ac and above), there are also opportunities for BMR construction on sites with low- and medium-density designations. For the purposes of the underutilized sites analysis, where site density assumptions are greater than 35 du/ac, 60 percent of housing units on the site are

assumed to be available at below-market rates.

CHART 8.12-6-1: HOUSING CONSTRUCTION ACCOMPLISHMENTS, BY AFFORDABILITY LEVEL (1999-2006)



During the last Housing Element planning period, only one developer took advantage of the City's Density Bonus Ordinance, producing 32 additional units. The City intends to update the Ordinance to increase its promotion of the program during the 2007-2014 planning period to expand housing opportunities in appropriate places, particularly near transit and services.

Feasibility of Redevelopment

Market Conditions

Many of the sites identified as underutilized and appropriate for residential and mixed-use development under the current General Plan are located along El Camino Real and are occupied by older commercial uses, typically developed with low-intensity buildings surrounded by surface parking. The viability of redeveloping underutilized sites to include housing will depend on market conditions. In 2006, the real estate market in Santa Clara County was recovering from the dot-com collapse, led by the phenomenal strength of the residential and retail markets and followed by the office/research and development and hotel markets. The more recent problems associated with the housing and credit markets, however, have stalled this recovery. As it is extremely difficult to anticipate the duration and full impact of the current recession, this analysis assumes that, in time, the economy and markets will recover, consistent with the past cyclical nature of the real estate market.

Realistic Development Capacity

Many of the identified sites are commercial uses along El Camino Real that are designated for mixed use in the City's General Plan. These sites are typically low-

intensity, one-story buildings, surrounded by large surface parking lots. These sites are envisioned to redevelop as mixed use developments with a variety of residential and non-residential uses, including retail development and public open space. Although the City's current General Plan does not prescribe minimum or maximum use types within these mixed use categories, Implementation Action B-2.1 described in Chapter 8.12-7 of this Housing Element seeks to establish minimum density requirements for zones that permit residential development to match General Plan designations and to ensure that sites are developed at appropriate density levels.

Recent mixed use development projects demonstrate how these sites could develop. Projects at 3951 Stevens Creek Boulevard and 3450 El Camino Real were developed at 82 percent commercial and 88 percent residential. These examples have zoning designations for Planned Development, which allows flexibility in both development standards and land use mix not permitted in other zones. The sites are designated for mixed use development, either "Mixed Use" or "Transit-Oriented Mixed Use." These General Plan designations do not regulate minimum or maximum residential densities or proportions of non-residential and residential development. However, such stipulations are included in the programs section of Chapter 8.12-7.

Rezoning Program

Although all vacant and underutilized sites are primed and appropriate for residential redevelopment, rezoning will be required for most of these sites. Currently, sites are predominately zoned as Community Thoroughfare (CT) and Community Commercial (CC). Through text amendments these categories will be expanded to allow for residential uses by right. An update of the City's Zoning Ordinance is already underway and expected to be completed within one year of Housing Element adoption.

Recent Development Trends

The City has extensive experience in infill development. Due to land constraints, much of the recent development in Santa Clara has been redevelopment of existing developed sites for multi-family housing. In some instances, lots with one unit have been replaced with three or four units. For example, at 1000 El Camino Real, Gateway Santa Clara, a senior housing development, was constructed on a former commercial site. At 3601 Flora Vista, off of El Camino Real, a 228 unit complex replaced a mobile home park. In the northern portion of the City, the Rivermark development, a 152-acre mixed-use development with over 3,000 housing units, is nearing completion on the former State-owned Agnews Developmental Center.

Mixed Use sites along El Camino Real are an opportunity for new housing. Market conditions, specifically along El Camino Real, have caused sites to have high vacancies, making them suitable for redevelopment. For example, the former tenant space of Mervyn's, Albertson's and smaller retail establishments at 2010 El Camino Real have been vacant for over one year. Also, other structures on large sites along this major arterial were development over 40 years ago and likely to be replaced, in part or in whole. Redevelopment interest for the former Mervyn's site, as well as a large site at

Lawrence Expressway and El Camino Real, has been recently expressed to the Planning and Inspection Department.

Many small sites are also available for redevelopment, and have shown potential for residential or mixed use development. Table 8.12-6-6 identifies the housing opportunity sites, identifying smaller sites (under one half acre) that have the potential to be consolidated with adjacent sites. Also, the establishment of a lot consolidation program through Implementation Action C.3-6 will encourage development of the small parcels for housing.

Availability of Public Facilities & Services

With the exception of the three vacant properties, all of the potential housing sites are infill already served by utilities. On-site infrastructure upgrades may be required in some locations, but, overall, demand for services can be met under current capacity levels. The analysis of non-governmental constraints in Section 8.12-5.2 further describes the City's infrastructure capacity, namely for water, wastewater and electricity. The analysis concluded that existing supplies, coupled with ongoing improvements to increase supply, predict that demand from new residential growth described in this Housing Element can be accommodated.

Flooding Hazards

There may be an increased flood risk if residential development proceeds on the housing sites identified in this chapter. The Federal Emergency Management Agency (FEMA) provides information regarding the extent of flooding, based on predicted flood flows and land elevations. In addition, the Pacific Institute estimates areas vulnerable to sea level rise in the next 100 years. Portions of the City, particularly adjacent to creeks and rivers, lie within the potential flood zone. These zones are shown in Figure 8.12-6-2. In particular, the underutilized sites near the intersections of El Camino Real and San Tomas Expressway, and El Camino Real and Lawrence Expressway, lie within this zone.

Since most new housing development in Santa Clara will result from infill development, the total amount of impervious surface is not expected to increase substantially, if at all. Still, as a mitigation, stormwater management and flood policies are addressed in the Safety Element of the General Plan and will be revisited in the 2035 General Plan Update. New policies may include landscape and architectural design guidelines in flood prone areas to reduce flood risk and potential damage.

Figure 6-2:
Flooding Potential

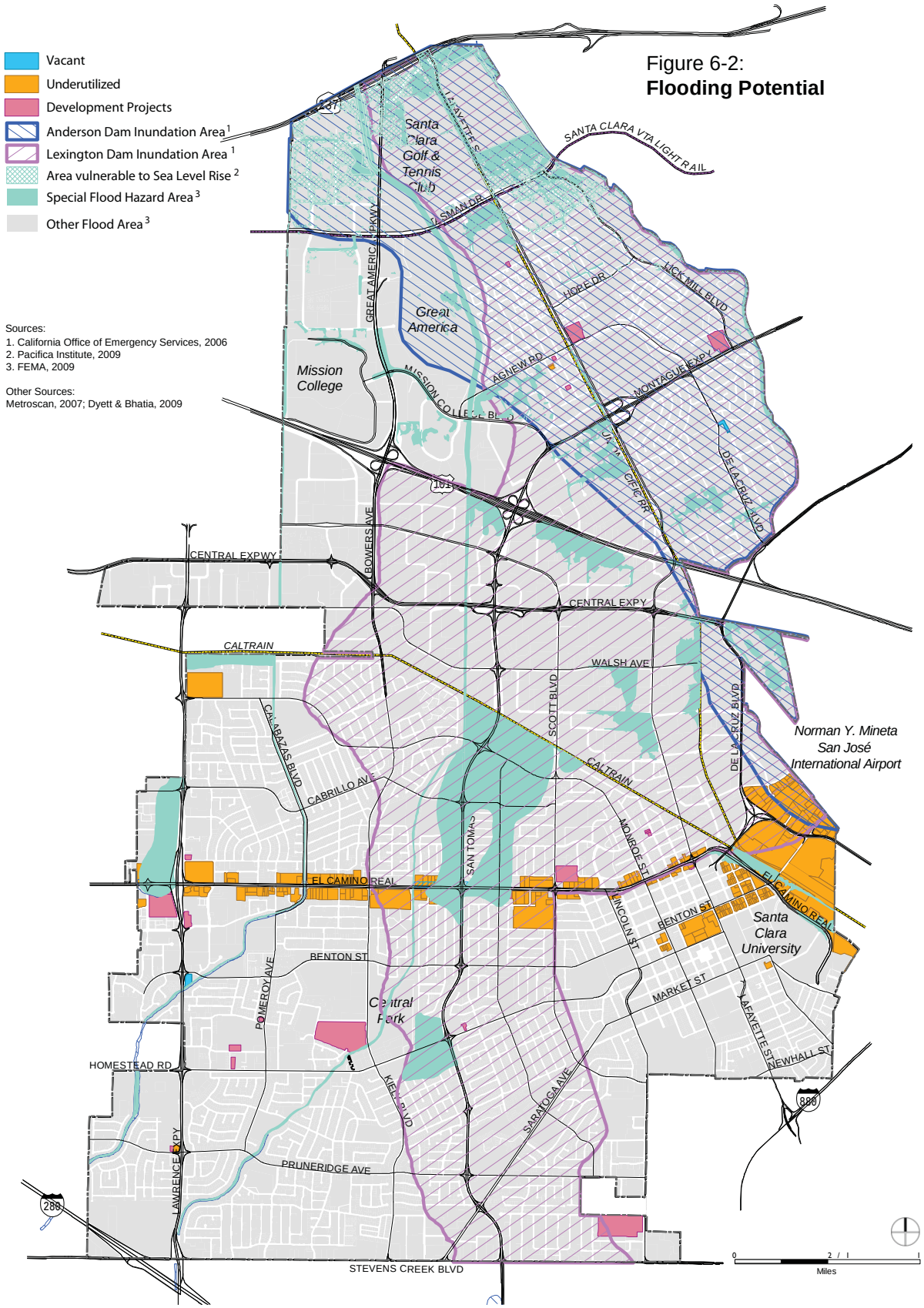


TABLE 8.12-6-6: VACANT SITES

Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
no Site Address	22437068	Vacant	n/a	n/a	2.7		20	54	5
no Site Address	26905084	Vacant	Gateway Thoroughfare	CT	0.4	1473 Jackson St and 1460 Main St	20	7	0
Benton St	29022154	Vacant	Single-Family Detached	R1-6L	1.3		6	8	0
De La Cruz Blvd	10115027	Vacant	Single-Family Detached	R1-6L	0.9		6	5	0
Jackson St	26903131	Vacant	Gateway Thoroughfare	CT	0.1	w/ 1212 El Camino Real	20	1	0
	Total				**5.4**			**75**	**5**

[1] Zoning Categories: R1-6L = Single-Family Residential.

Source: City of Santa Clara; Dyett & Bhatia, 2009.

TABLE 8.12-6-7: UNDERUTILIZED SITES

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
1470	Alpine Ave	29004007	Service Commercial/ Auto Sales	Mixed Use	CT	2.2		20	44	4
1515	Alpine Ave	29005053	Tourist/ Visitors	Transit-Oriented Mixed Use	R3-25D	0.7	w/ 2998 and 2930 El Camino Real	36	24	14
911	Benton St	26916034	Office	Mixed Use	CD	0.9		20	19	2
	Cheeney St	10412025	Public/ Institutional	Single-Family Detached	R1-6L	0.4	w/ APN 10412026	6	2	0
	Cheeney St	10412026	Public/ Institutional	Single-Family Detached	R1-6L	0.2	w/ APN 10412025	6	1	0
1680	Civic Center	22449008	Office	Gateway Thoroughfare	OG	0.6	w/ 1745 El Camino Real	20	13	1
	Downtown Focus Area	Various	City owned	Commercial and Mixed Use	PD	7.0		57	400	200

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
859	El Camino Real	22429041	Tourist/Visitors	Gateway Thoroughfare	CT	0.8	w/ 889 El Camino Real	20	15	2
889	El Camino Real	22429038	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.3	w/859 El Camino Real	20	6	0
911	El Camino Real	22428064	Community Commercial	Gateway Thoroughfare	CT	0.6		20	12	1
930	El Camino Real	26905094	Community Commercial	Gateway Thoroughfare	CT	0.3	w/ 980 El Camino Real	20	7	0
979	El Camino Real	22428048	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.1	w/ 999 El Camino Real	20	3	0
980	El Camino Real	26905093	Office	Gateway Thoroughfare	CT	0.4	w/ 930 El Camino Real	20	8	0
999	El Camino Real	22428067	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.1	w/ 979 El Camino Real	20	3	0
1021	El Camino Real	22428069	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.2	w/ 1031 El Camino Real	20	4	0
1031	El Camino Real	22428035	Community Commercial	Gateway Thoroughfare	R3-36D/ CT	0.6	w/ 1021 and 1041 El Camino Real	20	12	1
1041	El Camino Real	22428036	Office	Gateway Thoroughfare	CT	0.1	w/ 1031 and 1075 El Camino Real	20	2	0
1075	El Camino Real	22428037	Office	Gateway Thoroughfare	CT	0.1	w/ 1041 and 1083 El Camino Real	20	2	0
1083	El Camino Real	22428068	Office	Gateway Thoroughfare	CT	0.1	w/ 1075 El Camino Real	20	2	0
1212	El Camino Real	26903079	Office	Gateway Thoroughfare	CT	0.3	w/ 1849 Monroe and APN 26903130	20	6	0
1363	El Camino Real	22448011	Community Commercial	Gateway Thoroughfare	CT	0.5	w/ 1375 El Camino Real	20	10	1
1375	El Camino Real	22448002	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.7	w/ 1363 and 1385 El Camino Real	20	13	1

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
1385	El Camino Real	22448012	Service Commercial/ Auto Sales	Gateway Thoroughfare	OG/CT	0.6	w/ 1375 and 1399 El Camino Real	20	12	1
1399	El Camino Real	22448013	Service Commercial/ Auto Sales	Gateway Thoroughfare	OG/CT	1.1	w/ 1385 El Camino Real	20	21	2
1483	El Camino Real	22448005	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.3	w/ 1493 El Camino Real	20	7	0
1493	El Camino Real	22448004	Community Commercial	Gateway Thoroughfare	CT	0.5	w/ 1399 and 1483 El Camino Real	20	10	1
1550	El Camino Real	26903006	Parking Lot	Gateway Thoroughfare	CT	0.1	w/ 1466 Jefferson St.	20	2	0
1655	El Camino Real	22449010	Tourist/Visitors	Gateway Thoroughfare	CT	1.4	w/ 1705 El Camino Real	20	28	3
1705	El Camino Real	22449009	Community Commercial	Gateway Thoroughfare	CT	1.4	w/ 1745 and El Camino Real and 1680 Civic Center Dr.	20	28	3
1745	El Camino Real	22449012	Community Commercial	Gateway Thoroughfare	CT	0.8	w/ 1805 and 1705 El Camino Real and 1680 Civic Center Dr.	20	16	2
1805	El Camino Real	22420094	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.4	w/ 1745 and 1855 El Camino Real	20	8	0
1855	El Camino Real	22420095	Community Commercial	Gateway Thoroughfare	CT	0.5	w/ 1805 and 1925 El Camino Real	20	11	1
1890	El Camino Real	26901081	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	1.2	w/ 1990 El Camino Real	20	23	2
1890	El Camino Real	26901082	Service Commercial/ Auto Sales	Gateway Thoroughfare	CT	0.3	w/ 1990 El Camino Real	20	6	0
1925	El Camino Real	22420096	Community Commercial	Gateway Thoroughfare	CT	0.7	w/ 1855 El Camino Real	20	14	1
1990	El Camino Real	26901085	Community Commercial	Gateway Thoroughfare	CT	1.2	w/ 1890 El Camino Real	20	24	2

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
2006	El Camino Real	29010076	Community Commercial	Mixed Use	CC	0.5	w/ 2010 and 2120 El Camino Real	20	10	0
2010	El Camino Real	29010075	Community Commercial	Mixed Use	CC	19.4	w/ 2006 and 2120 El Camino Real	20	388	39
2025	El Camino Real	22415033	Community Commercial	Mixed Use	CC	3.2		20	65	6
2120	El Camino Real	29010028	Community Commercial	Mixed Use	CC	1	w/ 2006 and 2010 El Camino Real	20	20	2
2165	El Camino Real	22415032	Community Commercial	Mixed Use	CT	0.9		20	19	2
2200	El Camino Real	29010078	Community Commercial	Mixed Use	CC	0.9		20	19	2
2211	El Camino Real	22415027	Community Commercial	Mixed Use	CT	0.8		20	17	2
2232	El Camino Real	29010091	Community Commercial	Mixed Use	CC	2.1	w/ 2238 El Camino Real	20	42	4
2238	El Camino Real	29010090	Community Commercial	Mixed Use	CC	0.7	w/ 2232 El Camino Real	20	14	1
2280	El Camino Real	29010068	Community Commercial	Mixed Use	CT	0.4	w/ 1555 Los Padres Blvd.	20	8	0
2455	El Camino Real	21601060	Tourist/Visitors	Mixed Use	CT	1.5	w/ 2465 El Camino Real	20	29	3
2465	El Camino Real	21601041	Tourist/Visitors	Mixed Use	CT	0.6	w/ 2455 El Camino Real	20	13	1
2489	El Camino Real	21601047	Tourist/Visitors	Mixed Use	CT	0.4	w/ 2465 and 2499 El Camino Real	20	7	0
2490	El Camino Real	29046017	Tourist/Visitors	Thoroughfare/ SFD	CT	2.7		13	35	4
2499	El Camino Real	21601053	Tourist/Visitors	Mixed Use	CT	0.6	w/ 2465 El Camino Real	20	13	1
2500	El Camino Real	29046016	Tourist/Visitors	Thoroughfare	CT	0.5	w/ 2490 El Camino Real	20	10	0
2500	El Camino Real	29046015	Tourist/Visitors	Thoroughfare/ SFD	CT	0.8	w/ 2490 El Camino Real	13	10	0
2505	El Camino Real	21601044	Community Commercial	Mixed Use	CT	0.6	w/ 2515 El Camino Real and 1620 Morse Ln.	20	11	1

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
2515	El Camino Real	21601050	Tourist/Visitors	Mixed Use	CT	0.6	with 2515 El Camino Real and 1620 Morse Ln.	20	13	1
2517	El Camino Real	21601051	Service Commercial/ Auto Sales	Mixed Use	CT	0.6	w/ 2515 and 2525 El Camino Real	20	13	1
2525	El Camino Real	21601052	Service Commercial/ Auto Sales	Mixed Use	CT	1	w/ 2515 and 2585 El Camino Real	20	20	2
2550	El Camino Real	29046002	Community Commercial	Transit-Oriented Mixed Use/ Thoroughfare	CT	1	w/ 2570 El Camino Real	36	36	21
2570	El Camino Real	29046001	Community Commercial	Transit-Oriented Mixed Use	CT	1.6	w/ 2550 El Camino Real	36	57	34
2585	El Camino Real	21601008	Service Commercial/ Auto Sales	Mixed Use	CT	1.4	w/ 2525 El Camino Real	20	28	3
2600	El Camino Real	29006020	Community Commercial	Transit-Oriented Mixed Use	CC	13.5		36	485	291
2798	El Camino Real	29006021	Community Commercial	Transit-Oriented Mixed Use	CC	0.6	w/ 2600 El Camino Real	36	23	14
2800	El Camino Real	29005076	Community Commercial	Transit-Oriented Mixed Use	CT	0.7		36	25	15
2825	El Camino Real	22031114	Community Commercial	Mixed Use	CT	1		20	19	2
2850	El Camino Real	29005077	Community Commercial	Transit-Oriented Mixed Use	CT	1.9	w/ 2800 El Camino Real and 1500 Kiely Blvd.	36	69	41
2855	El Camino Real	22031082	Community Commercial	Mixed Use	CT	1.5	w/ 2895 El Camino Real	20	30	3
2895	El Camino Real	22031083	Service Commercial/ Auto Sales	Mixed Use	CT	0.5	w/ 2855 El Camino Real	20	9	0
2907	El Camino Real	22031077	Community Commercial	Mixed Use	CT	0.3	w/ 2910 El Camino Real	20	7	0

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
2910	El Camino Real	29005074	Community Commercial	Transit-Oriented Mixed Use	CT	0.5	w/ 2907 El Camino Real	36	19	11
2915	El Camino Real	22031078	Community Commercial	Mixed Use	CT	0.3		20	7	0
2930	El Camino Real	29005055	Tourist/Visitors	Transit-Oriented Mixed Use	CT	1	w/ 1515 Alpine and 2998 El Camino Real	36	38	23
2931	El Camino Real	22031079	Community Commercial	Mixed Use	CT	0.7		20	13	1
2983	El Camino Real	22031075	Service Commercial/ Auto Sales	Mixed Use	CT	1.1		20	22	2
2998	El Camino Real	29005054	Community Commercial	Transit-Oriented Mixed Use	CT	0.5	w/ 1515 Alpine and 2930 El Camino Real	36	19	11
3031	El Camino Real	22032056	Service Commercial/ Auto Sales	Mixed Use	CT	0.4	w/ 3033 and 2983 El Camino Real	20	9	0
3033	El Camino Real	22032054	Service Commercial/ Auto Sales	Mixed Use	CT	0.8	w/ 3031 and 3035 El Camino Real	20	17	2
3035	El Camino Real	22032059	Service Commercial/ Auto Sales	Mixed Use	CT	1.9		20	38	4
3050	El Camino Real	29004006	Service Commercial/ Auto Sales	Mixed Use	CT	1.1		20	23	2
3084	El Camino Real	29004005	Service Commercial/ Auto Sales	Mixed Use	CT	0.6	w/ 3100 El Camino Real	20	11	1
3100	El Camino Real	29004004	Service Commercial/ Auto Sales	Mixed Use	CT	0.7	w/ 3084 El Camino Real	20	14	1
3141	El Camino Real	22032057	Community Commercial	Mixed Use	CT	1.9		20	37	4

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
3150	El Camino Real	29004003	Office	Mixed Use	CT	0.7	w/ 3100 El Camino Real	20	13	1
3155	El Camino Real	22032058	Community Commercial	Mixed Use	CT	0.6	w/ 3141 El Camino Real	20	12	1
3160	El Camino Real	29004002	Service Commercial/ Auto Sales	Mixed Use	CT	0.6		20	11	1
3161	El Camino Real	22001055	Service Commercial/ Auto Sales	Mixed Use	CT	0.7	w/ 3175 El Camino Real	20	13	1
3170	El Camino Real	29004045	Service Commercial/ Auto Sales	Mixed Use	CT	0.6		20	13	1
3175	El Camino Real	22001056	Service Commercial/ Auto Sales	Mixed Use	CT	3.4	w/ 3161 El Camino Real	20	68	7
3208	El Camino Real	29003087	Tourist/Visitors	ModDR/Mixed Use/ Thoroughfare	CT	1.6		20	33	3
3232	El Camino Real	29063008	Community Commercial	Mixed Use	CT	0.4	w/ 3241 and 3236 El Camino Real	20	8	0
3236	El Camino Real	29003085	Community Commercial	Mixed Use	CT	0.2	w/ 3232 and 3241 El Camino Real	20	4	0
3248	El Camino Real	29003084	Office	Mixed Use	CT	0.4	w/ 3232 and 3236 El Camino Real	20	7	0
3278	El Camino Real	29003083	Community Commercial	Mixed Use	CT	0.3	w/ 3248 and 3290 El Camino Real	20	6	0
3290	El Camino Real	29003081	Community Commercial	Mixed Use	CT	0.2	w/ 3278 El Camino Real	20	4	0
3295	El Camino Real	22001054	Service Commercial/ Auto Sales	Mixed Use	CT	0.7		20	14	1
3310	El Camino Real	29002098	Community Commercial	Mixed Use	CT	0.2	w/ 1570 Pomeroy Ave	20	3	0
3310	El Camino Real	29002099	Community Commercial	Mixed Use	CT	0.2	w/ 1570 Pomeroy Ave	20	3	0
3334	El Camino Real	29002105	Office	Mixed Use	CT	0.3	w/ 1570 Pomeroy Ave	20	5	0

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
3334	El Camino Real	29002104	Office	Mixed Use	CT	0.3	w/ 1570 Pomeroy Ave	20	6	0
3348	El Camino Real	29002101	Office	Mixed Use	CT	0.1	w/ 3334 and 3358 El Camino Real	20	3	0
3358	El Camino Real	29002100	Office	Mixed Use	CT	0.2	w/ 3348 El Camino Real	20	4	0
3362	El Camino Real	29002103	Service Commercial/ Auto Sales	Mixed Use	CT	0.9	w/ 3358 El Camino Real	20	19	2
3380	El Camino Real	29002102	Community Commercial	Mixed Use	CT	0.9	w/ 3400 and 3390 El Camino Real	20	18	2
3390	El Camino Real	29002094	Tourist/Visitors	Mixed Use	R3-25D	0.7	w/ 3400 and 3380 El Camino Real	20	14	1
3400	El Camino Real	29002095	Office	Mixed Use	CT	0.2	w/ 3380 and 3390 El Camino Real	20	3	0
3410	El Camino Real	29001136	Community Commercial	Transit-Oriented Mixed Use	CT	2.2		36	80	48
3443	El Camino Real	22002045	Community Commercial	Transit-Oriented Mixed Use	CT	1.6	w/ 3455 and 3475 El Camino Real	36	56	34
3455	El Camino Real	22002046	Community Commercial	Transit-Oriented Mixed Use	CT	0.7	w/ 3443 and 3475 El Camino Real	36	24	14
3475	El Camino Real	22002020	Community Commercial	Transit-Oriented Mixed Use	CT	0.5	w/ 3443 and 3455 El Camino Real	36	17	10
3501	El Camino Real	22003010	Community Commercial	Transit-Oriented Mixed Use	CC	10.7		36	384	230
3530	El Camino Real	29001114	Community Commercial	Transit-Oriented Mixed Use	CT	0.6	w/ 3570 and 3580 El Camino Real	36	21	13
3550	El Camino Real	29001113	Tourist/Visitors	Transit-Oriented Mixed Use	CT	1.1		36	41	25
3570	El Camino Real	29001117	Tourist/Visitors	Transit-Oriented Mixed Use	CT	0.4	w/ 3530 and 3580 El Camino Real	36	14	9

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
3580	El Camino Real	29001116	Tourist/ Visitors	Transit-Oriented Mixed Use	CT	1.6	with 3530 and 3570 El Camino Real	36	57	34
3590	El Camino Real	29001115	Tourist/ Visitors	Transit-Oriented Mixed Use	CT	0.7		36	24	15
3605	El Camino Real	21334005	Community Commercial	Transit-Oriented Mixed Use	CC	0.3	w/ 3615 El Camino Real	36	10	6
3615	El Camino Real	21334004	Community Commercial	Transit-Oriented Mixed Use	CC	3.8	w/ 3605 El Camino Real	36	136	82
3705	El Camino Real	21334010	Community Commercial	Transit-Oriented Mixed Use	CC	4.3		36	156	94
3715	El Camino Real	21334011	Community Commercial	Transit-Oriented Mixed Use	CC	0.3	w/ 3705 and 3735 El Camino Real	36	11	6
3725	El Camino Real	21334008	Service Commercial/ Auto Sales	Transit-Oriented Mixed Use	CC	0.6	w/ 3735 El Camino Real	36	20	12
3735	El Camino Real	21334012	Community Commercial	Transit-Oriented Mixed Use	CC	1.9	w/ 3725 and 3715 El Camino Real	36	67	40
3739	El Camino Real	21334013	Community Commercial	Transit-Oriented Mixed Use	CC	0.4	w/ 3735 El Camino Real	36	13	8
3755	El Camino Real	21335032	Office	Mixed Use	CC	1.2		20	23	2
3775	El Camino Real	21335035	Community Commercial	Mixed Use	CC	2.2		20	44	4
	El Camino Real	22031080	Service Commercial/ Auto Sales	Mixed Use	CT	0.7	w/ 2983 and 2931 El Camino Real	20	13	1
	El Camino Real	22415018	Community Commercial	Mixed Use	CC	1.4		20	27	3
1313	Franklin St	26920078	Public/Institutional	Mixed Use	CC	0.9		20	18	2
1336	Franklin St	26920085	Community Commercial	Mixed Use	CC	0.2	w/ 950 Monroe St.	20	3	0
1356	Franklin St	26920084	Community Commercial	Mixed Use	CC	0.1	w/ 1336 Franklin St.	20	3	0

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
1370	Franklin St	26920083	Heavy Industrial	Mixed Use	CC	0.1	w/ 1356 Franklin St.	20	3	0
1390	Franklin St	26920082	Office	Mixed Use	PD	0.3	w/ 1370 Franklin St.	20	5	0
1391	Franklin St	26920079	Office	Mixed Use	CC	0.5	w/ 1313 Franklin St.	20	10	1
1450	Halford Ave	31305012	Community Commercial	Mixed Use	CC	1.3		20	25	3
1463	Jackson St	26905011	Moderate Density Residential	Gateway Thoroughfare	CT	0.1	w/ 1473 Jackson St.	20	2	0
1473	Jackson St	26905056	Moderate Density Residential	Gateway Thoroughfare	CT	0.1	w/ 1463 Jackson St.	20	2	0
1466	Jefferson St	26903051	Community Commercial	Gateway Thoroughfare	CT	0.5	w/ 1550 El Camino Real	20	11	1
1500	Kiely Blvd	29005060	Community Commercial	Transit-Oriented Mixed Use	CT	0.4	w/ 2850 El Camino Real	36	16	9
1543	Lafayette St	22429030	Office	Moderate Density Residential	CT	0.2	w/ 889 El Camino Real	20	4	0
1499	Lincoln St	26903004	Community Commercial	Gateway Thoroughfare	CT	0.3	w/ 1550 El Camino Real	20	5	0
1555	Los Padres Blvd	29010031	Community Commercial	Mixed Use	CT	0.3	w/ 2280 El Camino Real	20	7	0
1460	Main St	26905003	Moderate Density Residential	Gateway Thoroughfare	CT	0.1		20	2	0
1475	Main St	26905058	Community Commercial	Gateway Thoroughfare	CT	0.1	w/ APN 26905090	20	2	0
	Main St *no Site Address*	26905090	Community Commercial	Gateway Thoroughfare	PD	0		20	0	0
1461	Main St #2	26905104	Medium-High Density Residential	Gateway Thoroughfare	R3-36D	0.4	w/ 1475 Main St.	20	7	0

#	Street	APN	Existing Land Use	General Plan	Zoning[1]	Acres	Potential Lot Consolidation	Assumed Density	Potential Units Total	Potential Units BMR
950	Monroe St	26920086	Community Commercial	Mixed Use	CC	0.5	w/ 1336 Franklin St.	20	10	1
1489	Monroe St	26903086	Vacant	Gateway Thoroughfare	CT	0.2	w/ APN 26903130 and 26903130	20	3	0
	Monroe St *no Site Address*	26903130	Vacant	Gateway Thoroughfare	CT	0.2		20	4	0
3515	Monroe St	21625006	R&D	Transit-Oriented Mixed Use	MP/B	16.2		36	583	350
1620	Morse Ln	21601043	Community Commercial	Mixed Use	CT	0.5	w/ 2505 el Camino Real	20	10	1
1570	Pomeroy Ave	29002092	Community Commercial	Mixed Use	CT	0.3	w/ 3310 El Camino Real	20	6	0
1595	Pomeroy Ave	29003059	Community Commercial	Mixed Use	CT	0.6		20	12	1
	Pruneridge Ave	31610034	Service Commercial/ Auto Sales	Moderate Density Residential	PD	0.6		20	12	1
	Santa Clara Station Focus Area	Various	Commercial and Industrial	Light and Heavy Industrial	MH and ML	244		9		831
	Scott Blvd	29010073	Community Commercial	Mixed Use	CC	0.7		20	14	1
2705	The Alameda	26938109	Public/Institutional	Mixed Use	CT	0.7		20	15	1
1452	Washington St	26905089	High Density Residential	Gateway Thoroughfare	PD	0.4	1475 Main St.	20	8	0
		Total				**425.4**			**BMR 2,717**	
									TOTAL 6,636	

[1] Zoning Categories: B= Public, Quasi-Public, and Public Park, or Recreation; CC = Community Commercial; CD = Downtown Commercial; CT = Thoroughfare Commercial; MP = Planned Industrial; OG = General Office; PD = Planned Development; R1-6L = Single-Family Residential; R3-25D = Moderate-Density Multiple Dwelling Residential; R3-36D = Medium-Density Multiple Dwelling Residential

Source: City of Santa Clara; Dyett & Bhatia, 2009.

8.12-6.4 Opportunities for Energy and Resource Conservation

In addition to its strategic location near jobs, transit and services, the City of Santa Clara owns and operates its own electric utility, water and sewer utility, and jointly owns the sewage treatment plant with the City of San José. The City, therefore, has greater control over production and consumption than most other jurisdictions in the State. This control provides an opportunity to implement programs and policies that encourage energy and resource conservation.

Land Use and Transportation

Santa Clara, given its built-out nature, is in many ways already practicing resource conservation through effective use of limited resources. New housing has already been approved near key corridors and walkable centers. As future development is planned in the City, there are new opportunities to locate housing and jobs in proximity to transit and to expand transit services along designated corridors, resulting in the potential for fewer vehicle trips. For example, the Santa Clara Station Area Plan, comprised of about 250 acres around the Santa Clara Transit Center, could generate over 1,600 new housing units within a half-mile walking distance of the transit center.

Energy

The City supports several regional efforts with sustainable goals for conservation of energy resources and greenhouse gas reductions. In January 2008, the City signed the U.S. Mayors Climate Protection Agreement with a target of meeting or exceeding the Kyoto Protocol for a reduction of greenhouse gas emissions of 5.2 percent below 1990 levels by 2012 (a 29 percent cut). Additionally, Santa Clara is a member of Sustainable Silicon Valley, a coalition of businesses, governments, and non-government organizations working to reduce regional carbon dioxide emissions to 20 percent below 1990 levels by 2010.

The City is well-established in sustainable efforts through its utilities and public services, including the efforts of the City's municipal electric utility, SVP. Today, SVP and the City are focused on expanding the utility's sustainable resources. One of the City's 2007-2009 Principles and Priorities affirms a commitment to reduction of greenhouse gases and development of sustainable renewable energy green power resources. In 2007, about 30 percent of the power mix for SVP was from renewable geothermal, small hydroelectric, solar and wind sources (57 percent if large hydroelectric sources are included). From these sources, SVP offers a Green Power option to all residents and businesses in the City comprised of 100 percent clean wind and solar power resources located in California. Several of these resources are solar facilities within the City itself.

SVP also operates a Neighborhood Solar Program, matching resident and business contributions to the fund for non-profit solar facilities in the City. Additionally, SVP provides rebates for local businesses and residents for installation of solar electric systems. Rebates are also offered by the City for a variety of energy-efficient appliances, insulation, lighting, cooling and process efficiency changes.

Water and Wastewater

Santa Clara is also involved with water resource conservation and recycling, through co-ownership of the San José/Santa Clara Water Pollution Control Plant (WPCP), which treats wastewater from sinks, tubs, toilets, and industrial processes. The WPCP is on track to be energy self-sufficient in five years and carbon neutral in 20 years. An update to the WPCP Master Plan is also looking at revenue strategies that could offset projected sewer rate increases, address rising sea levels and flood control, and increase recycled water usage. Medium- or large- housing developments with landscaping needs are eligible for recycled water. Due to high infrastructure costs, single-family homes are not eligible.

Waste Reduction

Recycling efforts in the City include a curbside recycling program which collects recyclable materials and yard clippings. These efforts divert over 50 percent of the City's waste from the landfill.

Green Building

In 2008, the City adopted Green Building Policies that recognize the Leadership in Energy and Environmental Design (LEED™) rating system and the GreenPoint residential rating system of Build It Green. These policies require the submittal of a completed LEED™ or Green Point checklist as part of a planning application. At this time, applicants are not required to implement green building practices. New public construction and renovation projects over 5,000 square feet, however, are required to achieve a LEED™ Silver Certification level or better and to recycle at least 50 percent of materials.

8.12-7 QUANTIFIED OBJECTIVES, GOALS, POLICIES, AND ACTIONS

The goals, policies, and actions delineated in this chapter serve to support the State of California's overarching aim of providing, "decent housing and a suitable living environment for every Californian" (Government Code Section 65580).

8.12-7.1 Quantified Objectives

As required by Section 65583 of the California Government Code, the goals, policies, and actions in this chapter seek to meet quantified housing objectives. Table 8.12-7-1 summarizes these findings, which result in a total estimated capacity of 10,138 housing units. All of these units will be produced through new construction. Although the City expects to rehabilitate homes—through the Neighborhood Conservation Improvement Program and other funding sources—these upgrades may not meet the definition of "substantial rehabilitation" as required under Section 65583.

TABLE 8.12-7-1: QUANTIFIED OBJECTIVES

		Units, by Income Level				
Objective Type	*Total Units*	*Extremely-Low*[1]	*Very-Low*	*Low*	*Moderate*	*Above Moderate*
New Construction[2]	10,138	652	652	927	1,012	6,895
Rehabilitation	0	0	0	0	0	0
Conservation/Preservation	0	0	0	0	0	0
Total	10,138	652	652	927	1,012	6,895

[1] Note: The "extremely-low income" category is not included in the RHNA. However, cities are charged with addressing the housing needs of this population in the housing element. Although ELI need was not calculated by ABAG, HCD allows the City to assume that approximately half of the very-low income households qualify as ELI. This is consistent with the CHAS data and the analysis completed in Chapter 3 (see Table 3-16).

[2] New moderate income units produced as a result of condo conversions are included under the subtotal for New Construction.

Second units or accessory units are permitted by right on single family lots of 7,000 square feet or greater. Approximately 64 new such units are anticipated in the new planning period. However, given this low number and the low precedent (only 40 accessory units were constructed in the last planning period), these are not identified as contributing toward meeting the City's RHNA. The Zoning Ordinance Update expects to increase the opportunity for second units by reducing the minimum lot size requirement to 6,000 square feet, in the R1 district.

8.12-7.2 Goals, Policies, and Implementation Actions

The Housing Element identifies the City's goals for neighborhood conservation, housing sites and production, housing support, and housing opportunities. The goals are supported by policies which are implemented through the provision of funding, review for new housing developments and allocation of low income units. These policies are put into action by the individual Implementation Actions. The format and labeling of the Goals, Policies and Implementation Actions is consistent with other elements in the General Plan. Each Goal is supported by one or more Policies, and some Policies are implemented by multiple Implementation Actions.

Neighborhood Conservation

Neighborhood Conservation focuses on the preservation and maintenance of the physical housing units in a neighborhood. Maintaining quality development is an important goal of the City, regarding new and aging homes.

<table>
<tr><th colspan="3">GOAL A: Create and maintain high-quality, livable, and unique residential neighborhoods and preserve established single-family neighborhoods.</th></tr>
<tr><td colspan="3">Policy A-1: Maintain and improve the quality of residential neighborhoods, eliminate housing deficiencies and prevent future blight through the encouragement of ongoing maintenance, rehabilitation and conservation of existing housing stock.</td></tr>
<tr><td rowspan="3">Implementation Action (A-1.1): Rehabilitate low income owner occupied housing through the City's Neighborhood Conservation Improvement Program (NCIP).
• Under the NCIP, low income homeowners are provided grants and loans for needed home repairs. The program is available on a Citywide basis and is marketed periodically to areas with concentrations of lower income households and homes needing improvements. Applicants are first screened for income qualifications. A City Housing Inspector then evaluates the home for substandard conditions. Low cost projects such as a new furnace or stair repairs are often paid for through grants of up to $5000. Larger projects are estimated and presented to the City's Loan Committee made up of a Council member and appointed citizens. The Committee approves the applicant, work totals and loan terms.
• The current maximum loan amount is $75,000 with interest at 6 percent for the upper low income range and 3 percent deferred for incomes below 50 percent of the median. The City prepares the bid package and solicits bids with the homeowner's participation. A City Housing Inspector monitors the contractor's work and disburses funds.
• Inspectors from the Building Inspection Division will continue to conduct inspections of homes on a request and complaint basis, providing advice and assistance where possible to correct problems.
• Historically, about half the recipients are extremely-low income households, usually seniors.</td><td>Funding Source</td><td>Responsible Agency</td></tr>
<tr><td>CDBG, HOME, Redevelopment Agency</td><td>Housing & Community Services Division, City Council</td></tr>
<tr><td colspan="2">Timeline
Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010</td></tr>
</table>

Implementation Action (A-1.2): Preserve assisted rental housing.	**Funding Source**	**Responsible Agency**
• One assisted rental project in Santa Clara - Liberty Towers - is identified to be at potential low risk of conversion to market rate use between 2009 and 2019. While this 100 unit senior apartment project is under non-profit ownership, project affordability is in part tied to a short-term Section 8 contract subject to renewal by HUD in 2009. As project based Section 8 funding is likely to remain intact, this project is considered at low risk of conversion. Nonetheless, the City will take the following actions to ensure preservation of Liberty Towers: o Continue to assist the Property Owners: Liberty Towers is a regular applicant for Community Development Block Grant (CDBG) and HOME funding to make periodic improvements to the property. These have included life safety projects for sprinklers and alarms, as well as roof repairs. Such assistance helps the project maintain its affordability. • Monitor the Status of Section 8 Legislation: The project based Section 8 program is undergoing constant and substantial changes that make planning for the preservation of at-risk units a difficult task. City staff will monitor the legislative changes concerning the Section 8 program in order to be strategically prepared for the potential conversion of at-risk units. • Monitor At-Risk Units: The City will monitor the at-risk project through maintaining contact with the property owner regarding their long term plans for the project. • Work with Potential Purchasers: The City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk. As necessary and feasible, the City will provide financial and technical assistance to these organizations. • Conduct Tenant Education by: o Notifying tenants as far in advance as possible of potential conversion to market rate housing. o Providing information regarding tenant rights and conversion procedures. o Offering tenants information regarding Section 8 rental subsidies and other available assistance through City and County agencies as well as non-profit organizations.	*Redevelopment Housing Fund, Federal Funds*	*Housing & Community Services Division, Redevelopment Agency*
	Timeline Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010	

Policy A-2: Provide code enforcement support for residential neighborhoods in conformance with City Code and Zoning Ordinance regulations.		
Implementation Action (A-2.1): Maintain and expand where appropriate a strong housing inspection and code enforcement program to ensure adequate maintenance of the housing stock and quality of the residential neighborhoods. • Continue the multi-family residential housing inspection and educational programs. • City inspection staff will aggressively respond to violations of housing codes. • Special attention shall be given to maintaining the stability of residential neighborhoods through development and enforcement of minimum standards of allowed use of the City's streets, as well as maintenance of front and other yard areas visible from the public right-of-way.	**Funding Source** *CDBG, General Fund*	**Responsible Agency** *Planning Division, Building Inspection, City Council, Police Department*
	Timeline *Ongoing. Will be implemented throughout planning cycle.*	
Implementation Action (A-3.1): Require "Build It Green" Checklists as part of remodel and addition permit submittals.	**Funding Source** *Private*	**Responsible Agency** *Planning Division, Building Inspection*
	Timeline *Ongoing. Implemented on a project by project basis.*	
Policy A-3: Promote compatibility between neighborhoods while respecting differences in neighborhood character.		
Implementation Action (A-4.1): Improve the relationship between Santa Clara University (SCU) students and other City residents in neighborhoods adjacent to SCU. • Improve the maintenance of student-occupied homes and behavior of the occupants to minimize impacts on the neighborhood surrounding SCU. Enhance code enforcement and special Police patrols to address the problems in the area. • Hold quarterly meetings with student tenants, landlords, SCU, residents and the City to allow opportunities for stakeholders to discuss neighborhood issues and concerns.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division, Police Department*
	Timeline *Ongoing. To be implemented immediately upon adoption of Housing Element.*	
Implementation Action (A-4.2): Continue to work with neighbors (residents, businesses, and institutions such as Santa Clara University) to ensure that development is compatible with existing neighborhoods and that neighbors are satisfied with the design, density, and parking requirements of projects.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division*
	Timeline *Ongoing. Implemented on a project by project basis.*	

Policy A-4: Promote consensus with City Design Guidelines.		
Implementation Action (A-5.1): Maintain and encourage consistent and high quality standards for residential construction, reconstruction and remodels.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division, Building Inspection, Architectural Committee*
	Timeline *Within first year after adoption, revise design guidelines and implement on a project by project basis.*	

Housing Sites and Production

Housing sites and production identifies the potential physical location for new housing development. Density, unit types, affordability, and compatibility of new development with existing neighborhoods are major factors when reviewing new housing proposals. The City strives to provide enough housing units to meet the needs of the population, while balancing new housing development with preservation of established neighborhoods.

GOAL B: Manage growth in the City by designating suitable vacant or underutilized sites for new residential development and ensuring compatibility with community goals and existing neighborhoods.		
Policy B-1: Disperse affordable housing units throughout the City to avoid a concentration in any one neighborhood.		
Implementation Action (B-1.1): Locate affordable units throughout new and existing development. • In new housing development, review location of affordable units during development review process. • In existing neighborhoods, support acquisition of single-family homes for affordable housing.	**Funding Source**	**Responsible Agency**
	General Fund, *CDBG, HOME*	*Planning Division, Housing and Community Services*
	Timeline *Ongoing. Implement on a project by project basis as applicable to projects with affordable units. Within first year of implementation, identify potential units for affordable housing conversion.*	
Policy B-2: Encourage the building of higher density housing on appropriate vacant or underutilized sites.		
Implementation Action (B-2.1): Establish minimum density requirements for zones that permit residential development to match General Plan designations and to ensure that sites are developed at appropriate density levels.	**Funding Source**	**Responsible Agency**
	CDBG, HOME, Redevelopment Agency	*Planning Division, Planning Commission, City Council*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update.*	

Implementation Action (B-2.2): Preserve assisted rental housing.	**Funding Source**	**Responsible Agency**
• One assisted rental project in Santa Clara - Liberty Towers - is identified to be at potential low risk of conversion to market rate use between 2009 and 2019. While this 100 unit senior apartment project is under non-profit ownership, project affordability is in part tied to a short-term Section 8 contract subject to renewal by HUD in 2009. As project based Section 8 funding is likely to remain intact, this project is considered at low risk of conversion. Nonetheless, the City will take the following actions to ensure preservation of Liberty Towers: o Continue to assist the Property Owners: Liberty Towers is a regular applicant for CDBG and HOME funding to make periodic improvements to the property. These have included life safety projects for sprinklers and alarms, as well as roof repairs. Such assistance helps the project maintain its affordability. • Monitor the Status of Section 8 Legislation: The project based Section 8 program is undergoing constant and substantial changes that make planning for the preservation of at-risk units a difficult task. City staff will monitor the legislative changes concerning the Section 8 program in order to be strategically prepared for the potential conversion of at-risk units. • Monitor At-Risk Units: The City will monitor the at-risk project through maintaining contact with the property owner regarding their long term plans for the project. • Work with Potential Purchasers: The City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk. As necessary and feasible, the City will provide financial and technical assistance to these organizations. • Conduct Tenant Education by: o Notifying tenants as far in advance as possible of potential conversion to market rate housing. o Providing information regarding tenant rights and conversion procedures. o Offering tenants information regarding Section 8 rental subsidies and other available assistance through City and County agencies as well as non-profit organizations.	*General Fund*	*Housing & Community Services Division, Redevelopment Agency*
	Timeline *Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010*	

Implementation Action (B-2.3): Amend the Zoning Ordinance to permit residential by right on parcels that have General Plan designations that permit residential development, but commercial zoning designations that do not.	**Funding Source**	**Responsible Agency**
	N/A	*Planning Division*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update.*	
Implementation Action (B-2.4): Annually review the Land Use Section of the General Plan for areas subject to flooding identified by the Federal Management Agency (FEMA) or the State Department of Water Resources (DWR). Review the Housing Element for internal consistency with the Land Use and Environmental Quality Sections and amend the element, as necessary.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division and Public Works Department*
	Timeline *Annually, beginning one year after adoption of the Housing Element*	

Policy B-3: Encourage the annual construction of the number of housing units necessary to meet the City's regional housing needs determination through housing finance and reducing development constraints.		
Implementation Action (B-3.1): Maintain an inventory of housing sites appropriate for a range of housing types and income levels. Maintain a periodic inventory of available sites and holding capacity to determine if sufficient land exists to meet the needs of a range of household types and income levels. • Identify appropriate sites for affordable housing and provide benefits and assistance to property owners to create affordable housing. The City can aid developers of affordable housing by selecting sites for affordable housing in advance and encouraging development proposals for sites so identified. • The City will also provide information and technical assistance on Federal and State funding sources or referrals to appropriate agencies. Disperse and monitor the location of affordable units in various areas of the City. • Review housing sites inventory at time of development proposal to determine consistency with proposed density and assumed density in Housing Element.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division*
	Timeline *Ongoing. Inventory to be maintained through Housing Element updates. Information to be updated as required. Housing inventory to be reviewed on a project by project basis and tracked administratively.*	

Implementation Action (B-3.2): Promote the construction of accessory units to increase the type and size of the City's housing stock. • Accessory units are permitted by right on single-family lots that have sufficient lot area to meet minimum parking, maximum building coverage, and minimum setbacks. • The City will evaluate the current ordinance to include performance standards relating to those impacts that are considered a concern to neighbors. The intent is to increase the flexibility of the ordinance, particularly in areas with non-subdivision development, and increase the number of applications for accessory units. The City will consider revising the minimum lot size requirements with the update of the Zoning Ordinance. • Conduct an ongoing promotional program including mailings to owners of single-family properties with adequate size for accessory living units.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division*
	Timeline *Within first year after adoption. Development and performance standards will be evaluated in conjunction with the Zoning Ordinance update. Promotional program to commence subsequent to adoption of new Zoning Ordinance.*	
Implementation Action (B-3.3): Reconsider parking requirements within the Zoning Ordinance • Parking requirements should seek to balance meeting parking demand, preventing spillover parking into existing neighborhoods, and reducing the land area devoted to parking and the expense that comes with its supply.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division*
	Timeline *Within first year after adoption. Development and performance standards will be evaluated in conjunction with Zoning Ordinance update.*	
Implementation Action (B-3.4): Zero net loss. • Maintain a zero net loss of units identified on opportunity sites in the Housing Element. If the assumed density is not entitled, a finding must be made that the displaced units can be redistributed to other opportunity sites.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division*
	Timeline *Montitor on an on-going basis with each residential project reviewed.*	

Policy B-4: Promote compatibility between neighborhoods while respecting differences in neighborhood character.		
Implementation Action (B-4.1): Increase the affordable housing stock. • Combine public and private funds in joint housing ventures. • Continue to work with the Housing Authority of Santa Clara County to expand the Authority's ability to create low and moderate income housing. • The City will participate with other local jurisdictions to provide affordable housing. CDBG and HOME funds will continue to be used in conjunction with other cities' funds to construct shelters and to provide housing services.	**Funding Source** *Redevelopment Housing Fund, CDBG, HOME*	**Responsible Agency** *Redevelopment Agency, City Council*
	Timeline *Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010*	

Policy B-5: Work towards the mitigation of jobs/housing ratio impacts created by developments with significant employment.		
Implementation Action (B-5.1): Require housing impact studies as part of project-related environmental reviews for new developments or businesses that generate a high number of jobs. • An affordable housing mitigation fee shall be considered for office and industrial developments that propose a significant square footage of area where persons are to be employed. • Housing Impact Studies will be required through development agreements with new projects, to address the impact on the affordable housing supply.	**Funding Source**	**Responsible Agency**
	Private	*Planning Division, Planning Commission, City Council*
	Timeline *Ongoing. Impact studies will be required on large-scale projects on a project by project basis. Mitigation fee will be considered at time of fee update.*	

Policy B-6: Encourage higher density residential development in transit-oriented and mixed use areas where appropriate.		
Implementation Action (B-6.1): Designate in the General Plan Land Use Element sites suitable for future housing development. • Revise development criteria for transit-oriented development (TOD) designated areas to encourage residential development and ensure neighborhood compatibility. • Review additional sites for possible designation as residential or mixed use, considering their location relative to existing residential uses, parks, and support services such as transit, and for environmental suitability. Encourage developments that are transit-based or in close proximity to transit when determining City affordable housing funding decision priorities.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division, Planning Commission, City Council*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update. Text to be modified in the Zoning Ordinance to accommodate housing.*	

Implementation Action (B-6.2): Encourage Mixed Use development where appropriate to provide increased opportunities for housing development. • Mixed use could include a ground floor of commercial plus one or more stories of residential uses above or behind commercial uses, as well as multi-family infill in commercial districts. The inclusion of housing in any new developments in Mixed Use-designated areas will be encouraged. • Notify owners of mixed-use designated sites through an outreach/marketing program.- • The major incentive is the enhanced economic return and the mutual market support of the different uses. The redesignation will also streamline the land use approval process.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division, Planning Commission, City Council*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update. Text to be modified in the Zoning Ordinance to accommodate housing. Outreach program to begin after adoption of Zoning Ordinance.*	

Implementation Action (B-6.3): Refine Mixed-Use Overlay zone criteria to encourage mixed-use development at key nodes. • Revise development standards, such as minimum lot size, building heights, open space requirements and separation from potential nuisances to facilitate development, while ensuring compatibility of use.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division, Planning Commission, City Council*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update. Text to be modified in the Zoning Ordinance to accommodate housing.*	
Policy B-7: Encourage a mix of unit types and sizes in new housing development.		
Implementation Action (B-7.1): Continue to assist in funding programs designed to create shared housing arrangements for seniors and families. In addition to contributing to the operating expenses of such programs, the City has provided single-family homes for shared housing arrangements. The homes were originally purchased for right-of-way needs and subsequently became available for shared housing.	**Funding Source** *Redevelopment Housing Fund*	**Responsible Agency** *Redevelopment Agency, Non-Profit Agencies*
	Timeline *Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010.*	
Implementation Action (B-7.2): Support development of low income housing alternatives, such as Single-Room Occupancy (SRO) units, Senior Housing, Family Housing, etc. Support can take the form of Redevelopment Housing Fund assistance, City owned land for a site, or ordinance amendment or variance based on single-room occupancy units' unique characteristics. • Amend the Zoning Ordinance to allow Single-Room Occupancy (SRO) Units in multi-family residential zoning districts, similar to other multi-family developments. • Between 2009 and 1014, the Redevelopment Agency anticipates $70.2 mil-lion in its Affordable Housing Fund. Nearly $30.8 million is allocated for construction and rehabilitation of housing for very-low income households and $16.0 for low-income households, which may be used for development of housing for seniors, families, and other groups with special needs. The current Agency Implementation Plan estimates that these funds will 516 units including 416 units for very-low income households.	**Funding Source** *Redevelopment Housing Fund*	**Responsible Agency** *Planning Division, City Council, Redevelopment Agency, Housing and Community Services*
	Timeline *Ongoing. Program implementation through City's 2010 Consolidated Plan and Redevelopment Agency Five Year Plan. Zoning Ordinance amendment will occur within first year after adoption of the Housing Element.*	

Housing Support

Housing Support refers to the provision of housing for households of differing economic levels and special needs populations. It also looks at the allocation of different funding opportunities to subsidize and support these groups and housing units.

Goal C: Provide housing within the community for persons of all economic levels, regardless of religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or mental or physical disability.		
Policy C-1: Construct and preserve affordable housing for lower and moderate income households through the use of public subsidies, regulatory incentives and flexible development standards.		
Implementation Action (C-1.1): Encourage affordable, compatible one and two story additions for upgrading single-family homes. • The City will provide increased flexibility for houses built prior to the current zoning requirements.	**Funding Source**	**Responsible Agency**
	N/A	*Planning Division, Historical and Landmarks Commission*
	Timeline *Ongoing. Single story additions approved at staff level pursuant to development standards. Second story additions require architectural review to ensure compatibility with surrounding neighborhood.*	
Implementation Action (C-1.2): Continue to use the City's Redevelopment Agency Low and Moderate Income Housing Fund to assist in creating and/or preserving affordable ownership and rental housing. • Redevelopment Agency funding has become the largest steady source of affordable housing financing in the community. Since its inception in 1990, the fund has received $30 million plus another $5.8 million in interest. It has been leveraged to obtain a wide variety of other Federal, State, tax credits and private funding. • Emphasis will be placed on programs that create rental housing for the senior population, home ownership for moderate income households, especially first-time buyers, rentals for lower income households, homeless assistance for extremely-low income households, and housing services and administration. First priority for housing units is given to those who currently live in or are employed in the City.	**Funding Source**	**Responsible Agency**
	Redevelopment Housing Fund	*Redevelopment Agency, Housing and Community Services, Finance Department*
	Timeline *Ongoing. Percentage of tax increment dedicated to housing reevaluated on a yearly basis. Implemented through Redevelopment Agency Five Year Plan.*	

Implementation Action (C-1.3): Maintain 30 percent set aside for affordable housing in the Bayshore North Redevelopment Area as funds are available. • Redevelopment Agency funding has become the largest steady source of affordable housing financing in the community. • This would have a significant 50 percent increase in the annual dollars devoted to affordable housing in the City. An annual financial analysis is necessary to determine whether the projected debt service and other funding needs of the Agency can be met with an increased set aside.	**Funding Source** *Redevelopment Agency Funds*	**Responsible Agency** *Finance Department, Redevelopment Agency*
	Timeline *Ongoing. Percentage of tax increment dedicated to housing reevaluated on a yearly basis. Implemented through Redevelopment Agency Five Year Plan.*	
Implementation Action (C-1.4): Require developers of residential developments of 10 or more units to provide at least 10 percent of their units at rents or prices affordable to very-low, low and moderate income households. • Ownership housing shall be made affordable for households at the cur-rent median-income (100% area median income) level based on household size in accordance with the City's Below Market Purchase Program. • Rental housing shall be made affordable for households not exceeding the current very low-income (50% area median income) and low-income (80% area median income) levels based on household size at a distribution ratio based on the Regional Housing Needs Allocation requirements.	**Funding Source** *Redevelopment Housing Fund*	**Responsible Agency** *Planning Division, Planning Commission, City Council, Redevelopment Agency, Housing and Community Services Division*
	Timeline *Ongoing. Inclusionary Housing Ordinance applies to all projects of ten or more units.*	
Implementation Action (C-1.5): Modify Zoning Ordinance to provide incentives for affordable housing projects. • Include the standard State "affordable housing" definition in the Zoning Ordinance and as a "permitted and encouraged" use in the residential and Planned Development zones. The City's Density Bonus Ordinance and the Planned Development Zone District are examples of how the City allows flexibility in the zoning regulations. The City will encourage housing developers to use these options.	**Funding Source** *General Fund*	**Responsible Agency** *Planning Division, Planning Commission, City Council*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update. Text to be modified in the Zoning Ordinance to accommodate housing.*	

Policy C-2: Participate in local, regional, State and federal programs that support affordable, transitional, supportive and permanent housing.		
Implementation Action (C-2.1): Provide density bonuses or equivalent financial incentives for housing projects which include affordable and/or senior housing units, consistent with State law requirements. • If at least 5% of the units are affordable to very-low income households or 10 percent of the units are affordable to low income households, then the project is eligible for a 20 percent density bonus. • If 10 percent of units are affordable to moderate income households, then the project is eligible to receive a 5 percent density bonus. • An additional 2.5 percent density bonus may be awarded for each additional increase of one percent very-low income units above the initial 5 percent threshold; an increase of 1.5 percent for each additional one percent increase in low income units above the initial 10 percent threshold; and a 1 percent density increase for each one percent increase in moderate income units above the initial 10 percent threshold. • A maximum density bonus of 35 percent may be awarded when a project provides either 11 percent very-low income units, 20 percent low income units, or 40 percent moderate income units.	**Funding Source** *Redevelopment Housing Fund*	**Responsible Agency** *Planning Division, Planning Commission, City Council, Redevelopment Agency*
	Timeline *Within first year after adoption. To be implemented with General Plan and Zoning Ordinance update. Text to be modified in the Zoning Ordinance to accommodate housing and be in compliance with State law.*	
Implementation Action (C-2.2): Continue to participate in and promote the Section 8 Existing Housing Program. • Encourage apartment owners to list properties with the Housing Authority for individual Section 8 vouchers.	**Funding Source** *General Fund*	**Responsible Agency** *Housing & Community Services Division, Building Inspection*
	Timeline Through 2010, pursuant to the City of Santa Clara Consolidated Plan. Plan to be updated consistent with the Housing Element in 2010.	
Implementation Action (C-2.3): Propose/support State legislation to provide further incentives for the production of affordable housing and mixed use residential.	**Funding Source**	**Responsible Agency** *Planning Division, Housing & Community Services Division*
	Timeline *Ongoing. Appropriate amendments will be made to planning documents to maintain consistency with State law, as appropriate.*	

Implementation Action (C-2.4): Promote home ownership, particularly for first time buyers, through single-family, townhouse and condominium construction, conversion of rental to condominium ownership where appropriate and Redevelopment Housing Fund assistance. • Cooperate with the County of Santa Clara Housing Bond coordinator for the issuance of Mortgage Revenue Bonds for ownership projects and for the issuance of Mortgage Credit Certificates for first-time homebuyers. The Redevelopment Agency funds a First Time Homebuyers Program in cooperation with a local lending institution. For qualified buyers with an income of no more than 110 percent of the County median, up to $50,000 can be loaned towards a $400,000 home. The second mortgage and maximum purchase price have been adjusted periodically in response to the housing market. The second mortgage is a shared appreciation loan with no payments for the first five years and with principal payments only during the next ten years. • Encourage participation among moderate income households as well as low income households, while interest rates are low.	**Funding Source** *Redevelopment Housing Fund, Private Construction Industry*	**Responsible Agency** *Planning Division, Housing & Community Services Division, Planning Commission, City Council, Redevelopment Agency*
	Timeline *Ongoing. Implemented through the 2010 Consolidated Plan and the Redevelopment Agency Five Year Plan.*	
Policy C-3: Create opportunities for affordable housing and housing to support special needs populations and Extremely Low Income (ELI) households.		
Implementation Action (C-3.1): Work with non-profit entities to acquire and rehabilitate existing multi-family structures to be maintained as affordable rental housing. • With the elimination of the Federal Rental Rehabilitation Program, the focus has shifted to the use of the Redevelopment Housing Fund in conjunction with the County Housing Authority and other non-profit housing developers. Existing apartments with substandard conditions are targeted especially when their renovation would enhance their neighborhood. The Agency provides loans, usually on a residual receipts basis, to non-profits to acquire and rehabilitate targeted complexes. Deed restrictions are placed on the property to ensure the continuing affordability of units and the management expertise of the non-profit keeps maintenance at an acceptable level. • The City will seek opportunities to identify and purchase deteriorated residential properties during depressed rental markets, rehabilitate units, and convert from market rate to affordable levels.	**Funding Source** *Redevelopment Agency*	**Responsible Agency** *Housing & Community Services Division, Redevelopment Agency, Building Inspection, Non-Profit Housing*
	Timeline *Ongoing. Implemented through the 2010 Consolidated Plan and the Redevelopment Agency Five Year Plan.*	

Implementation Action (C-3.2): Assist in funding locally administered programs that provide shelter, food and clothing for those with transitional and supportive housing needs. • The City will evaluate and work towards eliminating constraints to the provision of emergency housing, and will amend the Zoning Ordinance to allow homeless shelters , transitional and supportive housing by right in multi-family zones, as well as in appropriate commercial and Planned Development zones, in compliance with SB 2. Transitional and supportive housing developments are processed in the same manner as market housing. • The City will develop housing opportunities for persons and families with transitional and supportive housing needs. • The City will continue to support housing for at-risk youth.	**Funding Source** *Redevelopment Housing Fund, CDBG*	**Responsible Agency** *Housing & Community Services Division, Redevelopment Agency, City Council*
	Timeline *To be implemented within one year after adoption. Text to be modified in the Zoning Ordinance to accommodate emergency shelters, transitional and supportive housing and be in compliance with State law. Also implemented through the 2010 Consolidated Plan and the Redevelopment Agency Five Year Plan.*	
Implementation Action (C-3.3): Support housing for individuals with special needs. • Encourage the provision of specialized housing to meet the needs of those with sensory, physical and/or mental disorders; or for group care, emergency housing and foster homes, where appropriate. • Identify situations of overcrowding and educate families of local housing programs. The Building Inspection Division conducts annual inspections of licensed residential buildings of four units or more with regard to State Housing and Building Code requirements. This inspection program includes an assessment of possible overcrowding, based on State Code requirements regarding maximum allowed occupancy. Complaints regarding possible overcrowding in other types of residential structures are also investigated. • Incentivize non-profit developers to develop units for very-low and extremely-low populations by identifying appropriate housing sites or rehabilitation projects and matching developers with funding sources.	**Funding Source** *CDBG, Redevelopment Housing Fund*	**Responsible Agency** *Planning Division, Housing & Community Services Division, City Council*
	Timeline *Ongoing. Implemented through the 2010 Consolidated Plan and the Redevelopment Agency Five Year Plan. Building inspection program is ongoing. Planning and Inspection Department will continue relationships with non-profit builders.*	
Implementation Action (C-3.4): Revise the Zoning Ordinance to allow emergency shelters in at least one zoning district, by right, pursuant to SB 2, and eliminate processing, development or management standards that might hinder development. Encourage the provision of emergency shelters in districts that are close to transit and services through Planned Development (PD) zoning, or through conversion of older hotels or motels.	**Funding Source** *N/A*	**Responsible Agency** *Planning Division*
	Timeline *Within first year after adoption. Text to be modified in the Zoning Ordinance update, currently underway, to accommodate emergency shelters*	

Implementation Action (C-3.6): Establish a lot consolidation program to assist property owners of small lots in their ability to develop multi-family housing.	**Funding Source**	**Responsible Agency**
		Planning Division
	Timeline *Program to be established within one year after adoption.*	
Policy C-4: Ensure equitable housing opportunities for all citizens.		
Implementation Action (C-4.1): Provide relocation assistance to residents displaced by City projects or projects using City or Federal funds. In special cases of private displacement, such funding can be used to ease the relocation costs of low income or special needs households.	**Funding Source**	**Responsible Agency**
	CDBG, HOME Redevelopment Housing Fund	*Redevelopment Agency, Housing & Community Services Division*
	Timeline *Ongoing. Implemented on a project by project basis.*	

Housing Opportunities

Housing Opportunities focuses on the promotion and development of different housing options for residents in Santa Clara.

Goal D: Provide an adequate variety of individual choices of housing tenure, type and location, including higher density where possible, especially for low and moderate income and special needs households.		
Policy D-1: Promote a variety of housing types, location and tenure to maintain social and economic diversity in the City.		
Implementation Action (D-1.1): Review condominium conversion proposals for conformance to the Planned Development ordinance requirements. Existing tenants shall be given preference to purchase their unit and compensation if forced to relocate. The primary concerns are buyer protection and fire separation between units. The Ordinance requires a two hour fire separation and disclosure of structural and appliance conditions. The provisions of the homeowners association are also reviewed.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division, Planning Commission, City Council*
	Timeline *Ongoing. Implemented on a project by project basis.*	
Policy D-2: Participate in programs that provide support services to residents in need.		
Implementation Action (D-2.1): Remove constraints to providing housing to persons with disabilities.	**Funding Source**	**Responsible Agency**
	n/a	*Planning Division, Building Inspection, Housing & Community Services Division, Planning Commission, City Council*
	Timeline *Ongoing. Implemented on a project by project basis as applications for accessibility are reviewed. New projects must comply with the Americans with Disabilities Act.*	
Implementation Action (D-2.2): Continue to refer Tenant-Landlord complaints to an agency offering meditation. The City funds a non-profit agency to handle the initial contact, mediation and follow-up, with effective resolution of the complaints as the goal. Issues such as rent increases, lease terms and housing conditions are all potential mediation topics. The Tri-County Apartment Owners Association is involved in these activities and encourages owners to participate in mediation as an alternative to more coercive governmental actions.	**Funding Source**	**Responsible Agency**
	General Fund	*Housing & Community Services Division, Non-Profit Agencies, City Council*
	Timeline *Ongoing. Implemented on a case by case basis. Information for tenants/landlords is always available at the Permit Center and at the Housing and Community Services Division.*	

Policy D-3: Increase public outreach efforts to inform residents and potential developers of available City Housing programs.		
Implementation Action (D-3.1): Provide referral services and promotional support to link those experiencing discrimination in housing with public or private groups who handle complaints against discrimination. • Seek state and federal enforcement of fair housing laws and continue to cooperate with local agencies investigating claims of discrimination in lending practices and predatory lending. • Provide outreach and education materials about fair housing services, non-profit partners (e.g. Project Sentinel), • Continue to hold open house events and meetings to distribute fair housing information and resources to tenants and homeowners in need of assistance. • Refer disputes between property owners to the County Human Relations Commission's Dispute Officer. Through the Tri-County Apartment Owners Association, the City contributed to a Rental Housing Handbook that provides guidance to both tenants and landlords.	**Funding Source**	**Responsible Agency**
	CDBG	*Housing & Community Services Division, Non-Profit Agencies, City Council*
	Timeline *Ongoing. Housing and Community Services Division provides referral services, outreach and education and distributes information on an on-going basis.*	

Policy D-4: Encourage early participation from citizens and other stakeholders in development of long range plans and review of new development proposals.		
Implementation Action (D-4.1): Increase public outreach efforts for advanced planning projects. • Include email list serves, direct mailings, and public postings. • Improve education and outreach efforts to help the community better understand housing issues, particularly the needs of families and the perceptions of residential densities.	**Funding Source**	**Responsible Agency**
	General Fund	*Planning Division*
	Timeline *Ongoing. Currently implemented on a project by project basis. Interested person lists are developed for each project. Notices are sent in multiple media forms.*	

Policy D-5: Ensure compliance with all State and federal regulations relating to housing opportunities and the prevention of discrimination.		
Implementation Action (D-5.1): Enhance housing opportunities for those with disabilities. • Implement Americans with Disabilities Act (ADA) and State building code requirements for the provision of accessible housing units. Provide up to $5,000 CDBG grants for disabled households to make accessibility improvements. The City will construct ramps and retrofit accessible features into the homes of disabled residents.	**Funding Source**	**Responsible Agency**
	CDBG	*Housing & Community Services Division, Building Inspection, Planning Division, Planning Commission, City Council*
	Timeline *Ongoing. Implemented on a project by project basis as applications for accessibility are reviewed. New projects must comply with the Americans with Disabilities Act.*	
Implementation Action (D-5.2): Reduce physical barriers to the disabled on public property and street rights-of-way. • Add ramps to corner curbs, public facility entries and improving access to public bathrooms. The City's ADA Committee will make recommendations on the use of the funds. • Maintain multi-year allocation of funds.	**Funding Source**	**Responsible Agency**
	CDBG	*Public Works Department*
	Timeline *Ongoing. Implemented in an order of priority set by the ADA Committee and as identified in the in the Capital Improvement Plan (CIP).*	

HOUSING ELEMENT APPENDIX 8.12-A
ACCOMPLISHMENTS SINCE 2002 HOUSING ELEMENT

The California Department of Housing and Community Development requires that each housing element review the effectiveness of the previous housing element (specifically, its goals, objectives, policies and programs); describe progress in implementation; and analyze the appropriateness of these measures (i.e. whether and how these policies/programs should continue). The following series of tables list the policies and programs identified in the City of Santa Clara's 2002 Housing Element, describes the implementation process, reviews its effectiveness, and provides a recommendation whether the policy or program should continue.

Neighborhood Conservation

- Policy A: Maintain and improve the quality of residential neighborhoods, eliminate housing deficiencies and prevent future blight through: encouragement of ongoing maintenance and conservation of existing housing stock; review of proposed new construction, reconstruction, removal or rehabilitation; and code enforcement of strengthened City Code and Zoning Ordinance regulations.
- Policy B: Additions or new construction in single family neighborhoods shall be consistent with City Design Guidelines.
- Policy C: Promote compatibility between neighboring developments.
- Policy D: Disperse affordable housing units throughout the City to avoid a concentration in any one neighborhood.

Implementation Action 1: Maintain and Expand Inspection and Code Enforcement Maintain and expand where appropriate a strong housing inspection and code enforcement program to ensure adequate maintenance of the housing stock and quality of the residential neighborhoods. Continue the multi-family residential housing inspection and educational programs. City inspection staff will aggressively respond to violations of housing codes. Special attention shall be given to maintaining the stability of residential neighborhoods through development and enforcement of minimum standards of allowed use of the City's streets, as well as maintenance of front and other yard areas visible from the public right-of-way. *Responsibility: Planning Div., Bldg. Div., City Council* *Target Date: 2004* *Funding Source: CDBG, General Fund*		
Describe implementation progress:	Implementation is ongoing. The City's 2005 Consolidated Plan identified 1,569 units in need of maintenance or rehabilitation.	
Funding sources & amount (1999-2006):	City General Fund. Portion of $153,000/ year.	
Has the program been successful? (double click on box to check)	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Meets a Community Need
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Add additional enforcement staff.

Implementation Action 2: Low-Income Owner Occupied Rehabilitation Grants & Loans

Rehabilitate low income owner occupied housing through the City's Neighborhood Conservation Improvement Program (NCIP). Under the NCIP, low income homeowners are provided grants and loans for needed home repairs. The program is available on a citywide basis and is marketed periodically to areas with concentrations of lower income households and homes needing improvements. Applicants are first screened for income qualifications. A City Housing Inspector then evaluates the home for sub-standard conditions.

Low cost projects such as a new furnace or stair repairs are often paid for through grants of up to $5000. Larger projects are estimated and presented to the City's Loan Committee made up of a Council member and appointed citizens. The Committee approves the applicant, work totals and loan terms. The current maximum loan amount is $75,000 with interest at 6% for the upper low income range and 3% deferred for incomes below 50% of the median. The City prepares the bid package and solicits bids with the homeowner's participation. A City Housing Inspector monitors the contractor's work and disburses funds.

Responsibility: Housing Div., City Council

Target Date: Ongoing

Funding Source: CDBG, HOME

Housing Unit Count: 50 Units Annually

Describe implementation progress:	An NCIP Procedural Manual is annually updated and approved by the Loan Committee. Last update was August, 2008.	
Funding sources & funding amount (1999-2006):	CDBG: $3.6 million HOME: $1.0 million	
Number of units assisted (1999-2006):	Total: 465 (If Known) Moderate: Low: 46 Very-Low: 419	
Quantified objective for # of units to assist (2007-2014):	Total: 490 (If Known) Moderate: Low: 49 Very-Low: 441	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Addresses house-rich, cash-poor homeowners. Client evaluations indicate high level of satisfaction.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Beginning in 2007, RDA funds will supplement program.

Implementation Action 3: Multi-Family Housing Acquisition & Rehabilitation Work with non-profit entities to acquire and rehabilitate existing multi-family structures to be maintained as affordable rental housing. With the elimination of the Federal Rental Rehabilitation Program, the focus has shifted to the use of the Redevelopment Housing Fund in conjunction with the County Housing Authority and other non-profit housing developers. Existing apartments with substandard conditions are targeted especially when their renovation would enhance their neighborhood. The Agency provides loans, usually on a residual receipts basis, to non-profits to acquire and rehabilitate targeted complexes. Deed restrictions are placed on the property to ensure the continuing affordability of units and the management expertise of the non-profit keeps maintenance at an acceptable level. *Responsibility: Housing Div., Redev. Agency, Non-profit Housing Developers* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund* *Housing Unit Count: 150 units 2000-2006*		
Describe implementation progress:	Seek opportunities to occupy deteriorated properties that, during times of depressed rental markets, cannot raise sufficient capital to rehabilitate. Prices will then be depressed. Convert market units to affordable units.	
Funding sources & funding amount (1999-2006):	$1.4 million	
Number of units acquired and/or rehabilitated, by income category (1999-2006):	Total: 18 Moderate: Low: Very-Low: 18	
Quantified objective for # of units to be acquired and/or rehabilitated, by income category (2007-2014):	Total: 35 Moderate: Low: 25 Very-Low: 10	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? More coordination with housing inspection needed.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Budget funds for unspecified sites. Coordinate with housing inspection to identify blighted properties. Be opportunistic - When market is favorable, be prepared to act.

Implementation Action 4: One- and Two-Story Additions Encourage affordable, compatible one and two story additions for upgrading single family homes. In a housing market like Santa Clara's, homeowners often find that adding on is far more affordable that buying a larger home. Existing mortgages, property taxes and neighborhood connections all play a part in these decisions. Santa Clara's zoning regulations for single family homes are liberal enough that virtually every home can be added onto. The major exception is when older homes with only a one car garage are expanded beyond three bedrooms or by another 500 square feet. This triggers a two car covered parking requirement. However, parking variances are usually granted when the house layout makes a two car garage impossible. Other restrictions such as setbacks and building coverage rarely present a constraint to reasonable additions. The City is developing a Historic Conservation District for the older, presubdivision area which would allow increased flexibility for houses built prior to the current zoning requirements. *Responsibility: Planning Div.* *Target Date: Ongoing* *Funding Source: Not Applicable*		
Describe implementation progress:	Almost 100% of proposed additions have been approved, subject to Architectural Review, where consistent with zoning district standards. Modifications are typically approved for reduced rear yard for single story additions. The Historic Conservation District was not adopted.	
Number # of additions:	Total: 1,125	
Quantified objective for # of additions (2007-2014):	Total: 1,000.	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Provides Neighborhood Stability. Encouraging additions provides additional opportunity for home owners, but older, potentially non-conforming homes still meet development standard challenges.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Provide increased flexibility for houses built prior to the current zoning requirements.

Implementation Action 5: Fee-Based Inspections for Lenders Provide inspections on a fee basis for local lending institutions that require conformance with minimum Code standards prior to financing of residential structures. *Responsibility: Planning Div., Bldg. Div.* *Target Date: Ongoing* *Funding Source: Private*		
Describe implementation progress:	This program has not existed for several years.	
Funding sources & funding amount (1999-2006):	Zero	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Lending institutions did not require inspections prior to financing. Program became obsolete.
Do you recommend continuing the program?	☐ Keep Program ■ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful?

Implementation Action 6: High Quality Construction Standards Maintain and encourage consistent and high quality standards for residential construction, reconstruction and remodels. *Responsibility: Planning Div., Bldg. Div., Arch. Comm.* *Target Date: Ongoing* *Funding Source: Not Applicable*		
Describe implementation progress:	Implementation has been ongoing through consistent application of design review standards as part of Architectural Review of development plans.	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Improves the quality of life for residents.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No changes necessary.

Implementation Action 7: Improve Relationship between Santa Clara University Students and Other City Residents in Neighborhoods Adjacent to SCU Improve the maintenance of student-occupied homes and behavior of the occupants to minimize impacts on the neighborhood surrounding Santa Clara University. Continue to encourage formal City-sponsored communications among student tenants, landlords, Santa Clara University, residents and the City. Enhance code enforcement and special Police patrols to address the problems in the area. *Responsibility: Planning Div., Police Dept.* *Target Date: 2002 and ongoing* *Funding Source: General Fund*		
Describe implementation progress:	This is an ongoing process with Planning Division and Police Department continuing cooperation and attention given to this area. Meetings of all parties involved occur at least annually .	
Funding sources & funding amount (1999-2006):	Additional police patrols have been funded from the General Fund. The cost averages $80,000 per year.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Problems continue and this year a second meeting has been scheduled.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Conducting the community meetings on a more frequent basis, such as quarterly, would improve communication.

Housing Sites and Production

- Policy E: Encourage the annual construction of the number of housing units necessary to meet the City's regional housing needs determination through housing finance and reducing constraints on the private housing market.
- Policy F: Work towards the mitigation of jobs/housing ratio impacts created by developments with significant employment.
- Policy G: Encourage the building of higher density housing on appropriate vacant or underutilized (infill) land.
- Policy H: Encourage higher density residential development in transit-oriented mixed use areas where appropriate.

Implementation Action 8: Identify Housing Sites (including TOD and Mixed Use) in General Plan Designate in the General Plan Land Use Element sites suitable for future housing development. Review additional sites for possible designation as residential or mixed use, considering their location relative to existing residential uses, parks, and support services such as transit, and for environmental suitability. Encourage developments that are transit-based or in close proximity to transit when determining City affordable housing funding decision priorities. Create a Transit-Oriented Mixed Use designation in the Land Use Element. Adopt that designation as an overlay zone for the 96.6 acres so designated. That zone, as proposed by City staff, would include housing as a use-by-right. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: 2002 and Ongoing* *Funding Source: Not Applicable* *Housing Unit Count: 3,725*		
Describe implementation progress:	Transit Oriented and Mixed Use designations were identified in the General Plan Land Use Element. Overlay Zone designations were incorporated in the Zoning Ordinance.	
Number of units designated as TOD Mixed Use (1999-2006):	Total: the potential for 3,725, based on the General Plan designation.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? New housing has been approved and built in areas designated Transit-Oriented Mixed Use. This has occurred through property owner-initiated Planned Development rezoning actions, but not to the extent anticipated.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? The development criteria for TOD-designated areas need to be refined and the designation modified to encourage greater neighborhood compatibility.

Implementation Action 9: Maintain Inventory of Housing Sites Appropriate for a Range of Housing Types and Income Levels Maintain a periodic inventory of available sites and holding capacity to determine if sufficient land exists to meet the needs of a range of household types and income levels. Identify appropriate sites for affordable housing. The City can aid developers of affordable housing by selecting sites for affordable housing in advance and encouraging development proposals for sites so identified. The City shall maintain an inventory of vacant and underutilized land usable for this purpose. The City will also provide information and technical assistance on Federal and State funding sources or referrals to appropriate agencies. Disperse and monitor the location of affordable units in various areas of the City. *Responsibility: Planning Div.* *Target Date: Ongoing* *Funding Source: Not Applicable*		
Describe implementation progress:	Implementation is ongoing. The City maintains an inventory of vacant and underutilized sites.	
Number of units, by income category (1999-2006):	Total: 4,763 Moderate: 741 Low: 479 Very-Low: 279	
Quantified objective for # of units (2007-2014):	Total: 5,873 Moderate: 1,002 Low: 914 Very-Low: 1,293	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Affordable housing units were not created in sufficient numbers to meet the RHNA numbers. The City has not actively identified sites specifically for affordable housing projects.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Work closer with property owners and provide information on benefits/assistance in developing affordable housing.

Implementation Action 10: Encourage Mixed Use Development Encourage Mixed Use development where appropriate to provide increased opportunities for housing development. Mixed use could include a ground floor of commercial plus one or more stories of residential, as well as multifamily infill in commercial districts. The inclusion of housing in any new developments in Mixed Use-designated areas will be encouraged. Provide an outreach/marketing program to notify owners of mixed use designated sites. As part of the land use redesignation of these sites, property owners will be made aware of the new options for redevelopment of their property. The major incentive is the enhanced economic return and the mutual market support of the different uses. The redesignation will also streamline the land use approval process. This involves 177 total acres. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: 2002 and ongoing* *Funding Source: Not Applicable* *Housing Unit Count: 4,262 units through June 2006*		
Describe implementation progress:	Although not designed as Mixed Use developments, residential units have been approved/constructed in Mixed Use-designated areas. Formal community outreach has not occurred.	
Number of units designated Mixed Use (1999-2006):	Total: 1,227	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Formal community outreach is still needed.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Provide notification to property owners of the enhanced opportunities for redevelopment.

Implementation Action 11: Adopt Mixed Use Overlay Zones Prepare and adopt overlay zones that would allow stand-alone residential and residential mixed use as permitted uses or uses by right on sites designated for mixed use or transit-oriented mixed use in the General Plan. Following adoption, parcels designated mixed use or transit-oriented mixed use in the General Plan would be designated with the overlay zoning. No existing uses would become nonconforming and there would be no requirements to redevelop. Development standards, such as minimum lot size, building heights, open space requirements and separation from potential nuisances would be included in the Overlay Zones, and would be designed to facilitate development, while ensuring compatibility of use. In addition to the 96.6 acres to have the Transit-Oriented Mixed Use overlay zoning adopted, 52.2 acres will have a Mixed Use overlay zoning applied. This is detailed in Figures 3-N, 3-O, 3-P and 3-Q. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: 2002 - Adoption of Land Use Element designations and Mixed Use and Transit-Oriented Overlay Zones* *Funding Source: Not Applicable* *Housing Unit Count:1,227*		
Describe implementation progress:	The Transit-Oriented Mixed and Mixed Use zoning districts were created, but the overlay zoning has not been applied.	
Number of units designated with overlay (1999-2006):	Total: Although designation for up to 5,652 units was anticipated, none have been so designated.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Although not designed as Mixed Use developments, residential units have been approved/constructed in Mixed Use-designated areas.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Refine the criteria and modify designations for mixed-use to focus on nodes rather than entire corridors, such as El Camino Real.

Implementation Action 12: Encourage Developers to Meet or Exceed Minimum Density Requirements Encourage developers to meet or exceed the minimum densities of the General Plan designation that applies to the subject development site. In the Mixed Use and Transit-Oriented Mixed Use overlay zone districts, residential development proposals must meet the minimum residential density in order to be accepted. Implementation of this program is proposed for the related overlay zone districts. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: Through June 2006* *Funding Source: Not Applicable*		
Describe implementation progress:	Proposed residential development in areas so designated has exceeded the minimum densities applied to the development sites.	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Market conditions supported housing development at densities higher than minimum standards.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? As part of the Zoning Code Update, establish minimum density requirements for all designations identified for residential development to align with the General Plan.

Implementation Action 13: Evaluate Ordinance Permitting Accessory Units Accessory units are conditionally permitted on single family lots that have sufficient lot area to meet minimum parking, maximum building coverage, and minimum setbacks. The City will evaluate the current ordinance to include performance standards relating to those impacts that are considered a concern to neighbors. The intent is to increase the flexibility of the ordinance, particularly in areas with non-subdivision development, and increase the number of applications for accessory units. Conduct an ongoing promotional program including mailings to owners of single family properties with adequate size for accessory living units. *Responsibility: Planning Div.* *Target Date: Ongoing with ordinance review in 2003* *Funding Source: Not Applicable* *Housing Unit Count: 8 units per year*		
Describe implementation progress:	Evaluation of the existing ordinance standards for accessory units is currently occurring as part of the Zoning Code Update. A formal promotional program has not yet been organized.	
Number of accessory units (1999-2006):	Total: 40	
Quantified objective for # of accessory units (2007-2014):	Total: 64	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Too soon to evaluate implementation.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Consider smaller minimum lot size requirement. Facilitate the promotional program.

Housing Affordability

- Policy I: Encourage construction and preservation of affordable housing for lower and moderate income households. Encourage such housing through public subsidy, regulatory incentives and flexible development standards, depending on the nature of the use.
- Policy J: Provide assistance to temporarily house the homeless, battered spouses, and others in crisis situations.

Implementation Action 14: Fund Affordable Housing with Redevelopment Agency Funds Continue to use the City's Redevelopment Agency (RDA) Low and Moderate Income Housing Fund to assist in creating and/or preserving affordable ownership and rental housing. RDA funding has become the largest steady source of affordable housing financing in the community. Since its inception in 1990, the fund has received $30 million plus another $5.8 million in interest. It has been leveraged to obtain a wide variety of other Federal, State, tax credits and private funding. Between 1990 and 2001, a total of 1,279 affordable units have been assisted or approved. Of these, 51% of these are for very low income households, 28% for low income and 21% for moderate income households. Emphasis will be placed on programs that create rental housing for the senior population, home ownership for moderate income households, especially first-time buyers, rentals for lower income households, homeless assistance and housing services and administration. First priority for housing units is given to those who currently live in or are employed in the City. From 2001 through 2006, it is estimated that 25 million dollars in set-aside funds will be available. *Responsibility: Housing Div., Redev. Agency* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund* *Housing Unit Count: 300 units through June 2006*		
Describe implementation progress:	The Implementation Action 14 statement above is so broad as to be inappropriate in the context of specific housing productions objectives.	
Funding sources & funding amount (1999-2006):	RDA: $53,358,000	
Number of units, by income category (1999-2006):	Preserved Total: Moderate: Low: Very-Low: New Rental Total: 347 Moderate: 35 Low: 208 Very-Low: 104 New Ownership Total: 140 Moderate: 120 Low: 20 Very-Low: 0	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? The success of Agency funding various housing programs is determined by production outcomes of those programs (not by the act of funding, per se).
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? This stand-alone general statement about a funding program for affordable housing is too broadly stated; it's a policy statement. The individual housing programs using the funding covers the quantitative outcomes of housing production. Consider this statement as a policy statement, not an implementation program.

Implementation Action 15: Evaluate Redevelopment Area Affordable Housing Set-Aside Evaluate the potential of increasing the Redevelopment set aside for affordable housing from 20% to 30%. This would have a significant 50% increase in the annual dollars devoted to affordable housing in the City. An annual financial analysis is necessary to determine whether the projected debt service and other funding needs of the Agency can be met with an increased set aside. For fiscal year 2002-03, the Agency has agreed to increase the set aside to 30%. *Responsibility: Finance Dept., Redev. Agency* *Target Date: 2002* *Funding Source: Redevelopment Agency Funds*		
Describe implementation progress:	Since FY 02/03, the Agency has allocated an additional 10% of its annual tax increment for affordable housing. On average, the additional 10% allocation amounts to about $2.5 million annually.	
Funding sources & funding amount (1999-2006):	Redevelopment Agency Approximately $2.5 million annually	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not?
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No change recommended at this time.

Implementation Action 16: Inclusionary Housing Requirement Require developers of residential developments of 10 or more units to provide at least 10 percent of their units at rents or prices affordable to low and moderate income households. *Responsibility: Planning Div., Planning Comm., City Council, Redev. Agency* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund* *Housing Unit Count: 300+ units through 2006*		
Describe implementation progress:	City's inclusionary zoning policy requires that developments of 10 or more units provide at least 10% of the units at an affordable cost. RDA subsidies for inclusionary housing, both rental and ownership, was eliminated under Below Market Purchase (BMP) Program on 1/9/07.	
Funding sources & funding amount (1999-2006):	RDA - $7.8 million	
Number of units produced, by income category (1999-2006):	Rental Total: 347 Moderate: 35 Low: 208 Very-Low: 104 Ownership Total: 140 Moderate: 120 Low: 20 Very-Low:	
Quantified objective for # of units produced (2007-2014):	Total: Rental: 350 Moderate: Low: 140 Very-Low: 210 Ownership: 175 Moderate: 150 Low: 25 Very-Low:	
Has the program been successful?	■ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Rental: (Neutral) Focus is on new construction as long as market rents are rising. Ownership: (Successful) Program changes have created opportunities for low\moderate income households.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No change recommended to current inclusionary housing program.

Implementation Action 17: Incentives for Affordable and Senior Housing Projects Provide density bonuses or equivalent financial incentives for housing projects which include affordable and/or senior housing units, consistent with State law requirements. *Responsibility: Planning Div., Redev. Agency, Planning Comm., City Council* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund*		
Describe implementation progress:	Where the density bonus and financial assistance have been provided, development has created new senior housing opportunities.	
Funding sources & funding amount (1999-2006):	Redevelopment Housing Funds.	
Projects/units that took advantage of incentives (1999-2006):	Total # of Projects: 1 Total # of Bonus Units Produced: 32	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Only one developer has taken advantage of these incentives for increased density.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Bring Density Bonus standards in the Zoning Ordinance up to date with State requirements.

Implementation Action 18: Modify Zoning Ordinance to Provide Incentives for Affordable Housing Projects Adopt land use regulations that will promote affordable housing by reducing constraints and increasing incentives. Amend the Zoning Ordinance to reduce parking requirements in appropriate locations for certain housing types, such as Senior, Transit-Oriented and Single Room Occupancy. Include the standard State "affordable housing" definition in the Zoning Ordinance and as a "permitted and encouraged" use in the residential and Planned Development zones. The City's Density Bonus Ordinance and the Planned Development Zone District are examples of how the City allows flexibility in the zoning regulations. The City will encourage housing developers to use these options. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: 2003* *Funding Source: Not Applicable*		
Describe implementation progress:	The reduced parking standards were included in the new Transit-Oriented Mixed Use and Mixed Use zoning districts. Other Zoning Ordinance amendments will be included in the comprehensive update of the Zoning Code.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? There have been no development examples to evaluate, as yet.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No changes beyond those proposed.

Implementation Action 19: Promote Section 8 Housing Program Continue to participate in and promote the Section 8 Existing Housing Program. Encourage apartment owners to list properties with the Housing Authority for individual Section 8 vouchers. *Responsibility: Housing Div., Bldg. Div.* *Target Date: Ongoing* *Funding Source: General Fund supported staff* *Housing Unit Count: 483 existing Section 8 units*		
Describe implementation progress:	Currently, the Housing Authority has 829 certificates\vouchers under contract within the City, 311 of which are elderly.	
Funding sources & funding amount (1999-2006):	No funding by RDA \ City.	
Number of units, by income category (1999-2006):	Total: 829 Moderate: Low: Very-Low: 829	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? The Section 8 Program is entirely dependent on annual federal funding appropriations.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No recommendation at this time.

Implementation Action 20: Promote and Fund Transitional Housing Programs

Assist in funding locally administered programs that provide shelter, food and clothing for those with transitional housing needs. The redevelopment of the Agnews property provided the vehicle for the construction of new homeless family housing - the Sobrato Family Living Center with thirty-three apartment units with a second phase of eighteen transitional units. This style of housing is far more satisfactory for families than the previous dormitory. The RDA is contributing $2.5 million over five years for capital costs and the City's CDBG program underwrites some of the annual shelter costs. The City has been a strong supporter of efforts to protect runaway and homeless teenagers. The RDA has provided $980,000 for a twenty bed facility, $400,000 for acquisition and rehabilitation of a five unit project for homeless teen mothers and $375,000 for transitional housing for six to eight homeless teens. The CDBG program provides operating funds for the Bill Wilson Center as well. The City will evaluate and work towards eliminating constraints to the provision of emergency housing, and will amend the Zoning Ordinance to allow homeless shelters and transitional housing in appropriate commercial and Planned Development zones.

Responsibility: Planning Div., Redev. Agency, City Council

Target Date: Ongoing with ordinance amendment in 2003

Funding Source: Redevelopment Housing Fund, CDBG

Housing Unit Count: 61 units

Describe implementation progress:	Countywide 10-year Plan to End Chronic Homelessness envisions creation of 3,000 new housing units, most which would be SRO's or 1-bedroom, with support services. City has exceeded its County share through 2007.	
Funding sources & funding amount (1999-2006):	$9.4 million	
Number of projects (1999-2006):	Total # of Units or Beds (specify): Total: 224 Moderate: Low: Very-Low: 224	
Quantified objective for # of projects (2007-2014):	Total # of Units or Beds (specify): Total: 140 Moderate: Low: Very-Low: 140	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Financial participation by the Redevelopment Agency in project construction\permanent financing.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Develop another SRO. Continue to support housing for at-risk youth.

Implementation Action 21: Increase Affordable Housing Stock

Combine public and private funds in joint housing ventures. Continue to work with the Housing Authority of Santa Clara County to expand the Authority's ability to create low and moderate income housing. Redevelopment Housing Funds are available to package with Housing Authority financing. The Authority broke ground on three projects in 2001, all with Agency assistance; a 100 unit apartment for low income families, a 100 unit very low income senior apartment and a 15 bed assisted living facility.

The City will participate with other local jurisdictions to provide affordable housing. CDBG and HOME funds have been used in conjunction with other cities' funds to construct shelters and to provide housing services. In 2001, the City contributed HOME funds for a 24 unit affordable housing project in Cupertino.

Responsibility: Redev. Agency, City Council

Target Date: Ongoing

Funding Source: Redevelopment Housing Fund, CDBG, HOME

Housing Unit Count: 215 units

Describe implementation progress:	Over the reporting period, the Housing Authority, using RDA funds, developed seven housing projects in the City, with 340 affordable units.	
Funding sources & funding amount (1999-2006):	RDA: $14.36 million	
Number of units, by income category (1999-2006):	Total: 340 Moderate: Low: 136 Very-Low: 204	
Quantified objective for # of units (2007-2014):	Total: 200 Moderate: Low: 80 Very-Low: 120	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? CDBG and HOME funds have been used in conjunction with other cities' funds to construct shelters and to provide housing services.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Continue participating in program with Housing Authority.

Implementation Action 22: Preserve Assisted Rental Housing at Liberty Towers

One assisted rental project in Santa Clara - Liberty Towers - is identified to be at potential risk of conversion to market rate use between 2002 and 2012. While this 100 unit senior apartment project is under non-profit ownership, project affordability is in part tied to a short-term Section 8 contract subject to renewal by HUD in 2005. As project based Section 8 funding is likely to remain intact, this project is considered at low risk of conversion. Nonetheless, the City will take the following actions to ensure preservation of Liberty Towers:

Continue to Assist the Property Owners: Liberty Towers is a regular applicant for CDBG and HOME funding to make periodic improvements to the property. These have included life safety projects for sprinklers and alarms, as well as roof repairs. Such assistance helps the project maintain its affordability.

Monitor the Status of Section 8 Legislation: The project based Section 8 program is undergoing constant and substantial changes that make planning for the preservation of at-risk units a difficult task. City staff will monitor the legislative changes concerning the Section 8 program in order to be strategically prepared for the potential conversion of at-risk units.

Monitor At-Risk Units: The City will monitor the at-risk project through maintaining contact with the property owner regarding their long term plans for the project.

Work with Potential Purchasers: The City will establish contact with public and non-profit agencies interested in purchasing and/or managing units at risk. As necessary and feasible, the City will provide financial and technical assistance to these organizations.

Conduct Tenant Education by:

Notifying tenants as far in advance as possible of potential conversion to market rate housing.

Providing information regarding tenant rights and conversion procedures.

Offering tenants information regarding Section 8 rental subsidies and other available assistance through City and County agencies as well as non-profit organizations.

Responsibility: Housing Div., Redev. Agency

Target Date: Ongoing

Funding Source: Redevelopment Housing Fund, Federal Funds

Housing Unit Count: 100 units through June 2006

Describe implementation progress:	During the reporting period, the total grant funding for rehabilitation of Liberty Tower is $510,075. Work completed includes updating the heating & air conditioning system, installing an emergency call system, and installing a new roof.	
Funding sources & funding amount (1999-2006):	CDBG & HOME combined total of $510,075.	
Number of units, by income category (1999-2006):	Total: 100 Moderate: Low: Very-Low: 100	
Quantified objective for # of units (2007-2014):	Total: 100 Moderate: Low: Very-Low: 100	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Current needs for facility rehabilitation and safety upgrade have been funded and completed.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Include long-term affordability restrictions (longer than federal requirements) as a condition of funding.

Implementation Action 23: Support Shared Living Facilities & Operations Continue to assist in funding programs designed to create shared housing arrangements for seniors and families. In addition to contributing to the operating expenses of such programs, the City has provided single family homes for shared housing arrangements. The homes were originally purchased for right-of-way needs and subsequently became available for shared housing. *Responsibility: Redev. Agency, non-profit agencies* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund* *Housing Unit Count: 20 shared households per year*		
Describe implementation progress:	Encourage shared housing arrangements and group living arrangements for special populations who are very low income.	
Funding sources & funding amount (1999-2006):	$1.5 million	
Number of facilities (1999-2006):	Total # of Units or Beds (specify): 105 units plus 18 beds	
Quantified objective for # of facilities (2007-2014):	Total # of Units or Beds (specify): 105 units.	
Has the program been successful?	☐ Successful ■ Unsuccessful ☐ Neutral	Why or why not? Demand for shared housing has declined. One agency withdrew from shared housing in 1999.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Place more focus on development of group living arrangements for special populations.

Implementation Action 24: Require Housing Impact Studies For Job-Rich Development Projects Require housing impact studies as part of project-related environmental reviews for new developments or businesses that generate a high number of jobs. An affordable housing mitigation fee shall be considered for office and industrial developments that propose a significant square footage of area where persons are to be employed. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: Ongoing with fee study in 2003* *Funding Source: Private*		
Describe implementation progress:	Studies have been required as part of environmental review of new employment-related developments, but conditioning and funding have only been accomplished where there occurred negotiations for a related Development Agreement	
Funding sources & funding amount (1999-2006):	No funding allocated.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Limiting implementation to only those instances where Development Agreements are negotiated severely constrains the success of this program.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Develop statutory requirements for housing funding where significant employment opportunities are proposed.

Implementation Action 25: Fund Alternative Affordable Housing Types Support development of low income housing alternatives, such as Single Room Occupancy (SRO) units, Senior Housing, Family Housing, etc. Support can take the form of Redevelopment Housing Fund assistance, City owned land for a site, or ordinance amendment or variance based on SRO's unique characteristics. *Responsibility: Planning Div., City Council, Redev. Agency* *Target Date: 2001 and Ongoing* *Funding Source: Redevelopment Housing Fund* *Housing Unit Count: 148 units*		
Describe implementation progress:	Expand very low and extremely low income units by following types of developments: target population only, target population set-asides, transitional housing, all supportive services as appropriate.	
Funding sources & funding amount (1999-2006):	RDA: $26.8 million	
Number of units, by income category (1999-2006):	Total: 510 Moderate: Low: 150 Very-Low: 360 SRO: 166 Family: 171 Senior: 173 Other:	
Quantified objective for # of units (2007-2014):	Total: 530 Moderate: 165 Low: 150 Very-Low: 215 SRO: 170 Family: 200 Senior: 160 Other:	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Activity is dependent on participation by experienced non-profit developers.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Make potential non-profit developers more aware of sites suitable for development.

Implementation Action 26: Provide Relocation Assistance to Residents Displaced by Redevelopment Provide relocation assistance to residents displaced by City projects or projects using City or Federal funds. In special cases of private displacement, such as the closure of a mobile home park, such funding can be used to ease the relocation costs of low income or special needs households. *Responsibility: Redev. Agency, Housing Div.* *Target Date: Ongoing* *Funding Source: CDBG, HOME, Redevelopment Housing Fund*		
Describe implementation progress:	RDA assisted residents of mobile home park displaced by private development project.	
Funding sources & funding amount (1999-2006):	RDA Affordable Housing Fund, $2.1 mil	
Number of households assisted (1999-2006):	Total HH Displaced: 45 Total HH Assisted: 45	
Quantified objective for # of households (2007-2014):	Total HH Displaced: 11 Total HH Assisted: 11	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Fair\equitable treatment provided to displaced residents, who were largely lower income.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? City\RDA relocation assistance required by federal & State laws.

Implementation Action 27: Support State Legislation for Incentives to Produce Affordable Housing and Mixed Use Residential Projects Propose/support State legislation to provide further incentives for the production of affordable housing and mixed use residential. *Responsibility: Planning Div., Housing Div.* *Target Date: Ongoing*		
Describe implementation progress:	The City regularly works through and follows the direction of the League of California Cities on new legislative issues.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? Although the City supports and implements State legislation, most of the new affordable units have been developed though local regulations.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? Promote programs supported by the State such as density bonuses.

Implementation Action 28: Support and Fund First-Time Homebuyers Promote home ownership, particularly for first time buyers, through single family, townhouse and condominium construction, conversion of rental to condominium ownership where appropriate and Redevelopment Housing Fund assistance. Cooperate with the County of Santa Clara Housing Bond coordinator for the issuance of Mortgage Revenue Bonds for ownership projects and for the issuance of Mortgage Credit Certificates for first-time homebuyers. The Redevelopment Agency funds a First Time Homebuyers Program in cooperation with a local lending institution. For qualified buyers with an income of no more than 110% of the County median, up to $50,000 can be loaned towards a $400,000 home. The second mortgage and maximum purchase price have been adjusted periodically in response to the housing market. The second mortgage is a shared appreciation loan with no payments for the first five years and with principal payments only during the next ten years. *Responsibility: Planning Div., Housing Div., Planning Comm., City Council, Redev. Agency* *Target Date: Ongoing* *Funding Source: Redevelopment Housing Fund, Private Construction Industry* *Housing Unit Count: 20 first time homebuyer loans per year*		
Describe implementation progress:	Current FTHB loan terms were approved 12/6/05. The California Housing Finance Agency approved the City's loan documents on 7/18/2006. RDA approved used of FTHB loans with BMP purchases on 1/9/2007	
Funding sources & funding amount (1999-2006):	RDA – $9.0 million	
Outcomes (1999-2006):	Total Condo Conversions (units): 5 Total # of Assisted First-Time Homebuyer Loans: 267 Total First-Time Homebuyer Loan Program Amount ($): $9.0 million	
Quantified objective (2007-2014):	Total Condo Conversions (units): 10 Total # of Assisted First-Time Homebuyer Loans: 350 Total First-Time Homebuyer Loan Program Amount ($): $26.5 million	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Yes. Changes have created opportunities for low income households (<80% of median income).
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Explore ways to make homeownership affordable to lower income levels.

Housing Opportunities

- Policy K: Promote a variety of housing types, location and tenure to maintain social and economic diversity in the City.
- Policy L: Ensure compliance with all State and Federal regulations relating to housing opportunity and the prevention of discrimination.

Implementation Action 29: Fund Accessibility Improvements Enhance housing opportunities for those with disabilities. Implement ADA and State building code requirements for the provision of accessible housing units. Provide up to $5,000 CDBG grants for disabled households to make accessibility improvements. The City will construct ramps and retrofit accessible features into the homes of disabled residents. *Responsibility: Housing Div., Bldg. Div., Planning Div., Planning Comm., City Council* *Target Date: Ongoing* *Funding Source: CDBG*		
Describe implementation progress:	The City's housing rehabilitation program offered to homeowners, the Neighborhood Conservation & Improvement Program, provides grants up to $10,000 for handicap accessible improvement in homes of low-income homeowners.	
Funding sources & funding amount (1999-2006):	CDBG & HOME funds: $1,800,000 approximately	
Loans (1999-2006):	Total # of Loans: approximately 216 grants Total Loan Amount ($):	
Quantified objective for loans (2007-2014):	Total # of Loans: 210 grants Total Loan Amount ($): grants: $2,100,000	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Program is well received by the community, particularly with the senior population.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No change to program is recommended at this time.

Implementation Action 30: Analyze Constraints to Providing Housing to Persons with Disabilities Analyze and determine whether there are constraints to providing housing for persons with disabilities, consistent with the year 2001 Senate Bill 520 (Chesbro). The analysis will concentrate on land use controls, and permit procedures. If any constraints are found in these two or in any other areas, develop a plan to mitigate or remove those constraints. *Responsibility: Planning Div., Bldg. Div., Housing Div., Planning Comm., City Council.* *Target Date: 2003* *Funding Source: Not applicable*		
Describe implementation progress:	Analysis has not been completed. City will complete its analysis of constraints as part of the comprehensive update of the General Plan now underway.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? While the analysis has not yet been completed, no complaints or issues have arisen.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? No change necessary.

Implementation Action 31: Fund Projects to Improve Accessibility on Public Property Reduce physical barriers to the disabled on public property and street rights-of-way. Each year the City budgets funds from CDBG for this purpose. The focus is on adding ramps to corner curbs, public facility entries and improving access to public bathrooms. The City's ADA Committee, which includes disabled representatives, makes recommendations on the use of the funds. *Responsibility: Public Wks.* *Target Date: Ongoing* *Funding Source: CDBG*		
Describe implementation progress:	Public Works and Parks & Recreation departments, based on recommendations from the City's ADA Committee, identify City facilities and street rights-of-way needing accessibility modifications. Public Works and Parks & Recreation departments identify proposed infrastructure and facility capital projects. Housing & Community Services Division determines the eligibility of those projects for CDBG funds. Only those projects funded with CDBG are included below.	
Funding sources & funding amount (1999-2006):	$3.4 million	
Projects and funding (1999-2006):	Total # of Projects: 15 Total Funding Amount ($): $3.4 million	
Quantified objective for projects and funding (2007-2014):	Total # of Projects: 12 Total Funding Amount ($): $4.5 million	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Has assured improved mobility and access for the City's mobility impaired population of more than 10,000. Supplements City's general fund by using CDBG funds for needed City capital improvement projects.
Do you recommend continuing the program?	☐ Keep Program ☐ Eliminate Program ■ Modify Program	How would you change the program to make it more successful? In 2007, the City implemented a process by which funding is multi-year, assuring more efficient use of CDBG funds.

Implementation Action 32: Support Housing for Individuals with Special Needs Encourage the provision of specialized housing to meet the needs of those with sensory, physical and/or mental disorders; or for group care, emergency housing and foster homes, where appropriate. Residential care homes for six or fewer residents are permitted in residential zones. Assistance for non-profits to acquire and rehabilitate such homes is available from the City through Community Development Block Grants and the Redevelopment Housing Fund. *Responsibility: Planning Div., Housing Div., City Council* *Target Date: Ongoing* *Funding Source: CDBG, Redevelopment Housing Fund*		
Describe implementation progress:	Expand very low and extremely low income units by following types of developments: Target population only, target population set-asides, transitional housing, all with supportive services as appropriate.	
Funding sources & funding amount (1999-2006):	$26.8 million	
Number of units/facilities (1999-2006):	Total # of Units or Facilities (specify): Total: 350 Moderate: Low: 10 Very-Low: 340	
Quantified objective for # of units/facilities (2007-2014):	Total # of Units or Facilities (specify): Total: 210 Moderate: Low: Very-Low: 210	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Critical need. Most successful with experienced non-profit developers.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Make prospective non-profit developers more aware of sites suitable for development.

Implementation Action 33: Review Condo Conversion Conformance to Planned Development Requirements The City shall review condominium conversion proposals for conformance to the Planned Development ordinance requirements. Existing tenants shall be given preference to purchase their unit and compensation if forced to relocate. The primary concerns are buyer protection and fire separation between units. The Ordinance requires a two hour fire separation and disclosure of structural and appliance conditions. The provisions of the homeowners association are also reviewed. *Responsibility: Planning Div., Planning Comm., City Council* *Target Date: Ongoing* *Funding Source: Not Applicable*		
Describe implementation progress:	Implementation is ongoing.	
Has the program been successful?	☐ Successful ☐ Unsuccessful ■ Neutral	Why or why not? There has only been one condominium conversion in the five year planning period.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful?

Implementation Action 34: Contract with Non-Profit Agency for Mediation Services Continue to refer Tenant-Landlord complaints to an agency offering meditation. The City funds a non-profit agency to handle the initial contact, mediation and follow-up, with effective resolution of the complaints as the goal. Issues such as rent increases, lease terms and housing conditions are all potential mediation topics. The Tri-County Apartment Owners Association is involved in these activities and encourages owners to participate in mediation as an alternative to more coercive governmental actions. *Responsibility: Housing Div., non-profit agency, City Council* *Target Date: Ongoing* *Funding Source: General Fund*		
Describe implementation progress:	Annual service contract with Project Sentinel to provide tenant-landlord dispute resolution service on city-wide basis	
Funding sources & funding amount (1999-2006):	City general fund: $280,000	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Project Sentinel runs a very good, highly professional rent mediation program.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful?

Implementation Action 35: Provide Referral Services and Support for Discrimination Concerns Provide referral services and promotional support to link those experiencing discrimination in housing with public or private groups who handle complaints against discrimination. The City funds pamphlets explaining fair housing services that are available in such City facilities as City Hall, libraries, and the community center. The City holds an annual Open House at which the pamphlets and other information on fair housing are made available to the public. The non-profit agency with which the City contracts also holds several community information meetings each year at which the pamphlets are distributed. The City refers disputes between property owners to the County Human Relations Commission's Dispute Officer. Through the Tri-County Apartment Owners Association, the City contributed to a Rental Housing Handbook that provides guidance to both tenants and landlords. Continue to seek state and federal enforcement of fair housing laws and continue to cooperate with local agencies investigating claims of discrimination. *Responsibility: Housing Div., non-profit agency, City Council* *Target Date: Ongoing* *Funding Source: CDBG*		
Describe implementation progress:	Provision of fair housing services by the City is essential to meet federal and State requirements to affirmatively further fair housing. Housing projects funded by federal HOME funds must develop and implement an affirmative marketing plan.	
Funding sources & funding amount (1999-2006):	$140,000	
Has the program been successful?	■ Successful ☐ Unsuccessful ☐ Neutral	Why or why not? Successful in addressing discrimination in rental housing, less so for discrimination in homeowner lending. Assures subsidized housing projects are affirmatively furthering fair housing.
Do you recommend continuing the program?	■ Keep Program ☐ Eliminate Program ☐ Modify Program	How would you change the program to make it more successful? Provide additional funds to investigate discrimination in lending practices, including predatory lending.

HOUSING ELEMENT APPENDIX 8.12-B HOUSING NEEDS ASSESSMENT

This Needs Assessment describes and analyzes local demographic, household, and housing characteristics and trends in an effort to determine the nature and extent of Santa Clara's housing needs.

8.12-B.1 Population & Household Trends

The type and amount of housing needed in a community are largely determined by population growth and various demographic variables. Factors such as age, race/ethnicity, occupation, and income level combine to influence the type of housing needed and the ability to afford housing.

Population

Actual and projected population estimates are reported in Table 8.12-B-1. According to the United States Census, Santa Clara's population grew 49 percent between 1960 and 1980. Since that time, constraints on available land for residential development have limited new housing development and the resulting population growth. During the next 20 year period, between 1980 and 2000, the City grew only 17 percent, from 87,700 to 102,361. More recently, the City has experienced an increase in the rate of population growth. In the year 2006, the American Community Survey reported a population of 112,098, an increase of ten percent just since 2000. More recently, the California Department of Finance estimated the city's population as of January 2008 to be 115,503 (not shown in table).

The Association of Bay Area Governments (ABAG) projects that the City will grow at a moderate rate over the next seven years, resulting in a population of approximately 124,700 by 2015.

TABLE 8.12-B-1: POPULATION GROWTH AND PROJECTIONS

	Year	*Population*	*Average Annual Growth Rate*
Actual	1960	58,850	--
Actual	1970	86,118	4.6%
Actual	1980	87,700	0.2%
Actual	1990	93,613	0.7%
Actual	2000	102,361	0.9%
Actual	2006	112,098	1.6%
Projected	2010	117,800	1.3%
Projected	2015	124,700	1.2%

Source: US Census 1960-2000, American Community Survey 2006, ABAG Projections 2007.

Santa Clara's projected population growth is consistent with countywide expected growth over time. The population of Santa Clara County as a whole (1.8 million in 2008, according to State Department of Finance), is projected to increase by 27 percent between 2010 and 2035, compared with the City of Santa Clara's 24 percent projected growth rate during this period.

Households

Households are expected to grow at a similar rate as population, suggesting consistency in household size (about 2.6). There were roughly 41,510 households in 2005; an additional 6,000 households are anticipated to be added by 2015 for a total of 47,330 households.

TABLE 8.12-B-2: HOUSEHOLD GROWTH AND PROJECTIONS

	Year	*Households*	*Average Annual Growth Rate*
Actual	1990	36,545	--
Actual	2000	38,526	0.5%
Actual	2005	41,510	1.5%
Projected	2010	44,610	1.5%
Projected	2015	47,330	1.2%

Source: ABAG Projections 2007

Age

The City of Santa Clara has seen increases in young and older residents in recent years. Children under four and adults between the ages of 45 and 64 are the age cohorts with increasing shares of the population. The median age in 2006 was 35 years old (not shown in table). At the County level, ABAG projects that seniors (65 and over) will continue to increase as a percent share of Santa Clara County's population, representing 13 percent of residents by 2015, compared with just 10 percent in 2005 (not shown in table). This represents the largest percent share increase of any age cohort.

These data suggests that as the City becomes both older and younger, there may be a need for additional family housing, with two or more bedrooms, as well as housing for seniors.

TABLE 8.12-B-3: AGE CHARACTERISTICS AND TRENDS

Age	*1990*		*2000*		*2006*[1]	
	Number	*Percent*	*Number*	*Percent*	*Number*	*Percent*
0 to 4	5,880	6%	6,688	7%	9,706	9%
5 to 17	11,703	13%	13,707	13%	12,307	11%
18 to 24	12,503	13%	11,569	11%	12,284	11%
25 to 44	37,344	40%	39,991	39%	41,146	37%
45 to 64	16,845	18%	19,506	19%	25,219	22%
65+	9,338	10%	10,900	11%	11,436	10%
Total	93,613	100%	102,361	100%	112,098	100%

[1] 2006 data are based on a sample of 1,413 residents. The U.S. Census Bureau advises that 2006 data should be compared with caution to 2000 values. This is due to the fact the entire population continually ages into older age groups over time, such that the population of a certain age is made up of a completely different group of people in 2000 and 2006.

Source: US Census 1990 and 2000; American Community Survey 2006

Gender

In 2006, 53 percent of residents were male and 47 percent female. Demographic characteristics related to female heads of household are described in Section 8.12-B.6: Special Needs Populations.

Ethnicity

Santa Clara has become more ethnically diverse in recent years. The proportion of white residents has decreased somewhat in recent years, accounting for 41 percent of the population in 2006. The Asian/Pacific Islander and Hispanic populations have increased to 34 percent and 18 percent, respectively. The black population also increased, but still only accounts for a three percent share. The Other category, which includes residents self-identifying as two or more races, accounts for four percent of the City's population.

Race and ethnic characteristics of a population imply certain housing needs as some demographic and economic characteristics correlate with race. For example, the average household size for the City of Santa Clara was 2.6 in 2000 (not shown in table). However, the average household size for Hispanics was 3.4 and for Asian or Pacific Islanders 3.0. These numbers reflect multi-generation families and/or a higher number of children which may require larger units with more bedrooms.

TABLE 8.12-B-4: ETHNICITY CHARACTERISTICS AND TRENDS

	1990	*2000*	*2006*[1]		*% Change*
			Number	*Percent*	*(2000-2006)*
White	59,754	49,392	46,065	41%	-7%
Asian or Pacific Islander	16,802	29,791	38,416	34%	29%
Hispanic	14,260	16,364	19,827	18%	21%
Black	2,281	2,237	2,888	3%	29%
Other[2]	516	4,577	4,902	4%	7%
Total	93,613	102,361	112,098	100%	7%

[1] 2006 data are based on a sample of 1,413 residents and should be compared with caution to 2000 values
[2] In 1990, "Other" category includes American Indians and Alaska Natives and persons in "Other Race" category. In 2000, the other category also includes persons who identified themselves as having "two or more races"

Source: US Census 1990 and 2000; American Community Survey 2006

8.12-B.2 Employment

Employment Trends

Santa Clara County is one of the Bay Area's major job generators. The City added about 24,000 jobs between 1990 and 2000, from approximately 108,000 to nearly 132,000 jobs (a 22 percent increase), as shown in Table 8.12-B-5. Following the dot-com collapse, ABAG estimates show reductions in jobs across all sectors in 2005, with employment in the City reaching nearly 105,000. Approximately 49,000 residents of Santa Clara were employed in 2005. In 2000, 30 percent of employed residents worked in the City, while the remaining 70 percent commuted to other cities (primarily within the County).

The Manufacturing, Wholesale and Transportation sector accounts for the largest share of total jobs with 43 percent. The Financial & Professional Services (which includes Research and Development activities) and Health, Education, & Recreational sectors are the next largest sectors, accounting for 19 and 18 percent of all jobs, respectively. ABAG estimates that the number of jobs in Santa Clara will increase to nearly 117,000 by 2015, the end of the Housing Element planning period. The Health, Education & Recreational sector is expected to see the largest increase in job growth during this period. These employment projections suggest a need for housing to serve a growing and diverse workforce.

TABLE 8.12-B-5: EMPLOYMENT TRENDS

	2000	*2005*		*% Change*
Industry Type	*Number*	*Number*	*Percent*	*(2000-2005)*
Agricultural and Natural Resources	220	200	0.2%	-9.1%
Manufacturing, Wholesale and Transportation	60,160	45,310	43.2%	-24.7%
Retail	9,280	7,860	7.5%	-15.3%
Financial & Professional Service	26,230	20,250	19.3%	-22.8%
Health, Education & Recreational	20,260	19,190	18.3%	-5.3%
Other	15,540	12,110	11.5%	-22.1%
Total	131,690	104,920	100.0%	-20.3%

Source: ABAG Projections 2007.

The list of major employers in the City, as shown in Table 8.12-B-6, supports the industry breakdown reported above. Santa Clara's top major employers are dominated by high-tech manufacturing companies, with Applied Materials and Intel topping the list.

TABLE 8.12-B-6: MAJOR EMPLOYERS IN SANTA CLARA

Employer	*Service*
Private	
Applied Materials	Semiconductor Devices (MFRS)
Intel Semiconductor Devices (MFRS)	Semiconductor Devices (MFRS)
3Com	Computers-Electronic-Manufacturers
Sanmina-SCI	Electronics Manufacturing
Kaiser Permanente	Hospital
Hewlett Packard	Test & Measurement Equipment
National Semiconductor	Semiconductors
Nortel Network/Meridian Systems	Mfg. Communications Equipment
Siemens Info & Comms	Communications Equipment
United Defense	Manufacturing General
ElectroGlas Corporation	Mfg. Automated Wafer Probing Systems
Institutional	
Santa Clara University	Education Facility

Source: BT Commercial Real Estate Overview 2005

Unemployment Rate

According to the California Employment Development Department (EDD) the unemployment rate in Santa Clara County was 4.7 percent in 2007. By comparison, the unemployment rate was 3.8 percent in San Mateo County and 5.4 percent statewide. Preliminary data for 2008 from EDD suggest that this rate has risen somewhat from 2007 values. For example, the November 2008 unemployment rate was 7.1 percent compared with 4.9 percent in November 2007. The current regional and national economic downturn suggests that the unemployment rate may continue to rise in 2009.

8.12-B.3 Housing Characteristics

Housing Units

Housing Trends

Between 2000 and 2008, the number of housing units in Santa Clara increased from 39,521 to over 44,166 (12 percent), as shown in Table 8.12-B-7. The majority of these units, 42 percent, are single-family detached units. However, housing developments with five or more units have been the fastest growing housing type in recent years, adding over 3,000 units (an increase of 24 percent) since 2000. This suggests an increase in higher-density, smaller, more affordable (though not necessarily subsidized) units.

TABLE 8.12-B-7: HOUSING UNITS, BY TYPE

	2000 Number	2008 Number	Percent	% Change (2000-2008)
Single-Family Detached	17,645	18,617	42%	6%
Single-Family Attached	3,588	3,759	9%	5%
2 to 4 Units	3,875	3,929	9%	1%
5 or More Units	14,413	17,861	40%	24%
Total	39,521	44,166	100%	12%

[1] Mobile homes, no longer in the City, are excluded from table and total.

Source: California Department of Finance, 2008.

Tenure

According to the US Census, approximately 54 percent of housing units in Santa Clara were renter-occupied in 2006, while 46 percent of units were owner-occupied. These proportions have not changed since 2000.

Housing Conditions

Age of Structures

Most of the housing stock in Santa Clara was built before 1980: 43 percent between 1960 and 1980 and 30 percent before 1960, as shown in Table 8.12-B-8. The median year that structures were built was 1968. When units are 30 years or older, they begin to require major improvements and repairs in order to maintain quality standards. Inspectors from the Building Inspection Division will continue to conduct inspections of homes on a request and complaint basis, providing advice and assistance where possible to correct problems.

TABLE 8.12-B-8: YEAR STRUCTURE BUILT, 2006

Year	Number	Percent
2000 or Later	4,053	9%
1980 up to 2000	7,839	18%
1960 up to 1980	18,762	43%
Before 1960	13,431	30%

Source: American Community Survey 2006

Vacancy Rate

The City has generally had low vacancy rates, with just three percent of units vacant in 2006 and the other 97 percent of units occupied. In comparison, the County has a somewhat higher vacancy rate, at four percent.

Overcrowding

Unacceptable overcrowding is generally defined as housing units where the number of occupants is greater than the number of rooms. Typically, overcrowding occurs because the household is unable to afford larger accommodations. Overcrowding is not a major problem in Santa Clara; still, 1,843 households (4% of all households) are living in overcrowded conditions, as shown in Table 8.12-B-9. This represents an improvement over conditions in 2000, when seven percent of units were considered overcrowded.

TABLE 8.12-B-9: OVERCROWDING (OCCUPANTS PER ROOM), 2006

	Number	*% of Total*
Owner occupied:		
Acceptable (1 or fewer occupants per room)	19,357	46%
Unacceptable (More than 1 occupant per room)	178	<1%
Renter occupied:		
Acceptable (1 or fewer occupants per room)	21,438	51%
Unacceptable (More than 1 occupant per room)	1,405	3%
Total	42,378	100%

Source: American Community Survey 2006

The Building Inspection Division conducts annual inspections of licensed residential buildings of four units or more with regard to State Housing and Building Code requirements. This inspection program includes an assessment of possible overcrowding, based on State Code requirements regarding maximum allowed occupancy. Complaints regarding possible overcrowding in other types of residential structures are also investigated.

Substandard/In Need of Rehabilitation

Consistent with prior General Plans and the Zoning Ordinance, the City supports the maintenance and preservation of housing and the quality of residential neighborhoods. In 2005, the City's Consolidated Plan 2005-2010 identified 1,569 units in need of rehabilitation.

The City operates the Neighborhood Conservation and Improvement Program (NCIP) to provide technical and financial assistance to qualified homeowners (those earning less than 80% of Area-Median Income) for housing rehabilitation. In the 2004-2005 fiscal year, the City assisted 113 low-income households through a combination of loans and grants. Homeowners undertook home repairs, accessibility improvement, lead-based paint testing, and other improvements. The program also provided rehabilitation of 42 HUD Section 215 subsidized housing units. Since 1976, the City of Santa Clara has assisted more than 1,000 homeowners to rehabilitate and increase the value of their homes through the NCIP. (A complete description of this and other funding sources is provided in Chapter 8.12-3, Section 8.12-3.5: Financing and Subsidy Resources of the Housing Element.)

8.12-B.4 Cost of Housing

Income

In 2006, the median household income in the City of Santa Clara was just over $80,000, as shown in Table 8.12-B-10. In absolute dollars, incomes increased by 15 percent between 2000 and 2006. However, adjusting for inflation, household incomes actually decreased during this time period—not surprising given the dot-com collapse during this period.[4] The City's income levels are on par with the County of Santa Clara as a whole.

Despite a high median income level, households in the City reflect a range of income levels. Nearly 30 percent of households have incomes over $100,000, another 37 percent have incomes between $50,000 and $100,000, and the remaining one-third of households have incomes below $50,000. These findings suggest that the City needs a range of housing types to accommodate residents with various income levels.

TABLE 8.12-B-10: MEDIAN HOUSEHOLD INCOME TRENDS (REAL DOLLARS)

	1989	*1999*	*2006*[1]	*% Change (2000-2006)*
City of Santa Clara	$44,707	$69,466	$80,048	15%
Santa Clara County	$48,115	$74,335	$80,838	9%

[1] 2006 data are based on a sample of 1,413 residents and should be compared with caution to 2000 values

Source: US Census 1990 and 2000; American Community Survey 2006.

The poverty rate in 2006 was seven percent, according to the American Community Survey. Table 8.12-B-11 shows the number of residents whose incomes fell below the poverty line within a 12-month period. This small and vulnerable population may require housing assistance. The highest poverty rates were among young adults ages 18 to 24—a large portion of whom are likely students who do not work or only work part-time.

[1] Using ABAG's consumer price index to adjust household incomes to 2006 dollars, median household incomes fell four percent between 2000 and 2006.

TABLE 8.12-B-11: RESIDENTS WITH INCOME BELOW POVERTY WITHIN THE LAST 12 MONTHS, BY AGE (2006)[1]

Age	*Number*	*% of Age Group*
0 to 4	737	8%
5 to 17	852	7%
18 to 24	1,624	20%
25 to 44	1,984	5%
45 to 64	1,767	7%
65+	611	6%
Total/Average	*7,575*	*7%*

[1] The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty.

Source: American Community Survey 2006.

Income Limits

HCD publishes household income limits to determine eligibility for housing programs and subsidies. In 2008, the area median income (AMI) for a family of four in Santa Clara County was $105,500, as shown in Table 8.12-B-12. This value represents a 21 percent increase (unadjusted) since 2001, when AMI was $87,300. Adjusted for inflation, this change in the median income has only risen 2.2 percent (not shown in table).

TABLE 8.12-B-12: 2008 INCOME LIMITS FOR SANTA CLARA COUNTY (REAL DOLLARS)[1]

Category	*Definition*	*2001*	*2008*
Median	Area Median Income (AMI)	$87,300	$105,500
Extremely-Low	Household income up to 30% of AMI	$26,190	$31,850
Very-Low	Household income up to 31-50% of AMI	$43,650	$53,050
Low	Household income up to 51-80% of AMI	$69,050	$84,900
Moderate	Household income up to 81-120% of AMI	$104,760	$126,600

[1] Based on a four-person household.

Source: California Department of Housing and Community Development, 2001 and 2008.

Housing stakeholders interviewed for this Housing Element agreed that, in terms of low-income populations, the greatest need existed among extremely low-income populations. These stakeholders felt that households above 50% of AMI can usually find an adequate rental unit. In addition, they noted that developers cannot qualify for tax credits for affordability levels above 50 percent of AMI.

However, stakeholders also identified a need for middle income populations who, despite holding full-time jobs, are not able to afford the high rents and ownership prices of housing in Santa Clara. Even moderate and above moderate income households (over 120% of AMI) struggle to keep up with market-rate rents and home sale prices. Stakeholders expressed concern that the professional class of middle-income wage earners, central to the workforce, is leaving the City and region because of high housing prices.

Rent Prices

In terms of rental units, a market inventory of 45 rental properties in the City of Santa Clara by RealFacts indicates that the following were the average monthly apartment rents in the City of Santa Clara as of the 3rd Quarter 2008 (rounded):

- 1-bedroom/1-bathroom = $1,600
- 2-bedroom/1-bathroom = $1,700
- 2-bedroom/2-bathroom = $2,100
- 3-bedroom/2-bathroom = $2,800

The average apartment rent for all unit types in the City of Santa Clara was about $1,800, which was lower than some other communities in Santa Clara County such as Palo Alto, Los Gatos, and Cupertino, but higher than others such as Mountain View, Sunnyvale, and Milpitas. The 2008 overall occupancy rate for all projects surveyed in the City of Santa Clara was about 96 percent. Given the above rents, very low and low income households (up to 50% and 80% of the area median income respectively) will find it challenging to afford to rent the average apartment in the City of Santa Clara.

Home Sale Prices

According to the Santa Clara County Association of Realtors, the median price for a single family detached home in the City of Santa Clara as of the 2nd Quarter 2008 was $709,000, a decline of about 5 percent from 2007. The median price for a condominium/townhouse as of the 2nd Quarter 2008 was $469,000, a decline of about 2.5 percent from 2007. In general, home prices in the City of Santa Clara have held up better to the broad downturn in the housing market than those in most areas in California. One outcome of the decline in housing prices has been an increase in ownership housing affordability. The California Association of Realtors reports that, as of the 2nd Quarter 2008, about 33 percent of households could afford to purchase an entry-level home in Santa Clara, as compared to 21 percent in late 2007.

Nonetheless, housing prices are still high in the City of Santa Clara. Assuming a 20 percent down payment, a 30-year mortgage, and a seven percent interest rate, mortgage payments and property taxes on the median-priced single family detached home ($709,000) would be about $4,400 per month. The gross annual income required to afford such a home (assuming no more than 30 percent of gross income is spent on housing) is at least $175,000. Additional homeowner costs (insurance, utilities, maintenance, etc.) would require an even greater income, as would any secondary debt. A four-person household in Santa Clara would need to earn well over the median income of $105,500 in order to afford the median-priced single family detached home with the preceding assumptions. Using the same assumptions, the gross annual income required to afford the median-priced condominium/townhouse ($469,000) would be about $115,000, also above the median income for a household of four in Santa Clara ($105,500).

Overpayment

With the high cost of housing in and around the City of Santa Clara, households often spend a large portion of their income on housing. Table 8.12-B-13 reports that 40 percent of all renter-occupied households and 44 percent of owner-occupied households are overpaying for housing. According to the US Census, housing overpayment refers to spending more than 30 percent of income on housing.

Overpayment disproportionately affects younger households (between 15 and 24 years old) and older households (65 years and above). A full 100 percent of homeowners in the youngest category were overpaying for housing. This is likely due to the fact that they recently purchased homes at high prices and are stretching their incomes to pay monthly costs. The next most severe overpayment demographic is renters in the oldest category; 79 percent of older renters are paying more than 30 percent of their incomes toward their rent. This is likely due to the fact that residents in this age group may receive fixed income.

TABLE 8.12-B-13: OVERPAYMENT FOR HOUSING, BY TENURE

	Total	*Total*	*Percent by Age*			
	Number	*Percent*	*15 to 24*	*25 to 34*	*35 to 64*	*65 +*
Renters Overpaying	8,379	40%	54%	31%	31%	79%
Owners Overpaying	6,542	44%	100%	55%	37%	21%

[1] Owners only include those with mortgages

Source: American Community Survey 2006

8.12-B.5 Assisted Housing Developments At-Risk of Conversion

The State Housing Element law and HUD Consolidated Plan regulation require cities to prepare an inventory including all assisted multi-family rental units which are eligible to convert to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. State Housing Element law requires this inventory cover a ten-year evaluation period following the statutory due date of the Housing Element (July 1, 2009); whereas the HUD regulation requires the inventory to cover only the five-year planning period of the Consolidated Plan. To satisfy both state and federal requirements, this at-risk housing analysis period covers this period from July 1, 2009 through June 30, 2019. This analysis represents a review of current status and options, rather than a specific statement of City policy.

According to a risk assessment by California Housing Partnership Corporation (CHPC), no assisted development in the City is considered at high risk of conversion to market use. Of the assisted units identified above, one project was determined to be at low risk of conversion during the 2009-2019 period.

- **Liberty Towers:** Located at 890 Main Street, Liberty Towers is a 100-unit apartment complex, with all of the units allocated for occupancy by very low-income seniors. The project receives Section 8 project-based assistance. Under the Section 8 contracts, the project owner provides units affordable to lower-income families for a specified time period. The City has a currently funded rehabilitation project for Liberty Towers, scheduled to begin in 2009. This project will extend the affordability restriction for five years after the date of project completion.

Liberty Towers was also assisted through the HUD Section 236 and Section 202 programs. Through these programs, the owner was provided mortgage insurance and interest reduction payments. Earliest termination date of Section 236 and Section 202 loan assistance is September 20, 2013. Given its non-profit ownership, it is unlikely that Liberty Towers will be converted to market-rate housing.

8.12-B.6 Special Needs Populations

Housing is a basic necessity of life for everyone. However, the search for decent affordable housing is greatly complicated for many individuals because of various barriers, including disability, advanced age, and life crisis. The City has identified several special populations that are in need of particular housing services and are most likely to be in the Extremely Low-Income category: seniors, persons with disabilities, large families, single-parent households, college students, and families and persons in need of emergency shelter. (Given Santa Clara's urban location, farmworkers are not considered a population with special needs, but a short description is provided below.)

Seniors

Seniors are expected to be the fastest growing age cohort in the County over the Housing Element planning period. In 2006, the American Community Survey reported approximately 11,500 residents 65 years or older living in the City of Santa Clara, representing ten percent of the population. Countywide, ABAG projects a 47 percent growth rate among seniors over 65 between 2005 and 2015, suggesting that the City of Santa Clara could have nearly 17,000 seniors by the end of the Housing Element planning period.

As shown in 8.12-B-14, 61 percent of seniors are homeowners and 39 percent are renters. These numbers are consistent with homeownership rates for seniors between 65 and 74 years old. However, as seniors age, these rates tend to reverse. Of seniors 85 year old and greater, only 46 percent are homeowners, while 54 percent are renters. This may be due to the fact that as seniors age, they may choose to sell their homes because their homes are too large or they require additional care at a retirement or assisted living facility.

TABLE 8.12-B-14: SENIORS BY AGE AND TENURE

	Owner		*Renter*	
Householder Age	*Number*	*Percent*	*Number*	*Percent*
65 to 74 years	2,009	63%	1,181	37%
75 to 84 years	1,859	66%	965	34%
85 years and over	554	46%	663	54%
Total	4,422	61%	2,809	39%

Source: American Community Survey 2006.

In 2000, there were 4,348 extremely low income households documented among all households. Of this total, 42 percent were defined as elderly (62 years and over). Seniors housing needs may be more intense since they are often earning a fixed income. In 2000, the Comprehensive Housing Affordability Strategy (CHAS) database reported that seniors compose a substantial share of low-income households as shown in 8.12-B-15. In addition, CHAS reported an additional 4,098 very low-income households, with 37 percent of those composed of elderly households; and 3,782 low-income households, with 24 percent composed of elderly populations.

TABLE 8.12-B-15: ELDERLY HOUSEHOLDS, BY INCOME AND TENURE

Income Level	Renters	Owners	Subtotal	% Share of Total	Total (All house-holds)
Extremely Low-Income	958	874	1,832	42%	4,348
Very Low-Income	465	1,035	1,500	37%	4,098
Low-Income	209	690	899	24%	3,782

Source: Comprehensive Housing Affordability Strategy (CHAS), 2000.

Additionally, many of these seniors need special housing such as handicap accessible living arrangements. The 2006 ACS indicated that 35 percent of the elderly population in Santa Clara had a disability (3,797 seniors).

Historically, waiting lists for senior housing have been long, suggesting demand exceeded supply for affordable senior housing. Since the last planning period, the City has added more affordable senior housing to the housing stock. There are currently five below-market senior housing developments in the City, containing a total of 615 studio, one- and two-bedroom units. There are another 55 beds within two assisted living developments for seniors with mental or physical disabilities. Additionally, a 28-unit affordable senior housing development was approved for construction as of 2008. The City also provides funding support to a shared housing provider that matches frail seniors with younger persons who can provide assistance with household tasks, such as cleaning and cooking. This agency places 15 to 20 shared housing relationships each year.

Persons with Disabilities

Persons with disabilities may require certain housing features or services. In 2000, the US Census reported that 14,915 residents (16 percent of the City's population) had one or more disabilities. Table 8.12-B-16 shows a tally of disabilities, by type (note that the table counts disabilities, not the number of persons with disabilities).

TABLE 8.12-B-16: NUMBER OF DISABILITIES, BY TYPE

Disabilities Tallied	*Definition*	*Number*
Sensory disability	Blindness, deafness, severe vision or hearing impairment	2,616
Physical disability	A condition that substantially limits basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying	5,294
Mental disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult learning, remembering, or concentrating	3,440
Self-care disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult dressing, bathing, or getting around inside the home	1,536
Go-outside-home disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult going outside the home alone to shop or visit a doctor's office	6,258
Employment disability	A physical, mental, or emotional condition lasting six months or more that makes it difficult working at a job or business	6,870
Total		26,014

Source: U.S. Census, 2000.

Many of these persons do not require special housing. However, the 2000 Census indicated that approximately 36 percent of the disabled population in the City was unemployed. Therefore, low income is one significant obstacle to housing for the disabled in Santa Clara. The City provides financial assistance to support transitional housing for persons with physical disabilities. Through the City's Housing Rehabilitation Program, the City meets the needs of access-impaired or handicapped owner-occupants by removing architectural barriers where appropriate. Private developers are encouraged to meet or exceed State requirements and any additional local policies regarding handicap accessible living arrangements.

The City has also subsidized the acquisition of two residences for persons with developmental disabilities, accommodating six individuals in each home. As part of the 450-unit Estancia/Archstone apartments with 90 units reserved for low-income households, 23 units are designed and reserved for those with developmental and physical disabilities. The County Housing Authority also has three units within the City available to persons with physical or developmental disabilities.

Large Families

Large households, those with five or more persons, often have special housing needs due to their income and the lack of adequately sized, affordable housing. As a result, large households often live in overcrowded conditions. Although one-, two-,

and three- person households account for the majority of household sizes in the City (81 percent), there are a small number of five or more person households. The 2006 American Community Survey reports 2,980 households with five or more members in Santa Clara, representing seven percent of total households, as shown in Table 8.12-B-17. Large owner-occupied households are somewhat more prevalent than large renter-occupied households. The CHAS data further indicate that among the large households in the City, approximately 65 percent experienced some form of a housing problem, which is defined as overcrowding, above the cost burden, and/or substandard housing conditions. This illustrates that Santa Clara has a need for affordable housing units with three or more bedrooms.

TABLE 8.12-B-17: HOUSEHOLD SIZE

Household Size	*Owner*	*Rental*	*Total*	*Percent of Total*
1-person household	4,277	7,494	11,771	28%
2-person household	6,489	7,877	14,366	34%
3-person household	4,206	4,189	8,395	20%
4-person household	2,797	2,069	4,866	11%
5 or more person households	1,766	1,214	2,980	7%
Total:	19,535	22,843	42,378	100%

Source: 2006 American Community Survey

Since 2000, most new development—approximately 4,600 units—has been multi-family development, with five or more units.

Currently, 55 percent of the housing stock is composed of studios, and one- or two-bedroom units. Three-bedroom units compose nearly a third of all units, but four-bedroom units only account for 12 percent, and five or more bedrooms just one percent.

Potentially compounding the housing needs of larger families is the fact that household incomes decrease with household size. Table 8.12-B-18 shows that household income is highest among four-person households, at $100,703, but declines as household size increases above four people, to $59,473 for households with seven or more members. Most likely these larger households contain more children or grandparents who are not employed.

TABLE 8.12-B-18: MEDIAN HOUSEHOLD INCOME, BY HOUSEHOLD SIZE

Household Size	*Income*
1-person	$46,163
2-person household	$83,221
3-person household	$96,329
4-person household	$100,803
5-person household	$98,620
6-person household	$80,577
7 or more person households	$59,473
Median (All Households)	$80,048

Source: 2006 American Community Survey

Single-parent Households

Single-parents may have additional housing needs, as sole income earners with dependent children. In 2006, there were 3,266 households occupied by a female-headed household, with no husband present (8 percent of total). Of these, over 61 percent, 2,022 households, had children present. In comparison, single fathers made up 993 households.

To address the needs of single parent families, the City of Santa Clara previously participated in Project Self-Sufficiency, which has since been renamed Partners in Self-Sufficiency. Project Self-Sufficiency was a HUD pilot program aimed at making single parent families economically self-sufficient through job-training, affordable childcare and, most importantly, affordable housing. The rationale was that if a parent's home life is stable, then the parent's success through job-training will increase and with successful training they will be able to earn more in the job market. Although federal sponsorship of Project Self-Sufficiency has expired, the City of Santa Clara continues to carry on the intent of the program through the cooperation of the Housing Authority of the County of Santa Clara. The goal of the program remains to help low-income single-parents make the transition from public assistance to gainful employment by providing the means for individuals to locate and utilize existing programs and resources. The Housing Authority gives program preference to new participants of Section 8 housing certificates.

Families and Persons In Need of Emergency Shelters

Families and persons in need of emergency shelter have critical and immediate needs for transitional and long-term permanent housing. This population may include many of the groups described above, as well as other extremely low-income households, youth, victims of domestic violence, and temporarily or chronically homeless.

Homelessness

The number of homeless persons and families has been increasing nationally and in the Bay Area. The demographics of the homeless also have been changing, from predominately single persons often with substance abuse or mental illness to an increasing number of families unable to afford high rents.

According to *The 2007 Santa Clara County Homeless Census and Survey*, there were 7,202 homeless people in Santa Clara County counted in January 2007. Over 70 percent of these individuals were found in shelters, 29 percent were unsheltered. In the City of Santa Clara, 480 people were counted during this survey; 58 percent were identified in shelters, the remaining 42 percent were unsheltered. Moreover, the report annualizes these numbers, assuming that people cycle in and out of homelessness at different points during the year. Using this assumption, over 18,000 persons were estimated to be homeless at some point in Santa Clara County during 2007. Although these numbers represent small fractions of the total population (less than one percent at both the City and County level), the shelter and care needs of homeless individuals are great.

Youth

Housing stakeholders and providers interviewed for this Housing Element identified a need for transitional and permanent housing for youth. These housing types could come in various forms, from a renovated single-family home with just a few residents, to larger residences serving 20 youth. This type of housing requires on-site social services or other support. In addition, stakeholders recommended additional single-room occupancy units (SROs) to serve various populations with limited incomes, from homeless and transitional populations, to seniors and young people, just out of high school or college.

Emergency Housing Provided in the City

The City of Santa Clara has seven sites where persons in need of emergency shelter can seek a bed and other assistance, as shown in Table 8.12-B-19.

TABLE 8.12-B-19: EMERGENCY HOUSING PROVIDERS IN THE CITY OF SANTA CLARA

Provider	*Target Population*	*Capacity/Housing Type*
Bill Wilson Center, Bill Wilson House	Homeless teenagers	Six person group home
Bill Wilson Center, Homeless Teen Parent Project	Homeless teen mothers and dependent children	Six person group home and four transitional apartments
Bill Wilson Center, Runaway Youth Shelter	Runaway, homeless and other troubled youth	Short-term transitional
Bill Wilson Center, Transitional Housing for Foster Home Teenage Girls	Foster home for teenage girls	Six person group home
Bill Wilson Center, Transitional Housing for Homeless Teens	Homeless teenagers	Six person group home
Emergency Housing Consortium, Sobrato Family Living Center	Homeless families	33-unit transitional
Emergency Housing Consortium, Sobrato Family Living Center II	Homeless families	10-unit transitional and eight-unit permanent
Innvision of Santa Clara Valley Homesafe Santa Clara	Survivors of domestic violence	24-unit transitional
Silicon Valley Independence Living Center	Persons with Disabilities	Four-bedroom transitional

The Bill Wilson Center, partially funded by the City of Santa Clara, provides short-term housing for runaway and homeless youth ages 11-17 and transitional housing services for youth and young adults 17-21 years old and young-parent families. The City helped fund the acquisition of an apartment building and a house located on another site that provides transitional housing services to ten young homeless families. A triplex purchased using Federal HOME funds and City Redevelopment funds houses eight single homeless teens.

The Emergency Housing Consortium's Sobrato Family Living Center provides emergency housing for up to 43 families on Agnew Road just east of Lafayette Street.

The Center also provides eight units of permanent affordable housing, a community center, and a computer learning center. The shelter houses up to 100 persons per night. Clients may remain at the shelter for up to 90 days and receive tenant education as well as information on area housing and jobs, children's programs, case management and other subjects.

Redevelopment Agency funds also have assisted with the construction of a 24 unit Homesafe Transitional Housing project on City-owned land for those who have experienced domestic violence.

The Zoning Ordinance does not identify a zoning classification that allows emergency shelters by right. This program will be undertaken in the Zoning Ordinance Update and will occur within two years of adoption of this Housing Element, in compliance with SB 2.

Farmworkers

Since the closest large-scale agricultural production operations are more than thirty miles away from the City, in southern Santa Clara County, farmworkers have not been identified as a subgroup with special housing needs. The only farming operation is the City has been the Bay Area Research Extension Center, a part of the University of California's agricultural studies. However, this facility has been closed and in 2007, this site was approved for housing. The 2000 U.S. Census reported just 94 City of Santa Clara residents working in the farming, fishing, or forestry industries.

College Students

The City of Santa Clara contains several higher education institutions: Santa Clara University (SCU), Golden State Baptist College, and Mission College.

SCU currently has a total enrollment of over 8,000 students. The University has begun a program of expanding its types of on-campus housing with the intent of encouraging more students to live on campus. SCU is currently updating its master plan, but anticipates an increase in its student body and in the number of students served by on-campus housing, from 2,500 to 3,500. The City supports the expansion of the variety of types of housing opportunities provided on-campus, so as to minimize the impacts on the City's off-campus housing stock. Students tend to have limited incomes, but can be accommodated by small units. Since the previous Housing Element period beginning in 1999, the University has constructed apartment-style housing with 290 beds.

Golden State Baptist College is an undergraduate facility that houses over 400 students in on-campus dormitories. Mission College is a community junior college attended by over 9,000 full- and part-time students who commute from their homes in and outside the City and County. Currently, there is no on-campus residency.

Extremely Low-Income and Low-Income Housing Provided

Section 8 Vouchers

The City of Santa Clara contracts with the Housing Authority of the County of Santa Clara (HACSC) to administer its rental assistance programs, specifically the Section 8 Voucher program. According to a Santa Clara County Housing Authority official, there is a waiting list of 58,000 households seeking Section 8 vouchers, at the County level. As of March 2008, there were 867 City of Santa Clara residents with Tenant-Based Section 8 Vouchers, 732 of which (85%) were considered extremely low-income earners. Another 2,627 residents were on the waiting list at this time, of which 1,751 (71%) were extremely low-income households. Although many of these individuals and families on the waiting list already have housing, this high number suggests a demand for additional affordable housing opportunities.

Public Housing

HACSC also manages 325 public housing units throughout the City of Santa Clara, within six developments. These developments are described in Table 8.12-B-20.

Assisted Housing Units

The City's Redevelopment Agency plays an active role in funding affordable housing and has placed long-term restrictions on several projects, as shown in Table 8.12-B-20. Some of these housing developments also contain supportive services.

Additional below-market rate units are provided through the City's inclusionary housing requirement, which requires new developments with ten or more dwelling units, to provide ten percent of their units at below-market rates. During the previous housing element period (1999-2006), this policy helped to produce 123 affordable units.

TABLE 8.12-B-20: INVENTORY OF CITY ASSISTED HOUSING UNITS

Development/Address	*# of Units*	*Owner*	*Earliest Date of Expiration*	*Funding Source*	*Target Population/ Type*	*Qualifying Income*
Liberty Tower 890 Main Street	100	Methodist Retirement	2014	RDA, Sect. 202 & 236	Seniors	Low
Summerset Apartments 2151 Main Street	43	Community Housing Developers	2022	RDA	Families	Very-Low, Low
Chateau Apartments 2150 Main Street	25	Community Housing Developers	2023	RDA	Families	Very-Low, Low
3661 Peacock Court	28	Community Housing Developers	2025	RDA	Teenagers	Extremely Low, Very-Low, Low
2193 Homestead Road	1	City of Santa Clara	2026	HOME, RDA	Seniors	Very-Low
3761 Miramar Way & 2251 Deborah Drive	20	County Housing Authority	2033	RDA	Families	Very-Low
2002 Halford Avenue & 3680 Poinciana Drive	16	County Housing Authority	2033	RDA	Families	Very-Low
Bracher Senior Apts 2665 South Drive	72	County Housing Authority	2048	RDA	Seniors	Very-Low
Estancia/Archstone 1650 Hope Drive	90	Citizens Housing	2048	RDA	Families, Disabilities	Low
Klamath Gardens 2051 Klamath Avenue	17	County Housing Authority	2049	RDA	Families	Very-Low
2319 Gianera Street	1	City of Santa Clara	Annual Lease	RDA		
Westwood Ambassador Apts 2606 Newhall Street	40	Charities Housing Development	2023	HOME, RDA	Families	Very-Low, Low
Rivertown Apartments Agnews Road	100	County Housing Authority	2056	RDA	Families	Very-Low, Low
Riverwood Grove Apts 2150 Tasman Drive	71	Mid-Peninsula Housing	2056	RDA	Families	Low
Riverwood Place Apts 5090 Lick Mill Blvd	148	Mid-Peninsula Housing	2056	RDA	Families	Low
John Burns Gardens Apts Agnew Road	100	County Housing Authority	2056	RDA	Seniors	Very-Low

TABLE 8.12-B-20: INVENTORY OF CITY ASSISTED HOUSING UNITS

Development/Address	*# of Units*	*Owner*	*Earliest Date of Expiration*	*Funding Source*	*Target Population/ Type*	*Qualifying Income*
Gateway Santa Clara 1000 El Camino Real	42	EAH	2057	RDA	Seniors	Very-Low, Low
Casa Del Maestro Lochinvar Ave	40	Santa Clara Unified School District	2063	RDA	Teachers	Low

8.12-B.7 Projected Housing Needs

Regional Housing Needs Allocation

State law requires that each jurisdiction make available an adequate number of housing sites at a range of income levels. In the Bay Area, each city and county's "fair share" of housing units is determined by the Association of Bay Area Governments (ABAG) through the Regional Housing Needs Allocation (RHNA) process. This process accounts for factors such as existing and expected employment, population growth, and transit accessibility and allocates housing units accordingly. The Housing Element is the implementing tool for documenting these potential housing sites.

Table 8.12-B-21 describes the allocation for the City of Santa Clara and the County as a whole. According to ABAG, Santa Clara's fair share for the 2007 to 2014 period is 5,873 units. This total is then broken down into subtotals for each household income level. Although extremely low-income (ELI) need was not calculated by ABAG, HCD allows the City to assume that approximately half of the very low-income households qualify as ELI. Therefore, the Housing Element assumes that 647 units should be available to ELI households.

TABLE 8.12-B-21: ABAG REGIONAL HOUSING NEEDS (2007-2014)

Jurisdiction	*Very Low/ Extremely Low*	*Low*	*Moderate*	*Above Moderate*	*Total*
City of Santa Clara	1,293	914	1,002	2,664	5,873
Santa Clara County Total	13,878	9,567	11,007	25,886	60,338

Source: Association of Bay Area Governments. Final Regional Housing Needs Allocation, May 15, 2008.

Although the population of the City of Santa Clara comprises just six percent of the County's total population, the City's RHNA number represents nearly ten percent of the Countywide regional housing need. This is due to Santa Clara's high number of jobs, compared to its population; the City had twice as many jobs as employed residents in 2005.

Completed and Remaining Housing Needs

Units Built, Under Construction or Approved During the Planning Period

Table 8.12-B-22 identifies the City's progress since January 2007 on fulfilling the regional housing needs. Between January 2007 and December 2008, the City constructed 1,146 units, of which 125 were designated for moderate income households. In addition, an average of four-to-five accessory units are approved and constructed each year.

Current development projects include 155 units under construction and 740 units approved, a portion of which will be available at below-market rates. In sum, completed projects and current development projects will produce 2,041 housing units, of which 403 will be available at below-market rates.

TABLE 8.12-B-22: HOUSING UNITS UNDER DEVELOPMENT (AS OF DECEMBER 2008)

		Units, by Income Level			
Project Name/Address	*Total*	*Very Low*	*Low*	*Moderate*	*Above Moderate*
Built	1,146	35	23	67	1,021
Under Construction					
1655 Scott Boulevard (Shea/UL Site)	130			13	117
3625 Pruneridge Avenue (Pruneridge Villas)	8				8
2447 Homestead Road	8				8
2255 Gianera Street	6	6			
900 Pomeroy Avenue	3				3
Approved					
1331 Lawrence Expwy. (Marina Playa/BRE)	340	20	13		307
90 N. Winchester Boulevard (BAREC)	275	165			110
3445-3465 Lochinvar Avenue	30			30	
1828-1878 Main Street	28	28			
1460 Monroe Street	18			1	17
2250 El Camino Real	18			1	17
3421 Homestead Road	14			1	13
1701 Lawrence Road	9				9
1468 Lafayette St	2				2
4092 Davis St.	4				4
4272 Davis Street	2				2
Built	1,146	35	23	67	1,021
Under Construction	155	6	0	13	136
Approved	740	213	13	35	481
Total	2,041	254	36	113	1,638

Remaining Need Based on Units Built or Under Construction

Subtracting the total number of units completed, under construction, or approved, from the regional housing needs, results in the remaining housing need. Table 8.12-B-23 reports an outstanding need of 3,832 housing units, including 2,806 below-market rate units.

TABLE 8.12-B-23: SUMMARY OF REMAINING NEED

Number of Units	*Total*	*Units, by Income Level*			
		Very Low/ Extremely Low	*Low*	*Moderate*	*Above Moderate*
New Construction Need (RHNA)	5,873	1293	914	1002	2,664
Built + Under Construction + Approved	2,041	254	36	113	1,638
Remaining Need (Difference)	3,832	1,039	878	889	1,026

This remaining need will be provided on housing sites identified in the Housing Element. Proposed projects, such as the Station Area and Downtown plans will satisfy much of this additional need.

8.13 COMMUNITY SUSTAINABILITY AND HEALTH GOALS AND POLICIES

8.13 COMMUNITY SUSTAINABILITY AND HEALTH GOALS AND POLICIES

The City of Santa Clara is committed to the principles of sustainable development through the implementation of the its General Plan policies. This Appendix identifies policies that are sustainably oriented. It is intended to provide the basis for the future measurement and tracking necessary for implementation and, ultimately, for inclusion in a Climate Action Plan.

8.13.1 Implementation Matrix

The matrix below cross references policies from the General Plan and organizes them with respect to the topics listed in Chapter 5: Goals and Policies. Implementation of these policies will help the City of Santa Clara address the goals defined by AB 32 (2006) and SB 375 (2008), as well as California's aggressive approach toward combating climate change.

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.1 Prerequisites					
5.1.1-P1: Prior to implementation of Phase II and Phase III of the General Plan, evaluate appropriate measures to maintain a parkland ratio of 2.4 acres per 1,000 residents.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
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, sanitary sewer conveyance, wastewater treatment, 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.		✓			Department of Water and Utilities

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.1.1-P4 : Prior to the implementation of Phase II and 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.				✓	Finance Department
5.1.1-P6: Prior to 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.	✓		✓		Planning and Inspection Department, Public Works Department
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.			✓	✓	Planning and Inspection Department
5.1.1-P10: Prior to 2015, adopt a Climate Action Plan to implement the City's sustainability and environmental quality Goals and Policies, including any necessary health impact assessment.	✓		✓		Planning and Inspection Department, Silicon Valley Power
5.1.1-P11: Prior to 2010, update the City's Urban Water Management Plan and encourage a 20 percent reduction in consumption.		✓			Water and Sewer Utility Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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).	✓		✓		Planning and Inspection Department, Valley Transportation Authority, other responsible agencies.
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.	✓		✓		Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department
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.	✓		✓		Planning and Inspection Department, Public Works Department
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.			✓		Planning and Inspection Division, Parks and Recreation Division

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.1.1-P24: Prior to 2025, complete a Parks and Open Space Needs Assessment (Park Master Plan), or similar planning effort, to implement General Plan park and recreation policies, including potential adjustment to the parks per population ratio from 2.4 per 1,000 to 3.0 per 1,000, as well as identification of potential funding opportunities for new parkland and/or recreational facilities, and an assessment of potential parkland dedication fees under the Quimby Act.		✓	✓		Parks and Recreation Department, Planning and Inspection Department
5.1.1-P25: Prior to the implementation of Phase II, the City will include a community Risk Reduction Plan ("CRRP") for acceptable Toxic Air Contaminant ("TAC") concentrations, consistent with the Bay Area Air Quality Management District ("BAAQMD") CEQA Guidelines, including risk and exposure reduction targets, measures to reduce emissions, monitoring procedures, and a public participations process.	✓		✓		Planning and Inspection Department
5.3 Land Use					
General Land Use					
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.				✓	Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.		✓	✓		Planning and Inspection Department, Public Works Department, Streets and Automotive Services Department
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.		✓			Public Works Department, Department of Water and Utilities
5.3.1-P12: Encourage convenient pedestrian connections within new and existing developments.	✓		✓		Planning and Inspection Department, Public Works Department
5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.	✓				Planning and Inspection Department
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.	✓				Planning and Inspection Department, Public Works Department
5.3.1-P17: Promote economic vitality by maintaining the City's level of service for public facilities and infrastructure, including affordable utilities and high quality telecommunications.			✓		City Wide

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.			✓	✓	Planning and Inspection Department
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.	✓		✓		Planning and Inspection Department
Residential Land Use					
5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.	✓				Planning and Inspection Department
5.3.2-P4: Encourage private and common open space as part of all new residential developments, including clustering of units to maximize open space opportunities where appropriate.			✓		Planning and Inspection Department, Planning Commission
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.					

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.			✓		Planning and Inspection Department
5.3.2-P9: Encourage senior and group residential facilities, and affordable housing developments near neighborhood retail, support services and transit facilities.			✓		Planning and Inspection Department
Commercial Land Use					
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.				✓	Planning and Inspection Department
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, business retention, and healthy food options within the City.			✓	✓	Planning and Inspection Department
5.3.3-P6: Encourage neighborhood retail uses within a ten-minute walk of residential uses throughout the City.	✓		✓		Planning and Inspection Department, Planning Commission
5.3.3-P10: Encourage new grocery stores near residential neighborhoods to provide Santa Clara residents with access to fresh and healthy food options.			✓		Planning and Inspection Department
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.				✓	Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Mixed Use Land Use					
5.3.4-P2: Encourage mixed-use development in proximity to employment centers and residential neighborhoods throughout the City.	✓				Planning and Inspection Department
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.	✓		✓		Planning and Inspection Department
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.	✓		✓		Planning and Inspection Department, Public Works Department
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.	✓		✓		Planning and Inspection Department, Public Works Department
5.3.4-P14: Provide a network of streets and pedestrian connections in large mixed-use developments.					Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓		✓		Planning and Inspection Department, Public Works Department
5.3.4-P16: Discourage auto-oriented uses, such as drive through retail establishments, auto repair, and service stations in mixed-use designations, except under certain circumstances within the Community Mixed-Use designation in the El Camino Real Focus Area.	✓		✓		Planning and Inspection Department
Industrial Land Use					
5.3.5-P3: Encourage industrial development to participate in the identification and funding of 25 acres for park and recreational facilities to serve employment centers north of the Caltrain railroad tracks.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
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.	✓				Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓				Planning and Inspection Department
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.					Planning and Inspection Department
5.3.5-P11: Construct sidewalks in industrial areas, with priority along streets served by existing or planned transit services.	✓		✓		Public Works Department
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.				✓	Planning and Inspection Department
5.3.5-P17: Prohibit places of assembly, such as religious institutions, schools and uses catering predominately to sensitive receptors, such as children and the elderly, as well as entertainment uses south of U.S. Highway 101, such as clubs, theaters and sports venues, from sites designated as Light or Heavy Industrial and in areas designated High or Low Intensity Office/Research and Development outside the Exception Areas.			✓	✓	Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.3.5-P19: Restrict the use and storage of hazardous materials for industrial uses within 500 feet of existing residential uses.			✓		Planning and Inspection Department, Fire Department
5.4 Focus Areas					
El Camino Focus Area					
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.			✓		Planning and Inspection Department
5.4.1-P3: 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.	✓				Planning and Inspection Department
5.4.1-P12: Provide publicly accessible open space and transit stops in each Regional Mixed-Use area.	✓		✓		Planning and Inspection Department, Valley Transportation Authority
5.4.1-P15: 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.	✓				Planning and Inspection Department, Valley Transportation Authority

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.4.1-P16: 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 bike lanes without increasing overall right-of-way requirements.	✓				Streets and Automotive Services Department, Valley Transportation Authority
5.4.1-P18: Exclude Specified Regulated Businesses from the El Camino Real Focus Area, except under certain circumstances within the Community Mixed-Use designation.	✓		✓		Planning and Inspection Department
5.4.1-P19 : Exclude new auto oriented uses and drive through establishments from the El Camino Real Focus Area, except new service stations may be approved under the Community Mixed-Use designation provided that the total number of service stations between Lawrence Expressway and Lafayette Street does not exceed the number existing as of January 1, 2010.	✓		✓		Planning and Inspection Department
Downtown Focus Area					
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.	✓		✓		Planning and Inspection Department, Streets and Automotive Services Department
5.4.2-P16: Work with Valley Transportation Authority (VTA) to implement a Downtown loop for transit access to Santa Clara Station.	✓				Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.4.2-P17: Exclude auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the Downtown Focus Area.	✓			✓	Planning and Inspection Department
Santa Clara Station Focus Area					
5.4.3-P2: Maximize residential development within walking distance of the Station, particularly on the northeast side of the Caltrain corridor.	✓		✓		Planning and Inspection Department
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.			✓		Planning and Inspection Department, Planning Commission
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.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
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.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
5.4.3-P6: Provide pedestrian-oriented retail uses to serve new residential development, Station visitors and area employees.	✓		✓		Planning and Inspection Department
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.	✓				Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.4.3-P12: Minimize surface parking by requiring below-grade or structured parking facilities with active uses along street frontages.	✓				Planning and Inspection Department, Valley Transportation Authority, Caltrain
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.	✓		✓		Planning and Inspection Department, Streets and Automotive Services Department
5.4.3-P14: Encourage alternative modes of travel to and from the Station, including biking, walking and shuttles.	✓		✓		Planning and Inspection Department
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.	✓				Planning and Inspection Department, Streets and Automotive Services Department
5.4.3-P17: Work with appropriate transportation agencies and surrounding cities to maximize rail and bus transit to and from the Station.					Planning and Inspection Department, Public Works Department
5.4.3-P19: Exclude auto-oriented uses, drive-through establishments and Specified Regulated Businesses from the Santa Clara Station Focus Area.	✓				Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Stevens Creek Focus Area					
5.4.4-P9: Provide internal pedestrian connections to surrounding neighborhoods and across Saratoga Avenue for new mixed-use development.	✓		✓		Planning and Inspection Department, Public Works Department
5.4.4-P10: Promote multimodal transit accessibility at Stevens Creek Boulevard and Saratoga Avenue.	✓				Planning and Inspection Department, Streets and Automotive Services Department
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.	✓				Planning and Inspection Department, Valley Transportation Authority
Future Focus Areas Goals and Policies					
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.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
5.4.5-P9: Emphasize walkability and access to transit and existing roadways in Future Focus Area comprehensive plans.	✓		✓		Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.5 Neighborhood Compatibility					
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.	✓		✓		Planning and Inspection Department
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. Reductions in square footage are applied after FAR calculations.	✓	✓	✓		Planning and Inspection Department
Transition Goals and Policies					
5.5.2 –P9: Improve pedestrian amenities, including sidewalks and bicycle paths, to promote neighborhood compatibility.			✓		Planning and Inspection Department, Public Works Department
5.6 Historic Preservation					
5.6.1-P2 : Protect the historic integrity of designated historic properties and encourage adaptive reuse when necessary to promote preservation.	✓	✓	✓		Planning and Inspection Department, Historical & Landmarks Commission

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓	✓	✓		Planning and Inspection Department, Historical & Landmarks Commission
5.8 Mobility and Transportation					
General Mobility and Transportation					
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.	✓		✓		Planning and Inspection Department, Streets and Automotive Services Department
5.8.1-P2: Link all City transportation networks, including pedestrian and bicycle circulation, to existing and planned regional networks.	✓		✓		Public Works Department
5.8.1-P4: Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.	✓				Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department
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.	✓				Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓		✓		Planning and Inspection Department, Public Works Department
Roadway Network					
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 where feasible.	✓		✓		Public Works Department, Streets and Automotive Services Department
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.			✓		Planning and Inspection Department, Public Works Department, Utility Departments
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.			✓		Planning and Inspection Department, Public Works Department
5.8.2-P8: Minimize disruption of traffic flow resulting from truck traffic and deliveries, particularly during commute hours.	✓				Public Works Department, Streets and Automotive Services Department
5.8.2-P11: Implement street standards that remove barriers and increase accessibility.			✓		Public Works Department, Streets and Automotive Services Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Transit Network					
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.	✓				Planning and Inspection Department
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.	✓				Planning and Inspection Department, Valley Transportation Authority
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.	✓		✓		Planning and Inspection Department, Valley Transportation Authority
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.	✓				Planning and Inspection Department, Valley Transportation Authority, Caltrain
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.	✓				Planning and Inspection Department, Public Works Department, Valley Transportation Authority

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.8.3-P8: Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, traveler information and shelters.			✓		Planning and Inspection Department
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.	✓				Planning and Inspection Department,
5.8.3-P10: Require new development to participate in public/private partnerships to provide new transit options between Santa Clara residences and businesses.	✓				Planning and Inspection Department
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.	✓				Planning and Inspection Department, Valley Transportation Authority
5.8.3-P12: Improve the existing public transit system and support expanded services to increase ridership.	✓				Planning and Inspection Department, Valley Transportation Authority
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.	✓			✓	Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Bicycle and Pedestrian Network					
5.8.4-P1: Provide a comprehensive, integrated bicycle and pedestrian network that is accessible for all community members.			✓		Planning and Inspection Department, Public Works Department
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.	✓		✓		Planning and Inspection Department, Public Works Department
5.8.4-P3: Link City pedestrian and bicycle circulation to existing and planned regional networks.	✓		✓		Planning and Inspection Department, Public Works Department
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.			✓		Public Works Department
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.	✓		✓		Planning and Inspection Department, Public Works Department
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.			✓		Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.8.4-P8: Require new development and public facilities to provide improvements, such as sidewalks, landscaping and facilities, to promote pedestrian and bicycle use.	✓		✓		Planning and Inspection Department, Public Works Department
5.8.4-P9: Encourage pedestrian- and bicycle-oriented amenities, such as bike racks, benches, signalized, mid-block crosswalks, and bus benches or enclosures.			✓		Planning and Inspection Department, Public Works Department
5.8.4-P14: Promote bicycling and walking through education, safety publications, and information about health and environmental benefits.			✓		Planning and Inspection Department, Public Works Department
Transportation Demand Management					
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.	✓		✓		Planning and Inspection Department
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.	✓		✓		Planning and Inspection Department
5.8.5-P3: Encourage all new development to provide on-site bicycle facilities and pedestrian circulation.	✓		✓		Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.			✓		Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department, Public Works Department
Parking					
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.	✓				Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓		✓	✓	Planning and Inspection Department, Public Works Department
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.	✓			✓	Planning and Inspection Department, Public Works Department
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.	✓		✓		Planning and Inspection Department
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.	✓				Planning and Inspection Department, Public Works Department
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.	✓				Planning and Inspection Department, Public Works Department
5.9 Public Facilities and Services					
Parks, Open Space, and Recreation					
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.			✓		Planning and Inspection Department, Parks and Recreation Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.		✓	✓		Parks and Recreation Department
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.	✓		✓		Planning and Inspection Department, Parks and Recreation Department, Public Works Department
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.		✓	✓		Planning and Inspection Department, Public Works Department
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.			✓		Planning and Inspection Department, Parks and Recreation Department, Public Works Department
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.	✓	✓	✓		Planning and Inspection Department
5.9.1-P8: Encourage the extension of the San Tomas Aquino/ Saratoga 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.	✓	✓	✓		Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.9.1-P9: Support access to local food sources by providing opportunities for community gardening and farmers' markets.	✓		✓		Planning and Inspection Department, Parks and Recreation Department
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.			✓		Planning and Inspection Department, Parks and Recreation Department
5.9.1-P11: Encourage the shared use of open space resources, such as school grounds, for neighborhood recreation to maximize public accessibility.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
5.9.1-P12: Promote the preservation of open space and recreational areas on existing and closed school sites.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
5.9.1-P13: Encourage public and quasi public agencies to provide public access onto their property for trails and other appropriate recreational purposes.		✓	✓		Planning and Inspection Department
5.9.1-P14: Encourage publicly accessible open space in new development.		✓	✓		Planning and Inspection Department
5.9.1-P16: Encourage non-residential development to contribute toward new park facilities to serve the needs of their employees.		✓	✓		Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.		✓	✓		Planning and Inspection Department, Parks and Recreation Department
Schools and Community Facilities					
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.			✓		Planning and Inspection Department, Parks and Recreation Department
5.10 Environmental Quality					
Conservation					
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.		✓			Planning and Inspection Department
5.10.1-P2: Work with Santa Clara Valley Water District and require that new development follow the "Guidelines and Standards for Lands Near Streams" to protect streams and riparian habitats.		✓			Planning and Inspection Department
5.10.1-P3: Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.		✓			Planning and Inspection Department, Streets and Automotive Services Department
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 in circumference, measured from 48 inches above-grade on private and public property as well as in the public right-of-way.		✓			Planning and Inspection Department, Street and Automotive Services Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.10.1-P5: Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.		✓			Planning and Inspection Department, Public Works Department
5.10.1-P7: Encourage the use of local recycling facilities to divert waste from landfills.		✓	✓		Planning and Inspection Department
5.10.1-P8: Encourage a 80 percent per capita solid waste tonnage from 2010-2025.		✓	✓		Planning and Inspection Department, Street and Automotive Services Department
5.10.1-P9: Encourage curbside recycling and composting of organic and yard waste.		✓	✓		Planning and Inspection Department, Street and Automotive Services Department
5.10.1-P10: 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.			✓		Public Works Department, Water and Sewer Utilities Department
510.1-P11: Require use of native plants and wildlife-compatible non-native plants, when feasible, for landscaping on City property.		✓			
5.10.1-P12: Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants, when feasible.					Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Air Quality					
5.10.2-P1: Support alternative transportation modes and efficient parking mechanisms to improve air quality.	✓		✓		Streets and Automotive Services Department, Santa Clara Valley Transportation Authority, Railroad Owners and Operators
5.10.2-P2: Encourage development patterns that reduce vehicle miles traveled and air pollution.	✓		✓		Planning and Inspection Department
5.10.2-P3: Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.	✓		✓		City-wide
5.10.2-P4: Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.	✓		✓		City Wide
5.10.2-P5: Promote regional air pollution prevention plans for local industry and businesses.	✓		✓		Planning and Inspection Department
5.10.2-P6: Require "Best Management Practices" for construction dust abatement.			✓		Planning and Inspection Department
Energy					
5.10.3-P1: Promote the use of renewable energy resources, conservation and recycling programs.	✓				Planning and Inspection Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.10.3-P2: Encourage new development to incorporate sustainable building design, site planning and construction, including encouraging solar opportunities.	✓	✓			Planning and Inspection Department, Silicon Valley Power
5.10.3-P3: Reduce energy consumption through sustainable construction practices, materials and recycling.	✓	✓			Planning and Inspection Department
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.	✓	✓			Planning and Inspection Department, Silicon Valley Power, Water and Utilities Department
5.10.3-P5: Encourage installation of solar energy collection through solar hot water heaters and photovoltaic arrays.	✓				Planning and Inspection Department, Silicon Valley Power
5.10.3-P6: Provide incentives for LEED certified, or equivalent development.	✓	✓			Planning and Inspection Department
5.10.3-P7: Incorporate criteria for sustainable building and solar access into the City's ordinances and regulations.	✓	✓			Planning and Inspection Department
5.10.3-P9: Continue innovative energy programs to develop cost effective alternative power sources and encourage conservation.	✓			✓	Silicon Valley Power
5.8.2-P13: Explore opportunities for alternative energy "fueling stations" and promote participation in shuttle services that use new technology vehicles to reduce greenhouse gas emissions.	✓				Planning and Inspection Department, Streets and Automotive Services Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
Water					
5.10.4-P1: Promote water conservation through development standards, building requirements, landscape design guidelines, education, compliance with the State Water Conservation Ordinance, and other applicable City-wide policies and programs.		✓			Water and Sewer Utilities Department
5.10.4-P2: Expand water conservation and reuse efforts throughout the City.		✓			Water and Sewer Utilities Department
5.10.4-P3: Promote water conservation, recycled water use and sufficient water importation to ensure an adequate water supply.		✓			Water and Sewer Utilities Department
5.10.4-P5: Prohibit new development that would reduce water quality below acceptable State and local standards.			✓		Planning and Inspection Department, Water and Sewer Utilities Department
5.10.4-P6: Maximize the use of recycled water for construction, maintenance, irrigation and other appropriate applications.		✓			Water and Sewer Utilities Department
5.10.4-P7: Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.		✓			Planning and Inspection Department
5.10.4-P8: Require all new development within a reasonable distance of existing or proposed recycled water distribution systems to connect to the system for landscape irrigation.		✓			Planning and Inspection Department, Water and Sewer Utilities Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
5.10.4-P12: Encourage downspout disconnection and replacement of hardscapes with landscaping and permeable surfaces.		✓			Planning and Inspection Department, Public Works Department
Safety					
5.10.5-P15: Require new development to minimize paved and impervious surfaces and promote on-site Best Management Practices for infiltration and retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.		✓	✓		Planning and Inspection Department, Public Works Department
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.		✓	✓		Planning and Inspection Department, Public Works Department
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.		✓			Planning and Inspection Department, Public Works Department
5.10.5-P19: Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.		✓			Planning and Inspection Department, Public Works Department

TABLE 8.13-1: SUSTAINABILITY GOALS AND POLICIES MATRIX

Section/Policy	*GHG Emissions Reduction*	*Natural Resource Conservation*	*Community Health and Well Being*	*Economic Vitality*	*Responsibility*[1]
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.	✓				Planning and Inspection Department, Public Works Department
5.10.5-P23: Require appropriate clean-up and remediation of contaminated sites.		✓	✓		Planning and Inspection Department, Public Works Department
5.10.5-P24: Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials.			✓		Planning and Inspection Department, Fire Department

(Footnotes)

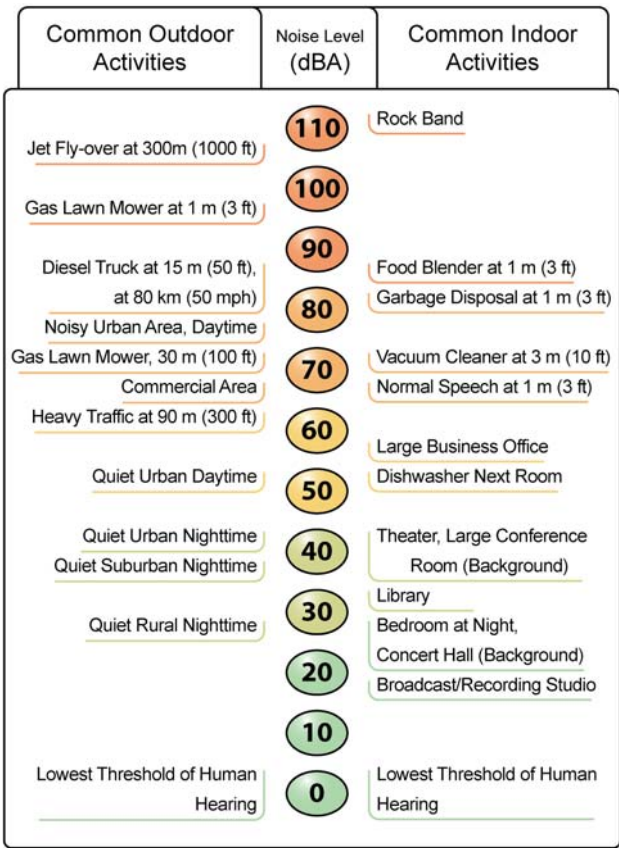
1. See General Plan Section 7: Turning the General Plan into Action, for agency and department responsibilities descriptions.

8.14 NOISE

8.14 NOISE

This section provides the basis for which noise is evaluated for the General Plan, including noise measurement and sources applicable to the City of Santa Clara.

Noise can be defined as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Background noise is primarily the product of many distant noise sources, which constitute a relatively stable noise background exposure, with individual contributors unidentifiable. Noise levels are also affected by short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. The known effects of noise on humans include hearing loss, communication interference, sleep interference, physiological responses and annoyance.



Factors that can influence human response to noise include intensity, frequency, and time pattern of noise sources; the amount of background noise present prior to the intruding noise; and the nature of work or human activity that is exposed to the noise. People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments. Consequently, noise standards for sensitive land uses are more stringent than for those at less sensitive uses. To protect various human activities in sensitive areas, lower noise levels are generally required.

8.14.1 Noise Measurement

Noise is measured in decibels (dB), which are units of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level measured in dB. The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. To account for this variation, the A-weighted scale is used. A-weighting is a method of frequency weighting to account for the variation in sensitivity of the human ear to the range of frequencies of the audible spectrum. Average noise exposure in the community is measured by a Community Noise Equivalent Level (CNEL). This is the computed average of noise over a 24-hour period, weighted to reflect the increased sensitivity to noise during the evening and night.

Typically, decibel level changes of 1 dB cannot be distinguished, a 3 dB change is just noticeable, a change of 5 dB is distinct and a change of 10 dB is perceived as a doubling of noise. The General Plan noise standards are reflected on the following table.

TABLE 8.14-1: GENERAL PLAN NOISE STANDARDS

Noise and Land Use Compatibility (Ldn & CNEL)								
Land Use	50	55	60	65	70	75	80	85
Residential								
Educational								
Recreational								
Commercial								
Industrial								
Open Space								

Compatible

Require Design and insulation to reduce noise levels

Incompatible. Avoid land use except when entirely indoors and an interior noise level of 45 Ldn can be maintained

8.14.2 Noise Levels and Sources

Transportation facilities, including vehicular traffic, railroads and the San José Norman Y. Mineta International Airport (Airport) are all factors in determining the noise environment of the City. The quietest areas of the City are those furthest from major City streets. The noisiest areas are under the airport flight pattern and immediately adjacent to freeways and railways.

8.14.3 Vehicular Traffic

Roadway traffic is one of the more prevalent sources of noise within the City. Traffic noise varies in how it affects land uses depending upon the type of roadway, distance of the land use from that roadway, topographical setting, and other physical land features such as walls, buildings and other structures. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic and type of traffic (e.g. cars versus heavy duty trucks). Another variable affecting the overall measure of noise is a perceived increase in sensitivity to noise at night. Because of the high traffic volumes for the freeways and expressways in the area, U.S. 101, Central Expressway, Lawrence Expressway, San Tomas Expressway and Montague Expressway constitute the loudest roadway source noise in the City. Industrial and commercial uses are located primarily along U.S. 101 and Central Expressway; however, there are residences located along the Lawrence, San Tomas and Montague Expressways. Noise from arterial roadways is also a contributor to the noise environment.

8.14.4 Airports

The San José Norman Y. Mineta International Airport is located to the east of, and adjacent to, the City. Noise generated by aircraft using the Airport has a noticeable effect on Santa Clara residents in the area north of the U.S. 101. The City uses the official Santa Clara County ALUC Referral Boundary (65 dB CNEL) Map as a basis of referring proposed projects to the Airport Land Use Commission (ALUC). This is consistent with noise restrictions in the California Administrative Code, Title 21, Subchapter 6 "Noise Standards." Local plans, policy actions or development activities that affect areas within the ALUC boundary need approval, or a finding of overriding consideration, prior to the issuance of local permits.

An important factor for calculated CNEL values is that, while the maximum noise levels produced by individual aircraft are a major component, CNEL does not explicitly measure peak, or maximum, noise levels. A CNEL of 65 dB means that peak noise levels above 65 db will likely be experienced. At CNEL 65 dB, individual aircraft noise events loud enough to be disruptive are common. Based on the noise monitoring survey conducted for the General Plan update, aircraft generate maximum noise levels in the range of 75 to 78 dBA Lmax at residences located north of U.S. 101.

8.14.5 Railroads

Two Union Pacific Railroad rail lines run through the City. The San Francisco line bisects the City in a generally east-west direction and generally forms a boundary between residential uses to the south and industrial uses to the north. The other rail line parallels Lafayette Street from State Route 237 in the north to El Camino Real where it turns to the east toward the Airport. Operations on these lines include both passenger and freight service, with spur tracks in industrial areas. Based on noise monitoring survey of existing operations, the San Francisco rail line generates a noise level of about 65 dBA CNEL at a distance of 100 feet and the Lafayette Street rail line generates a noise level of about 64 dBA CNEL at a distance of 100 feet.

8.14.6 Industry

Industrial and manufacturing facilities within the City involve moving and stationary noise sources that may affect adjacent noise-sensitive land uses. Industrial processes, such as fabricating and grinding, have the potential to exert a relatively high level of noise impact within their immediate operating environments. In addition, activities such as truck movements and deliveries can also generate noise along the local Roadway Network. The scope and degree of noise from industrial uses depends on various critical factors, including the type of industrial activity, hours of operation and the site's location relative to other land uses. Residential land uses are adjacent to industrial land uses in the northeast area of the City, north of Bayshore in the Rivermark area. During the noise monitoring survey, industrial uses in this area generated a constant noise level of about 45 dBA at adjacent residences. Noisy activities could take place at other times of the day/year were not accounted for in the noise monitoring survey.

8.14.7 Other Noise Sources

Other sources of noise include commercial, recreational and school uses. Noise sources associated with commercial uses include mechanical equipment, as well as activities associated with parking lots and loading docks. Noise generating activities associated with schools include children at play, bells and public address systems. High schools may include stadiums for day and evening athletic events, and public address/loudspeaker systems.

Intermittent or temporary noise sources include construction noise and noise from landscaping maintenance activities. Although these noise sources are typically short in duration, they are often loud and can be a source of annoyance.

8.15 ACKNOWLEDGMENTS

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