Attachment B

Project Consistency with Plan Bay Area 2040 and 2050

ESA

ATTACHMENT B

3941 Stevens Creek Boulevard Project Consistency with ABAG's Plan Bay Area 2040 RTP/SCS and 2050 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of the Association of Bay Area Governments (ABAG) Plan Bay Area 2040 Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2040) and Plan Bay Area 2050 Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2050).

The following evaluates the Project's consistency with the goals and benefits of Plan Bay Area 2040. Only goals and benefits that are applicable to the Project are discussed below.

TABLE 1
CONSISTENCY ANALYSIS WITH THE 2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY GOALS

Goals and Policies	Consistency Assessment
Goal #1: Climate Protection	As shown by the CEQA SCPE Energy & Water Efficiency Compliance Memo prepared for the Project (Attachment D2), the Project's energy use would be 15.1 percent less than the standards required by Title 24, Part 6 (2019). Moreover, the Project's water use per household would be 38.6 percent below the regional baseline for the City of Santa Clara. The Project would achieve its energy efficiency through the implementation of multiple measures including, but not limited to, enhanced exterior wall and roof insulation, high-reflectance roofing, central water heating systems, light-emitting diode (LED) lighting, and low-flow plumbing fixtures. The Project would achieve its water efficiency through multiple measures including high efficiency water-using appliances such as clothes washers and dishwashers, and efficient irrigation systems in compliance with the California Green Building Code. Such sustainability features would contribute to a decrease in greenhouse gas (GHG) emissions. In addition to implementing sustainability features, the Project would encourage the use of transit, walking and bicycling, as the Project would locate residential and commercial development in an area within walking distance of existing bus lines. The Project is located adjacent to a high-quality transit corridor and would promote the use of public transit for Project residents and people visiting the ground-floor commercial uses. The Project will also include indoor and outdoor bicycle storage areas, which would provide approximately 36 bicycle parking spots. Approximately 28 bicycles would be located within a secured bicycle storage room within the building. The remainder of the bicycle parking stalls are located on the exterior of the building. Given these components, the Project would encourage the use of multi-modal transportation options, thereby reducing car trips and contributing to a decrease in GHG emissions. The Project would encourage the use of transit, walking and bicycling, as the Project would locate residential development in an area within walking and biking distance of existing bus lines. Thus, the project is consistent with this goal.

Goals and Policies	Consistency Assessment
Goal #2: Adequate housing	The Project Site is located at 3941 Stevens Creek Boulevard, which is located along a commercial corridor surrounded by residential developments. The Project would replace the existing commercial uses with 59 very low-income housing units, which would remain affordable for at least 55 years. The Project would provide multifamily housing and job-creating commercial uses within an infill, transit-accessible area. The Project would provide a variety of dwelling unit sizes, with different bedroom units that accommodate a range of households. Therefore, the project is consistent with this goal.
Goal #3: Healthy and Safe Communities	The Project will encourage the use of multi-modal transportation options. The Project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and reducing impacts to air quality. The Project will include indoor and outdoor bicycle storage areas, which would provide approximately 45 bicycle parking spots. Approximately 28 bicycles would be located within a secured bicycle storage room within the building. The remainder of the bicycle parking stalls are located on the exterior of the building. Pedestrian access to the Project Site would be provided via the sidewalks along Stevens Creek Boulevard and Buckingham Drive. The proposed Project would also provide approximately 4,494 square feet of outdoor common space that would be accessed through the second floor and encourage onsite recreation by Project residents. In addition, the Project would provide an active ground-floor commercial uses, to enhance the pedestrian orientation of the Project Site and encourage walking to the Project, which would support a healthy community. Thus, the project is consistent with this goal.
Goal #4: Open Space and Agricultural Preservation	The Project site is not designated in a zone for Open Space but zoned for Thoroughfare Commercial (but intends to utilize the development standards of the Very High Density Mixed Use [VHDMU] zone pursuant to AB 3194 [2018]). The site currently contains minimal landscaping and does not contain active or passive recreational facilities that are open to the public. Thus, the Project would not develop existing open space or agriculture uses, consistent with this goal.

Goals and Policies	Consistency Assessment
Goal #5: Equitable Access	The Project would replace the existing commercial uses with 59 very low-income housing units, which would remain affordable for at least 55 years. The Project will provide 10 one-bedroom units with an average size of 531 to 608 square feet, 20 two-bedroom units with an average size of 800 to 843 square feet, 24 three-bedroom units with an average square footage of 1,077 to 1,315 square feet, and 5 four-bedroom units with an average size of 1,295 to 1,315 square feet. The ground-floor of the proposed building would include 781 square feet of amenity space, 2,630 square feet of commercial/retail space, as well as utility areas, and a lobby. Both residential and commercial uses would be developed on an approximately 25,300 square feet (0.58 acres) site. In addition, as described above, given its location on a high-quality transit corridor and within a Transit Priority Area (TPA), the Project will encourage the use of multi-modal transportation options, which will in turn provide equitable access for Project residents. Thus, the Project is consistent with this goal.
Goal #7: Transportation System Effectiveness	As described above, given its location on a high-quality transit corridor and within a TPA, the Project will encourage the use of multi-modal transportation options. In addition, the Project Site is located within 200 feet of the existing Stevens Creek Boulevard/Saratoga Avenue Santa Clara Valley Transit Authority (VTA) Bus Stop No. 60583. VTA Route 23 runs between De Anza College in Cupertino and Alum Rock Station in San Jose via Stevens Creek Boulevard. Landmark stops include Cupertino High School, Santana Row, Westfield Valley Fair, San Jose Convention Center, San Jose City Hall, San Jose State University, and the Mexican Heritage Plaza.[1] The VTA Route 23 rims along Stevens Creek Boulevard with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.[2] Additionally, other regular bus routes in the area include VTA Bus Line 523, and Local Bus 61. Transit ridership will contribute to the transportation system's effectiveness. Therefore, the Project is consistent with this goal.

[1] Santa Clara Valley Transportation Authority (VTA). 2019. Route 23 Map. Effective December 28, 2019, accessed https://www.vta.org/sites/default/files/images/2019-12/23_combined.jpg.

[2] Ibid.

Project Consistency with ABAG's Plan Bay Area 2050 RTP/SCS

The following evaluates the Project's consistency with the goals and benefits of Plan Bay Area 2050. Only goals and benefits that are applicable to the Project are discussed below.

TABLE 2
CONSISTENCY ANALYSIS WITH THE 2050 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY GOALS

Goals and Policies	Consistency Assessment
Housing Strategies	
Housing Strategy #3: Allow a greater mix of housing densities and types in Growth Geographies	The Project Site is zoned Thoroughfare Commercial (CT), but intends to utilize the development standards of the Very High Density Mixed Use (VHDMU) zone pursuant to AB 3194 (2018); and has a land use designation of Community Mixed Use, which allows for high-density residential district. The VHDMU zoning designation allows for a minimum dwelling unit density of 50 units per acre and a maximum dwelling unit density of 120 units per acre. The Project will demolish the existing commercial uses and will provide 59 very low-income residential units, including 10 one-bedroom units with an average size of 531 to 608 square feet, 20 two-bedroom units with an average size of 800 to 843 square feet, 24 three-bedroom units with an average square footage of 1,077 to 1,315 square feet, and 5 four-bedroom units with an average size of 1,295 to 1,315 square feet. The ground floor of the proposed building would include 781 square feet of amenity space, 2,630 square feet of commercial/office space, as well as utility areas, and a lobby. Both residential and commercial uses would be developed on an approximately 25,300 square feet (0.58 acres) site. Thus, the Project would allow for a greater mix of residential densities in an area identified for growth and, as such, is consistent with this goal.
Housing Strategy #4: Build adequate affordable housing to ensure homes for all	The Project would replace the existing commercial uses with 59 very low-income housing units, which would remain affordable for at least 55 years. The Project will provide 10 one-bedroom units with an average size of 531 to 608 square feet, 20 two-bedroom units with an average size of 800 to 843 square feet, 24 three-bedroom units with an average square footage of 1,077 to 1,315 square feet, and 5 four-bedroom units with an average size of 1,295 to 1,315 square feet. The ground floor of the proposed building would include 781 square feet of amenity space, 2,630 square feet of commercial/office space, as well as utility areas, and a lobby. Both residential and commercial uses would be developed on an approximately 25,300 square feet (0.58 acres) site. Thus, the Project will build adequate affordable housing and be consistent with this goal.

Goals and Policies	Consistency Assessment
Housing Strategy #5: Integrate affordable housing into all major housing projects	The Project would replace the existing commercial uses with 59 very low-income housing units, which would remain affordable for at least 55 years. The Project will provide 10 one-bedroom units with an average size of 531 to 608 square feet, 20 two-bedroom units with an average size of 800 to 843 square feet, 24 three-bedroom units with an average square footage of 1,077 to 1,315 square feet, and 5 four-bedroom units with an average size of 1,295 to 1,315 square feet. The ground floor of the proposed building would include 781 square feet of amenity space, 2,630 square feet of commercial/office space, as well as utility areas, and a lobby. Both residential and commercial uses would be developed on an approximately 25,300 square feet (0.58 acres) site. Thus, the Project will build adequate affordable housing and be consistent with this goal. Thus, the Project would integrate affordable housing and be consistent with this goal.
Environmental Strategies	
Environmental Strategy #4: Maintain urban growth boundaries.	The Project would be developed in an existing urban area and would replace the existing commercial uses with 59 very low-income residential units. Thus, the Project would maintain the existing growth boundaries and would not promote growth in non-urban areas. The Project would be consistent with this goal.