

## **APPENDIX 2-J: REGIONAL AND LOCAL PLANS AND POLICIES**



## APPENDIX 2-J: REGIONAL AND LOCAL PLANS AND POLICIES

The San Jose to Central Valley Wye project extent travels through Santa Clara, San Benito, and Merced counties and the cities of Santa Clara, San Jose, Morgan Hill, Gilroy, and Los Banos. This appendix provides a list of relevant regional and local plans and policies considered in the preparation of this analysis by resource area. The plans, goals, and policies are presented geographically following the proposed alignment from San Jose to Carlucci Road. All plans and policies have been adopted unless otherwise noted.

### Transportation

**Table 1 Regional and Local Plans and Policies Relevant to Transportation**

Plan and Policies	Summary
<b>Regional</b>	
<i>Plan Bay Area 2040 (2017)</i>	<p>The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted <i>Plan Bay Area 2040</i> on July 26, 2017 as the Bay Area’s long-term regional transportation plan and sustainable communities strategy. The plan includes the following goals and targets relevant to transportation:</p> <p>Goal: Transportation System Effectiveness</p> <p>Target 11: Increase non-auto mode share</p> <p>Target 12: Reduce vehicle operating and maintenance costs due to pavement conditions</p> <p>Target 13: Reduce per-rider transit delay due to aged infrastructure</p>
<i>Merced County Regional Transportation Plan (2016)</i>	<p>The Merced County Association of Governments (MCAG) adopted <i>Regional Transportation Plan 2014-2040</i> on September 25, 2014; and an amended version on May 19, 2016 as the County’s long-term regional transportation plan and sustainable communities strategy. The plan includes the following goals and targets relevant to transportation:</p> <p>Goal: A rail system that provides safe and reliable service for passengers.</p> <p>3.1. Maintain adequate passenger service on Amtrak San Joaquin route.</p> <p>    3.1.1. Monitor the activities of Amtrak to assure passenger rail services in Merced County.</p> <p>3.2. Establish a High Speed Rail system connecting Merced and Los Banos to Sacramento and the Bay Area.</p> <p>    3.2.1. Support the High Speed Rail planning process and actively provide comments and input.</p> <p>Goal: Provide a transportation system that enables safe movement of goods in and through Merced County.</p> <p>4.1. Provide an adequate regional road system for goods movement.</p> <p>    4.1.1. Support and participate in the Valley-wide Goods Movement Study.</p> <p>    4.1.2. Work with the Freight Advisory Committee to enhance and maintain a viable transportation system for freight and goods movement.</p> <p>Goal: A regional transportation system for bicyclists and pedestrians.</p> <p>6.1. Develop and construct bike and walkway facilities in urban areas and other communities where non-motorized systems do not currently exist.</p> <p>    6.1.1. Construct class I, II and III bike routes as designated in the local and regional plans.</p> <p>    6.1.2. Actively pursue bicycle and pedestrian related funding sources to implement local and regional plans.</p>

Plan and Policies	Summary
	<p>6.2. Prepare and/or update a regional active transportation / non-motorized plan every five years.</p> <p>6.2.1. Create an Advisory Committee or use existing groups for bike planning and project implementation recommendations.</p> <p>6.2.2. Implement the projects and programs in the plan.</p> <p>6.3. Develop and construct walkway facilities in urban areas and other communities where pedestrian systems do not currently exist.</p> <p>6.3.1. Actively pursue pedestrian related funding sources to implement local and regional plans.</p> <p>Goal: Develop and support financing strategies that provide for a continuous implementation of the Regional Transportation Plan projects and strategies.</p> <p>10.1. Develop and adopt policies that will provide adequate funding resources for all transportation modes and strategies.</p> <p>10.1.1. Seek voter approval of ballot measure for a 1 percent or ½ percent per dollar increase in the sales tax, for transportation system maintenance and improvements.</p> <p>10.1.2. Implement and manage a regional transportation development fee program for priority road and transit improvement projects.</p> <p>10.1.3. Provide technical assistance to local jurisdictions in the development of transportation financing mechanisms.</p> <p>10.1.4. Consider cost efficiency in project evaluation criteria.</p> <p>Goal: Reduce per capita greenhouse gas emissions through compact growth and alternative transportation strategies.</p> <p>12.2 Prioritize funding for complete street projects on existing corridors. Prioritize investment in active travel, including investments in necessary infrastructure (sidewalks, streetlights, curb and gutter, bike lanes, and other pedestrian safety measures) to promote increased walking and biking. Establish and implement a complete streets policy as aggressively as possible that requires its member jurisdictions to accommodate all transportation users through the incorporation of sidewalks, streetlights, curb and gutter and bicycle infrastructure in all projects, prioritizing existing streets and roads.</p> <p>12.6 Prioritize vanpools and ridesharing. Prioritize funding for vanpool and ridesharing programs to expand them and encourage their use. Investigate creative transit options for rural communities such as informal ridesharing and subsidized ridesharing to supplement paratransit. Increase efforts to encourage employers to give or increase incentives for employees to rideshare. Investigate the feasibility of dedicating high-occupancy vehicle (HOV) lanes on highways and multi-lane roadways.</p> <p>12.9 Transit. Improve access to public transit in rural and urban areas. Re-Evaluate and update the definitions of “unmet transit needs” and “reasonable to meet” to broaden and expand service to rural areas. While continuing to invest in existing urban service, identify new funding sources for improvements to service in rural areas.</p>
<p><i>Moving Forward 2035 Monterey Bay (2017)</i></p>	<p>The Association of Monterey Bay Area Governments (AMBAG) adopted <i>Moving Forward 2035 Monterey Bay</i> on January 11, 2017 as Monterey Bay’s long-term regional transportation plan and sustainable communities strategy. The plan includes the following goals and targets relevant to transportation:</p> <p>Goal: Access and Mobility</p> <p>Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.</p> <p>Goal: Economic Vitality</p>

Plan and Policies	Summary
	<p>Raise the region’s standard of living by enhancing the performance of the transportation system.</p> <p>Goal: Healthy Communities</p> <p>Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.</p> <p>Goal: Social Equity</p> <p>Provide an equitable level of transportation services to all segments of the population.</p> <p>Goal: System Preservation and Safety</p> <p>Preserve and ensure a sustainable and safe regional transportation system.</p>
<p><i>Caltrain Strategic Plan (2014)</i></p>	<p>The <i>Caltrain Strategic Plan</i> was adopted on September 4, 2014 and establishes a roadmap for the next 10 years to reinforce Caltrain’s existing commitments and service as a comprehensive policy framework from 2015 to 2024. The plan is organized into focus areas with goals and objectives.</p> <p>Focus Area 5: Transportation &amp; Land Use, includes the following goals and objectives applicable to transportation:</p> <p>Goal A. Improve connectivity to local and regional transportation systems.</p> <ol style="list-style-type: none"> <li>1. Explore mutually beneficial ways to plan and coordinate services with local transit providers.</li> <li>2. Prioritize partnerships and efforts related to key intermodal stations including the Transbay Transit Center, Millbrae, and San Jose Diridon.</li> <li>3. Improve physical, electronic and web-based intermodal way finding and transfer information.</li> <li>4. Participate in and influence regional initiatives related to the integration of fares and payment, information systems and marketing.</li> </ol> <p>Goal B. Improve multimodal station access.</p> <ol style="list-style-type: none"> <li>1. Develop a station access plan based on the Caltrain Access Policy Statement.</li> <li>2. Reduce the incidence of “bike bumps” by complementing the bikes onboard program with improved capacity.</li> <li>3. Pursue strategies that enhance first- and last-mile connections to stations.</li> </ol> <p>Goal C. Encourage transit supportive development at and around stations.</p> <ol style="list-style-type: none"> <li>1. Adopt a transit-oriented development policy.</li> <li>2. Participate in and influence local station area planning efforts along the corridor.</li> <li>3. Develop Peninsula Corridor Joint Powers Board (PCJPB) real estate assets in a way that supports the system financially and operationally with local land use goals.</li> </ol> <p>Goal D. Integrate with California’s statewide rail network.</p> <ol style="list-style-type: none"> <li>1. Support implementation of the Caltrain/HSR blended system in the Peninsula Corridor with consideration of local community interests and concerns.</li> <li>2. Continue to accommodate freight and passenger tenants whose operations are compatible with Caltrain and blended system service, and support compatibility between passenger and freight service to the extent possible.</li> <li>3. Partner with [California High-Speed Rail Authority], [Transbay Joint Powers Authority], and the region, define roles and responsibilities, and implement the blended system.</li> </ol>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted on December 20, 1994. It establishes the overall policy framework for countywide land use and urban development, including transportation. The plan includes the following policies relevant to the transportation:</p>

Plan and Policies	Summary
	<p>Transportation and Energy Conservation (TR)</p> <p>C-TR 1: Santa Clara County should develop and maintain an adequate, balanced, and integrated transportation system that is affordable and convenient to use and that is capable of meeting projected future demand.</p> <p>C-TR 2: An adequate transportation system for Santa Clara County should be considered essential for improving overall quality of life, including:</p> <ol style="list-style-type: none"> <li>a. Continued economic development and increased living standards;</li> <li>b. Enhanced environmental quality; and</li> <li>c. Improved livability of urbanized areas.</li> </ol> <p>C-TR 3: In order to safeguard future mobility and achieve other transportation-related goals and objectives stated in the Vision of General Plan, the following set of coordinated strategies should guide decision-making and implementation efforts on a sub-regional basis:</p> <ol style="list-style-type: none"> <li>a. Develop urban land use patterns that support travel alternatives;</li> <li>b. Manage travel demand, system operation, and congestion levels;</li> <li>c. Expand system capacity and improve system integration; and</li> <li>d. Support new transportation technologies.</li> </ol> <p>C-TR 4: Overall transportation planning for Santa Clara County should be integral and consistent with the goals and objectives of comprehensive, countywide planning regarding urban growth management, compact and mixed use development patterns, environmental quality, and social and economic well-being.</p> <p>C-TR 5: The transportation plans and the land use plans, specific plans, and redevelopment plans of local jurisdictions should be consistent and mutually reinforcing in order to enhance transportation infrastructure investment.</p> <p>C-TR 8: Urban design concepts and site development standards which facilitate use of transit and other travel alternatives should be adopted and implemented by local jurisdictions, to provide adequate:</p> <ol style="list-style-type: none"> <li>a. Accessibility to transit and transit facilities;</li> <li>b. Pedestrian and bicycle pathways and facilities, both on and between individual sites; and</li> <li>c. Building design, orientation, on-site services and amenities which support the use of travel alternatives.</li> </ol> <p>C-TR 10: Transportation System Management measures should be employed to ensure maximum operating efficiency of the existing system of roads and highways, including but not limited to the following:</p> <ol style="list-style-type: none"> <li>a. Signal synchronization, signal pre-emptions for transit vehicles;</li> <li>b. Ramp metering; and</li> <li>c. Traffic surveillance and traffic advisory signals.</li> </ol> <p>C-TR 12: It is the goal of this plan to achieve a level-of-service (LOS) no lower than D at peak travel periods on city streets, county roads, expressways and state highways. However, in certain instances, a lower level of service may be acceptable when LOS D cannot practically be achieved.</p> <p>C-TR 15: Increase the overall physical capacity of the transportation system to meet projected demand, primarily through the following means:</p> <ol style="list-style-type: none"> <li>a. Increased transit system capacity and service levels for light rail, passenger rail, and bus transit;</li> <li>b. Increased paratransit, bike and pedestrian facilities and service; and</li> <li>c. Roadway capacity improvements to improve interchanges and complete the</li> </ol>

Plan and Policies	Summary
	<p>commuter lane network.</p> <p>C-TR 16: Provide a balanced and integrated transportation system, which will allow for alternative means of travel and opportunities for transfer between alternative means.</p> <p>C-TR 17: Development of the local transportation system should be coordinated with the regional and inter-regional transportation systems to ensure they are fully integrated with each other.</p> <p>C-TR 18: The entire transportation system should be fully accessible to and be planned and designed to be responsive to the special needs of seniors, school children, low-income, the physically challenged and transit disabled in accordance with the Americans with Disabilities Act of 1990.</p> <p>C-TR 20: An integrated system of local, regional and inter-regional rail service should be developed.</p> <p>C-TR 21: Local transit systems should be integrated with the local and regional transit systems of adjacent counties.</p> <p>C-TR 22: The use of existing railroad rights-of-way for transit and alternative transportation (i.e., bicyclists and pedestrians) should be encouraged.</p> <p>C-TR 24: Support the use of the rail transit system by establishing a feeder system that would enable travelers to access rail stations without the use of their private vehicle.</p> <p>C-TR 25: Priority should be given to sustaining a base level of service on major grid bus lines.</p> <p>C-TR 29: Improve transit accessibility to schools.</p> <p>C-TR 35: A bicycle transit system should be provided that is safe and convenient for the user and which will provide for the travel needs of bicyclists.</p> <p>C-TR 36: Facilities should be provided to make bicycle and pedestrian travel more safe, direct, convenient and pleasant for commuting and other trips to activity centers and to support the use of other commute alternatives.</p> <p>C-TR 42: Development and application of advanced transportation-related technologies should be supported to meet current and future travel demand, minimize economic productivity losses due to roadway congestion, and increase travel safety.</p>

Plan and Policies	Summary
<p><i>Santa Clara Countywide Bicycle Plan (2008)</i></p>	<p>The Santa Clara Valley Transportation Authority (VTA) first established a Countywide Bicycle Plan in 2000, with the most recent updates made in 2008. The primary purpose of the plan is the create easier and safer bicycle travel between cities in Santa Clara County by establishing a network of bikeway corridors and identifying locations where new and improved bike connections are needed. The plan includes the following goals and policies relevant to transportation:</p> <p>Goal A. Transportation Planning and Programming</p> <ul style="list-style-type: none"> <li>Policy 1: Plan and implement a seamless bicycle and pedestrian travel network that is continuous across city boundaries and county boundaries with a goal of a 10 percent bicycle mode share for commute trips by 2035.</li> <li>Policy 2: Include bicycle and pedestrian facilities in applicable transportation plans, programs, and studies.</li> <li>Policy 3: Coordinate with other federal, state, regional, county and local agencies to fund and implement bicycle projects in Santa Clara County.</li> <li>Policy 4: Fully integrate bicycle access to and within the transit system.</li> <li>Policy 5: Utilize multi-modal transportation demand models that are based on person-trips and that can forecast bicycle trips, pedestrian trips and transit trips in addition to motor vehicle trips.</li> </ul> <p>Goal B. Land Use Planning</p> <ul style="list-style-type: none"> <li>Encourage existing developments to provide bicycle/pedestrian connections to link neighborhoods and residential areas with schools, commercial services, employment centers, recreational areas and transit centers.</li> <li>Policy 2: Encourage new developments to include bicycle and pedestrian such as trails and bicycle lanes.</li> <li>Policy 3: Encourage new developments to provide mobility for pedestrians and bicyclists by providing non-motorized connections and access ways such as cul-de-sac connections, pathways and other short-cuts to schools, transit centers and other adjacent destinations.</li> <li>Policy 4: Ensure that existing bicycle facilities and access are maintained and preserved.</li> </ul> <p>Goal D. Design and Construction – Infrastructure</p> <ul style="list-style-type: none"> <li>Policy 1. Ensure that Member Agency construction or rehabilitation projects incorporate best practices for bicycle and pedestrian facilities when and where appropriate.</li> <li>Policy 2: Implement proactive strategies to identify and remove obstacles and hazards to bicycle travel.</li> <li>Policy 3: Consider roadway designs to enhance traffic safety.</li> <li>Policy 4: Establish guidelines for and encourage the use of bicycle-safe and friendly roadway and bike path design and operation.</li> </ul>
<p><b>City of Santa Clara</b></p>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The Santa Clara City Council adopted the <i>City of Santa Clara 2010–2035 General Plan</i> on November 16, 2010. The plan represents a long-range vision supported by strategies and policies for managing changing priorities and development pressures. The plan includes the following goals and policies relevant to transportation:</p> <p>5.1.1 Prerequisite Goals and Policies</p> <ul style="list-style-type: none"> <li>5.1.1-G4: Development of a multimodal transportation system that reduces the reliance on owning and driving single-occupant vehicles.</li> </ul>

Plan and Policies	Summary
	<p>5.3.1 General Land Use Goals and Policies</p> <p>5.3.1-G1: Reduced dependence on the single-occupant automobile.</p> <p>5.3.1-G3: Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.</p> <p>5.3.1-P9: Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment and residential growth.</p> <p>5.3.1-P12: Encourage convenient pedestrian connections within new and existing developments.</p> <p>5.3.1-P15: Require new developments and major infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.</p> <p>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.</p> <p>5.3.4 Mixed Land Use Goals and Policies</p> <p>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.</p> <p>5.3.5 Office and Industrial Land Use Goals and Policies</p> <p>5.3.5-P11: Construct sidewalks in industrial areas, with priority along streets served by existing and planned transit services.</p> <p>5.4.2 Downtown Focus Area Goals and Policies</p> <p>5.4.2-G4: Pedestrian and transit priority for mobility in the Downtown Focus Area</p> <p>5.4.2-P10: Integrate established and new uses through pedestrian connections, streetscape, and complementary architecture and site design.</p> <p>5.4.3 Santa Clara Station Focus Area Goals and Policies</p> <p>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.</p> <p>5.4.3-G4: Pedestrian and bicycle priority within the Santa Clara Station Focus Area with transit and vehicular priority to access the station.</p> <p>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.</p> <p>5.4.3-P14: Encourage alternative modes of travel to and from the Station, including biking, walking and shuttles.</p> <p>5.8.1 General Mobility and Transportation Goals and Policies</p> <p>5.8.1-G2: Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.</p> <p>5.8.1-G3: Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.</p> <p>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.</p> <p>5.8.1-P2: Link all City transportation networks, including pedestrian and bicycle circulation, to existing and planned regional networks.</p>

Plan and Policies	Summary
	<p>5.8.1-P3: Identify opportunities to connect people to supportive services, public amenities and transportation.</p> <p>5.8.1-P4: Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.</p> <p>5.8.2 Roadway Network Goals and Policies</p> <p>5.8.2-G3: A roadway network designed to accommodate alternate transportation models in addition to vehicles.</p> <p>5.8.2-G4: Technological advances applied to the roadway infrastructure to maximize the use of the existing roadway and support efficient traffic flow.</p> <p>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.</p> <p>5.8.2-P8: Minimize disruption of traffic flow resulting from truck traffic and deliveries, particularly during commute hours.</p> <p>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.</p> <p>5.8.2-P11: Implement street standards that remove barriers and increase accessibility.</p> <p>5.8.2-P12: Coordinate transportation planning with emergency service providers to ensure continued emergency service operations and services.</p> <p>5.8.2 Transit Network Goals and Policies</p> <p>5.8.2-G1: Transit services that are accessible to all segments of the City’s population.</p> <p>5.8.3-G2: A transit network that supports a reduction in automobile dependence for residents, employees and visitors.</p> <p>5.8.3-G3: Transit options that are available to provide commuter services throughout the City.</p> <p>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 (BART), Altamont Commuter Express (ACE), Caltrain, VTA and HSR facilities.</p> <p>5.8.3-P2: Support continued and upgraded Caltrain, VTA, ACE, and Capitol Corridor transit facilities and services.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>5.8.3-P8: Require new development to include transit stop amenities, such as pedestrian pathways to stops, benches, travel information and shelters.</p> <p>5.8.3-P12: Improve the existing public transit system and support expanded services to increase ridership.</p> <p>5.8.4 Bicycle and Pedestrian Network Goals and Policies</p> <p>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.</p>

Plan and Policies	Summary
	<p>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.</p> <p>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.</p> <p>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.</p> <p>5.8.4-P9 Encourage pedestrian- and bicycle-oriented amenities, such as bicycle racks, benches, signalized mid-block crosswalks, and bus benches or enclosures.</p> <p>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.</p> <p>5.8.4-P12 Include pedestrian and bicycle facilities when making improvements or modifications to railroad crossings, grade separations, interchanges and freeways.</p> <p>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.</p> <p>5.8.4-P15 Work with school districts to implement a “Safe Routes to Schools” program to encourage children to walk to school.</p> <p>5.8.5 Transportation Demand Management Goals and Policies</p> <p>5.8.5-G1 Transportation demand management programs for all new development in order to decrease vehicle miles traveled and single occupant vehicle use.</p> <p>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.</p> <p>5.8.5-P3 Encourage all new development to provide on-site bicycle facilities and pedestrian circulation.</p> <p>Air Quality Goals and Policies</p> <p>5.10.2-P1 Support alternative transportation modes and efficient parking mechanisms to improve air quality.</p> <p>5.10.2-P2 Encourage development patterns that reduce vehicle miles traveled and air pollution.</p>

City of San Jose	
<p><i>Envision: San José 2040 General Plan (2011)</i></p>	<p>The <i>Envision: San José 2040 General Plan</i> was adopted in November 2011. The plan includes strategies to achieve desired growth, while taking on a growing environmental and economic leadership role. The plan includes the following goals, policies, and actions are relevant to transportation:</p> <p>Goal LU-1 – General Land Use: Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.</p> <p>Policy LU-1.2: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to public streets to minimize vehicular miles travels.</p> <p>Policy LU-1.3: Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.</p>

Plan and Policies	Summary
	<p>Goal LU-3 – Downtown: Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San Jose.</p> <p>Policy LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.</p> <p>Goal LU-9 – High-Quality Living Environments: Provide high quality living environments for San Jose’s residents.</p> <p>Policy LU-9.1: Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.</p> <p>Goal TR-1 – Balanced Transportation System: Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.</p> <p>Policy TR-1.1: Accommodate and encourage use of non-automobile transportation models to achieve San Jose’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).</p> <p>Policy TR-1.2: Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.</p> <p>Policy TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. [...]</p> <p>Policy TR-1.5: Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.</p> <p>Policy TR-1.6: Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.</p> <p>Policy TR-1.7: Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.</p> <p>Policy TR-1.8: Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</p> <p>Policy TR-1.10: Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Functional Classification Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.</p>

Plan and Policies	Summary
	<p>Action TR-1.13: Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e., road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.</p> <p>Goal TR-2 – Walking and Bicycling: Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San Jose.</p> <p>Policy TR-2.2: Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.</p> <p>Policy TR-2.3: Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.</p> <p>Policy TR-2.6: Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José’s Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.</p> <p>Policy TR-2.7: Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.</p> <p>Policy TR-2.8: Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.</p> <p>Policy TR-2.9: Coordinate and collaborate with the VTA, PCJPB, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.</p> <p>Policy TR-2.10: Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San José.</p> <p>Policy TR-2.11: Prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. Pursue the development of new through bicycle and pedestrian connections in existing cul-de-sac areas where feasible.</p> <p>Policy TR-2.12: Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc. to enhance the pedestrian and bicyclist experience as well as provide other benefits such as storm water management and hydro-modification control.</p> <p>Action TR-2.18: Provide bicycle storage facilities as identified in the San José Bicycle Master Plan.</p>

Plan and Policies	Summary
	<p>Action TR-2.20: Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program, work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.</p> <p>Action TR-2.21: Identify locations where traffic signal phases can be modified or added or where alternative intersection control can be utilized to enhance efficiency and safety for pedestrian service.</p> <p>Goal TR-3 – Maximize Use of Public Transit: Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.</p> <p>Policy TR-3.1: Pursue development of Bus Rapid Transit (BRT), bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.</p> <p>Policy TR-3.2: Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.</p> <p>Policy TR-3.3: As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.</p> <p>Policy TR-3.4: Maintain and improve access to transit stops and stations for mobility challenged population groups such as youth, the disabled, and seniors.</p> <p>Action TR-3.6: Collaborate with Caltrans and VTA to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.</p> <p>Action TR-3.7: Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.</p> <p>Action TR-3.8: Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.</p> <p>Action TR-3.9: Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.</p> <p>Goal TR-4 – Passenger Rail Service: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San Jose that is attractive, accessible, and safe.</p> <p>Policy TR-4.2: Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.</p> <p>Policy TR-4.4: Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</p> <p>Action TR-4.5: As appropriate, regularly coordinate with rail operators in San José on the following matters:</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>○ Maintenance of rail lines, landscaping, and easements.</li> <li>○ Vehicle and pedestrian safety near at-grade rail crossings.</li> <li>○ Rail electrification to increase the frequency of train service and reduce environmental impacts.</li> <li>○ Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level.</li> <li>○ The establishment of timed transfers with other transit providers in the area.</li> <li>○ Analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.</li> </ul> <p>Goal TR-5 – Vehicular Circulation: Maintain the City’s street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.</p> <p>Policy TR-5.3: The minimum overall roadway performance during peak travel periods should be level of service “D” except for designated areas. How this policy is applied and exceptions to this policy are listed in the following bullets:</p> <ul style="list-style-type: none"> <li>○ Vehicular Traffic Mitigation Measures. Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to “E” or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.</li> <li>○ Downtown. In recognition of the unique position of the Downtown as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service “D” performance criteria.</li> <li>○ Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersections within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City’s adopted General Plan and include Urban Villages, Transit Station Areas, and Specific Plan Areas.</li> </ul> <p>Policy TR-5.5: Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets with the intention of restricting public access. Furthermore, where possible, require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.</p> <p>Goal TR-6 – Goods Movement: Provide for safe and efficient movement of goods to support commerce and industry.</p> <p>Policy TR-6.1: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.</p> <p>Policy TR-6.2: Maintain primary freight routes that provide for direct access for goods movement to industrial and employment areas.</p> <p>Policy TR-6.6: Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties.</p> <p>Goal TR-9 – Tier I Reduction of VMT: Reduce VMT by 10 percent, from 2009 levels, as an interim goal.</p>

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	<p>Policy TR-9.1: Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.</p> <p>Action TR-1.13: Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.</p> <p>Action: TR-3.5: Work with the VTA and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.</p> <p>Goal TR-12 – Intelligent Transportation System (ITS): Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all models of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.</p> <p>Policy TR-12.2: Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.</p> <p>Action TR-12.4: Provide enhanced management of new, efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.</p> <p>Action TR-12.8: Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.</p> <p>Action TR-12.9: Implement technology to aid pedestrians walking across intersections. Consider devices such as countdown timers and accessible pedestrian signals, which include audible and vibrating push buttons for disabled users.</p>
<p><i>Diridon Station Area Final Plan (2014)</i></p>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. The <i>Diridon Station Area Plan, 2014–2040</i> analyzes the expansion of the existing Diridon Station and the development of land uses within the 250-acre project boundary surrounding the station. The following goals and policies are relevant to the project:</p> <p>Connectivity Objective:</p> <p>Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists, with emphasis on east-west connectivity across SR 87 and the rail corridor.</p> <p>Transportation Objective:</p> <p>Prioritize pedestrian circulation and transit. Improve pedestrian and bicycle connection to Guadalupe River from the area.</p> <p>Station Area Transportation Strategies:</p> <p>Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of crosswalks at all intersections, wider sidewalks, and high quality pedestrian amenities along transit corridors</p> <p>Promote easy walking access from the station to commercial developments</p> <p>Encourage improved bicycle and trail connectivity and provide enhanced bicycle parking opportunities within the Station Area</p> <p>Ensure increased transit connectivity within and to/from the Station Area and provide for transit amenities at stops that improve the comfort and convenience for transit riders</p>

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	<p>Promote the development of the Station Area’s street and intersection network that supports the proposed intensification of land uses, while providing mobility for all travel modes and users</p> <p>Proposed Station Area Transportation Strategies:</p> <p>Walking</p> <ul style="list-style-type: none"> <li>○ Promote walking connections from surrounding neighborhoods and employment centers to the Plan area by providing a continuous network of sidewalks, paseos, and pathways.</li> <li>○ Facilitate pedestrian access and safety through pedestrian enhancements, including the installation of wider sidewalks along key pedestrian corridors.</li> <li>○ Provide enhanced crosswalks at signalized intersections and key pedestrian crossings through the use of pedestrian bulb-outs, median refuge islands, and/or special paving treatments</li> <li>○ Consider mid-block crosswalks and/or pedestrian signals at high-use uncontrolled crossings, as appropriate</li> <li>○ Consider a pedestrian "scramble" signal phasing locations with high pedestrian volumes.</li> <li>○ Enhance pedestrian underpass connections through installation of ramps, pedestrian-scale lighting, wider sidewalks, and public art.</li> </ul> <p>Bicycling</p> <ul style="list-style-type: none"> <li>○ Provide a network of bicycle priority streets that provide linkages through the Plan area.</li> <li>○ Provide bicycle lanes (also known as Class II facilities) on streets with available right-of-way and higher traffic volumes.</li> <li>○ Enhance the safety and comfort of the bicycle network through the use of colored bike lanes, "sharrow" markings, separated bike lands, signage, and/or other specialized treatments.</li> <li>○ Develop trail connections along the Los Gatos Creek and Guadalupe River.</li> <li>○ Where appropriate, provide grade-separated crossings along the Los Gatos Creek and Guadalupe River Trails to enhance connectivity and safety of the trail network.</li> <li>○ Provide sufficient bicycle parking facilities for short-term and long-term purposes.</li> <li>○ With the Station Area as its focus, promote usage of the existing bike share station and overall expansion of the program to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.</li> <li>○ Support the expansion of Diridon Station's bicycle parking supply with the aim of creating a major bicycle parking facility, such as the 4th and King Bike Station in San Francisco.</li> </ul> <p>Transit</p> <ul style="list-style-type: none"> <li>○ Enhance bus stops with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders.</li> <li>○ Support rail transit operators (including VTA, Caltrain, ACE, Amtrak, and BART) to improve service and amenities that increase daily ridership and reduce potential negative effects on the community.</li> <li>○ Consider implementing an additional shuttle route connecting Diridon Station and Mineta San Jose International Airport.</li> </ul> <p>Complete Streets</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>○ Improve the street grid system by creating new street connections and shorter blocks to promote additional travel options and reduce walking distances to destinations.</li> <li>○ Provide adequate width for all sidewalk uses, including loading and unloading from on-street parking, walking traffic, window shopping traffic, bicycle parking, and street furniture.</li> <li>○ Provide street trees to separate the pedestrian walkway from the bicycle and/or vehicle travel way, and to add identity and enhance the aesthetics of an area.</li> <li>○ Provide pedestrian-scale lighting on key streets, crosswalks, and mid-block crossings.</li> <li>○ Provide amenities such as pedestrian kiosks, benches, newspaper racks, trash cans, bus shelters, cafe tables, hanging flower baskets, and chairs to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.</li> <li>○ Incorporate "green street" features such as pervious surfaces, open channels, and vegetated drainage swales at appropriate locations.</li> <li>○ Remove existing pork-chop islands to enhance public safety.</li> <li>○ Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections.</li> </ul> <p>Parking Objective:</p> <ul style="list-style-type: none"> <li>○ Disperse parking in different locations in the planning area and beyond to ensure easy walking access to destinations</li> </ul>
<p><i>San Jose Bike Plan 2020 (2009)</i></p>	<p>The City of San Jose prepared the San Jose Bike Plan 2020 in 2009. The Plan defines a network of bikeways that includes both on-street and off-street bikeways, and recommends policies, projects, and programs that encourage and facilitate bicycling within San Jose. This includes providing guidance for projects on the bikeway network, a regular maintenance program for bicycle facilities, recommendations on City policies regarding bicycle parking and supportive facilities (such as showers), and general policy guidance on facilitating bicycling.</p>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted in July 2016 and establishes the overall policy framework for countywide land use and urban development. The following goals and policies are relevant to the project:</p> <p><b>Circulation System and Complete Streets</b></p> <p>Goal TR-1: A balanced, safe and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods.</p> <p>Policy TR 1.1 System Efficiency: Plan, construct and maintain a coordinated and efficient system of local streets and highways throughout the community, meeting local needs and accommodating projected regional and subregional traffic while protecting neighborhoods from cut-through traffic.</p> <p>Policy TR 1.2 Highway 101 Widening: Plan for roadway system right-of-way based on the assumption that Highway 101 will be 8-lanes wide through the city by 2030.</p> <p>Policy TR 1.3 Transportation Safety: Implement strategies to ensure safe and appropriate operation of all components of the transportation system, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians and bicyclists.</p>

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	<p>Goal TR-2: A system designed for a healthy, active community based on complete streets, smart growth, and Sustainable Communities strategies; reflecting a balanced, safe, multi-modal transportation system for all users, especially in Downtown where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.</p> <p>Policy TR 2.1 Multi-Model System for All Users: A balanced multi-modal system offers viable choices for residents, employees, customers, visitors, and recreational users. Use smart growth and Sustainable Communities principles throughout the city to provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including such modes as auto, ride sharing, public rail and bus transit, bicycling and walking.</p> <p>Policy TR 2.2 Integrated Land Use/Transportation Planning: Integrate planning for land use and transportation development by ensuring that the timing, amount, and location of urban development is consistent with the development of the transportation system capacity. Promote environmental objectives that support smart growth and Sustainable Communities principles, such as safe and uncongested neighborhoods, a pedestrian-friendly vibrant downtown that emphasizes non-auto transportation modes, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas.</p> <p><b>Local Roadways and Level of Service</b></p> <p>Goal TR-3: A coordinated, continuous network of streets and roads.</p> <p>Policy TR-3.4. As the LOS Policy and design criteria for roadway improvements, use a Tiered LOS Standard as follows:</p> <ul style="list-style-type: none"> <li>○ LOS F in the Downtown at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Streets [...]</li> <li>○ LOS D for intersections and segments elsewhere; except [for] LOS E for identified freeway ramps/zones, road segments and intersections that (1) provide a transition to and are located on the periphery of downtown; (2) are freeway zone intersections; and/or (3) where achieving LOS D could result in interim intersection improvements which would be “over-built” once the city’s circulation network has been completed, and/or would involve unacceptable impacts on existing buildings or existing or planned transportation facilities including roads, sidewalks, bicycle and transit facilities; and/or would involve extraordinary costs to acquire land and existing buildings and build the improvement in relation to benefits achieved; and/or the facility would be widened beyond requirements to serve local traffic, in that the facility accommodates a significant component of peak hour sub-regional and regional through traffic.</li> <li>○ In order to reduce the incentive for regional travel to be drawn off the freeway and onto local neighborhood streets, protect neighborhoods, avoid overbuilding intersections, and to create an incentive for using alternate modes of travel, LOS E during peak hours of travel is acceptable for the following identified freeway ramps, road segments and intersections:             <ul style="list-style-type: none"> <li>– Main Avenue and Del Monte Avenue</li> <li>– Main Avenue and Depot Street</li> <li>– Dunne Avenue and Del Monte Avenue</li> <li>– Dunne Avenue and Monterey Avenue</li> <li>– Dunne Avenue and Church Street; also until closed: Dunne Avenue and Depot Street</li> <li>– Cochrane Road and Monterey Road</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>- Tennant Avenue and Monterey Road</li> <li>- Tennant Avenue and Butterfield Boulevard</li> <li>- Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane/DePaul Drive</li> <li>- Dunne Avenue Freeway Zone: from Walnut Grove/East Dunne to Condit/East Dunne</li> <li>- Tennant Avenue Freeway Zone: from Butterfield/Tennant to Condit/Tennant</li> <li>- Freeway Ramps</li> </ul> <p>Policy TR3.5 Mitigation and Environmental Review Requirements: For roadway transportation facilities, when future traffic studies determine that an intersection, roadway segment, or freeway ramp/zone level of service will fall below its adopted standard, then the transportation studies will identify appropriate mitigation measures to ensure that the applicable level of service standard is attained. If a proposed traffic mitigation measure requires improvements for vehicular transportation that are beyond the jurisdiction of the City of Morgan Hill; and/or lead to an over-built intersection; and/or would have unacceptable impacts on existing buildings, or existing or planned transportation facilities and/or alternate modes of transportation, including roads, sidewalks, bicycle and transit facilities, the City may (but would not be required to) impose alternative mitigation measures that do not create the unacceptable impacts. [...]</p> <p>Policy TR-3.6 Unacceptable Impacts from Mitigation Measures: Measures. The types of impacts from identified vehicular traffic mitigation measures that may be determined by the City to be unacceptable include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>o Those that would encourage substantial neighborhood or community cut-through traffic;</li> <li>o Those that would eliminate or reduce the width of a sidewalk below minimum City standard, where there is not sufficient planned public right-of-way to relocate the sidewalk;</li> <li>o Those that would eliminate a bicycle lane or reduce its width below City standard, where there is not sufficient planned public right-of-way to relocate the bicycle lane;</li> <li>o Those that would create unsafe pedestrian, bicycle, or vehicular operating conditions;</li> <li>o Those that would eliminate a bus stop or a parking lane that accommodates a bus stop, which cannot be relocated;</li> <li>o Those that would require acquisition of substantial existing buildings, and/or extraordinarily high cost of land acquisition, or an extraordinarily high project cost in relation to benefits achieved.</li> </ul> <p>Policy TR-3.7: Alternate Mitigation Measures and Conditions of Approval: Alternate mitigation measures and/or conditions of approval may include, but not be limited to making improvements to other facilities that assist with maintaining or improving projected levels of service, payment of an in-lieu fee to the City to be used to improve other components of the City's transportation system, developer installation of transportation improvements, and/or incorporation of physical features and operational programs into a project that support Trip Reduction/Travel Demand Management goals.</p> <p>Policy TR-3.8 Monitoring for Safety and Congestion: Improvements. While mitigation measures may not be required because level of service would not fall below an applicable LOS E or F standard, the City, developers, property owners, and</p>

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	<p>others are not precluded from identifying and implementing improvements and strategies to improve level of service and reduce congestion.</p> <p>Policy TR-3.11 Arterial Roadways: Require the following streets to be built to arterial standards in the locations and at the number of lanes shown on the Circulation Element Map, and encourage the County to improve county arterial roadways to appropriate arterial standards in unincorporated areas. As described by the "Planned Transportation System (2030)" description of the major planned roads in this Circulation Element, the nature of the arterials will range from a 2-lane minor arterial, 2-lane major arterial, 2-lane multi-modal arterial, 4-lane or 6-lane major arterial, and 4-lane multi-modal arterial.</p> <p>North/South Arterial Roadways</p> <ul style="list-style-type: none"> <li>○ Butterfield Boulevard (Cochrane Road to Monterey Road)</li> <li>○ Hill/Peet Road Corridor (Cochrane Road to Tennant Avenue)</li> <li>○ Monterey Road (the current 4-lane arterial may be narrowed to a 2-lane arterial)</li> <li>○ Murphy Avenue/Mission View Drive Corridor (Cochrane Road to Maple Avenue)</li> <li>○ Santa Teresa/Hale Corridor</li> </ul> <p>East/West Arterial Roadways</p> <ul style="list-style-type: none"> <li>○ Cochrane Road (Monterey Road to Peet Road)</li> <li>○ Dunne Avenue (Santa Teresa Corridor to Gallop Drive)</li> <li>○ Edmundson Avenue (Santa Teresa Corridor to Monterey Road)</li> <li>○ Main Avenue (Hale Avenue to Hill Road Corridor)</li> <li>○ Madrone Parkway (west and east of Monterey Road)</li> <li>○ Llagas Road Connection (Hale/Santa Teresa Corridor to Monterey/Old Monterey)</li> <li>○ East Middle (Monterey Road to Murphy Avenue – outside City of Morgan Hill Sphere of Influence)</li> <li>○ Tennant Avenue (Monterey Road to Hill Road)</li> <li>○ Watsonville Road (connected to Butterfield Corridor)</li> </ul> <p>Policy TR-3.12 Collector Roadways: Require the following streets to be built to collector standards in the locations designated on the Circulation Element Map, and encourage the County to improve these roadways to collector standards in unincorporated areas:</p> <ul style="list-style-type: none"> <li>○ North/South Collector Roadways <ul style="list-style-type: none"> <li>– Church Street (Dunne Avenue to Tennant Avenue)</li> <li>– Condit Road</li> <li>– Del Monte Street (Llagas Road to Wright Avenue, Dunne Avenue to Cosmo Avenue)</li> <li>– Depot Street</li> <li>– DeWitt Avenue (Dunne Avenue to Spring Avenue)</li> <li>– Foothill Avenue</li> <li>– La Alameda Drive</li> <li>– Murphy Avenue/Mission View Drive</li> <li>– Corridor (north of Cochrane Road)</li> <li>– Old Monterey Road (Llagas Road to Monterey Road)</li> </ul> </li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>- Olive Avenue</li> <li>- Olympic Drive</li> <li>- Peak Avenue</li> <li>- Saddleback Drive</li> <li>- Serene Drive - East Lane</li> <li>- Sutter Boulevard</li> <li>- Trail Drive</li> <li>- Vista de Lomas Avenue</li> <li>- Walnut Grove Drive / Juan Hernandez (Tennant Avenue to Diana Avenue)</li> <li>o East/West Collector Roadways               <ul style="list-style-type: none"> <li>- Barrett Avenue (Juan Hernandez Drive to Butterfield Boulevard and Church Street to Monterey Road)</li> <li>- Burnett Avenue (Monterey Road to Vista de Lomas Avenue)</li> <li>- Central Avenue (Butterfield Boulevard to East Lane)</li> <li>- Cochrane Road (Peet Road to Malaguerra Drive)</li> <li>- Cosmo Avenue</li> <li>- Diana Avenue (Butterfield Boulevard to Laurel Road, Condit Road to Hill Road Corridor)</li> <li>- East Dunne Avenue (Gallop Drive to Jackson Oaks Drive)</li> <li>- West Dunne Avenue (Santa Teresa Corridor to DeWitt Avenue)</li> <li>- Fountain Oaks Drive</li> <li>- Half Road (Condit Road to Hill Road Corridor)</li> <li>- Hill Road (Tennant Avenue to Maple Avenue)</li> <li>- La Crosse Drive</li> <li>- Llagas Road (Old Monterey Road to Woodland Acres)</li> <li>- Main Avenue (Hale Avenue to Peak Avenue)</li> <li>- Native Dancer Drive</li> <li>- San Pedro Avenue (Spring Avenue Connector to Laurel Road, Condit Road to Hill Road)</li> <li>- Spring Avenue (Santa Teresa Corridor to San Pedro Avenue Connector)</li> <li>- Tennant Avenue (Hill Road to Foothill Avenue)</li> <li>- Vineyard Boulevard (La Crosse Drive to Tennant Avenue)</li> <li>- Wright Avenue (Monterey Road to Peak Avenue)</li> </ul> </li> </ul> <p>Policy TR-3.18 Grade-Separated Railroad Crossings: Plan for the construction of grade-separated crossings of the Union Pacific railroad to improve emergency vehicle response times, and minimize conflicts between railroad trains and on-road vehicles. California Public Utilities Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Grade-separated crossings should be encouraged at Dunne Avenue (Depot Street to be re-routed through the existing Community and Cultural Center parking lot to create an intersection with Church Street either prior to or in conjunction with the grade separation project).</p> <p>Policy TR-3.19 Monterey Road Functionality: Give special consideration to the design of Monterey Road, balancing its functions as an arterial street, a “main street”</p>

Plan and Policies	Summary
	<p>accommodating downtown activities, and as an access road to the downtown and the major commercial areas of the city.</p> <p>Goal TR-4: Emphasis on transportation improvements in the Butterfield, Hale/Santa Teresa, and Monterey corridors.</p> <p>Policy TR-4.1 Right-of-Way for Butterfield Boulevard: Establish, maintain, and implement an adequate right-of-way for a major multi-modal arterial along Butterfield Boulevard, with four lanes extending from Cochrane Road to its connection with Watsonville Road at Monterey Road in the south end of town; and with two lanes extending north of Cochrane Road to connect with Madrone Parkway.</p> <p>Policy TR-4.2 Monterey Road Extension. Connect Monterey: Road to Butterfield Boulevard to the north end of town - generally in the vicinity of Cochrane Road at the north.</p> <p>Goal TR-5 Adequate off-street parking</p> <p>Policy TR-5.1 Adequate Parking Supply: Ensure that all developments provide adequate and convenient parking. In the Downtown, implement the Parking Resources Supply and Management Strategy in order to monitor and ensure provision of a public parking supply adequate to serve non-residential uses, with no on-site requirement for non-residential development. Continue to identify and implement policies and pricing strategies that encourage alternatives to single-occupant vehicle use.</p> <p>Policy TR-5.4 Long-Term On-Street Parking Prohibition: Prohibit long-term on-street parking in the industrial and commercial areas of the city.</p> <p><b>Transit</b></p> <p>Goal TR-6: A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation.</p> <p>Policy TR-6.4: Make existing and future commuter bus service convenient and accessible: Coordinate with the Monterey Road streetscape planning process to plan for and implement optimal locations for bus stops, shelters and turnouts in and near the Downtown area.</p> <p>Policy TR-6.7: Advanced Technologies. Use advanced technologies to enhance and improve transit safety and mobility.</p> <p>Policy TR-6.8: Transit for Changing Needs. Expand public transit as needed to meet the changing needs of the area for local and regional access, including methods such as bus, dial-a-ride, paratransit, and rail, where appropriate, for all users.</p> <p>Goal TR-7: Well-planned high-speed rail service that minimizes negative local impacts.</p> <p>Policy TR-7.3: Rail Crossings. The City recognizes that rail crossings are essential to provide connections from neighborhoods to destinations such as schools, parks, and services. The convenience of rail crossings should be balanced with the need to minimize safety and circulation impacts.</p> <p>Policy TR-7.4: Preferred Alignment. The City supports the alignment of high-speed rail along Highway 101 within the City of Morgan Hill, Placement of the high-speed rail alignment through downtown would be contrary to the City's vision and goals for its Downtown as expressed in the General Plan and Downtown Specific Plan.</p> <p><b>Bikeways</b></p> <p>Goal TR-8: A useable and comprehensive bikeway system that safety connects neighborhoods with workplaces and community destinations.</p> <p>Policy TR-8.8 Priorities for Bikeways Implementation: Where feasible, implement the bikeways system concurrent with adjacent development. Establish priorities for bikeways implementation based on improving safety and enhancing both</p>

Plan and Policies	Summary
	<p>commute and recreational cycling. These priorities shall be considered in directing resources and efforts to obtain funding for implementation. Priorities shall be regularly reviewed and updated as implementation proceeds. Current priorities for implementation of the bikeways plan include the following:</p> <ul style="list-style-type: none"> <li>○ Live Oak High School Access</li> <li>○ Little Llagas Creek Trail</li> <li>○ Santa Teresa and Monterey Highway Corridor Improvements</li> <li>○ East West Connection to Coyote Creek Trail</li> </ul> <p><b>Pedestrian Network</b></p> <p>Goal TR-9: Expanded pedestrian opportunities</p> <p>Policy TR-9.1: Private Development Connections. Ensure adequate pedestrian access in all developments, with special emphasis on pedestrian connections in the downtown area, in shopping areas, and major work centers, including sidewalks in industrial areas in accordance with the Trails and Natural Resources Master Plan.</p> <p><b>Transportation Demand Management</b></p> <p>Goal TR-10: A transportation system that incorporates strategies and technologies to manage traffic efficiently and reduce automotive vehicle trips.</p>
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002–2020 General Plan (2002)</i></p>	<p>The <i>City of Gilroy 2002-2020 General Plan</i> was adopted in June 2002. The following goals and policies are relevant to the project:</p> <p><b>Traffic Circulation and Parking</b></p> <p>GOAL: (a) A functional and balanced transportation system that provides access for all, is compatible with existing and proposed land uses, and minimizes emissions of air pollutants; (b) A coordinated multi-modal system that accommodates private motor vehicles, pedestrians, bicycles and mass transit.</p> <p>Policy 12.02 System Function and Neighborhood Protection. Ensure that the existing and proposed highways, streets, bikeways and pedestrian paths serve the functions they are intended to serve, while protecting the character of residential neighborhoods.</p> <p>Policy 12.08 Standard LOS. Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some commercial and industrial areas (as specified on the ‘Level of Service D Areas’ Map, page 6-11) to operate at LOS D or better. Exceptions to this standard will be allowed only where the City Council determines that the improvements needed to maintain the City’s standard level of service at specific locations are infeasible.</p> <p>Policy 12.10 Land Use and Congestion. Promote land use planning that helps to reduce auto-mobile trips, thereby reducing congestion and helping to achieve air quality goals. In particular, strive for a balance of jobs and housing in future development to provide Gilroy residents the opportunity to work within Gilroy, and reduce long distance commuting both to and from Gilroy. [...]</p> <p><b>Transit</b></p> <p>GOAL: Local and regional public transit systems that are responsive to the changing needs of Gilroy area residents.</p> <p>Policy 13.03 Transit-Oriented Development: Encourage higher density residential and mixed use developments in close proximity to transit services, especially in the vicinity of the Downtown Caltrain station and multi-modal transit center.</p>

Plan and Policies	Summary
	<p>Policy 13.04 Regional Transit Services. Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use.</p> <p><b>Bicycle and Pedestrian Circulation</b></p> <p>GOAL: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.</p> <p>Policy 14.02 Land Use Planning to Promote Walking and Biking: Promote compact, mixed use development patterns that encourage pedestrian and bicycle travel and transit use. For example, providing commercial services such as day care centers, restaurants, banks and stores near employment centers can reduce auto trips by promoting pedestrian travel. Providing neighborhood commercial and park uses within residential developments can reduce short auto trips by making pedestrian and bicycle trips feasible. Support implementation of the Neighborhood Districts, infill development, and mixed use development in the Downtown for their potential air quality benefits, as well as their other community benefits.</p> <p>Policy 14.03 Bicycle and Pedestrian Paths and Facilities. Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designated in the Bicycle Transportation Plan.</p> <p>Policy 14.04 Crossings. Design street crossings to provide for the safety needs of bicyclists and pedestrians. River and other crossings by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in the Bicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient and safe access.</p> <p>Action 14.A Trail and Pathway Implementation. Work with the County in implementing trails and bike paths planned locally as part of the County-wide network in the County Trails and Pathways Master Plan. New development along designated trail or bikeway corridors should be required to dedicate land and construct the designated facility.</p> <p>Action 14.I Bike Paths for Emergency Access. Design bike paths to be wide enough for emergency vehicles where other emergency routes do not exist, located and designed to enhance the personal safety of bicyclists. Use removable bollards or other devices to prevent vehicles other than emergency and maintenance vehicles from using the bike paths.</p> <p>Action 14.J Bikeway Planning and Design Criteria. Follow the criteria for bikeways outlined in the California Department of Transportation's publication Planning and Design Criteria for Bikeways in California.</p>
<p><i>City of Gilroy Bicycle/Pedestrian Transportation Plan (2002)</i></p>	<p>The City of Gilroy published the Gilroy Bicycle/Pedestrian Transportation Plan in February 2002. The plan aims to facilitate programs that encourage bicycle ridership and pedestrian activity, coordinate planning for bikeways and bicycle facilities with other modes of transportation, encourage multi-modal and multi-agency coordination, and provide a framework for incremental improvements to the bicycle and pedestrian networks in Gilroy. The plan includes the following policies relevant to transportation:</p> <p>Goal 5: Improve and promote bicycle access to public transportation facilities with</p>

Plan and Policies	Summary
	<p>bikeways and storage facilities.</p> <p>Objective: Reduce the conflict between bicycles and other modes of travel, and thereby decrease the number of collisions involving bicycles.</p> <p>Policies: System Continuity</p> <p>Plan a bikeway network to integrate with other City and regional bicycle routes and other modes of transportation (Park and Ride lots, transit facilities, train stations etc.) in order to encourage and support the use of bicycling and reduce the use of motor vehicles.</p> <p>Pan bicycle paths or lanes as part of new development and new roadway construction, consistent with provisions of this Plan and based on the bikeways map.</p>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>San Benito County published the San Benito County 2035 General Plan in July 2015. The plan includes the following policies relevant to transportation:</p> <p>Section 6: Circulation Element</p> <p>Goal C-1: To provide an adequate road system that is safe, efficient, reliable, and within the County’s ability to finance and maintain.</p> <p>C-1.1 Intermodal Connectivity: The County shall ensure that, whenever possible, roadway, highway, public transit systems, and pedestrian and bicycle trails are interconnected with other modes of transportation.</p> <p>Goal C-2: To provide a safe, continuous, and accessible system of facilities for bicycle and pedestrian travel in appropriate areas of the county.</p> <p>Goal C-3: To promote a safe and efficient public transit system that provides a viable travel alternative to automobiles, maximizes mobility, and reduces roadway congestion and greenhouse gas emissions.</p> <p>C-3.1 Transit-Supportive Land Use: The County shall encourage transit lines, stops, and facilities in locations where land uses and density would support transit use.</p> <p>C-3.2 Future Connections to High-Speed Rail: The County shall pursue potential opportunities to connect transit to future high-speed rail if a high-speed rail station is built in Gilroy and ensure that proposed connection alignments are carefully planned to maximize accessibility and minimize related environmental impacts associated with visual obstructions and noise, as appropriate.</p> <p>C-3.3 Connections to Gilroy Transit Center: The County shall encourage the use of shuttles/transit services at the Gilroy Transit Center to connect to appropriate and carefully planned locations that maximize use and minimize impacts to existing communities. The County shall also encourage the expansion of passenger rail between the Gilroy Caltrain Station and Hollister.</p> <p>C-3.9 Consistency with RTP: The County shall require all new development proposals to be consistent with and implement the San Benito County Regional Transportation Plan transit policies.</p>
<p><i>San Benito Regional Transportation Plan (2014)</i></p>	<p>The Council of San Benito County Government prepared a countywide regional transportation plan in June 2014. The plan includes the following policies relevant to transportation:</p> <p>Goal: Access and Mobility</p> <p>Policy Objective: Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.</p> <p>Goal: Economic Vitality</p>

Plan and Policies	Summary
	<p>Policy Objective: Raise the region's standard of living by enhancing the performance of the transportation system.</p> <p>Goal: Healthy Communities</p> <p>Policy Objective: Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.</p> <p>Goal: Social Equity</p> <p>Policy Objective: Provide an equitable level of transportation services to all segments of the population</p> <p>Goal: System Preservation and Safety</p> <p>Policy Objective: Preserve and ensure a sustainable and safe regional transportation system</p>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>Merced County adopted the 2030 Merced County General Plan in December 2013. The plan establishes the overall policy framework for countywide land use and urban development. In addition to the land use policies, the Merced County General Plan addresses transportation, housing, resource conservation, open space, health and safety, and noise. The plan includes the following policies relevant to transportation:</p> <p>Policy AG-2.16: High Speed Rail Line Location. Coordinate with the California High Speed Rail Authority to locate the high speed rail lines along existing major transportation corridors, such as SR 99 or 152, to minimize the conversion of productive agricultural land to non-agricultural uses.</p> <p>Transportation and Circulation Element</p> <p>Goal CIR-1: Maintain an efficient roadway system for the movement of people and goods that enhances the physical, economic, and social environment while being safe, efficient, and cost-effective.</p> <p>Policy CIR-1.3: Transportation Efficiency. Encourage transportation programs that result in more efficient energy use, reduce greenhouse gas emissions and noise levels, and improve air quality.</p> <p>Policy CIR-1.5: County Level of Service Standards. Implement a Countywide roadway system that achieves the following LOS standards during peak traffic periods:</p> <ul style="list-style-type: none"> <li>a) For roadways located within rural areas: LOS "C" or better.</li> <li>b) For roadways located outside Urban Communities that serve as connectors between Urban Communities: LOS of "D" or better.</li> <li>c) For roadways located within Urban Communities: LOS of "D" or better.</li> </ul> <p>Policy CIR-1.6: Level of Service "E" Exception. Allow a level of service "E" or worse only on a minor component of the circulation system (such as a left turn movement from a local roadway) if the major component of the circulation system (such as a through movement on a collector or arterial roadway) would be significantly compromised in the process of improving the level of service of the minor component.</p> <p>Policy CIR-1.21: Agricultural Operations. Require adequate right-of-way to accommodate increases in vehicular traffic on rural roads that serve agricultural tourism, value-added agriculture, and/or other unique agriculture-related land uses and pursue improvements as funding and resources allow.</p> <p>Policy CIR-1.23: At-Grade Railroad Crossing Guidelines. Work with California Public Utilities Commission and the affected railroads to monitor the effects of development, and implement necessary and applicable design improvements at railroad crossings.</p>

Plan and Policies	Summary
	<p>Goal CIR-3: Maintain a public transit system that provides an alternative to automobile travel, supports ridesharing, and meets the needs of the entire community.</p> <p>Policy CIR-3.1: Multi-Modal Transportation. Encourage multi-modal transportation opportunities within Urban Communities.</p> <p>Policy CIR-3.2: Transit Improvements. Continue to support transit efforts by the Merced County Association of Governments, Dial-A-Ride, UC Merced Transit, other public entities, private social service providers, and other various private charter services to improve and expand public transit throughout the County.</p> <p>Policy CIR-3.8: New Transit Hubs. Identify and develop new regional transit hubs at major commercial centers, employers, or institutions.</p> <p>Goal CIR-4: Maintain and expand a safe, continuous, and easily accessible bicycle and pedestrian circulation system.</p> <p>Goal CIR-5: Maintain and expand a rail transportation system that provides safe, efficient, and reliable movement of freight and passengers within and through Merced County.</p> <p>Policy CIR-5.1: Freight and Passenger Rail Services. Support the continued operation and improvements to existing freight and passenger rail lines and terminals.</p> <p>Policy CIR-5.3: Rail Service Coordination. Encourage coordination of passenger rail services with other public transportation.</p> <p>Policy CIR-5.4: At-Grade Rail Crossing. Encourage alternatives to at-grade rail crossings at existing and future roads.</p> <p>Policy CIR-5.5: Railroad Corridor Preservation. Work with other agencies to plan railroad corridors that facilitate the preservation of important rail line right-of-way for future rail expansion or other appropriate transportation facilities.</p> <p>Policy CIR-5.7: High Speed Rail. Coordinate with the California High Speed Rail Authority, the cities, and other local agencies in efforts to properly locate the High Speed Rail corridors throughout Merced County, including at least one station and a heavy maintenance facility.</p>
<p><i>City of Los Banos 2030 General Plan Update (2009)</i></p>	<p>The <i>City of Los Banos 2030 General Plan Update</i> was adopted in 2009 and establishes the overall policy framework for citywide land use and urban development. The following goals and policies are relevant to the project:</p> <p>C-G-1 Promote safe and efficient vehicular circulation.</p> <p>C-G-6 Maintain acceptable levels of service (LOS) D and ensure that future development and the circulation system are in balance.</p> <p>C-G-14 Participate in the planning process for the California High-Speed Train.</p>

Sources: ABAG and MTC 2017; AMBAG 2017; Caltrain 2014; Caltrans 2016; City of Gilroy 2002a, 2002b; City of Los Banos 2009; City of Morgan Hill 2016a; City of San Jose 2009, 2011, 2014; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2014, 2015a; County of Santa Clara 1994; MCAG 2016; VTA 2008.

ABAG = Association of Bay Area Governments

AMBAG = Association of Monterey Bay Area Governments

MTC = Metropolitan Transportation Commission

PCJPB = Peninsula Corridor Joint Powers Board

HSR = high-speed rail

LOS = level-of-service

TSM = Transportation System Management

VTA = Santa Clara Valley Transportation Authority

BART = Bay Area Rapid Transit

ACE = Altamont Commuter Express

VMT = vehicle miles traveled

RTP = regional transportation plan

## Air Quality and Greenhouse Gases

**Table 2 Regional and Local Plans and Policies Relevant to Air Quality and Greenhouse Gases**

Plan and Policies	Summary
<b>Regional</b>	
<i>Plan Bay Area 2040</i>	The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2040 as the Bay Area's long-term regional transportation and land use blueprint in 2017. The following goals and objectives are relevant to the project: <ul style="list-style-type: none"> <li>▪ Target #1: Reduce per-capita CO2 emissions from cars and light-duty trucks by 15%.</li> <li>▪ Target #3: Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%.</li> </ul>
<i>San Joaquin Valley Blueprint Planning Process Summary Report (2010)</i>	The <i>San Joaquin Valley Blueprint Planning Process Summary Report</i> was prepared in 2010. The following goals and policies are relevant to the project: <ul style="list-style-type: none"> <li>▪ Principle 12: Support actions that encourage environmental resource management.</li> </ul>
<i>Moving Forward 2035 Monterey Bay (2017)</i>	The Association of Monterey Bay Area Governments adopted <i>Moving Forward 2035 Monterey Bay</i> as the region's long-term regional transportation in 2014 and amended it in 2017. The following goals and objectives are relevant to the project: <ul style="list-style-type: none"> <li>▪ Policy 3: Environment – Promote environmental sustainability and protect the natural environment.</li> </ul>
<i>2014-2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County (2016)</i>	The Merced County Association of Governments adopted <i>2014-2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County</i> as the County's long-term regional transportation in 2014 and amended it in 2016. The following goals and objectives are relevant to the project: <ul style="list-style-type: none"> <li>▪ 8.1. Coordinate transportation planning with air quality planning at the technical and policy level.</li> </ul>
<b>Santa Clara County</b>	
<i>Santa Clara County General Plan (1994)</i>	The <i>Santa Clara County General Plan</i> was adopted in 1994. The following goals and policies are relevant to the project: <ul style="list-style-type: none"> <li>▪ Policy C-TR 11 Santa Clara County shall participate in updating and implementing the Congestion Management Plan, the provisions of which as set forth by law:                             <ol style="list-style-type: none"> <li>a. establish priority for air quality goals and objectives and development of alternatives to automobile travel; and</li> <li>b. allow additional road capacity to be created only when all feasible automobile travel demand measures have been implemented.</li> </ol> </li> <li>▪ Policy C-RC 80 Sub-regional/countywide planning for Santa Clara County should place major emphasis on the inter-related goals, strategies and policies for improving energy efficiency in transportation, air quality, and reducing traffic congestion.</li> </ul>
<b>City of Santa Clara</b>	
<i>City of Santa Clara 2010–2035 General Plan (2010)</i>	The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ 5.10.2-P1 Support alternative transportation modes and efficient parking mechanisms to improve air quality.</li> <li>▪ 5.10.2-P2 Encourage development patterns that reduce vehicle miles traveled and air pollution.</li> <li>▪ 5.10.2-P3 Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.</li> <li>▪ 5.10.2-P4 Encourage measures to reduce greenhouse gas emissions to reach 30 percent below 1990 levels by 2020.</li> <li>▪ 5.10.2-P6 Require “Best Management Practices” for construction dust abatement.</li> <li>▪ 5.8.1-P4 Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.</li> <li>▪ 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.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision: San José 2040 General Plan (2011)</i></p>	<p>The <i>Envision: San José 2040 General Plan</i> was adopted in 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ MS-1.7 Encourage retrofits for existing buildings throughout San José to use green building principles in order to mitigate the environmental, economic, and social impact of those buildings, to achieve greenhouse gas reductions, and to improve air and water quality.</li> <li>▪ MS-4.1 Promote the use of building materials that maintain healthful indoor air quality in an effort to reduce irritation and exposure to toxins and allergens for building occupants.</li> <li>▪ MS-4.2 Encourage construction and pre-occupancy practices to improve indoor air quality upon occupancy of the structure.</li> <li>▪ MS-10.1 Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.</li> <li>▪ MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region’s Clean Air Plan and State law.</li> <li>▪ MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.</li> <li>▪ MS-10.4 Encourage effective regulation of mobile and stationary sources of air pollution, both inside and outside of San José. In particular, support Federal and State regulations to improve automobile emission controls.</li> <li>▪ MS-10.7 Encourage regional and statewide air pollutant emission reduction through energy conservation to improve air quality.</li> <li>▪ MS-10.8 Minimize vegetation removal required for fire prevention. Require alternatives to discing, such as mowing, to the extent feasible. Where vegetation removal is required for property maintenance purposes, encourage alternatives that limit the exposure of bare soil.</li> <li>▪ MS-10.9 Foster educational programs about air pollution problems and solutions.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.</li> <li>▪ MS-11.3 Review projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.</li> <li>▪ MS-11.4 Encourage the installation of appropriate air filtration at existing schools, residences, and other sensitive receptor uses adversely affected by pollution sources.</li> <li>▪ MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.</li> <li>▪ MS-13.1 Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.</li> <li>▪ MS-13.2 Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.</li> <li>▪ MS-13.3 Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> <li>▪ EC-7.7 Determine for any development or redevelopment site that is within 1,000 feet of a known, suspected, or likely geographic ultramafic rock unit (as identified in maps developed by the Department of Conservation – Division of Mines and Geology) or any other known or suspected locations of serpentine or naturally occurring asbestos, if naturally occurring asbestos exists and, if so, comply with the Bay Area Air Quality Management District's Asbestos Air Toxic Control Measure requirements.</li> <li>▪ TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</li> </ul>
<i>Midtown Specific Plan (1992)</i>	<p>The <i>Midtown Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.3: Future development should incorporate energy-conserving devices to promote conservation.</li> </ul>
<i>Diridon Station Area Plan (2014)</i>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. No goals and policies are directly relevant to the air quality or greenhouse gas analysis of the project.</p>
<i>Communications Hill Specific Plan (1992)</i>	<p>The <i>Communications Hill Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Minimize the potential adverse impacts of the Communications Hill area development on the immediate surrounding neighborhood.</li> </ul>

Plan and Policies	Summary
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted in 2016. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy NRE-10.1 Regional and Subregional Cooperation. Cooperate with regional agencies in developing and implementing air quality management plans. Support subregional coordination with other cities, counties, and agencies in the Santa Clara Valley and adjacent areas to address land use, jobs/housing balance, and transportation planning issues as a means of improving air quality.</li> <li>▪ Policy NRE-10.2 State and Federal Regulation. Encourage effective regulation of mobile and stationary sources of air pollution and support State and federal regulations to improve automobile emission controls.</li> <li>▪ Policy NRE-10.3 Automobile Emissions. Encourage the use of and infrastructure for alternative fuel, hybrid, and electric vehicles. Encourage new and existing public and private development to include electric vehicle charging stations.</li> <li>▪ Policy NRE-10.4 Reduced Automobile Use. To reduce air pollution the frequency and length of automobile trips and the amount of traffic congestion by controlling sprawl, promoting infill development, and encouraging mixed uses and higher density development near transit. Support the expansion and improvement of alternative modes of transportation. Encourage development project designs that protect and improve air quality and minimize direct and indirect air pollutant emissions by including components that reduce vehicle trips.</li> <li>▪ Policy NRE-11.2 TACs and Existing Sensitive Uses. Encourage the installation of appropriate air filtration mechanisms at existing schools, residences, and other sensitive receptors adversely affected by existing or proposed pollution sources.</li> <li>▪ Policy NRE-11.3 Health Risk Assessments. For proposed development that emits toxic air contaminants, require project proponents to prepare health risk assessments in accordance with Bay Area Air Quality Management District procedures as part of environmental review and implement effective mitigation measures to reduce potential health risks to less-than-significant levels. Alternatively, require these projects to be located an adequate distance from residences and other sensitive receptors to avoid health risks. Consult with the Bay Area Air Quality Management District to identify stationary and mobile toxic air contaminant sources and determine the need for and requirements of a health risk assessment for proposed developments.</li> <li>▪ Policy NRE-11.4 Truck Routes. For development projects generating significant heavy duty truck traffic, designate truck routes that minimize exposure of sensitive receptors to toxic air contaminants and particulate matter.</li> <li>▪ Policy NRE-11.5 Truck Idling. For development projects generating significant truck traffic, require signage to remind drivers that the State truck idling law limits truck idling to five (5) minutes.</li> <li>▪ Policy NRE-11.5 Truck Idling. For development projects generating significant truck traffic, require signage to remind drivers that the State truck idling law limits truck idling to five (5) minutes.</li> <li>▪ Policy NRE-11.6 Vegetation Buffers. Encourage the use of pollution-absorbing trees and vegetation in buffer areas between substantial sources of toxic air contaminants and sensitive receptors.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy NRE-12.1 Best Practices. Requirement that development projects implement best management practices to reduce air pollutant emissions associated with construction and operation of the project.</li> <li>▪ Policy NRE-12.2 Conditions of Approvals. Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At a minimum, conditions shall conform to construction mitigation measures recommended in the current Bay Area Air Quality Management District CEQA Guidelines.</li> <li>▪ Policy NRE-12.3 Control Measures. Require construction and demolition projects that have the potential to disturb asbestos (from soil or building material) to comply with all the requirements of the California Air Resource Board’s air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.</li> <li>▪ Policy NRE-12.4 Grading. Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> <li>▪ Policy NRE-15.1 Greenhouse Gas Emission Reduction Targets. Maintain a greenhouse gas reduction trajectory that is consistent with the greenhouse gas reduction targets of Executive Orders B-30-15 (40 percent below 1990 levels by 2030) and S-03-05 (80 percent below 1990 levels by 2050) to ensure the City is consistent with statewide efforts to reduce greenhouse gas emissions.</li> <li>▪ Policy NRE-15.2 Linking Land Use and Transportation. Encourage land use and transportation patterns that reduce dependence on automobiles.</li> <li>▪ Policy NRE-15.3 Climate Action Plan. Utilize policies in this General Plan denoted with the green leaf symbol as the City’s greenhouse gas emissions reduction strategy.</li> <li>▪ Policy NRE-15.4 Sustainable Land Use. Promote land use patterns that reduce the number and length of motor vehicle trips.</li> <li>▪ Policy NRE-15.10 VMT Reduction. Continue to work with the Santa Clara Valley Transportation Authority on regional transportation solutions that will reduce vehicle miles traveled and greenhouse gas emissions.</li> </ul>
<p><b>City of Gilroy</b></p>	
<p><i>City of Gilroy 2002–2020 General Plan (2002)</i></p>	<p>The <i>City of Gilroy 2002–2020 General Plan</i> was adopted in 2002. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 21.01 “Sensitive Receptors.” Use land use planning and project siting to separate air pollution sources (such as freeways, arterials, industrial sites, etc.) from residential areas and other “sensitive receptors” (such as schools, hospital, and nursing homes) that would be adversely affected by close proximity to air pollutants.</li> <li>▪ Policy 21.02 Landscaping to Reduce Pollutants. Promote the use of trees and plants in landscaping to reduce air pollutant levels.</li> <li>▪ Policy 21.04 Regional Collaboration. Cooperate with the Bay Area Air Quality Management District and other agencies that deal with issues related to air quality (e.g., the Metropolitan Transportation Commission and the Association of Bay Area Governments) to develop and implement regional air quality strategies. Also, support subregional coordination with other cities, counties and agencies in Santa Clara Valley and adjacent areas to address land use, jobs/housing balance, and transportation planning issues as a means of improving air quality.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 21.05 Air Quality Impacts from Construction Activity. Reduce the air quality impacts associated with construction activity by reducing the exhaust emissions through appropriate mitigation actions.</li> <li>▪ Policy 21.06 Traffic Control Measures. Implement the Transportation Control Measures recommended by the Bay Area Air Quality Management District in the 2000 Clean Air Plan to reduce pollutant emissions.</li> <li>▪ Policy 12.09 LOS and Air Quality. Maintain the City's Standard Level of Service whenever feasible to minimize traffic congestion and thereby minimize exposure to carbon monoxide, since vehicles generate less air pollutant emissions at higher speed.</li> <li>▪ Policy 14.01 Non-Auto Modes of Travel. Emphasize non-auto travel modes of transportation as a key strategy for achieving air quality goals. For example, encourage bicycle riding to school from an early age by providing safer bikeways between residential areas and schools and encourage the schools to provide secured bike racks and/or lockers.</li> </ul>
<i>Downtown Gilroy Specific Plan (2005)</i>	The <i>Downtown Gilroy Specific Plan</i> was adopted in 2005. No goals and policies are directly relevant to the air quality or greenhouse gas analysis of the project.
<b>San Benito County</b>	
<i>San Benito County 2035 General Plan (2015)</i>	<p>The <i>San Benito County 2035 General Plan</i> was adopted in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ HS-5.1 New Development. The County shall use the CEQA process to ensure development projects incorporate feasible mitigation measures to reduce construction and operational air quality emissions, and consult with the Monterey Bay Unified Air Pollution Control District early in the development review process.</li> <li>▪ HS-5.2 Sensitive Land Use Locations. The County shall ensure adequate distances between sensitive land uses and facilities or operations that may produce toxic or hazardous air pollutants or substantial odors.</li> <li>▪ HS-5.3 Early Coordination with the Air Quality Control District. The County shall notify and coordinate with the Monterey Bay Unified Air Pollution Control District when industrial developments are proposed within the county to ensure applicants comply with applicable air quality regulations and incorporate design features and technologies to reduce air emissions.</li> <li>▪ HS-5.4 PM10 Emissions from Construction. The County shall require developers to reduce particulate matter emissions from construction (e.g., grading, excavation, and demolition) consistent with standards established by the Monterey Bay Unified Air Pollution Control District.</li> <li>▪ HS-5.6 New Construction Mitigation. The County shall work in coordination with the Monterey Bay Unified Air Pollution Control District to minimize air emissions from construction activities associated with proposed development.</li> <li>▪ HS-5.7 Greenhouse Gas Emission Reductions. The County shall promote greenhouse gas emission reductions by supporting carbon efficient farming methods (e.g., methane capture systems, no-till farming, crop rotation, cover cropping); supporting the installation of renewable energy technologies; and protecting grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to urban uses.</li> <li>▪ HS-5.8 GHG Reduction Targets. The County acknowledges that the state endeavors to achieve 1990 greenhouse gas (GHG) emission levels, and establish a long-term goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. The County will encourage projects that support these goals,</li> </ul>

Plan and Policies	Summary
	<p>recognizing that these goals can be met only if the state succeeds in decarbonizing its fuel supply.</p> <ul style="list-style-type: none"> <li>▪ AD-2.5 Air Quality Management Coordination. The County shall continue to coordinate with the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and affected agencies and neighboring jurisdictions in the North Central Coast Air Basin to ensure regional cooperation on cross-jurisdictional and regional transportation and air quality issues, and to establish parallel air quality programs and implementation measures.</li> <li>▪ PFS-2.1 Efficient Operations. The County shall maintain facilities and service standards and conduct operations in a manner that meets community needs in an efficient manner, conserves resources, and reduces the County's contribution to greenhouse gas emissions.</li> </ul>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>The <i>2030 Merced County General Plan</i> was adopted in 2013. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy ED-1.7: Improving Merced County's Quality of Life (SO/PI). Economic development efforts shall include consideration of improving air quality, developing an educated workforce, promoting safe/crime-free communities, protecting water quality, and increasing recreational opportunities as a means to improve the quality of life for residents and workers and to attract new industries to the County.</li> <li>▪ Policy LU-10.9: Air Quality Management Coordination (IGC). Coordinate with the San Joaquin Valley Air Pollution Control District and affected agencies and neighboring jurisdictions in the San Joaquin Valley Air Basin to ensure regional cooperation on cross-jurisdictional and regional transportation and air quality issues, and to establish parallel air quality programs and implementation measures, such as trip reduction ordinances and indirect source programs.</li> <li>▪ Policy LU-10.10: San Joaquin Valley Air Pollution Control District Consultation (IGC). Consult with the San Joaquin Valley Air Pollution Control District during CEQA review for discretionary projects that have the potential for causing adverse air quality impacts. Ensure that development projects are submitted to the District for CEQA comments and review of air quality analysis.</li> <li>▪ Policy CIR-1.3: Transportation Efficiency (RDR) Encourage transportation programs that result in more efficient energy use, reduce greenhouse gas emissions and noise levels, and improve air quality.</li> <li>▪ Policy AQ-1.1: Energy Consumption Reduction (RDR) Encourage new residential, commercial, and industrial development to reduce air quality impacts from energy consumption.</li> <li>▪ Policy AQ-1.6: Air Quality Improvement (SO) Support and implement programs to improve air quality throughout the County by reducing emissions related to vehicular travel and agricultural practices.</li> <li>▪ Policy AQ-2.1: Air Quality Plan Compliance (RDR) Require all development projects to comply with applicable regional air quality plans and policies.</li> <li>▪ Policy AQ-2.3: Cumulative Impacts (RDR). Encourage the reduction of cumulative air quality impacts produced by projects that are not significant by themselves, but result in cumulatively significant impacts in combination with other development.</li> <li>▪ Policy AQ-2.4: Mitigation (RDR). Require that local and regional air quality impacts identified during CEQA review for projects reviewed and approved by the County are consistently and fairly mitigated.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy AQ-2.5: Innovative Mitigation Measures (RDR, IGC, JP). Encourage innovative mitigation measures and project redesign to reduce air quality impacts by coordinating with the San Joaquin Valley Air Pollution Control District, project applicants, and other interested parties.</li> <li>▪ Air Quality Element Goal AQ-3. Improve air quality through improved public facilities and operations and to serve as a model for the private sector.</li> <li>▪ Policy AQ-4.6: Non-Motorized Transportation (RDR). Encourage non-motorized transportation corridors within and between communities.</li> <li>▪ Policy AQ-4.7: Planning Integration (RDR). Require land use, transportation, and air quality planning to be integrated for the most efficient use of resources and a healthier environment.</li> <li>▪ Policy AQ-5.1: Residential Buffers (RDR). Require effective buffers between residential and other sensitive land uses, and nonresidential land uses that generate hazardous air emissions such as highways (e.g., I-5 and SR-99), trucking centers, gasoline dispensing facilities, and dry cleaners. Effective buffers shall be determined by requiring consultation with the SJVAPCD for any project that may have a health risk impact, including those projects that would otherwise appear to be exempt from CEQA requirements.</li> </ul>

Sources: ABAG and MTC 2017; AMBAG 2017; City of Gilroy 2002a, 2005; City of Morgan Hill 2016a; City of San Jose 1992a, 1992b, 2011, 2014; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994; MCAG 2016; San Joaquin Valley Regional Planning Agencies 2010.

## Noise and Vibration

**Table 3 Regional and Local Plans and Polices Relevant to Noise and Vibration**

Plan/Policy Document	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994 with amendments published in 2016. The general plan includes the following strategies, policies, and implementation recommendations relevant to noise and vibration:</p> <p><b>Strategy 1: Prevent or Minimize Noise Conflicts</b></p> <ul style="list-style-type: none"> <li>▪ Policy C-HS 24: Environments for all residents of Santa Clara County free from noises that jeopardize their health and well-being should be provided through measures which promote noise and land use compatibility.</li> <li>▪ Policy C-HS 25: Noise impacts from public and private projects should be mitigated. <ul style="list-style-type: none"> <li>○ Implementation C-HS(i) 24: Where necessary, construct sound walls or other noise mitigations.</li> <li>○ Implementation C-HS(i) 25: Prohibit construction in areas which exceed applicable interior and exterior standards, unless suitable mitigation measures can be implemented.</li> </ul> </li> </ul>
<p><i>Santa Clara County Ordinance Code (2016)</i></p>	<p>The Santa Clara Ordinance Code was originally adopted in 1972. The Code establishes the following sections of Division B11, Chapter VIII, Control of Noise and Vibration, relevant to noise and vibration:</p> <p><b>Section B11-152. – Exterior noise limits</b></p> <p>Maximum permissible sound levels by receiving land use:</p> <ul style="list-style-type: none"> <li>▪ The noise standards for the various receiving land use categories as presented in [the following bullets, derived from Table B11-152] will apply to all property within any zoning district:</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>○ One and Two-Family Residential – 45 dBA between 10 pm to 7 am, and 55 dBA between 7 am to 10 pm;</li> <li>○ Multiple Family Dwelling – 50 dBA between 10 pm and 7 am;</li> <li>○ Residential Public Space – 55 dBA between 7 am to 10 pm;</li> <li>○ Commercial – 60 dBA between 10 pm and 7 am, and 65 dBA between 7 am to 10 pm;</li> <li>○ Light Industrial -- 70 dBA at all times; and</li> <li>○ Heavy Industrial – 75 dBA at all times.</li> </ul> <ul style="list-style-type: none"> <li>▪ No person may operate or cause to be operated any source of sound at any location within the unincorporated territory of the County or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by the person, which causes the noise level when measured on any other property either incorporated or unincorporated, to exceed: <ul style="list-style-type: none"> <li>a) The noise standard for that land use as specified [above] for a cumulative period of more than 30 minutes in any hour; or</li> <li>b) The noise standard plus five dB for a cumulative period of more than 15 minutes in any hour; or</li> <li>c) The noise standard plus ten dB for a cumulative period of more than five minutes in any hour; or</li> <li>d) The noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or</li> <li>e) The noise standard plus 20 dB or the maximum measured ambient, for any period of time.</li> </ul> </li> </ul> <p><b>Sec. B11-153. - Interior noise standards</b></p> <p>Maximum permissible dwelling interior sound levels:</p> <ul style="list-style-type: none"> <li>▪ The interior noise standards for multifamily residential dwellings as presented in [the following bullet, derived from Table B11-153] will apply, unless otherwise specifically indicated, within all dwellings: <ul style="list-style-type: none"> <li>○ Multi-Family Dwelling – 35 dBA allowable interior noise level between 10 pm and 7 pm, and 45 dBA between 7 am and 10 pm.</li> </ul> </li> <li>▪ No person will operate or cause to be operated within a dwelling unit any source of sound or allow creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed: <ul style="list-style-type: none"> <li>a) The noise standard as specified [above] for a cumulative period of more than five minutes in any hour; or</li> <li>b) The noise standard plus five dB for a cumulative period of more than one minute in any hour; or</li> <li>c) The noise standard plus ten dB or the maximum measured ambient, for any period of time.</li> </ul> </li> <li>▪ If the measured ambient level exceeds that permissible within any of the noise limit categories above, the allowable noise exposure standard will be increased in five-dB increments in each category as appropriate to reflect the ambient noise level.</li> </ul> <p><b>Section B11-154. – Prohibited acts</b></p> <ul style="list-style-type: none"> <li>▪ Construction/demolition <ul style="list-style-type: none"> <li>a) Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekdays and Saturday hours of 7 p.m. and 7 a.m., or at any time on Sundays or holidays, that the sound</li> </ul> </li> </ul>

Plan/Policy Document	Summary
	<p>therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by variance.</p> <p>b) Where technically and economically feasible, construction activities will be conducted in a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedule:</p> <ul style="list-style-type: none"> <li>i. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment: [See full ordinance for table of maximum noise levels]</li> <li>ii. Stationary equipment. Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment are as follows: [See full ordinance for table of maximum noise levels]</li> </ul> <ul style="list-style-type: none"> <li>▪ Vibration <ul style="list-style-type: none"> <li>a) Operating or permitting the operation of any device that creates a vibrating or quivering effect that: <ul style="list-style-type: none"> <li>i. Endangers or injures the safety or health of human beings or animals; or</li> <li>ii. Annoys or disturbs a person of normal sensitivities; or</li> <li>iii. Endangers or injures personal or real properties.</li> </ul> </li> </ul> </li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010-2035 General Plan</i> (2010)</p>	<p>The City of Santa Clara adopted the 2010-2035 General Plan on November 16, 2010. Updates were published in 2013 and 2014. The general plan includes the following environmental quality goals and policies which are applicable to noise and vibration:</p> <p>Goals</p> <ul style="list-style-type: none"> <li>▪ 5.10.6-G1 Noise sources restricted to minimize impacts in the community.</li> <li>▪ 5.10.6-G2 Sensitive uses protected from noise intrusion.</li> </ul> <p>Policies</p> <ul style="list-style-type: none"> <li>▪ 5.10.6-P2 Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan “normally acceptable” levels.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
<p><i>Santa Clara City Code</i> (2017)</p>	<p>The Santa Clara City Code is current through Ordinance 1969, passed in 2017. Chapter 9.10, Regulation of Noise and Vibration, is relevant to noise and vibration:</p> <p><b>9.10.040 Noise or sound regulation:</b> [ . . . ] The maximum noise or sound levels are set forth, as follows:</p> <ul style="list-style-type: none"> <li>▪ Category 1: Single Family and Duplex Residential – 55 dBA between 7 am to 10 pm, and 50 dBA between 10 pm to 7 am;</li> <li>▪ Category 2: Multiple Family Residential – 55 dBA between 7 am to 10 pm; 50 dBA between 10 pm and 7 am;</li> <li>▪ Category 3: Commercial, Office – 65 dBA between 7 am and 10 pm, and 60 dBA between 10 pm and 7 am;</li> <li>▪ Light Industrial -- 70 dBA at all times; and</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Heavy Industrial – 75 dBA at all times.</li> </ul> <p><b>9.10.050 Vibration regulation:</b> [ . . . ] Vibration [should not exceed] the vibration perception threshold of an individual at the closest property line point to the vibration source on the real property affected by the vibration.</p>
<b>City of San Jose</b>	
<p><i>Envision San Jose 2040 General Plan (2011)</i></p>	<p>The <i>Envision: San Jose 2040 General Plan</i> was adopted in 2011. The Plan establishes the following goals and policies relevant to noise and vibration:</p> <p><b>Goal EC-1 – Community Noise Levels and Land Use Compatibility.</b> Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy EC-1.1:</b> Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review.</li> </ul> <p><b>Interior Noise Levels</b></p> <ul style="list-style-type: none"> <li>▪ The City’s standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. [ . . . ]</li> </ul> <p><b>Exterior Noise Levels</b></p> <ul style="list-style-type: none"> <li>▪ The City’s acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses. The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:</li> <li>▪ For new multi-family residential projects, the residential component of mixed-use development, [and single family residential uses] use a standard of 60 dBA DNL in usable outdoor activity areas [ . . . ]</li> <li>▪ <b>Policy EC-1.2:</b> Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:             <ul style="list-style-type: none"> <li>○ Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”; or</li> <li>○ Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.</li> </ul> </li> <li>▪ <b>Policy EC-1.7:</b> Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City’s Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:             <ul style="list-style-type: none"> <li>○ Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.</li> </ul> <p>For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.</p> </li> <li>▪ <b>Policy EC-1.9:</b> Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing</li> </ul>

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	<p>or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.</p> <p><b>Goal EC-2 – Vibration. Minimize vibration impacts on people, residences, and business operations.</b></p> <ul style="list-style-type: none"> <li>▪ <b>Policy EC-2.1:</b> Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.</li> <li>▪ <b>Policy EC-2.2:</b> Require new sources of ground-borne vibration, such as transit along fixed rail systems or the operation of impulsive equipment, to minimize vibration impacts on existing sensitive land uses to levels at or below the guidelines of the Federal Transit Administration.</li> <li>▪ <b>Policy EC-2.3:</b> Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.</li> </ul>
<p><i>San Jose Municipal Code (2017)</i></p>	<p>The San Jose Municipal Code, codified through Ordinance No. 29912, was last adopted in May 2017. The Code includes the following titles and chapters relevant to noise and vibration:</p> <p><b>Chapter 20.100: Administration and Permits</b></p> <p>The City of San José does not establish quantitative noise limits for demolition or construction activities occurring in the City. According to San José Municipal Code, the legal hours of construction within 500 feet of a residential unit are limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday.</p> <p>The City's Municipal Code also contains a Zoning Ordinance that limits noise levels generated by stand-by/backup and emergency generators. The noise level emitted by these generators shall not exceed 55 decibels at the property line of residential properties. The standards and criteria for stand-by/ backup generators are set as follows:</p> <ul style="list-style-type: none"> <li>▪ Maximum noise levels, based upon a noise analysis by an acoustical engineer, will not exceed the applicable noise standards set forth in Title 20.80.2030.</li> <li>▪ Testing of generators is limited to 7 a.m. to 7 p.m., Monday through Friday.</li> </ul>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>The Morgan Hill 2035 General Plan was adopted in 2016. The Plan includes the following goals and policies relevant to noise and vibration:</p> <p><b>Goal SSI-8. Prevention of noise from interfering with human activities or causing health problems Policies</b></p> <ul style="list-style-type: none"> <li>▪ <b>Policy SSI-8.1: Exterior Noise Level Standards.</b> Require new development projects to be designed and constructed to meet acceptable exterior noise level standards, as follows: <ul style="list-style-type: none"> <li>○ Apply a maximum exterior noise level of 60 dBA Ldn in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing</li> </ul> </li> </ul>

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	<p>developments and recreation areas in multi-family housing projects). Where the City determines that providing an Ldn of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an Ldn of 65 dBA may be permitted.</p> <ul style="list-style-type: none"> <li>○ Indoor noise levels should not exceed an Ldn of 45 dBA in new residential housing units.</li> <li>○ Noise levels in new residential development exposed to an exterior Ldn 60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA Ldn, recognizing that train noise is characterized by relatively few loud events.</li> </ul> <ul style="list-style-type: none"> <li>▪ <b>Policy SSI-8.3: Commercial and Industrial Noise Level Standards.</b> Evaluate interior noise levels in commercial and industrial structures on a case-by-case basis based on the use of the space.</li> <li>▪ <b>Policy SSI-8.4: Office Noise Level Standards.</b> Interior noise levels in office buildings should be maintained at 45 dBA Leq (hourly average) or less, rather than 45 dBA Ldn (daily average).</li> <li>▪ <b>Policy SSI-8.5: Traffic Noise Level Standards.</b> Consider noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA Ldn or greater, with a future noise level of less than 60 dBA Ldn, or b) the noise level increase is 3 dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater.</li> <li>▪ <b>Policy SSI-8.6: Stationary Noise Level Standards.</b> Consider noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.</li> <li>▪ <b>Policy SSI-9.3: Sound Wall Design.</b> The maximum height of sound walls shall be eight feet [ . . . ]</li> </ul>
<p><i>Morgan Hill Municipal Code (2017)</i></p>	<p>The Morgan Hill Municipal Code was originally published in 1987. The current code is updated through Ordinance Number 2256 N.S., enacted June 28, 2017. The following sections from Chapter 8.28, Noise, of Title 8, Health and Safety, of the municipal code are applicable to noise and vibration:</p> <p><b>8.28.040 - Enumeration of unlawful noises.</b></p> <p>Unlawful noises include:</p> <p><b>D.1. Construction activities as limited below.</b> "Construction activities" are defined as including but not limited to excavation, grading, paving, demolition, construction, alteration or repair of any building, site, street or highway, delivery or removal of construction material to a site, or movement of construction materials on a site. Construction activities are prohibited other than between the hours of seven a.m. and eight p.m., Monday through Friday and between the hours of nine a.m. to six p.m. on Saturday. Construction activities may not occur on Sundays or federal holidays. [...]</p> <p><b>I. Noises Adjacent to Schools, Courts, Churches and Hospitals.</b> The creation of any excessive noise on any street adjacent to any school, institution of learning, church or court while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital; provided, conspicuous signs are displayed in such streets indicating that the street is adjacent to a school, hospital or court;</p>

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	<p><b>J. Pile Drivers, Hammers and Similar Equipment.</b> The operation, between the hours of eight p.m. and seven a.m. of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise.</p>
<b>City of Gilroy</b>	
<p><i>The City of Gilroy 2002-2020 General Plan (2002)</i></p>	<p>The City of Gilroy 2002-2020 General Plan was adopted in 2002. The Plan includes the following goals and policies relevant to noise and vibration from Chapter 8, Community Resources and Potential Hazards.</p> <p><b>GOAL:</b> Protection of Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy 26.02: Maximum Permissible Noise Levels.</b> Ensure that outdoor and indoor noise levels are within the maximum permitted levels (see Figure A- 27).</li> <li>▪ <b>Policy 26.04: Acoustical Design.</b> Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.</li> <li>▪ <b>Policy 26.05: Earth Berms.</b> Require landscaped earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares adjacent to residential areas. Where an earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping should be required.</li> </ul>
<p><i>Gilroy Municipal Code (2017)</i></p>	<p>The Gilroy Municipal Code is current through Ordinance 2017-03, passed in 2017. The Code includes the following chapters relevant to noise and vibration.</p> <p><b>Chapter 16, Offences—Miscellaneous</b></p> <p><b>Section 16.38 Hours of construction</b> of the Gilroy Municipal Code states the following regarding construction noise:</p> <p>(a) Unless otherwise provided for in a validly issued permit or approval, construction activities shall be limited to the hours of 7 a.m. and 7 p.m., Monday through Friday and 9 a.m. to 7 p.m. on Saturday. Construction activities shall not occur on Sundays or city holidays, which include: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas. “Construction activities” are defined as including but not limited to, excavation, grading, paving, demolitions, construction, alteration or repair of any building, site, street or highway, delivery or removal of construction material to a site, or movement of construction materials on a site. [...]</p> <p><b>Chapter 30, Zoning Ordinance</b></p> <p><b>30.41.31 Specific provisions—Noise.</b></p> <p>It shall be unlawful to generate noise within the city limits that exceeds the limits established in this section.</p> <p>(b) Maximum Outdoor Noise Levels.</p> <p>(2) Commercial and Industrial Noise Impacting Residentially Zoned Properties. Noise emanating from properties that are zoned for uses other than residential is limited to a maximum of 70 dBA (L10) measured at the residential property line. Such noise is limited to the hours of 7 a.m. to 10 p.m., and prohibited between the hours of 10 p.m. and 7 a.m.</p>

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<p><b>San Benito County</b></p>	<p>The San Benito County 2035 General Plan was adopted in 2015. The Plan includes the following goals and policies relevant to noise and vibration:</p> <p><b>Health and Safety</b></p> <p><b>Goal HS-8:</b> To protect the health, safety, and welfare of county residents through the elimination of annoying or harmful noise levels.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy HS-8.1 Project Design.</b> The County shall require new development to comply with the noise standards shown in the tables in Figure A-29 through proper site and building design, such as building orientation, setbacks, barriers (e.g., earthen berms), and building construction practices. The County shall only consider the use of soundwalls after all design-related noise mitigation measures have been evaluated or integrated into the project or found infeasible.</li> <li>▪ <b>Policy HS-8.2 Acoustical Analysis.</b> The County shall require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” criteria (e.g. “conditionally acceptable”, “normally unacceptable”) shown in Table 9-2. Land uses should be prohibited from locating, or required to mitigate, in areas with a noise environment within the “unacceptable” range.</li> <li>▪ <b>Policy HS-8.3 Construction Noise.</b> The County shall control the operation of construction equipment at specific sound intensities and frequencies during day time hours between 7 a.m. and 6 p.m. on weekdays and 8 a.m. and 5 p.m. on Saturdays. No construction shall be allowed on Sundays or federal holidays.</li> <li>▪ <b>Policy HS-8.7 Acceptable Vibration Levels.</b> The County shall require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based FTA criteria.</li> <li>▪ <b>Policy HS-8.10 Reduction in Noise Levels at Existing Land Uses.</b> Reduce traffic noise levels where expected to significantly impact sensitive receptors through the installation of noise control measures such as quiet pavement surfaces, noise barriers, traffic calming measures, and interior sound insulation treatments.</li> <li>▪ <b>Policy HS-8.12 Construction Noise Control Plans.</b> Require all construction projects to be constructed within 500 feet of sensitive receptors to develop and implement construction noise control plans that consider the following available controls in order to reduce construction noise levels as low as practical:             <ul style="list-style-type: none"> <li>○ Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists;</li> <li>○ Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;</li> <li>○ Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;</li> <li>○ Locate staging areas and construction material areas as far away as possible from adjacent land uses;</li> <li>○ Prohibit all unnecessary idling of internal combustion engines;</li> <li>○ Notify all abutting land uses of the construction schedule in writing; and</li> <li>○ Designate a “disturbance coordinator” (e.g. contractor foreman or authorized representative) who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented.</li> </ul> </li> </ul> <p>Conspicuously post a telephone number for the disturbance coordinator at the</p>

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	<p>construction site and include it in the notice sent to neighbors regarding the construction schedule.</p>
<p><i>San Benito County Ordinance Code (2016)</i></p>	<p>The San Benito County Ordinance Code, codified through Ordinance 937, was most recently adopted in 2015. The Code includes Chapter 19.39, Noise Control Regulations, of Title 19, Land Use and Environmental Regulations, relevant to noise and vibration:</p> <p><b>Article IV. Sound Level Restrictions</b></p> <p><b>19.39.030 MAXIMUM PERMISSIBLE SOUND PRESSURE LEVELS.</b> No person shall operate, or permit to be operated, on private property any source of sound in such a manner as to create:</p> <p>(A) A sound pressure level which exceeds the limits set forth for the receiving land use category in Table 1 [summarized in the following bullets] which may be measured at or within the real property boundary of the receiving land use, or its vertical extension:</p> <ul style="list-style-type: none"> <li>▪ Rangeland, Productive Rural Lands, and Rural Transitional -- 45 dBA day and 35 dBA night</li> <li>▪ Single Family Residential, Residential Multiple, and Planned Unit Development – 50 dBA day, 40 dBA night</li> <li>▪ Commercial – 65 dBA day and 55 dBA night</li> <li>▪ Controlled Manufacturing, Light Industrial, and Heavy Industrial – 70 dBA day and 60 dBA night</li> </ul> <p>(B) A sound pressure level which exceeds the limits set forth for the receiving land use category in Table A- 5 for more than 15 minutes in 60 minutes which may be measured at or within the real property boundary of the receiving land use, or its vertical extension; or</p> <p>(C) An equivalent A-weighted sound level that exceeds the limits set forth for the receiving land use category in Table A- 5 which may be measured at or within the real property boundary of the receiving land use or its vertical extension.</p> <p>(D) A sound level that exceeds the ambient sound level by 5 dB which may be measured at or within the real property boundary of the receiving land use or its vertical extension.</p>
<p><i>Frazier Lake Airpark Comprehensive Land Use Plan (2001)</i></p>	<p>The Frazier Lake Airpark Comprehensive Land Use Plan was adopted by the San Benito County Airport Land Use Commission in 2001. The following compatibility guidelines are relevant to noise and vibration:</p> <p><b>4.3.1 Noise Compatibility:</b> The objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of aircraft noise.</p> <ul style="list-style-type: none"> <li>▪ The maximum CNEL considered clearly acceptable for residential uses in the vicinity of the Airport is 55 dB CNEL.</li> <li>▪ Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 4-1 presents acceptable noise levels for other land uses in the vicinity of the Airport.</li> <li>▪ Single-event noise levels should be considered when evaluating the compatibility of highly noise sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise levels are especially important in the areas regularly overflowed by aircraft, but which do not produce significant CNEL contours.</li> </ul>

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<b>Merced County</b>	
<p>2030 Merced County General Plan (2013)</p>	<p>The 2030 Merced County General Plan was adopted in 2013. The Plan includes the following goals and policies relevant to noise and vibration:</p> <p><b>Public Facilities and Services</b></p> <ul style="list-style-type: none"> <li>▪ <b>Policy PFS-8.7: Incompatible Land Uses near Schools.</b> Coordinate with school districts to reduce the effects of incompatible land uses and noise adjacent to school facilities.</li> </ul> <p><b>Health and Safety</b></p> <p><b>Goal HS-7:</b> Protect residents, employees, and visitors from the harmful and annoying effects of exposure to excessive noise.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy HS-7.4: New Noise or Groundborne Vibration Generating Uses.</b> Require new commercial and industrial uses to minimize encroachment on incompatible noise or groundborne vibration sensitive land uses. Also consider the potential for encroachment by residential and other noise or groundborne vibration sensitive land uses on adjacent lands that could significantly impact the viability of the commercial or industrial areas.</li> <li>▪ <b>Policy HS-7.5: Noise Generating Activities.</b> Limit noise generating activities, such as construction, to hours of normal business operation.</li> <li>▪ <b>Policy HS-7.9: Transportation Project Construction/Improvements.</b> Require transportation project proponents to prepare all acoustical analysis for all roadway and railway construction projects in accordance with Policy HS-7.2; additionally, rail projects shall require the preparation of a groundborne vibration analysis in accordance with Policy HS-7.2. Consider noise mitigation measures to reduce traffic and/or rail noise levels to comply with Table HS-1 standards if pre-project noise levels already exceed the noise standards of Table HS-1 and the increase is significant. The County defines a significant increase as follows: <ul style="list-style-type: none"> <li>○ Pre-Project Noise Environment of Less than 60 dB – 5+ dB would result in a significant increase</li> <li>○ Pre-Project Noise Environment of between 60 - 65 dB – 3+ dB would result in a significant increase</li> <li>○ Pre-Project Noise Environment greater than 65 dB – 1.5+ dB would result in a significant increase</li> </ul> </li> <li>▪ <b>Policy HS-7.11: Train Whistle Noise.</b> Support improvements to at-grade crossings in urban areas in order to eliminate the need for train whistle blasts near or within communities.</li> </ul>
<p>Merced County Ordinance Code (2016)</p>	<p>The Merced County Ordinance Code is current through Ordinance 1951, passed in 2017. The Code includes Chapter 10.60, Noise Control, of Title 10, Public Health and Safety, relevant to noise and vibration:</p> <p><b>10.60.030 Sound level limitations.</b></p> <p>A. No person shall cause, suffer, allow, or permit the operation of any sound source on private property in such a manner as to create a sound level that results in any of the following, when measured at or within the real property line of the receiving property:</p> <ol style="list-style-type: none"> <li>1. Exceeds the background sound level by at least 10 dBA during daytime hours (7 a.m. to 10 p.m.) and by at least 5 dBA during nighttime hours (10 p.m. to 7 a.m.). The background sound level for purposes of this section shall be determined as set forth in Section 10.60.060; or</li> <li>2. Exceeds 65 dBA Ldn on residential real property or 70 dBA Ldn on nonresidential real property; or</li> </ol>

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	<p>3. Exceeds 75 dBA Lmax on residential real property or 80 dBA Lmax on nonresidential real property.</p> <p>B. The following are exempt from the sound level limits of Section 10.60.030(A):</p> <p>5. Noise from construction activity, provided that all construction in or adjacent to urban areas shall be limited to the daytime hours between 7 a.m. and 6 p.m., and all construction equipment shall be properly muffled and maintained.</p>

Sources: *City of Gilroy 2002a; City of Morgan Hill 2016a; City of San Jose 2011; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994, 2016a; San Benito County Airport Land Use Commission 2001.*

Note: Acronyms that are part of policy titles are not defined. They are considered part of the proper noun.

dBA = A-weighted decibel

dB = decibel

SCCC = Santa Clara County Code

DNL = day/night sound level

BART = Bay Area Rapid Transit

Lmax = maximum sound level

PPV = peak particle velocity

SENL = single-event noise level

Ldn = day-night sound level

Leq = sound level equivalent

FTA = Federal Transit Administration

CNEL = community noise equivalent level

## Electromagnetic Fields and Electromagnetic Interference

**Table 4 Regional and Local Plans and Policies Relevant to Electromagnetic Fields and Electromagnetic Interference**

Plans and Policies	Summary
<b>City of Santa Clara</b>	
<p>Santa Clara City Code, Title 12 Chapter 40 Sec 450</p>	<p>This section of the Santa Clara City Code provides the following exception regarding underground utilities for facilities transmitting electric energy in excess of specified voltages and for mass transit conveyances:</p> <ul style="list-style-type: none"> <li>▪ Poles, overhead wires, and associated overhead facilities used for the transmission of electric energy with potential difference of more than fifty thousand (50,000) volts or any overhead circuit with a current carrying capacity of four hundred (400) amperes or more at twelve thousand (12,000) volts line to line or direct current facilities used for mass transit conveyances shall be exempt from the provisions of this article.</li> </ul>
<b>City of Gilroy</b>	
<p>Gilroy City Code Chapter 30 Article XXXV Subsection 30.35.16.i 2016</p>	<p>The Gilroy City Code includes a number of sections concerning RF EMF and EMI that relate to the HSR project:</p> <p>A plan for safety/security considerations, consistent with section 30.35.19 (Non-ionizing Electromagnetic Radiation or NIER exposure). A detailed description of the proposed measures to ensure that the public would be kept at a safe distance from any NIER transmission source associated with the proposed wireless communication facility, consistent with the NIER standards of the FCC or any potential future superseding standards, must be submitted as part of the application. The submitted plans must also show that the outer perimeter of the facility site (or NIER hazard zone in the case of rooftop antennas) will be posted with bilingual NIER hazard warning signage that also indicates the facility operator and an emergency contact. The emergency contact shall be someone available on a twenty-four (24) hour a day basis who is authorized by the applicant to act on behalf of the applicant regarding an emergency situation. For the protection of emergency response personnel, each wireless communication facility shall</p>

Plans and Policies	Summary
	<p>have an on-site emergency shut-off switch to de-energize all RF-related circuitry/componentry at the base station site (including a single shut-off switch for all facilities at a co-location site), or some other type of emergency shut-off by emergency personnel acceptable to the local fire chief, unless the applicant can prove that the FCC public exposure limits cannot be exceeded in the vicinity of the proposed facility, even if firefighters or other personnel work in close proximity to the antenna(s) or other RF radiation emitting devices/components</p>
<p>Subsection 30.36.17.f</p>	<p>Compliance with FCC Rules. All telecommunication facilities shall comply at all times with all FCC rules, regulations, and standards</p>
<p>Subsection 30.35.19.a</p>	<p>No telecommunication facility shall be located or operated in such a manner that it poses, either by itself or in combination with other such facilities, a potential threat to public health. To that end, no telecommunication facility or combination of facilities shall produce at any time power densities that exceed the FCC-adopted standard for human exposure, as amended, or any more restrictive standard subsequently adopted or promulgated by the city, county, the State of California, or the federal government</p>
<p>Subsection 30.35.19.b</p>	<p>Initial compliance with this requirement shall be demonstrated for any facility through submission, at the time of application for the necessary permit or entitlement, of NIER (nonionizing electromagnetic radiation calculations) specifying NIER levels where the levels produced are projected to be highest. If these calculated NIER levels exceed eighty percent (80%) of the NIER standard established by this article, the applicant shall hire a qualified electrical engineer licensed by the State of California to measure NIER levels at said location after the facility is in operation. A report of these measurements and the findings with respect to compliance with the established NIER standard shall be submitted to the planning manager. NIER monitoring shall to be conducted utilizing the monitoring protocol described in section 30.35.11. Said facility shall not commence normal operations until it complies with this standard. Proof of said compliance shall be a certification provided by the engineer who prepared the original report. In order to assure the objectivity of the analysis, the city may require, at the applicant's expense, independent verification of the results of the analysis. Because of their intermittent nature, facilities solely for personal use, such as citizens band radio antenna or antenna operated by a federally licensed amateur radio operator as part of the amateur radio service, or for the incidental use of a co-located commercial activity, shall be required to comply with applicable FCC rules for NIER emissions, but they shall be routinely exempt from the submission requirements in this article</p>
<p>Subsection 30.35.19.c</p>	<p>Within ninety (90) days of operation, every telecommunication facility and all broadcast radio and television facilities shall demonstrate continued compliance with the NIER standard established by this article. Every two (2) years a report listing each transmitter and antenna present at the facility and the effective radiated power radiated shall be submitted to the planning manager. If either the equipment or effective radiated power has changed, calculations specifying NIER levels where said levels are projected to be highest shall be prepared. NIER calculations shall also be prepared every time the adopted NIER standard changes. If calculated levels in either of these cases exceed eighty percent (80%) of the standard established by this article, the operator of the facility shall hire a qualified electrical engineer licensed by the State of California to measure the actual NIER levels produced. A report of these calculations, required measurements, if any, and the author's/engineer's findings with respect to compliance with the current NIER standard shall be submitted to the planning manager within ninety (90) days of facility approval and every two (2) years thereafter. In the case of a change in the standard, the required report shall be submitted within ninety (90) days of the date said change becomes effective</p>

Plans and Policies	Summary
<b>San Benito County</b>	
San Benito County Code of Ordinances 7.11	<p>The San Benito County Code of Ordinances, passed in 2013, includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>7.11.001: To provide a uniform and comprehensive set of standards for the orderly development, operation and maintenance of wireless telecommunications facilities consistent with applicable federal standards. The standards contained in this chapter are designed to promote public health, safety and welfare and the aesthetic quality of the county as forth in the policies of the general plan. It is also the intent of the county to provide the community with the benefits of this technology without unduly restricting service providers.</li> <li>7.11.012: Wireless communications facilities operating alone and in conjunction with other telecommunications facilities shall not generate electromagnetic frequency (EMF) radiation in excess of the guidelines for permissible human exposure to EMF as adopted by the Federal Communications Commission (FCC).</li> </ul>
<b>Merced County</b>	
2030 Merced County General Plan (2013)	<p>Merced County adopted the <i>2030 Merced County General Plan</i> on December 10, 2013. The general plan includes the following policies:</p> <ul style="list-style-type: none"> <li>Policy PFS-5.4: Require mitigation of electrical interference to adjacent land uses in the placement of electrical and other transmission facilities.</li> <li>Policy PFS-5.7: Coordinate with local gas and electric utility companies in the design and location, and appropriate expansion, of gas and electric systems, while minimizing impacts to agriculture and minimizing noise, electromagnetic, visual, and other impacts on residents.</li> </ul>
<b>City of Los Banos</b>	
Los Banos Municipal Code, Title 9, Chapter 3, Article 21	<p>The Los Banos Municipal Code includes the following relevant electromagnetic policy:</p> <ul style="list-style-type: none"> <li>Any device which radiates radio frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located. No radiation of any kind shall be emitted which is dangerous to human beings. (§ 5.25, Ord. 342, as amended by § 182, Ord. 1095, eff. November 20, 2010)</li> </ul>

Sources: *Merced County 2013a*.

ANSI = American National Standards Institute

CPUC = California Public Utilities Commission

EMF = electromagnetic field

EMI = electromagnetic interference

FAA = Federal Aviation Administration

FCC = Federal Communications Commission

HSR = high-speed rail

MPE = Maximum Permissible Exposure

RF = radio frequency

WCF = wireless communication facilities

WTS = wireless telecommunications services

## Public Utilities and Energy

**Table 5 Regional and Local Plans and Policies Relevant to Public Utilities and Energy**

Plan/Policy Document	Summary
<b>Regional</b>	
<i>Plan Bay Area</i> (2017)	The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area 2040 on July 26, 2017 as

Plan/Policy Document	Summary
	<p>the Bay Area’s long-term regional transportation plan and sustainable communities strategy. . The document includes the following goals relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Target #9a: Increase non-auto mode share by 10 percentage points (to 26 percent of trips).</li> <li>▪ Climate Initiatives Program. Invest in strategies that reduce transportation-related emissions and vehicle miles traveled and encourage the use of cleaner fuels.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The general plan includes the following goals relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Strategy #1: Reduce Transportation Energy Demand and Oil-Dependency <ul style="list-style-type: none"> <li>• C-RC 79: Energy use and fossil fuel dependency in the transportation sector should be reduced by the following general means: <ul style="list-style-type: none"> <li>a) Growth management policies and implementation to minimize increases in the extent of the urbanized area and to promote balanced, compact urban development;</li> <li>b) Land use and development standards which support alternative transportation modes;</li> <li>c) Travel demand management and transportation system operational efficiency; expanded transit service;</li> <li>d) Increased availability and use of alternative fuels.</li> </ul> </li> <li>• C-RC 80: Sub-regional/countywide planning for Santa Clara County should place major emphasis on the inter-related goals, strategies and policies for improving energy efficiency in transportation, air quality, and reducing traffic congestion.</li> </ul> </li> <li>▪ Strategy #2: Conserve Energy in Residential and Other Sectors <ul style="list-style-type: none"> <li>• C-RC 81: Energy conservation in existing buildings and homes, particularly those pre-dating adoption of energy-efficiency building code standards, should be improved and encouraged.</li> <li>• C-RC 82: Alternatives to non-renewable energy sources should be encouraged and implemented in the design of new buildings and incorporated in the redesign and reconstruction of older buildings.</li> <li>• C-RC 83: Industrial and agricultural processes should be modified wherever feasible to take advantage of energy savings, to reduce operational costs, and to enhance competitiveness.</li> </ul> </li> <li>▪ Strategy #3: Increase Consumer and General Public Awareness Through Education <ul style="list-style-type: none"> <li>▪ C-RC 84: Countywide efforts to promote energy efficiency and conservation awareness should be continued and coordinated through public utilities, community organizations, the educational system, industries, and government. Direction and assistance of local gas and electric utilities should be sought in the development of education programs.</li> </ul> </li> </ul>
<p><i>Santa Clara Valley Water District 2015 Urban Water Management Plan (2016)</i></p>	<p>The State of California set a goal of reducing urban water use by 20 percent with adoption of the Water Conservation Act of 2009 (SB X7-7). Retail urban water suppliers are required to determine baseline water use during their baseline period and also target water use for the years 2015 and 2020 in order to help achieve the</p>

Plan/Policy Document	Summary
	<p>statewide 20 percent reduction. The <i>Santa Clara Valley Water District 2015 Urban Water Management Plan</i> established the following policies to support the state goal:</p> <ul style="list-style-type: none"> <li>▪ Policy E-2.1.5: “Maximize water use efficiency, water conservation and demand management opportunities” including BMPs or DMMs.</li> <li>▪ Water Supply Objective 2.1.1 “...maintain and develop groundwater to optimize reliability...” and in consideration of water shortage management objectives established in the Plan.</li> </ul>
<p><i>Santa Clara County Countywide Integrated Waste Management Plan</i> (1995)</p>	<p>The <i>Santa Clara County Countywide Integrated Waste Management Plan</i> was adopted in November 1995. The following goals, objectives, and policies are relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal #1: The highest priority shall be given to the prevention of waste, and secondary priority to the recycling, composting, and transformation of waste materials. Materials which cannot be recycled or composted shall be landfilled in an environmentally safe and effective manner. New technologies in integrated waste management techniques shall be evaluated and the use of effective methods and technologies shall be encouraged.</li> <li>▪ Goal #5: Efforts shall be made to reduce the amount and hazard of special wastes generated to maximize recycling, reuse, and composting of special waste generated in the County, and to ensure environmentally safe disposal of the special waste generated which cannot be reused, recycled, or composted.</li> <li>▪ Objective #1: The Cities and the County will implement an integrated waste management system designated to divert a percentage of the waste stream from landfill disposal. Specifically, the combined jurisdictions of the county will divert at least 25 percent of the 1990 base year materials by 1995, and 50 percent by the year 2000.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara General Plan</i> (2014)</p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara General Plan Housing Element and Land Use Policies</i> in December 2014. The following policies are relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Prerequisite Goal 5.1.1-G 3: Adequate planning and implementation of infrastructure, services, amenities and public facilities for new neighborhoods and intensified development.</li> <li>▪ Prerequisite Goal 5.1.1-G 4: Development of a multimodal transportation system that reduces the reliance on owning and driving single-occupant vehicles.</li> <li>▪ Prerequisite Goal 5.1.1-G 5: A balanced community in terms of jobs, housing, supporting infrastructure and public services.</li> <li>▪ Policy 5.1.1-P 18: Prior to 2023, evaluate the potential effects of climate change trends and identify any available mechanisms to address sea level rise, if any.</li> <li>▪ Conservation Goal 5.10.1-G 3: Adequate solid waste disposal capacity through effective programs for recycling and composting.</li> <li>▪ Conservation Goal 5.10.1-G 4: Adequate wastewater treatment and conveyance capacities.</li> <li>▪ Energy Goal 5.10.3-G 3: Adequate energy service to residents, businesses, and municipal operations.</li> <li>▪ Water Goal 5.10.4-G 1: A reliable, safe supply of potable water adequate to meet present and future needs.</li> </ul>

Plan/Policy Document	Summary
<p><i>City of Santa Clara Climate Action Plan (2013)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara Climate Action Plan</i> in 2013. The Climate Action Plan supports the statewide goal of reducing GHG emissions to 1990 levels by 2020. The Climate Action Plan establishes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal: Maximize the efficient use of energy throughout the community.</li> <li>▪ Goal: Reduce GHG-intensive water use practices.</li> <li>▪ Goal: Establish land uses and transportation options that minimize single-occupant vehicle use.</li> </ul>
<p><i>City of Santa Clara Municipal Code (2003, 2017)</i></p>	<p>The Santa Clara Municipal Code was adopted in 2003, with the most recent update made in 2017. The code includes the following policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Title 5, Business Licenses and Regulation, Chapter 5.20.180 Removal or relocation of facilities: Utilities shall remove or relocate without expense to the City any facilities installed, used, or maintained under the franchise when made necessary by any lawful change of grade, alignment, or width of any public street, way, alley, or place, including the construction for or by the City of any subway or viaduct or any other lawful public work of governmental character.</li> <li>▪ Title 12, Streets, Sidewalks, and Public Places, Chapter 12.25 Excavation and Use of City Rights-of-Way: An encroachment permit shall be required of any person seeking to use or make cuts, openings or excavations in or under the surface of any public right-of-way or City easement for the repair, installation, removal, or construction of any pipe, conduit, duct, tunnel, vault, wire, cable, utility structure, utility cabinet, or for any other purpose.</li> <li>▪ Title 13, Public Services, Chapter 13.05 Operation of an Electric Utility: Under the City Charter the City of Santa Clara owns and operates an electric utility which has the objectives of: <ul style="list-style-type: none"> <li>– Acquire and/or generate electric power;</li> <li>– Arrange for the transmission and distribution of such power;</li> <li>– Operate and maintain equipment and facilities necessary to provide electric services.</li> </ul> </li> </ul>
<p><b>City of San Jose</b></p>	
<p><i>Envision San Jose 2040 General Plan (2011)</i></p>	<p>The City of San Jose adopted the <i>Envision San Jose 2040 General Plan</i> in 2011. The following goals are relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal MS-2: Energy Conservation and Renewable Energy Use—Maximize the use of green building practices in new and existing development to maximize energy efficiency and conservation and to maximize the use of renewable energy sources.</li> <li>▪ Goal IN-1.10: Require undergrounding of all new publicly owned utility lines. Encourage undergrounding of all privately owned utility lines in new developments. Work with electricity and telecommunications providers to underground existing overhead lines.</li> <li>▪ Goal CD-1.27: When approving new construction, require the undergrounding of distribution utility lines serving the development. Encourage programs for undergrounding existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.</li> </ul>

Plan/Policy Document	Summary
<p><i>2015 Urban Water Management Plan, San Jose Municipal Water System (2016)</i></p>	<p>The San Jose Municipal Water System adopted the Urban Water Management Plan in 2016. The plan includes the following Groundwater Basin Management Objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Manage groundwater in conjunction with surface water through direct and in-lieu recharge programs to sustain groundwater supplies and to minimize saltwater intrusion and land subsidence.</li> <li>▪ Implement programs to protect or promote groundwater quality to support beneficial uses.</li> <li>▪ Work with regulatory and land use agencies to protect recharge areas, promote natural recharge, and prevent groundwater contamination.</li> </ul>
<p>San Jose Municipal Code, Title 15, Public Utilities (2018)</p>	<p>The City of San Jose Municipal Code was adopted in 2010 with the most recent update made in 2018. The code establishes the following policies relevant to public utilities and energy:</p> <p>Chapter 15.08 - Municipal Water System</p> <ul style="list-style-type: none"> <li>▪ The city will endeavor to supply water dependably and safely in adequate quantities to meet the reasonable needs and requirements of customers. It cannot, however, guarantee complete freedom from interruption.</li> </ul> <p>Chapter 15.10 - Water Waste Prevention and Water Shortage Measures</p> <ul style="list-style-type: none"> <li>▪ 15.10.200 - Water waste prevention: (A) The regulations in this part are intended to be permanent water conservation measures and to apply to the use of water from all sources on an on-going basis; (B) No person shall waste water from any source nor shall any person allow such water wastage; (C) No person shall use any water from any source, or continue the use of any water from any source, in any way prohibited.</li> <li>▪ 15.10.260 – Building and construction: No person shall use, permit, or allow the use of potable water for building or construction purposes, such as consolidation of backfill or dust control, without a prior approved written exception from the city.</li> </ul>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill General Plan (2016)</i></p>	<p>The City of Morgan Hill adopted the <i>Morgan Hill General Plan</i> in 2016. The plan includes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ GOAL NRE -16 Conservation of energy resources.</li> <li>▪ Policy NRE -15.3 Climate Action Plan. Utilize policies in this General Plan as the City's GHG emissions reduction strategy.</li> </ul>
<p><i>City of Morgan Hill Municipal Code Title 13 (2018)</i></p>	<p>The City of Morgan Hill Municipal Code was adopted in 2010, with the most recent update made in 2018. The code includes the following policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Title 13, Public Services <ul style="list-style-type: none"> <li>– Chapter 13.30 - Urban Storm Water Quality Management and Discharge Control includes Chapter 13.30.100 - Prohibition of discharges from industrial or commercial activity.</li> <li>– Illegal discharges from industrial/commercial sources into the storm drain system is prohibited unless permitted under a separate NPDES permit or as allowed by BMPs approved by the city public works department. Such discharges include water, cleansers, or solvents from the cleaning of vehicles, machinery or equipment, and other such commercial and industrial operations.</li> </ul> </li> </ul>

Plan/Policy Document	Summary
<p><i>City of Morgan Hill Urban Water Management Plan 2015 (2016)</i></p>	<p>The City of Morgan Hill adopted the Urban Water Management Plan in 2016. The plan includes the following Groundwater Basin Management Objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Water suppliers must submit an Urban Water Management Plan to the Department of Water Resources in accordance with California Water Code requirements. The purpose of the Urban Water Management Plan is to implement and maintain the reliability of urban water supplies, ensure that future beneficial use can be complemented by sufficient water supply, continue to promote policies and programs that benefit water conservation, and provide a means for response during water supply shortages and drought conditions.</li> <li>▪ BMO 1: Groundwater supplies are managed to optimize water supply reliability and minimize land subsidence.</li> <li>▪ BMO 2: Groundwater is protected from existing and potential contamination, including salt water intrusion.</li> </ul>
<b>City of Gilroy</b>	
<p><i>City of Gilroy General Plan (2002)</i></p>	<p>The City of Gilroy adopted the General Plan in 2002. The plan includes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Policy 19.09 - Storm Drain System. Provide and maintain a system of storm drains to protect areas of development from localized flooding.</li> <li>▪ Policy 19.11 - Undergrounding. Encourage the undergrounding of utilities in older areas, especially when an area is undergoing extensive redevelopment or significant construction. Continue to require the undergrounding of utilities in areas of new development.</li> <li>▪ Policy 19.01 - Resource Limits. Work with the Santa Clara Valley Water District to ensure that water demand created by new development does not exceed the groundwater supply that can be economically and legally withdrawn from the aquifer on a sustained basis. Restrict groundwater pumping to rates that will not impair groundwater quality or create other environmental damage, such as subsidence.</li> <li>▪ Policy 19.03 - Sewer, Treatment, and Disposal Capacities. Provide and maintain adequate sewers, wastewater treatment, and treated water disposal capacities to meet the needs of future growth (residential, industrial, and other).</li> <li>▪ Policy 19.06 - Sewer Connections. Require that new development connect to the City's principal wastewater treatment plant. Require pre-treatment of wastes if necessary, and continue to discourage the development of package treatment plants.</li> </ul>
<p><i>Gilroy Economic Development Strategic Plan (2014)</i></p>	<p>The City of Gilroy adopted the <i>Gilroy Economic Development Strategic Plan</i> on February 19, 2014. The plan includes the following goal relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal 6: Utilize Key Infrastructure To Support Economic Development Opportunities. The City is incorporating planning for the proposed high-speed rail facility in the New General Plan. High Speed Rail and other projects also provide the potential to add new conduit and fiber through the planning and construction of new infrastructure.</li> </ul>
<p><i>Gilroy Strategic Plan 2015 →2020 →2030 (2015)</i></p>	<p>The City of Gilroy adopted the <i>Gilroy Strategic Plan</i> in March 2015. The plan includes the following goals relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Principle 7 - Green City – Environmentally Friendly <ul style="list-style-type: none"> <li>– Item 4. Conserving water resources</li> </ul> </li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>– Item 5. Expanded recycled water system in the City</li> <li>– Item 6. Reduced City government and community carbon footprint</li> </ul>
<p><i>City of Gilroy Municipal Code (2018)</i></p>	<p>The City of Gilroy Municipal Code was adopted in 1969 with the most recent update in 2018. The code includes the following policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Chapter 19, Sewers and Sewage Disposal § 19.9 Plans, design standards and inspection of sewerage construction <ul style="list-style-type: none"> <li>– Plans for sewerage construction shall meet all design requirements of the Standard Details, Public Works Department Manual and shall also meet the design requirements as established from time to time by the director of public works.</li> </ul> </li> <li>▪ Chapter 26A, Underground Utility Districts § 26A.8 Responsibility of utility companies <ul style="list-style-type: none"> <li>– If underground construction is necessary to provide utility service within a district created by any resolution adopted pursuant to section 26A.3 hereof, the supplying utility shall furnish that portion of the conduits, conductors and associated equipment required to be furnished by it under its applicable rules, regulations and tariffs on file with the commission (Ord. No. 831, § 1, 10-21-68).</li> </ul> </li> <li>▪ Chapter 27A, Water Resources Protection—Guidelines and Standards § 27A.3 Applicability. <ul style="list-style-type: none"> <li>– Regulations for stream protection apply to all properties within a streamside review area. Streamside development is subject to review for applicability of the “Guidelines and Standards for Land Use Near Streams” ratified by the Water Resource Protection Collaborative (2007-11, § 4-16-07).</li> </ul> </li> <li>▪ Chapter 27C, Municipal Storm Water Quality Protection and Discharge Control § 27C.8 Prohibition of discharges from industrial or commercial activity. <ul style="list-style-type: none"> <li>– Illegal discharges from industrial/commercial sources into the storm drain system is prohibited unless permitted under a separate NPDES permit or as allowed by BMPs approved by the city public works department. Such discharges include water, cleansers, or solvents from the cleaning of vehicles, machinery or equipment, and other such commercial and industrial operations.</li> </ul> </li> </ul>
<p><i>City of Gilroy Urban Water Management Plan (2016)</i></p>	<p>The Final Draft of the Urban Water Management Plan for the City of Gilroy was published in May 2016. The purpose of this plan is to implement and maintain the reliability of urban water supplies, ensure that future beneficial use can be complemented by sufficient water supply, continue to promote policies and programs that benefit water conservation, and provide a means for response during water supply shortages and drought conditions. The plan establishes water use targets including a 2020 Urban Water Use Target to reduce water use by 20 percent from the 5-year average per capita water use.</p>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>San Benito County adopted the <i>San Benito County 2035 General Plan</i> on July 21, 2015. The plan includes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ GOAL PFS -8: To ensure that all areas of the County are provided with gas and electric service and residents and businesses can connect renewable energy facilities to the electric grid.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ GOAL NCR -6: To increase energy independence and reduce greenhouse gas emissions through the use of renewable energy sources and improved energy conservation and efficiency.</li> </ul>
<p><i>San Benito County Code of Ordinances (2018)</i></p>	<p>The San Benito County Code of Ordinances was adopted in 1969 with the most recent update made in 2018. The code includes the following policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.03. UNDERGROUND UTILITY DISTRICTS § 15.03.026 Responsibility Of Utility Companies               <ul style="list-style-type: none"> <li>– If underground construction is necessary to provide utility service within a district created by any resolution adopted pursuant to § 15.03.021 of this chapter, the supplying utility shall furnish that portion of the conduits, conductors and associated equipment required to be furnished by it under its applicable rules, regulations and tariffs on file with the Commission.</li> </ul> </li> <li>▪ Chapter 15.05. WATER § 15.05.004 Permit Required For Extraction Of Groundwater For Use Off-Parcel               <ul style="list-style-type: none"> <li>– In the unincorporated areas of the county, it is unlawful to extract groundwater of any nature or description, or for a property owner to allow the extraction for the purpose of using the water or selling the water for any use on other than a parcel of land within the sub-basin as described in the San Benito County Water District Annual Groundwater Report upon which the extraction occurs, provided such use does not exceed the safe yield of the sub-basin, without first obtaining a permit.</li> </ul> </li> <li>▪ Chapter 15.05. § 15.05.005 Permit Required For Injection Of Imported Water Into Groundwater Basins Or Aquifers               <ul style="list-style-type: none"> <li>– It is unlawful to inject native surface water or imported water of any nature or description or for a property owner to allow the injection, into a groundwater aquifer without first obtaining a permit.</li> </ul> </li> </ul>
<p><i>2015 Hollister Urban Area Urban Water Management Plan (2016)</i></p>	<p>The Hollister Urban Area covered by the 2015 Urban Water Management Plan is an approximately 20 square mile area comprising all of the incorporated, and some unincorporated county lands, surrounding the City of Hollister. The plan includes the following Groundwater Basin Management Objective relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Implement Water Shortage Contingency Plan to reduce water demand by more than 25 percent to meet the state mandated water use reduction, including Demand Management Measures.</li> </ul>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>Merced County adopted the <i>2030 Merced County General Plan</i> on December 10, 2013. . The plan includes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal PFS-1: Ensure adequate funding for new, expanded, and upgraded public facilities and services.</li> <li>▪ Policy PFS-1.1: Determine the acceptable minimum level for the efficient delivery and funding of essential County services.</li> <li>▪ Goal W-2: Ensure the adequate wastewater collection, treatment, and disposal within the County.</li> <li>▪ Goal PFS-3: Ensure the management of stormwater in a safe and environmentally sensitive manner through the provisions of adequate storm drainage facilities that protect people, property, and the environment.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Goal PFS-4: Ensure the safe and efficient disposal and recycling of solid and hazardous waste generated in the County.</li> <li>▪ Goal PFS-5: Ensure the provision of adequate utilities to the residents of Merced County.</li> <li>▪ Policy PFS-5.1: Encourage the provision of adequate gas and electric, communications, and telecommunications service and facilities to serve the needs of existing and future residents and businesses.</li> <li>▪ Policy PFS-5.3: Encourage new transmission and distribution lines to be sited within existing utility easements and right-of-ways or utilize joint-use of easements among different utilities to avoid impacting existing communities.</li> <li>▪ Policy PFS-5.4: Require mitigation of electrical interference to adjacent land uses in the placement of electrical and other transmission facilities.</li> <li>▪ Policy PFS-5.6: Require power transmission and distribution facilities to be located underground within urban communities and residential centers.</li> <li>▪ Policy PFS-5.7: Coordinate with local gas and electric utility companies in the design and location, and appropriate expansion of gas and electric systems, while minimizing impacts to agriculture and minimizing noise, electromagnetic, visual, and other impacts on residents.</li> <li>▪ Goal NR-2: Provide adequate and efficient energy supplies by increasing renewable energy production and energy conservation.</li> <li>▪ Policy NR-2.1: Promote the development and use of renewable energy resources to reduce dependency on petroleum-based energy sources.</li> <li>▪ Policy NR-2.2: Encourage new electricity providers to use only clean alternative energy sources (e.g., solar, thermal, wind).</li> </ul>
<p><i>Merced Integrated Regional Water Management Plan (2013)</i></p>	<p>Merced County adopted the <i>Merced Integrated Regional Water Management Plan</i> in November 2013. The plan includes the following objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Objective B: Meet demands for all uses, including agriculture, urban, and environmental resource needs.</li> <li>▪ Objective E: Maximize water use efficiency.</li> </ul>
<p><i>Merced County Storm Water Management Program (2007)</i></p>	<p>Merced County adopted the <i>Merced County Storm Water Management Program</i> in April 2007. The program includes the following objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Objective: Detect and eliminate illicit discharges to the storm sewer system.</li> <li>▪ Objective: Reduce pollutants in storm water runoff from construction sites.</li> <li>▪ Objective: Reduce pollutants in post-construction storm water runoff from new and redevelopment.</li> </ul>
<p><b>City of Los Banos</b></p>	
<p><i>City of Los Banos 2030 General Plan Update (2009)</i></p>	<p>The City of Los Banos adopted the <i>Los Banos 2030 General Plan Update</i> in 2009. The plan includes the following policy relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ POSR-I-42 Support federal and State efforts to reduce greenhouse gasses and emissions through local action that will reduce motor vehicle use, support alternative forms of transportation, require energy conservation in new construction, and energy management in public buildings.</li> </ul>

Sources: ABAG and MTC 2017; City of Gilroy 2002a, 2014a, 2015, 2016; City of Los Banos 2009; City of Morgan Hill 2016a, 2016b, 2018; City of San Jose 2011; City of Santa Clara 2013, 2014; County of Merced 2007, 2013a, 2013b; County of San Benito 2015a; County of Santa Clara 1994, 1995a; San Benito County Water District et al. 2016; San Jose Municipal Water Systems 2016; Santa Clara Valley Water District 2016a.

VMT = vehicle miles traveled  
 SB = Senate Bill

BMP = best management practices  
 DMMs = Demand Management Measures  
 GHG = greenhouse gas  
 NPDES = National Pollutant Discharge Elimination System

## Biological and Aquatic Resources

**Table 6 Regional and Local Plans and Policies Relevant to Biological and Aquatic Resources**

Policy Title	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan, 1995-2010 and General Plan Updates (County of Santa Clara 1994, 2015)</i></p>	<p>The Santa Clara County General Plan addresses biological resources under the Habitat &amp; Biodiversity section of the Resource Conservation Chapter. The general plan policies are framed under four organizing strategies. Each strategy and the policies relevant to the project extent are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1: Improve Current Knowledge and Awareness of Habitats and Natural Areas <i>[No applicable policies]</i></li> <li>▪ Strategy 2: Protect the Biological Integrity of Critical Habitat Areas</li> <li>▪ Policy C-RC 30: Habitat and other resource areas not suitable or intended for urbanization should be excluded from urbanization, and non-urban development which occurs within resource conservation areas should minimize impacts upon habitat and biodiversity.</li> <li>▪ Policy C-RC 32: Land uses permitted in resource conservation areas should not be allowed to degrade the integrity of natural habitat.</li> <li>▪ Policy C-RC 33: Linkages and corridors between habitat areas should be provided to allow for migration and otherwise compensate for the effects of habitat fragmentation.</li> <li>▪ Strategy 3: Encourage Habitat Restoration Areas <i>[No applicable policies]</i></li> <li>▪ Strategy 4: Evaluate Effectiveness of Environmental Mitigations</li> <li>▪ Policy C-RC 36: Specific project mitigations for the purpose of preserving habitat should be monitored for a period of time to assure the likelihood of their effectiveness.</li> </ul> <p>The Santa Clara County General Plan addresses historical and specimen trees (protected trees) under the Heritage Resources section of the Resource Conservation Chapter. The general plan policies are framed under three basic strategies, but only one strategy and one policy apply to biological resources (protected trees). The strategy and policy relevant to protected trees in the project extent are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strategy 2: Prevent or Minimize Adverse Impacts on Heritage Resources</li> <li>▪ Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.</li> </ul>
<p><i>Santa Clara County Code of Ordinances, Title C—Construction,</i></p>	<p>This code of ordinance for tree preservation and removal states that the county preservation of all trees in private and public property is necessary</p>

Policy Title	Summary
<p><i>Development and Land Use, Division C16, Tree Preservation and Removal (Santa Clara County Code &amp; Municipal Code Corporation, 1998–2006)</i></p>	<p>to provide habitat to a variety of wildlife species. The Santa Clara County Municipal Code regulates the protection, maintenance, removal and planting of trees, including heritage trees.</p> <p><b>Definitions</b></p> <p>A protected tree shall consist of any of the following:</p> <p>(a) Any tree having a main trunk or stem measuring 37.7 inches or greater in circumference (12 inches or more in diameter) at a height of 4.5 feet above ground level, or in the case of multi-trunk trees a total of 75.4 inches in circumference (24 inches or more of the diameter) of all trunks in the following areas of the County:</p> <p>(1) Parcels zoned "Hillsides" (three acres or less);</p> <p>(2) Parcels within a "-d" (Design Review) combining zoning district;</p> <p>(3) Parcels within the Los Gatos Hillside Specific Plan Area.</p> <p>(b) Any tree within the "-h1" Historic Preservation zoning district for New Almaden having a main trunk or stem measuring six inches or more in diameter (18.8 inches or greater in circumference) at a height of 4.5 feet above ground level, or in the case of multi-trunk trees, a total of 12 inches in diameter (37.7 inches in circumference) of all trunks at 4.5 feet above ground. For parcels having a base zoning district of "HS, Hillside" within the "-h1" combining zoning district, this provision supersedes C16-3(a)(1).</p> <p>(c) Any heritage tree.</p> <p>(d) Any tree required to be planted as a replacement for an unlawfully removed tree.</p> <p>(e) Any tree that was required to be planted or retained by the conditions of approval for any use permit, building site approval, grading permit, architectural and site approval, design review, special permit or subdivision.</p> <p>(f) On any property owned or leased by the County, any tree which measures over 37.7 inches in circumference (12 inches or more in diameter) measured 4.5 feet above the ground, or which exceeds 20 feet in height.</p> <p>(g) Any tree, regardless of size, within road rights-of-way and easements of the County, whether within or without the unincorporated territory of the County.</p> <p><i>Heritage Tree:</i> "any tree which, because of its history, girth, height, species, or other unique quality, has been recommended for inclusion on the heritage resource inventory by the Historical Heritage Commission and found by the Board of Supervisors to have special significance to the community, and which has therefore been included in the heritage resource inventory adopted by resolution of the Board of Supervisors."</p> <p><i>Prune:</i> "to trim or cut away any limbs or branches of a tree which will not adversely impair the health of the tree."</p> <p><i>Remove:</i> "Remove and removal shall include cutting down, burning, poisoning, or otherwise diminishing the vigor of or destroying a tree, as well as adversely pruning or topping a tree."</p> <p><b>Permits</b></p> <p>Except as otherwise provided below in Section C16-4, it shall be unlawful for any person to remove any protected tree on any private or public property in designated areas of the County without having first obtained an administrative permit from the County Planning Office or an encroachment</p>

Policy Title	Summary
	<p>permit from the Department of Roads and Airports. Where the tree in question has been designated as a heritage tree, all applications for a tree removal permit shall be forwarded to the County Historical Heritage Commission (HHC) by the Planning Office. A site visit may be conducted by representatives of the HHC and a written opinion from an arborist, forester, or other expert may be required to evaluate the status of the tree.</p>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010-2035 General Plan (City of Santa Clara 2010)</i></p>	<p>The City of Santa Clara General Plan policies applicable to biological resources are described in the Conservation Goals and Policies Section in the Goals and Policies Chapter. Applicable goals and policies are as follows:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.10.1-G1: The protection of fish, wildlife and their habitats, including rare and endangered species.</li> <li>▪ Goals 5.10.1-G2: Conservation and restoration of riparian vegetation and habitat.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> <li>▪ Policy 5.10.1-P3: Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.</li> <li>▪ Policy 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.</li> <li>▪ Policy 5.10.1-P5: Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.</li> </ul>
<p><i>Santa Clara Tree and Shrub Removal Ordinance (City of Santa Clara 2017)</i></p>	<p>Chapter 12.35 of the City of Santa Clara Municipal Code prohibits the removal or alteration of trees, plants, or shrubs within a street or public place without a written permit from the superintendent of streets and establishes penalties for noncompliance. Additionally, the City’s Design Guidelines require that mature trees that are proposed to be removed be replaced on-site to the extent feasible at a 1:1 ratio with a 24-inch or 36-inch box specimen tree.</p>

Policy Title	Summary
<b>City of San Jose</b>	
<p><i>City of San Jose 2040 General Plan</i> (City of San Jose 2011)</p>	<p>The City of San Jose General Plan policies applicable to biological resources are described under Natural Resources with the overarching goal that “The City should balance resource conservation and urban development to maximize achievement of environmental, economic and social objectives.” Applicable policies are subdivided by habitat and species as follows:</p> <ul style="list-style-type: none"> <li>▪ Woodlands, Grasslands, Chaparral, and Scrub Goal: Protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral, and scrub in hillside areas.</li> <li>▪ Policy 3: The City should cooperate with other agencies in the preservation of hillside vegetation.</li> <li>▪ Policy 4: Grading should be designed to minimize the removal of significant vegetation.</li> <li>▪ Policy 8: Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.</li> <li>▪ Wetlands Goal: Preserve, protect, and restore riparian corridors and upland wetlands within the City of San Jose’s Sphere of Influence.</li> <li>▪ Policy 1: Creeks and natural riparian corridors and upland wetlands should be preserved whenever possible.</li> <li>▪ Policy 2: New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.</li> <li>▪ Policy 3: New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.</li> <li>▪ Policy 4: New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.</li> <li>▪ Policy 5: When disturbances to riparian corridors and upland wetlands cannot be avoided, appropriate measures should be required to restore, or compensate for damage to the creeks or riparian corridors.</li> <li>▪ Policy 8: Natural riparian corridors outside the Urban Service Area should be protected from disturbance associated with development (such as structures, roadways, sewage disposal facilities and overhead utility lines, except those required for flood control or bridging) by a minimum 150-foot setback from the top bank line, wherever feasible.</li> <li>▪ Species of Concern Goal: Preserve habitat suitable for Species of Concern, including threatened and endangered species.</li> <li>▪ Policy 2: Habitat areas that support Species of Concern should be retained to the greatest extent feasible.</li> <li>▪ Policy 3: Recreational uses in wildlife refuges, nature preserves, and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 4: New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl habitat. To offset this loss of habitat, the City should require either habitat preservation on- or off-site or other appropriate measures for habitat acquisition, habitat enhancement, and maintenance of local habitat bank.</li> </ul>
<p><i>City of San Jose Planning, Building &amp; Code Enforcement – Tree Removal</i> (City of San Jose 2017)</p>	<p>A permit is needed if the tree is:</p> <ul style="list-style-type: none"> <li>▪ a street tree;</li> <li>▪ a heritage tree;</li> <li>▪ an ordinance-size tree, live or dead; or</li> <li>▪ any tree located on multifamily, commercial, industrial, or mixed use property or in a common area.</li> </ul> <p><b>Street Trees</b> Street trees are those located in the public right-of-way between the curb and sidewalk; in some locations, the public right-of-way may be up to 12 feet from the curb. The City’s Department of Transportation (DOT) provides no-cost permits for pruning street trees and oversees their removal. It is illegal to prune or remove a street tree without a permit; fines up to \$15,000 per tree may apply.</p> <p><b>Heritage Trees</b> The City’s Heritage Tree List identifies over 100 trees with special significance to the community because of their size, history, unusual species, or unique quality. This list is updated from time to time to add or delete certain trees. Pursuant to Chapter 13.28 of the San Jose Municipal Code, it is illegal to prune or remove a heritage tree without first consulting the City Arborist and obtaining a permit; fines up to \$30,000 per tree may apply.</p> <p><b>Ordinance-Size Trees</b> An ordinance-size tree on private property is either: Single Trunk - 56 inches or more in circumference at 2 feet above ground; or Multi-trunk - The combined measurements of each trunk circumference (at 2 feet above ground) add up to 56 inches or more. For multifamily residences, commercial properties, and industrial properties, a permit is required for the removal of trees of any size. For trees on these properties, a Tree Removal Permit is required if the tree is ordinance sized, or a Permit Adjustment is required if the tree is smaller than ordinance sized.</p>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill General Plan</i> (City of Morgan Hill 2016)</p>	<p>The City of Morgan Hill General Plan policies applicable to biological resources are described under the general plan’s Open Space and Conservation element. Applicable policies under that element are sole within the goal for “Plants and Wildlife” as follows:</p> <ul style="list-style-type: none"> <li>▪ Policy 6a: Preserve all fish and wildlife habitats in their natural state whenever possible. Consider development impacts upon wildlife and utilize actions to mitigate those environmental impacts.</li> <li>▪ Policy 6b: Minimize impacts upon wildlife when considering extending annexations, urban service areas, and other governmental actions that permit urban development of previously undeveloped property.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 6c: Preserve outstanding natural features, such as the skyline of a prominent hill, rock outcroppings, and native or historically significant trees.</li> <li>▪ Policy 6d: Development will be designed to conserve soil and avoid erosion.</li> <li>▪ Policy 6e: Identify and protect wildlife, rare and endangered plants and animals, and heritage resources from loss and destruction.</li> <li>▪ Policy 6f: Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat.</li> <li>▪ Policy 6g: Encourage use of native plants, especially drought-resistant species, in landscaping to the extent possible.</li> </ul>
<p><i>City of Morgan Hill Tree Removal Policy (City of Morgan Hill 2017)</i></p>	<p><b>Tree Removal</b></p> <p>Some trees in the city are protected as significant trees by the municipal code. It is unlawful for any person to cut down, remove, poison, or otherwise kill or destroy, or cause to be removed any significant tree or community of trees on any city or private property without a permit.</p> <p>Significant trees on residential properties include all indigenous species having a circumference of 18 inches or more measured at 4.5 feet vertically above the ground or immediately below the lowest branch, whichever is lower. All street trees, regardless of the type of tree are considered to be significant trees.</p> <p>An approved tree removal permit is required to remove any significant tree.</p>
<p><b>City of Gilroy</b></p>	
<p><i>City of Gilroy 2020 General Plan (City of Gilroy 2002)</i></p>	<p>The City of Gilroy’s General Plan policies applicable to biological resources are described under the general plan’s Open Space and Habitat Areas Goal. The goal states “[p]reservation, protection, and maintenance of Gilroy’s natural open space resources (including creeks, meadows, hills, woodlands, and vistas) for their watershed protection, habitat preservation, recreation, and aesthetic value, ensuring that they retain their natural qualities and beauty in perpetuity.” Applicable policies to achieve that goal are as follows:</p> <ul style="list-style-type: none"> <li>▪ Policy 20.02-Creek Protection: Protect the ecological, aesthetic and recreation value of the creeks that flow through the Gilroy Planning Area from urban encroachment and degradation. Ensure that new development preserves the function of natural drainages, including small canyons and seasonal creeks. The easements and setbacks adjacent to these creeks will be maintained in open space. Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat.</li> <li>▪ Policy 20.03-Plant and Wildlife Habitats: Preserve important plant and wildlife habitats, including riparian communities, heavily vegetated hillside areas, unique hillside ecosystems (e.g., serpentine barrens), creeks, and sensitive nesting sites. Loss of these habitats should fully offset through creation of habitat of equal value, with the compensation rate for habitat creation determined by a qualified biologist.</li> <li>▪ Policy 20.04-Rare and Endangered Species: Limit development in areas that support the California Tiger Salamander and other rare or endangered species. If development of these areas must occur, any</li> </ul>

Policy Title	Summary
	<p>loss of habitat should be fully compensated on-site. Off-site mitigation, if necessary, should occur within the Gilroy Planning Area whenever possible, and must be accompanied by plans and a monitoring program prepared by a qualified biologist.</p> <ul style="list-style-type: none"> <li>▪ Policy 20.09-Preservation in Perpetuity: When open space easements, dedications or other land preservation measures are required as a condition of project approval, ensure that dedicated lands are preserved in perpetuity.</li> </ul>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (San Benito County 2015)</i></p>	<p>The Natural and Cultural Resources Element addresses management and conservation of biological resources in San Benito County. The following goals relate to the proposed project:</p> <ul style="list-style-type: none"> <li>▪ NCR-1.1 - Maintenance of Open Space: The County shall support and encourage maintenance of open space lands that support natural resources, agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.</li> <li>▪ NCR-1.2 - Conservation Easements: The County shall support and encourage the use of conservation easements to protect open space that contains valuable natural resources.</li> <li>▪ NCR-2.4 - Maintain Corridors for Habitat: The County shall protect and enhance wildlife migration and movement corridors to ensure the health and long-term survival of local animal and plant populations, in particular contiguous habitat areas, in order to increase habitat value and lower land management costs. As part of this effort, the County shall require road and development sites in rural areas to: (a.) Be designed to maintain habitat connectivity with a system of corridors for wildlife or plant species and avoiding fragmentation of open space areas; and (b.) Incorporate measures to maintain the long-term health of the plant and animal communities in the area, such as buffers, consolidation of/ or rerouting access, transitional landscaping, linking nearby open space areas, and habitat corridors.</li> <li>▪ NCR-2.5 - Mitigation for Wetland Disturbance or Removal: The County shall encourage the protection of the habitat value and biological functions of oak woodlands, native grasslands, riparian and aquatic resources, and vernal pools and wetlands. The County shall require that development avoid encroachment and require buffers around these habitats to the extent practicable. The County shall further require mitigation for any development proposals that have the potential to reduce these habitats. Recreational trails and other features established within natural wetlands and aquatic and riparian buffer areas shall be, as long as such areas are not required to meet the Americans with Disabilities Act, located along the outside of the sensitive habitat whenever possible to minimize intrusions and maintain the integrity of the habitat. In all cases where intrusions into these buffers are made, only the minimum amount of vegetation necessary to construct the feature shall be removed.</li> <li>▪ NCR-2.7 - Mitigation of Oak Woodlands: The County shall encourage development near oak woodlands to be clustered to avoid, where technically or economically practical, the loss of heritage oak trees. The County shall require transitional buffers to help maintain viable ecosystems where appropriate. Where removal of trees cannot be</li> </ul>

Policy Title	Summary
	<p>avoided, the County shall require project applicants to prepare a mitigation plan that identifies on- or off-site tree replacement.</p> <ul style="list-style-type: none"> <li>▪ NCR-2.8 - Pre-Development Biological Resource Assessment: The County shall require the preparation of biological resource assessments for new development proposals as appropriate. The assessment shall include the following: a biological resource inventory based on a reconnaissance-level site survey, and an analysis of anticipated project impacts to: potentially occurring special-status species (which may require focused special-status plant and/or animal surveys); an analysis of sensitive natural communities; wildlife movement corridors and nursery sites on or adjacent to the project site; potentially jurisdictional wetlands/waterways; and locally protected biological resources such as trees. The assessment shall contain suggested avoidance, minimization, and/or mitigation measures for significant impacts to biological resources.</li> <li>▪ NCR-2.9 - Mitigation Funding and Site Protection: The County shall require that project applicants demonstrate that adequate funding can be provided to implement all required biological mitigation and monitoring activities. Habitat preserved as part of any mitigation and monitoring plan shall be preserved through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.</li> <li>▪ NCR- 2.10 - Invasive Species: The County shall require that new developments avoids the introduction or spread of invasive plant species during construction by minimizing surface disturbance, seeding and mulching disturbed areas with certified weed-free native mixes, and using native or noninvasive species in erosion control plantings.</li> </ul>
<b>Merced County</b>	
<p><i>Merced County 2030 General Plan, Natural Resources Element (County of Merced 2013)</i></p>	<p>The Natural Resources Element addresses protection, preservation, and enhancement of biological resources in Merced County. The following policies relate to the proposed project:</p> <ul style="list-style-type: none"> <li>▪ Policy NR-1.1: Habitat Protection: Identify areas that have significant long-term habitat and wetland values, including riparian corridors, wetlands, grasslands, rivers and waterways, oak woodlands, vernal pools, and wildlife movement and migration corridors, and provide information to landowners.</li> <li>▪ Policy NR-1.2: Protected Natural Lands: Identify and support methods to increase the acreage of protected natural lands and special habitats, including wetlands, grasslands, vernal pools, and wildlife movement and migration corridors, potentially through the use of conservation easements.</li> <li>▪ Policy NR-1.4 Important Vegetative Resource Protection: Minimize the removal of vegetative resources which stabilize slopes, reduce surface water runoff, erosion, and sedimentation.</li> <li>▪ Policy NR-1.5 Wetland and Riparian Habitat Buffer: Identify wetlands and riparian habitat areas and designate a buffer zone around each area sufficient to protect them from degradation, encroachment, or loss.</li> <li>▪ Policy NR-1.6: Terrestrial Wildlife Mobility: Encourage property owners within or adjacent or designated habitat connectivity corridors that have been mapped or otherwise identified by the California Department of</li> </ul>

Policy Title	Summary
	<p>Fish and Wildlife or U.S. Fish and Wildlife Service to manage their lands in accordance with such mapping programs.</p> <ul style="list-style-type: none"> <li>▪ Policy NR-1.8: Use of Native Plant Species for Landscaping: Encourage the use of native plant species in landscaping, and, where the County has discretion, require the use of native plant species for landscaping.</li> <li>▪ Policy NR-1.10: Aquatic and Waterfowl Habitat Protection: Cooperate with local, state, and federal water agencies in their efforts to protect significant aquatic and waterfowl habitats against excessive water withdrawals or other activities that would endanger or interrupt normal migratory patterns or aquatic habitats.</li> <li>▪ Policy NR-1.11: On-Going Habitat Protection and Monitoring: Cooperate with local, state, and federal agencies to ensure that adequate on-going protection and monitoring occurs adjacent to rare and endangered species habitats or within identified significant wetlands.</li> <li>▪ Policy NR-1.12: Wetland Avoidance: Avoid or minimize loss of existing wetland resources by careful placement and construction of any necessary new public utilities and facilities, including roads, railroads, high-speed rail, sewage disposal ponds, gas lines, electrical lines, and water/wastewater systems.</li> <li>▪ Policy NR-1.13: Wetland Setbacks: Require an appropriate setback, to be determined during the development process, for developed and agricultural uses from the delineated edges of wetlands.</li> <li>▪ Policy NR-1.17: Agency Coordination: Consult with private, local, state, and federal agencies to assist in the protection of biological resources and prevention of degradation, encroachment, or loss of resources managed by these agencies.</li> <li>▪ Policy NR-1.20: Conservation Easements: Encourage property owners to work with land trusts and state and federal agencies to pursue voluntary conservation easements.</li> <li>▪ Policy NR-1.21: Special-Status Species Surveys and Mitigation: Incorporate the survey standards and mitigation requirements of state and federal resource management agencies for use in the County's review processes for both private and public projects.</li> </ul>

Sources: City of Gilroy 2002a; City of Morgan Hill 2016a, 2017; City of San Jose 2011, 2017; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994, 2015.

## Hydrology and Water Resources

**Table 7 Regional and Local Plans and Policies Relevant to Hydrology and Water Resources**

Plan/Policy Document	Summary
<b>Santa Clara County</b>	
Santa Clara County General Plan (1994)	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The general plan includes the following goals and policies relevant to hydrology and water resources:</p> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ C-RC 2: The County shall provide leadership in efforts to protect or restore valuable natural resources, such as wetlands, riparian areas, and woodlands, and others: a. for County-owned lands; and b. through multi-jurisdictional endeavors.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ C-RC 18: Water quality countywide should be maintained and improved where necessary to ensure the safety of water supply resources for the population and the preservation of important water environments and habitat areas.</li> <li>▪ C-RC 19: The strategies for maintaining and improving water quality on a countywide basis, in addition to ongoing point source regulation, should include: a. effective non-point source pollution control; b. restoration of wetlands, riparian areas, and other habitats which serve to improve Bay water quality; and c. comprehensive Watershed Management Plans and “best management practices” (BMPs).</li> <li>▪ C-RC 20: Adequate safeguards for water resources and habitats should be developed and enforced to avoid or minimize water pollution of various kinds, including: a. erosion and sedimentation; b. organic matter and wastes; c. pesticides and herbicides; d. effluent from inadequately functioning septic systems; e. effluent from municipal wastewater treatment plants; f. chemicals used in industrial and commercial activities and processes; g. industrial wastewater discharges; h. hazardous wastes; and i. non-point source pollution.</li> <li>▪ C-RC 22: Countywide, compliance should be achieved with the requirements of the National Pollution Discharge Elimination System (NPDES) permit for discharges into S.F. Bay, and to that end, the Countywide Nonpoint Source Pollution Control Program should receive the full support and participation of each member jurisdiction.</li> <li>▪ C-RC 34: Restoration of habitats should be encouraged and utilized where feasible, especially in cases where habitat preservation and flood control, water quality, or other objectives can be successfully combined.</li> </ul> <p>Safety and Noise</p> <ul style="list-style-type: none"> <li>▪ C-HS 28: Countywide strategies for reducing the threat of natural hazards to life and property should include: a. Inventory hazards and monitor changing conditions. b. Minimize the resident population within high hazard areas. c. Design, locate and regulate development to avoid or withstand hazards. d. Reduce the magnitude of the hazard, if feasible. e. Provide public information regarding natural hazards.</li> <li>▪ C-HS 33: Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not: a. be directly jeopardized by hazards; b. increase hazard potential; and c. increase risks to neighboring properties.</li> <li>▪ C-HS 34: Flood control measures should be considered part of an overall community improvement program and advance the following goals, in addition to flood control: a. resource conservation; b. preservation of riparian vegetation and habitat; c. recreation; and d. scenic preservation of the county’s streams and creeks</li> <li>▪ C-HS 42: The long-term viability and safety of underground aquifers and groundwater systems countywide shall be protected to highest degree feasible.</li> <li>▪ C-HS 44: All new on-site wastewater treatment systems should be located only in areas where: a. there is reasonable assurance that they will function well over a long period; b. they can be designed to have a minimum negative impact on the environment; and c. they will not contaminate wells, groundwater or surface water.</li> <li>▪ C-HS 45: On-site wastewater treatment systems should not be allowed in areas where soil characteristics impede their operation (e.g., areas of high groundwater conditions, areas with saturated soils, areas with limited depth to bedrock, etc.).</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ C-HS 47: Groundwater quality should be monitored to ensure the long-term integrity of countywide water resources.</li> </ul> <p>Growth and Development</p> <ul style="list-style-type: none"> <li>▪ R-GD 28: Due to the prevalence of steeply sloping land, geologic, seismic, and other natural hazards, soil characteristics, and other development issues, including the need for adequate access and onsite wastewater treatment, the County shall thoroughly evaluate development proposals on slopes exceeding 30% to secure the public health, safety, and welfare.</li> </ul> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ R-RC 11: Areas with prime percolation capabilities shall be protected to the maximum extent possible, and placement of significant pollution sources within such areas shall be avoided.</li> <li>▪ R-RC 13: Sedimentation and erosion shall be minimized through controls over development, including grading, quarrying, vegetation removal, road and bridge construction, and other uses which pose such a threat to water quality.</li> <li>▪ R-RC 15: Commercial and industrial uses such automobile dismantlers, waste transfer disposal facilities, light industries, uses requiring septic systems, and other uses that have the greatest potential for pollution shall not be located within the vicinity of streams, reservoirs, or percolation facilities where contaminants could easily come in contact with flood waters, high groundwater, flowing streams, or reservoirs. Such uses shall be required to reduce any threat of contamination to an insignificant level as a condition of approval.</li> <li>▪ R-RC 31: Natural streams, riparian areas, and freshwater marshes shall be left in their natural state providing for percolation and water quality, fisheries, wildlife habitat, aesthetic relief, and educational or recreational uses that are environmentally compatible. Streams which may still provide spawning areas for anadromous fish species should be protected from pollution and development impacts which would degrade the quality of the stream environment.</li> <li>▪ R-RC 32: Riparian and freshwater habitats shall be protected through the following general means:               <ul style="list-style-type: none"> <li>○ setback of development from the top of the bank;</li> <li>○ regulation of tree and vegetation removal;</li> <li>○ reducing or eliminating use of herbicides, pesticides, and fertilizers by public agencies;</li> <li>○ control and design of grading, road construction, and bridges to minimize environmental impacts and avoid alteration of the streambed and stream banks (free span bridges and arch culverts, for example); and</li> <li>○ protection of endemic, native vegetation.</li> </ul> </li> <li>▪ R-RC 33: Public projects shall be designed to avoid damage to freshwater and stream environments.</li> <li>▪ R-RC 34: In floodplains that are not already developed, land uses shall be restricted to avoid the need for major flood control projects which would alter stream flows and vegetation.</li> <li>▪ R-RC-35: Flood control modifications to be made in streams that have substantial existing natural areas should employ flood control designs which enhance riparian resources and avoid to the maximum extent possible significant alteration of the stream, its hydrology, and its environs.</li> <li>▪ R-RC-37: Lands near creeks, streams, and freshwater marshes shall be considered to be in a protected buffer area, consisting of the following:</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>○ 150 feet from the top bank on both sides where the creek or stream is predominantly in its natural state;</li> <li>○ 100 feet from the top bank on both sides of the waterway where the creek or stream has had major alterations; and</li> <li>○ In the case that neither (1) nor (2) are applicable, an area sufficient to protect the stream environment from adverse impacts of adjacent development, including impacts upon habitat, from sedimentation, biochemical, thermal and aesthetic impacts.</li> <li>▪ R-RC-38: Within the aforementioned buffer areas, the following restrictions and requirements shall apply to public projects, residential subdivisions, and other private non-residential development:             <ul style="list-style-type: none"> <li>○ No building, structure or parking lots are allowed, exceptions being those minor structures required as part of flood control projects.</li> <li>○ No despoiling or polluting actions shall be allowed, including grubbing, clearing, unrestricted grazing, tree cutting, grading, or debris or organic waste disposal, except for actions such as those necessary for fire suppression, maintenance of flood control channels, or removal of dead or diseased vegetation, so long as it will not adversely impact habitat value.</li> <li>○ Endangered plant and animal species shall be protected within the area.</li> </ul> </li> <li>▪ R-RC-39: Within areas immediately adjacent to the stream buffer area, new development should minimize environmental impacts on the protected buffer area, and screening of obtrusive or unsightly aspects of a project should be considered as a means of preserving the scenic value of riparian areas.</li> <li>▪ R-RC-40: Where new roads, clustered residential development, or subdivisions are proposed in proximity of streams and riparian areas, they should be designed so that:             <ul style="list-style-type: none"> <li>○ riparian vegetation is retained;</li> <li>○ creeks and streams remain open and unfenced; and</li> <li>○ there is adequate separation of new roads and building sites from the stream environment.</li> </ul> </li> </ul>
<p>Santa Clara County Ordinance Code (2016a-c)</p>	<p>The Santa Clara Ordinance Code was originally adopted in 1972. The Code includes the following sections relevant to hydrology and water resources:</p> <p>Title B: Regulations</p> <ul style="list-style-type: none"> <li>▪ Division B11.5 Nonpoint Source Pollution: requires compliance with the MRP within the Phase I MS4 areas in Santa Clara County, including riparian setbacks for San Martin</li> <li>▪ Division B33 Water Conservation in Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul> <p>Title C: Construction, Development, and Land Use</p> <ul style="list-style-type: none"> <li>▪ Division C12 Chapter III Grading and Drainage Article 8 – Design Standards: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Division C12 Chapter VII Floodplain Management: designates the floodplain manager for floodplains with County jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval.</li> </ul>
<p>Santa Clara Valley Water District Ordinance 90-1 Wells (1990)</p>	<p>The SCVWD Ordinance 90-1 Wells requires a permit for any digging, boring, drilling, deepening, refurbishing, or destroying a water well, cathodic protection well,</p>

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	<p>observation well, monitoring well, exploratory boring (45 feet or deeper), or other deep excavation that intersects the groundwater aquifers of Santa Clara County.</p>
<p>Santa Clara Valley Water District Ordinance 06-1 Water Resources Protection (2010)</p>	<p>The Water Resources Protection Ordinance requires that project sponsors obtain and Encroachment Permit for modifications on SCVWD facilities or easements. SCVWD relies on the Water Resources Protection Manual to administer the requirements of the ordinance, including specific erosion control, groundwater assessment, and design requirements.</p>
<p>Santa Clara Valley Water District Groundwater Management Plan (2016)</p>	<p>The Santa Clara Valley Water District Groundwater Management Plan was published in 2016. The Plan includes the following policies relevant to hydrology and water resources:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1: Manage groundwater in conjunction with surface water.</li> <li>▪ Strategy 2: Implement programs to protect and promote groundwater quality.</li> <li>▪ Strategy 3: Maintain and develop adequate groundwater models and monitoring networks.</li> </ul> <p>Strategy 4: Work with regulatory and land use agencies to protect recharge areas, promote natural recharge, and prevent groundwater contamination.</p>
<p>The Santa Clara Valley Greenprint (Santa Clara Valley Open Space Authority 2014)</p>	<p>The Santa Clara Valley Greenprint was published in 2014. The guide for protecting open space and livable communities includes the following strategies relevant to hydrology and water resources:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1a: Initiate and participate in joint projects with the Santa Clara Valley Water District, the San Francisco Public Utilities Commission, and others to protect water resources, particularly in upper watersheds, groundwater recharge areas, urban areas, and undeveloped floodplains.</li> <li>▪ Strategy 1b: Advocate policies and use land protection measures that prevent urban development in groundwater recharge areas, particularly the Coyote Valley.</li> <li>▪ Strategy 1c: Encourage cities and public agencies to integrate protection of wetlands, floodplains, and riparian areas into land use and capital planning and mitigation projects to increase resilience to climate change impacts.</li> <li>▪ Strategy 1d: Expand the Authority's Urban Open Space Program guidelines to promote restoration of urban streams and riparian habitats, groundwater recharge areas, and floodplains.</li> <li>▪ Strategy 1e: Implement restoration projects in urban areas to reduce impervious surfaces and urban runoff, slowing water and increasing opportunities for infiltration into groundwater basins.</li> <li>▪ Strategy 1f: Explore pilot projects to increase local water supplies through construction of small-scale managed aquifer recharge projects such as the RCD's Bokariza project in the lower Pajaro River watershed.</li> <li>▪ Strategy 1g: Develop programs with the Natural Resources Conservation Service, Resource Conservation Districts, and other partners to implement watershed protection, stewardship, and restoration programs on working farms and ranches through conservation easements, water-related ecosystem service payments, or performance-based management agreements.</li> <li>▪ Strategy 1h: Develop fuels management plans and initiatives to reduce potential for erosion, landslides, and sedimentation following a catastrophic fire.</li> <li>▪ Strategy 2a: Participate in the Bay Area and Pajaro Integrated Regional Water Management planning efforts to identify opportunities for protecting water resources. Seek partnerships with the SCVWD, Pajaro River Flood Prevention Authority, the Association of Bay Area Governments, the San Francisco Estuary</li> </ul>

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	<p>Institute, the San Francisco Estuary Partnership, the San Francisco Bay Bird Observatory, Trout Unlimited, The Nature Conservancy, and other organizations to fund and implement priority projects.</p> <ul style="list-style-type: none"> <li>▪ Strategy 2b: Participate in Santa Clara Valley Water District's water resources watershed master planning efforts to identify and prioritize land conservation and stewardship projects and investments, including opportunities for watershed restoration on Authority preserves.</li> <li>▪ Strategy 2c: Engage in watershed-based conservation partnerships including the Upper Alameda Watershed Partnership and the Upper Pajaro Conservation Collaboration. These partnerships aim to identify non-regulatory tools, strategies, and financial incentives to promote watershed conservation and stewardship in these agricultural landscapes.</li> <li>▪ Strategy 2d: Promote coordination between regulatory agencies and watershed stakeholders to facilitate priority watershed restoration projects, including larger riparian buffers or setbacks in both urban and rural settings. Explore feasibility of expanding the Integrated Watershed Restoration Program for San Mateo and Santa Cruz Counties to include Santa Clara County to streamline permitting and use of grant funds for watershed restoration projects.</li> <li>▪ Strategy 2e: Support efforts of the NRCS and RCDs to fund local watershed coordinator position(s) and secure grant funds for restoration.</li> <li>▪ Strategy 2f: Advocate for county and city land use planning and policies that protect water resources through protective zoning and strong riparian protection ordinances.</li> <li>▪ Strategy 3a: Complete and build on efforts such as the Healthy Lands &amp; Healthy Economies initiative (Batker et al. 2014) to quantify the economic value of open spaces and working lands to protect local groundwater supplies, reduce water treatment costs, and provide flood control.</li> <li>▪ Strategy 3b: Develop specific case studies by watershed (for example, the Coyote watershed and Santa Clara Valley aquifer) that identify multi-benefit water resource conservation projects and potential new funding sources.</li> <li>▪ Strategy 3c: Seek funding from the NRCS Conservation Innovation Grant program and other sources to evaluate emerging markets for water quality improvements, wetland restoration, habitat conservation, and carbon sequestration.</li> <li>▪ Strategy 3d: Explore use of market-based incentives for protecting strategic water resources in the Santa Clara Valley through development of a pilot ecosystem services credit trading and banking project.</li> <li>▪ Strategy 4a: Ensure that leases and management agreements for the Authority's agricultural tenants are written to protect water resources from depletion, pollution, development, and fire, including promotion of organic operations to limit the use of pesticides and fertilizers.</li> <li>▪ Strategy 4b: Ensure that management plans for Authority lands identify opportunities to improve water quality and aquatic habitat (for example, by decommissioning unnecessary roads, upgrading culverts, or restoring ponds and riparian areas).</li> <li>▪ Strategy 4c: Demonstrate and interpret watershed restoration programs and projects on Open Space Authority preserves. Work with the NRCS, RCDs, and the SCVWD to develop public workshops and training about watershed protection techniques and funding sources.</li> <li>▪ Strategy 4d: Seek funding and partnerships for pilot projects on Open Space Authority preserves to demonstrate effectiveness of new tools and techniques for</li> </ul>

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	<p>water capture and recharge, such as off-stream ponds and managed recharge basins. Small-scale projects located throughout upper and middle watersheds can increase water supplies and reduce the need for downstream flood protection.</p> <ul style="list-style-type: none"> <li>▪ Strategy 5a: Seek funding and partnerships with the NRCS, RCDs, and SCVWD to develop interpretive materials and watershed education programs for use by Authority staff and volunteers on Authority properties.</li> <li>▪ Strategy 5b: Encourage local schools and watershed educators to utilize Authority lands in their programs, and seek funding and partnerships with the NRCS, RCDs, and SCVWD to support those programs.</li> <li>▪ Strategy 5c: Promote research and citizen science on Authority lands to collect information about watershed health.</li> <li>▪ Strategy 5d: Feature water conservation and watershed restoration projects funded through US Department of Agriculture Natural Resources Conservation Service programs such as the Wildlife Habitat Incentive Program, Environmental Quality Incentives Program, and other grants to encourage local use of those funding sources.</li> </ul>
<b>City of Santa Clara</b>	
<p>City of Santa Clara General Plan (2010)</p>	<p>The City of Santa Clara adopted the 2010-2035 General Plan on November 16, 2010. The general plan includes the following environmental quality goals and policies applicable to hydrology and water resources:</p> <p>Conservation</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.10.1-P6: Require adequate wastewater treatment and sewer conveyance capacity for all new development.</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>▪ 5.10.4-P4: Require and adequate water supply and water quality for all new development.</li> <li>▪ 5.10.4-P5: Prohibit new development that would reduce water quality below acceptable state and local standards.</li> <li>▪ 5.10.4-P10: Work with Santa Clara Valley Water District to minimize undesirable compaction of aquifers and subsidence of soils.</li> <li>▪ 5.10.4-P12: Encourage diversion of runoff from downspouts, and replacement of hardscapes to landscaped areas and permeable surfaces</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.10.5-P10: Support efforts by the Santa Clara Valley Water District to reduce subsidence.</li> <li>▪ 5.10.5-P11: Require that new development meet stormwater and water management requirements in conformance with state and regional regulations.</li> <li>▪ 5.10.5-P13: Require that development complies with the Flood Damage Protection Code</li> <li>▪ 5.10.5-P15: Require new development to minimize paved and impervious surfaces and promote on-site best management practices for infiltration and</li> </ul>

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	<p>retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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, Stormwater Best Management Practice Handbook for Construction</li> <li>▪ 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.</li> <li>▪ 5.10.5-P19: Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.</li> <li>▪ 5.10.5-P20: Maintain, upgrade, and replace storm drains throughout the City to reduce potential flooding.</li> <li>▪ 5.10.5-P21: Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.</li> <li>▪ 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.</li> <li>▪ 5.10.5-P23: Require appropriate clean-up and remediation of contaminated sites.</li> </ul>
<p>Santa Clara City Code (2017, 2018)</p>	<p>The Santa Clara City Code is current through Ordinance 1966, passed in 2017. The Code includes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 13: Public Services</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.10 Sewers: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 13.20 Storm Drains and Discharges: this ordinance requires compliance with the MRP</li> </ul> <p>Title 15: Buildings and Construction</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.05 Administrative Code: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Chapter 15.45 Prevention of Flood Damage Code: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul> <p>Title 18: Zoning</p> <ul style="list-style-type: none"> <li>▪ Chapter 18.88 Landscape Permit Provisions: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<b>City of San Jose</b>	
<p>Envision San Jose 2040 General Plan (2011)</p>	<p>The <i>Envision: San Jose 2040 General Plan</i> was adopted in 2011. The Plan establishes the following goals and policies relevant to hydrology and water resources:</p> <p>City Design</p>

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	<ul style="list-style-type: none"> <li>▪ CD-2.5: Integrate Green Building Goals and Policies of this Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.</li> </ul> <p>Environmental Considerations</p> <ul style="list-style-type: none"> <li>▪ EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.</li> <li>▪ EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.</li> <li>▪ EC-4.12: Require review and approval of grading plans and erosion control plans (if applicable) prior to issuance of a grading permit by the Director of Public Works.</li> <li>▪ EC-5.1: The City shall require evaluation of flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated floodplain. Review new development and substantial improvements to existing structures to ensure it is designed to provide protection from flooding with a one percent annual chance of occurrence, commonly referred to as the “100-year” flood or whatever designated benchmark FEMA may adopt in the future. New development should also provide protection for less frequent flood events when required by the State.</li> <li>▪ EC-5.2: Allow development only when adequate mitigation measures are incorporated into the project design to prevent or minimize siltation of streams, flood protection ponds, and reservoirs</li> <li>▪ EC-5.3: Preserve designated floodway areas for non-urban uses.</li> <li>▪ EC-5.7: Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.</li> <li>▪ EC-5.9: Work with local, regional, state and federal agencies to ensure new and existing levees provide adequate flood protection and actively partner with the Santa Clara Valley Water District and other levee owners with respect to National Flood Insurance Program (NFIP) levee recertification.</li> <li>▪ EC-5.10: Encourage the preservation and restoration of urban creeks and rivers to maintain existing floodplain storage. When in-channel work is proposed, engineering techniques which include the use of plant materials (bioengineering) are encouraged.</li> <li>▪ EC-5.11: Where possible, reduce the amount of impervious surfaces as a part of redevelopment and roadway improvements through the selection of materials, site planning, and street design.</li> <li>▪ EC-5.12: Locate critical or public facilities (such as the Water Pollution Control Plant, local hospitals, police and fire service facilities, and schools) above the 500-year floodplain or protect such facilities up to the magnitude 500-year flood. Construction standards based on FEMA guidelines may include freeboard, elevation above the 500-year floodplain, and elevated access ramps.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ EC-5.13: As a part of the City's policies for addressing the effects of climate change and projected water level rise in San Francisco Bay, require evaluation of projected inundation for development projects near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay.</li> <li>▪ EC-5.14: Implement the requirements of FEMA relating to construction in Special Flood Hazards Areas as illustrated on Flood Insurance Rate Maps. Periodically update the City's Flood Hazard Regulations to implement FEMA requirements.</li> <li>▪ EC-5.15: San José will participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements. Flood insurance premium rates for property owners within the city may be discounted to reflect the reduced flood risk resulting from community actions meeting the three goals of the CRS, which are to reduce flood damage to insurable property; strengthen and support the insurance aspects of the NFIP; and encourage a comprehensive approach to floodplain management.</li> <li>▪ EC-5.16: Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.</li> <li>▪ EC-5.17: Implement the Hydromodification Management requirements of the City's Municipal NPDES Permit to manage runoff flow and volume from project sites.</li> <li>▪ EC-7.5: On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/ or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.</li> <li>▪ EC-7.8: Where an environmental review process identifies the presence of hazardous materials on a proposed development site, the City will ensure that feasible mitigation measures that will satisfactorily reduce impacts to human health and safety and to the environment are required of or incorporated into the projects. This applies to hazardous materials found in the soil, groundwater, soil vapor, or in existing structures.</li> <li>▪ EC-7.9: Ensure coordination with the County of Santa Clara Department of Environmental Health, Regional Water Quality Control Board, Department of Toxic Substances Control or other applicable regulatory agencies, as appropriate, on projects with contaminated soil and/or groundwater or where historical or active regulatory oversight exists.</li> <li>▪ EC-7.10: Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.</li> </ul> <p>Environmental Resources</p> <ul style="list-style-type: none"> <li>▪ ER-2.2: Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.</li> <li>▪ ER-8.1: Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ ER-8.2: Coordinate with regional and local agencies and private landowners to plan, finance, construct, and maintain regional stormwater management facilities.</li> <li>▪ ER-8.4: Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.</li> <li>▪ ER-8.5: Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.</li> <li>▪ ER-8.7: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.</li> <li>▪ ER-8.8: Consider the characteristics and condition of the local watershed and identify opportunities for water quality improvement when developing new or updating existing development plans or policies including, but not limited to, specific or area land use plans.</li> <li>▪ ER-9.1: In consultation with the Santa Clara Valley Water District, other public agencies and the SCVWDs Water Resources Protection Guidelines and Standards (2006 or as amended), restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, function and stability of streams and stream corridors.</li> <li>▪ ER-9.2: In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.</li> <li>▪ ER-9.3: Utilize water resources in a manner that does not deplete the supply of surface or groundwater or cause over drafting of the underground water basin.</li> <li>▪ ER-9.5: Protect groundwater recharge areas, particularly creeks and riparian corridors.</li> <li>▪ ER-9.6: Require the proper construction and monitoring of facilities that store hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or tidal flooding.</li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>▪ IN-3.3: Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.</li> <li>▪ IN-3.7: Design new projects to minimize potential damage due to storm waters and flooding to the site and other properties.</li> <li>▪ IN-3.8: In designing improvements to creeks and rivers, protect adjacent properties from flooding consistent with the best available information and standards from the Federal Emergency Management Agency (FEMA) and the California Department of Water Resources (DWR). Incorporate restoration of natural habitat into improvements where feasible.</li> <li>▪ IN-3.10: Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit.</li> <li>▪ IN-3.11: The "modified floodplain design" is the preferred design for future flood protection facilities. Use the "widen-one-bank" and "trapezoidal channel" designs only when funding or right-of-way limitations make the use of the modified flood</li> </ul>

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	<p>plain design impractical. For future development, consider factors such as flooding risks, proximity to waterways, and the potential for implementing flood protection measures.</p> <p>Measureable Sustainability</p> <ul style="list-style-type: none"> <li>▪ MS-3.4: Promote the use of green roofs (i.e., roofs with vegetated cover), landscape based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.</li> <li>▪ MS-3.5: Minimize areas dedicated to surface parking to reduce rainwater that comes into contact with pollutants.</li> <li>▪ MS-13.3: Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> <li>▪ MS-13.6: Revise the grading ordinance and condition grading permits to require that graded areas be stabilized from the completion of grading to commencement of construction.</li> <li>▪ MS-18.4: Retrofit existing development to improve water conservation.</li> <li>▪ MS-18.12: Encourage stormwater capture and encourage, when feasible and cost effective, on-site rainwater catchment for new and existing development.</li> <li>▪ MS-18.13: Encourage graywater use whenever appropriate and in areas that do not impact groundwater quality as determined through coordination with local agencies.</li> <li>▪ MS-18.14: Participate in regional efforts to develop codes and standards for stormwater capture and graywater reuse, whenever feasible and cost-effective, and in areas that do not impact groundwater quality as determined through coordination with local agencies.</li> <li>▪ MS-19.5: Improve the treatment of recycled water so that it can be used to help augment streams and recharge groundwater aquifers that provide a portion of the City's potable water supply.</li> <li>▪ MS-20.1: Lead through advocacy with local, regional and state agencies to ensure the protection and enhancement of the quality of San José's water sources.</li> <li>▪ MS-20.3: Protect groundwater as a water supply source through flood protection measures and the use of stormwater infiltration practices that protect groundwater quality. In the event percolation facilities are modified for infrastructure projects, replacement percolation capacity will be provided.</li> <li>▪ MS-20.4: Work with local, regional and state agencies to protect and enhance the watershed, including the protection of surface water and ground water supplies from pollution and degradation.</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ TR-2.12: Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc. to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.</li> </ul>
<p>Tamien Station Area Specific Plan (1995)</p>	<p>Livable Community</p> <ul style="list-style-type: none"> <li>▪ Goal 8: Protect people and property in the Tamien Station area from potential environmental hazards such as noise, flooding, and the impacts associated with increased traffic</li> </ul> <p>Land Use and Design Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 4 Riparian Corridor Development Guidelines: All new development adjacent to the Guadalupe River or its bypass channel should be consistent with</li> </ul>

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	<p>the provisions of the Riparian Corridor Development Guidelines contained in the City of San Jose’s Riparian Corridor Policy Study.</p> <ul style="list-style-type: none"> <li>▪ Policy 16 Habitat Protection: The riparian habitat of the Guadalupe River and adjacent areas west of Lelong Avenue should be preserved as open space resources consistent with the Riparian Corridor Policy Study.</li> <li>▪ Policy 17 Bypass Channel Design: An open channel design for the flood control bypass channel adjacent to the Elks Club site is the preferred design solution and should be implemented if the site is redeveloped. The culvert design solution should be avoided, if feasible, even if the site is not redeveloped in the near future. (The current plan proposed by the Santa Clara Valley Water District is a bypass concrete box culvert.)</li> </ul> <p>Implementation</p> <ul style="list-style-type: none"> <li>▪ Policy 12 Flooding Mitigation: If new development in the Specific Plan area proceeds in advance of the implementation of the Guadalupe River Flood Control Project, the new structures within the 100-year floodplain should be constructed at elevations above the 100-year flood level. Property owners proposing new developments in the flood control improvement area may be required to dedicate land or grant easements to the Santa Clara Valley Water District for future flood control facilities.</li> <li>▪ Policy 20 Storm Drainage Facilities Mitigation: New development should upgrade storm drains in Almaden Road and at the Elks Club site to current City standards. A segment of the 15-inch line between the northerly terminus of Almaden Road and Almaden Avenue/Alma Avenue intersection should be upgraded to at least a 24-inch line.</li> </ul>
<p>Communications Hill Specific Plan (1992)</p>	<ul style="list-style-type: none"> <li>▪ Minimize grading or re-contouring of Communications Hill to preserve the topography of the land, wherever possible, and to avoid the creation of visible cut and fill slopes or obviously engineered or flat-surfaced slopes.</li> </ul>
<p>San Jose Municipal Code (2017, 2018)</p>	<p>The San Jose Municipal Code, codified through Ordinance No. 29912, was last adopted in May 2017. The Code includes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 15: Public Utilities</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.11 Water Efficient Landscape Standards for New and Rehabilitated Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> <li>▪ Chapter 15.14 Sewer Use Regulations: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> </ul> <p>Title 17: Buildings and Construction</p> <ul style="list-style-type: none"> <li>▪ Chapter 17.04 Part 6 Excavation and Grading: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Chapter 17.08 Special Flood Hazard Area Regulations: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City’s review of proposed developments in floodplains prior to approval</li> </ul> <p>Title 20: Zoning</p> <ul style="list-style-type: none"> <li>▪ Chapter 20.95 Storm Water Management: this ordinance requires compliance with the MRP</li> </ul>

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San Jose Council Policy 6-29 Post-construction Urban Runoff Management (2016)	The San Jose Council Policy 6-29 was approved in 1998. The policy requires specific source control BMPs for projects with the following components: a) Car Washing and Detailing Facilities b) Construction/Corporation Yards c) Automobile Dismantling and Parts Recovery d) Material Recycling Facilities (processing, transfer and large collection facilities) e) Gas Stations or Equipment Fueling f) Uncovered Parking Lots g) Loading Docks
San Jose Council Policy 8-14 Post-Construction Hydromodification Management (2016)	The San Jose Council Policy 8-14 was approved in 2010. The policy implements the requirements of the MRP for hydromodification management
<b>City of Morgan Hill</b>	
<i>Morgan Hill 2035 General Plan</i> (2016)	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted in 2016. The Plan includes the following goals and policies relevant to hydrology and water resources:</p> <p>Safety, Services, and Infrastructure</p> <ul style="list-style-type: none"> <li>▪ SSI-2.6: Protect hillsides and carefully control development on steep slopes. When hillside land is developed, it should be done with minimum disruption of topography and vegetative cover.</li> <li>▪ SSI-2.8: Prohibit development in areas where increased runoff from the addition of impervious surfaces and drainage would increase the probability of downslope land sliding, or where additional projects would add to the cumulative effect of increased runoff, unless a downslope drainage improvement plan has been approved</li> <li>▪ SSI-5.1: Prohibit development in floodways and regulate development in floodplains to minimize flood damage and be consistent with the federal flood insurance program.</li> <li>▪ SSI-5.3: Prior to the start of construction, a Flood Clearance shall be obtained from the Floodplain Administrator for the City of Morgan Hill that provides plans drawn to scale showing the nature, location, dimensions, and elevation of the area; existing or proposed structures, fill, storage of material, and drainage facilities, and floodproofing provisions. Specifically, the following information shall be required: <ul style="list-style-type: none"> <li>○ Proposed elevation in relation to mean sea level of the lowest floor (including basement) of all structures</li> <li>○ Proposed elevation in relation to mean sea level to which any structure will be floodproofed.</li> <li>○ Appropriate elevation and floodproofing certifications.</li> <li>○ Description of the extent to which any water course will be altered or relocated as a result of the proposed development.</li> </ul> <p>New residential buildings in the 100-year floodplain shall have their lowest floor elevation (excluding garage) floodproofed or raised a minimum of 1 foot above the base flood elevation (BFE). Substantially improved structures within the 100-year floodplain shall meet the same floodplain construction requirements as new buildings.</p> </li> <li>▪ SSI-5.4: Require that new developments within flood hazard areas are done in a manner that will not cause floodwaters to be diverted onto adjacent property or increase flood hazards to properties located elsewhere unless secured through a flood easement or fee title buyout.</li> <li>▪ SSI-5.5: Require all local development to provide appropriate mitigation of off-site flooding impacts, including limiting runoff to predevelopment levels and/or</li> </ul>

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	<p>complete solutions to flooding and local drainage problems in the vicinity of the development, using such methods as detention or retention.</p> <ul style="list-style-type: none"> <li>▪ SSI-5.6: Consider risk of flood hazards and damage in new development proposals within flood hazard areas. Ensure that new construction is consistent with federal flood protection regulations.</li> <li>▪ SSI-5.9: Restore and maintain the natural functions of riparian corridors, creeks, and channels to reduce flooding, convey stormwater flows, and improve water quality.</li> <li>▪ SSI-6.3: Areas which are developed or planned for development should be protected by the construction of flood control facilities.</li> <li>▪ SSI-6.6: Encourage flood management designs that respect the natural topography and vegetation of waterways while retaining dynamic flow and functional integrity.</li> <li>▪ SSI-6.7: Preserve the existing floodplain capacity of urban creeks and channels.</li> <li>▪ SSI-6.8: Encourage increased stormwater and flood management infrastructure capacity in order to accommodate changes in climate, precipitation, and extreme weather events.</li> <li>▪ SSI-16.2: Ensure that the level of detention or retention provided on the site of any new development is compatible with the capacity of the regional storm drainage system.</li> <li>▪ SSI-16.3: Require a storm water management plan for each proposed development, to be presented early in the development process and describe the design, implementation, and maintenance of the local drainage facilities.</li> <li>▪ SSI-16.4: Coordinate with the Santa Clara Valley Water District to ensure compatibility of the local and regional storm drainage systems.</li> </ul> <p>Natural Resources and Environment</p> <ul style="list-style-type: none"> <li>▪ NRE-5.3: Retain natural streamside and riparian areas in their natural state in order to preserve their value as percolation and recharge areas, natural habitat, scenic resources, and recreation corridors, and to stabilize banks.</li> <li>▪ NRE-5.5: Where flood control projects are needed to protect existing development, minimize disruption of streams and riparian systems, maintaining slow flow and stable banks through design and other appropriate mitigation measures.</li> <li>▪ NRE-5.6: Protect existing stream channels and riparian vegetation by requiring buffering or landscaped setbacks and storm runoff interception as specified in Table NRE-1.</li> <li>▪ NRE-6.5: Require development to be designed to conserve soil and avoid erosion.</li> <li>▪ NRE-8.1: Protect water quality from contamination, and monitor it to assure that present policies and regulations are adequate. Prohibit such uses as waste facilities, septic systems, and industries using toxic chemicals where polluting substances may come in contact with groundwater, floodwaters, and creeks or reservoir waters.</li> <li>▪ NRE-8.2: Continue land use policies that limit the number of individual septic systems in areas vulnerable to groundwater contamination, because of the potential for cumulative degradation of water quality.</li> <li>▪ NRE-8.3: Continue to monitor groundwater and surface water quality conditions to determine if changes in regulations regarding septic systems and land use are needed.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ NRE-8.4: In areas where future development is expected to be served by sewers, continue large lot policies which allow minimal development and limited numbers of septic systems. (This approach increases the feasibility of designing future urban density subdivisions with smaller lots, which are more efficient for sewers in terms of service and cost.)</li> <li>▪ NRE-8.6: Protect properties located in areas that have soils with rapid water percolation from future development in order to ensure existing water quality. Permit development (including commercial and industrial uses) in such areas only under strict safety limitations according to the City's Hazardous Materials Storage Ordinance section specifically related to high percolation rates.</li> <li>▪ NRE-8.7: In order to provide greater protection of the aquifers which supply drinking water to the South County, give special consideration to the management of contaminants (e.g., hazardous materials, sanitary effluents) in groundwater recharge areas where no protective aquitard layer exists.</li> <li>▪ NRE-8.8: Implement Best Management Practices to improve water quality, in conformance with the South Santa Clara County and City of Morgan Hill Total Maximum Daily Load (TMDL) Monitoring Plan for the Pajaro River Watershed (2015) and findings in subsequent annual status updates, as required for compliance with community standards and applicable State and federal provisions.</li> <li>▪ NRE-12.4: Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> </ul>
Morgan Hill Downtown Specific Plan (2009)	<ul style="list-style-type: none"> <li>▪ Storm Drainage System Projections and Improvements – The City's Storm Drain Master Plan does not call for any improvements to the existing storm drain system in Downtown, except for the Upper Llagas Creek Flood Protection Project (also known as PL566). PL566 is intended to provide flood protection for the Cities of Gilroy and Morgan Hill and the unincorporated portion of Santa Clara County known as San Martin. The project will consist of a series of channels, box culverts, and bridges designed to protect the floodplain from a one-percent flood.</li> <li>▪ Floodplain Regulations – Development within the floodplain is required to comply with the Flood Damage Prevention ordinance (Chapter 18.42), which provides various standards for construction, subdivisions, utilities, and other issues. Standards for new developments include, but are not limited to: anchoring building structures; using appropriate materials; flood-proofing commercial buildings; providing drainage paths; elevating residential structures; and designing utilities to minimize infiltration of floodways.</li> </ul>
Morgan Hill Station Area Master Plan (2018)	<p>Streetscape and Placemaking</p> <ul style="list-style-type: none"> <li>▪ Toolkit for Buffer Areas Strategy A – Planted Bulb-outs at Intersections: As part of its Placemaking Strategy, the City has installed bulb-outs at Monterey Road intersections. As further improvements to Monterey Road are considered, the City could contemplate further extending bulb-outs at intersections all the way to the edge of the travel lane. Doing so would further enhance the bulb-out's contribution to traffic calming and increase the reduction in pedestrian crossing distances. The City could also consider installing green infrastructure elements, such as bioretention planters, in retrofitted existing planted bulb-outs or potential new bulb-outs.</li> </ul>
Morgan Hill Municipal Code (2016, 2018)	<p>The Morgan Hill Municipal Code was published in 1987. The Code includes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 13: Public Services</p>

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	<ul style="list-style-type: none"> <li>▪ Chapter 13.30 – Urban Storm Water Quality Management and Discharge Control: this ordinance requires compliance with the SWRCB NPDES Permit</li> </ul> <p>Title 15: Buildings and Construction</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.08 – Building Code: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> </ul> <p>Title 17: Subdivisions</p> <ul style="list-style-type: none"> <li>▪ Chapter 17.32 – Improvements and Improvement Agreements: this ordinance requires stormwater runoff to be collected and conveyed by an approved storm drain system</li> </ul> <p>Title 18: Zoning</p> <ul style="list-style-type: none"> <li>▪ Chapter 18.42 – Flood Damage Prevention: this ordinance requires flood damage prevention/protection measures for development/redevelopment within flood hazard areas</li> <li>▪ Chapter 18.71 – Post Construction Stormwater Pollution Prevention: this ordinance requires compliance with stormwater BMPs listed in the CASQA handbook and manuals from the City of Morgan Hill</li> <li>▪ Chapter 18.73 – Water Conservation in Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002–2020 General Plan (2002)</i></p>	<p>The <i>City of Gilroy 2002-2020 General Plan</i> was adopted in 2002. The Plan includes the following goals and policies relevant to hydrology and water resources:</p> <ul style="list-style-type: none"> <li>▪ 1.16: Minimize the amount of grading and topographical alteration needed in hillside development to create developments that appear to be in a natural setting, sited in the least obtrusive fashion as a compatible rather than as an imposed scheme. Clustered development in hillside areas should be encouraged. Also, design roadways that pass through hillside areas to preserve the ecological and scenic character of the hillsides.</li> <li>▪ 19.01: Work with the Santa Clara Valley Water District to ensure that water demand created by new development does not exceed the groundwater supply that can be economically and legally withdrawn from the aquifer on a sustained basis. Restrict groundwater pumping to rates that will not impair groundwater quality or create other environmental damage, such as subsidence.</li> <li>▪ 19.09: Provide and maintain a system of storm drains to protect areas of development from localized flooding.</li> <li>▪ 20.02: Protect the ecological, aesthetic and recreational value of the creeks that flow through the Gilroy Planning Area from urban encroachment and degradation. Ensure that new development preserves the function of natural drainages, including small canyons and seasonal creeks. The easements and setbacks adjacent to these creeks shall be maintained in open space. Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat.</li> <li>▪ 22.03: Prohibit development of waste facilities, septic systems, and industries using toxic chemicals in areas where polluting substances may come in contact with groundwater, floodwaters, creeks, or reservoir waters. Within the Gilroy Planning Area, identify land uses that may contribute to the degradation of groundwater quality and ensure adequate monitoring, controls and enforcement to protect groundwater quality.</li> <li>▪ 22.09: Restrict development on properties that have soils with “rapid water percolation” to protect water quality. Commercial and industrial developments in</li> </ul>

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	<p>such areas shall only be permitted under the strict safety limitations required by the City’s and/or County’s Hazardous Materials Specialists.</p> <ul style="list-style-type: none"> <li>▪ 22.10: To provide greater protection of the aquifers that supply drinking water to South County, give special consideration to the management of contaminants (e.g., hazardous materials, sanitary effluents) in groundwater recharge areas where no protective aquitard layer exists.</li> <li>▪ 25.01: Permit development only in those areas where potential danger to the health, safety, and welfare of residents can be adequately mitigated to an “acceptable level of risk” (see Policy 25.04). This applies to development in areas subject to flood damage or geological hazard due to their location and/or design. Development should be prohibited in areas where emergency services, including fire protection, cannot be provided.</li> <li>▪ 25.04: Enact development controls to ensure “an acceptable level of risk” in those areas where life and property are subject to seismic, geologic, and flooding hazards. “Acceptable risk” in this instance describes the level of risk that the majority of citizens will accept without expecting governmental action to provide protection. This definition considers acceptable risk only from the point of view of the public agency; individual concepts of acceptable risk may vary widely. Levels of acceptable risk and damage related to kind of facility and occupancy are presented in Figure 8-1.</li> <li>▪ 25.17: Work closely with the Santa Clara Valley Water District to alleviate flooding and drainage problems in the Planning Area, ensuring that new flood control measures are designed and implemented in accordance “Best Management Practices (BMPs) and in keeping with the goals and policies of the General Plan.</li> <li>▪ 25.18: Restrict urban development and expansion in areas prone to flooding (as indicated on the Flood Hazards Map) or on properties where drainage problems or saturated soil conditions create flood hazards. Allow development in such areas only if measures are enacted to reduce these hazards to an acceptable level of risk.</li> <li>▪ 25.19: Discourage the construction of expensive flood prevention facilities by leaving high-risk floodways in agricultural and recreational uses.</li> <li>▪ 25.20: Minimize the long-term public costs of flood control improvements and mitigate potential adverse environmental impacts. Also, ensure that measures to reduce flood damage to individual properties do not increase erosion and/or flood hazards on other properties.</li> <li>▪ 25.21: Design flood control measures and drainage channel improvements as part of an overall community improvement program with provision for multiple use, including recreational open space, trails, bikeways, groundwater recharge, protection and restoration of riparian vegetation and wildlife habitats, and enhancement of scenic qualities.</li> <li>▪ 25.22: Design new drainage channels with gently sloping and curving banks to maximize safety, ease of maintenance, and natural appearance. To the greatest extent feasible, use riparian vegetation to stabilize the banks and to landscape the channels in a manner that is natural in character and easy to maintain, creating a scenic asset for the enjoyment of City residents.</li> <li>▪ 25.23: Require new development to include green areas for reducing runoff and increasing runoff absorption capacities. Similarly, encourage the removal of pavement that is not directly serve traffic parking needs; maintain unpaved parkways between sidewalks and streets; encourage the use of permeable paving materials; and require the use of landscaped strips and islands to break-up large paved areas.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ 25.24: Require new developments in hillside areas to retain and protect areas of native vegetation to help reduce erosion and slow the speed of rainfall runoff, thereby retaining the hillside areas' natural flood control characteristics. Ensure that retention and protection of vegetated areas is also in keeping with fire hazard management goals.</li> </ul>
<p><i>Downtown Specific Plan (2005)</i></p>	<p>IV Design Guidelines, C Project Landscape and Hardscape</p> <ul style="list-style-type: none"> <li>▪ Existing trees in good health and appearance should be preserved if possible.</li> <li>▪ Urban runoff can be greatly reduced by diverting stormwater from impervious areas such as roofs and paths to landscaped areas and infiltration basins where water can seep into the ground.</li> </ul> <p>VI Streetscape Beautification and Public Improvements, Sidewalks</p> <ul style="list-style-type: none"> <li>▪ Extensions of the sidewalk into the roadway at crosswalks are called “bulbouts” or “curb extensions.” Designed to give pedestrians greater visibility as they approach the crossing, bulbouts decrease the distance users must cross as well as slow traffic. Sidewalk bulb-outs shall be used where feasible considering the requirements of traffic volumes and specific storm drainage conditions.</li> </ul>
<p>Gilroy Municipal Code (2016, 2018)</p>	<p>The Gilroy Municipal Code is current through Ordinance 2017-03, passed in 2017. The Code includes the following chapters relevant to hydrology and water resources:</p> <p>Chapter 6: Buildings</p> <ul style="list-style-type: none"> <li>▪ Requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> </ul> <p>Chapter 27: Water</p> <ul style="list-style-type: none"> <li>▪ Chapter 27a Water Resources Protection: setbacks for stream channels is 50 feet from the top of the bank or edge of the riparian corridor, whichever is greater</li> <li>▪ Chapter 27c Municipal Storm Water Quality Protection and Discharge Control: this ordinance requires compliance from the SWRCB NPDES Permit</li> <li>▪ Chapter 27d Post Construction Storm Water Pollution Prevention: this ordinance requires compliance with stormwater BMPs listed in the CASQA handbook and manuals from the City of Gilroy</li> <li>▪ Chapter 27e Floodplain Management: requires flood damage prevention/protection measures for development/redevelopment within flood hazard areas.</li> </ul> <p>Chapter 30: Zoning Ordinance</p> <ul style="list-style-type: none"> <li>▪ Chapter 30 Article XXXVIII Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<p><b>San Benito County</b></p>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The <i>San Benito County 2035 General Plan</i> was adopted in 2015. The Plan includes the following goals and policies relevant to hydrology and water resources:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ LU-1.8: The County shall require all submitted site plans, tentative maps, and parcel maps to depict all environmentally sensitive and hazardous areas, including: 100-year floodplains, fault zones, 30 percent or greater slopes, severe erosion hazards, fire hazards, wetlands, and riparian habitats.</li> <li>▪ LU-1.10: The County shall encourage specific development sites to avoid natural and manmade hazards, including, but not limited to, active seismic faults, landslides, slopes greater than 30 percent, and floodplains. Development sites shall also be on soil suitable for building and maintaining well and septic systems</li> </ul>

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	<p>(i.e., avoid impervious soils, high percolation or high groundwater areas, and provide setbacks from creeks). The County shall require adequate mitigation for any development located on environmentally sensitive lands (e.g., wetlands, erodible soil, archaeological resources, important plant and animal communities).</p> <p>Circulation</p> <ul style="list-style-type: none"> <li>▪ C-1.19: The County shall ensure that road development is minimized in hazardous areas (e.g. faults, flood plains, landslide areas, fire hazard areas) and that, if a hazard is present within a planned road alignment, the planned alignment is modified to the extent feasible to avoid the hazard.</li> </ul> <p>Public Facilities and Services</p> <ul style="list-style-type: none"> <li>▪ PFS-3.5: The County shall support plans to develop new reliable future sources of supply, including, but not limited to, the expansion of surface water storage and conjunctive use of surface water and groundwater, while promoting water conservation and water recycling/reuse.</li> <li>▪ PFS-3.8: The County shall support and participate in the integrated management of surface water and groundwater resources, wastewater, stormwater treatment and use, and the use of reclaimed water.</li> <li>▪ PFS-6.1: The County shall require that stormwater drainage facilities are properly designed, sited, constructed, and maintained to efficiently capture and dispose of runoff and minimize impacts to water quality.</li> <li>▪ PFS-6.2: The County shall require best management practices in the development, upgrading, and maintenance of stormwater facilities and services to reduce pollutants from entering natural water bodies while allowing stormwater reuse and groundwater recharge.</li> <li>▪ PFS-6.3: The County shall encourage the use of natural stormwater drainage systems (e.g., swales, streams) to preserve and enhance the environment and facilitate groundwater recharge.</li> <li>▪ PFS-6.4: The County shall require project designs that minimize stormwater drainage concentrations and impervious surfaces, complement groundwater recharge, avoid floodplain areas, and use natural watercourses in ways that maintain natural watershed functions and provide wildlife habitat.</li> <li>▪ PFS-6.5: Where necessary, the County shall require on-site detention/retention facilities and/or velocity reducers to maintain pre-development runoff flows and velocities in natural drainage systems.</li> <li>▪ PFS-6.6: The County shall require stormwater detention basins be designed to ensure public safety, be visually unobtrusive, provide temporary or permanent wildlife habitat, and where feasible, provide recreation opportunities.</li> <li>▪ PFS-6.7: The County shall require all drainage systems in new development and redevelopment to comply with applicable State and Federal non-point source pollutant discharge requirements.</li> <li>▪ PFS-6.8: The County shall ensure that drainage systems are designed and maintained to minimize soil erosion and sedimentation and maintain natural watershed functions.</li> </ul> <p>Natural and Cultural Resources</p> <ul style="list-style-type: none"> <li>▪ NCR-2.5: The County shall encourage the protection of the habitat value and biological functions of oak woodlands, native grasslands, riparian and aquatic resources, and vernal pools and wetlands. The County shall require that development avoid encroachment and require buffers around these habitats to the extent practicable. The County shall further require mitigation for any development proposals that have the potential to reduce these habitats. Recreational trails and other features established within natural wetlands and</li> </ul>

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	<p>aquatic and riparian buffer areas shall be, as long as such areas are not required to meet the Americans with Disabilities Act, located along the outside of the sensitive habitat whenever possible to minimize intrusions and maintain the integrity of the habitat. Exceptions to this action include irrigation pumps, roads and bridges, levees, docks, public boat ramps, and similar uses. In all cases where intrusions into these buffers are made, only the minimum amount of vegetation necessary to construct the feature shall be removed.</p> <ul style="list-style-type: none"> <li>▪ NCR-4.1: The County shall consider implementing Regional Water Quality Control Board Basin Plan policies to improve areas of low water quality, maintain water quality on all drainage, and protect and enhance habitat for fish and other wildlife on major tributaries to the Pajaro River (San Benito River, Pacheco Creek) and the Silver Creek watershed.</li> <li>▪ NCR-4.5: The County shall encourage new development to preserve, where feasible, areas that provide important groundwater recharge and stormwater management benefits such as undeveloped open spaces, natural habitat, riparian corridors, wetlands, and natural drainage areas.</li> <li>▪ NCR-4.6: To ensure an adequate water supply, large-scale development projects that meet the criteria in California Water Code section 10912 shall prepare an analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project in accordance with SB 610.</li> <li>▪ NCR-4.7: The County shall encourage new development to avoid significant water quality impacts and protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, and best management practices (BMPs).</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ HS-1.14: The County shall discourage development in areas that may be more severely impacted by climate change, including areas at high risk of wildfire or flooding, unless proper design mitigation is included in the project.</li> <li>▪ HS-2.1: The County shall require a minimum 100-year flood protection for all new development in accordance with local, State, and Federal requirements to avoid or minimize the risk of flood damage.</li> <li>▪ HS-2.2: The County shall encourage, to the extent feasible, new development located in dam inundation areas to consider and mitigate the risks from dam failure.</li> <li>▪ HS-2.3: The County shall require new flood control projects or developments within areas subject to 100 year floods to be constructed in a manner that will not cause floodwaters to be diverted onto adjacent property or increase flood hazards to property downstream.</li> <li>▪ HS-2.4: The County shall coordinate with local, regional, State, and Federal agencies to define existing and potential flood problem areas associated with expected impacts from climate change and develop and implement strategies to improve and maintain flood control facilities accordingly.</li> <li>▪ HS-2.5: The County shall ensure that the upgrade, expansion, or construction of any flood control facilities will not adversely divert flood water or increase flooding.</li> <li>▪ HS-2.6: The County shall encourage multi-purpose flood control facilities that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the county's streams, creeks, rivers, and lakes.</li> <li>▪ HS-2.7: The County shall prohibit further channeling, straightening, or lining of waterways until alternative multi-purpose modes of flood control, such as wider</li> </ul>

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	<p>berms and landscaped levees, in combination with recreation amenities, are studied.</p> <ul style="list-style-type: none"> <li>▪ HS-2.8: The County shall encourage flood control facility designs that retain natural contours and vegetation of waterways, while retaining dynamic flow and functional integrity.</li> <li>▪ HS-2.9: The County shall ensure that flood control facilities are designed and maintained to minimize soil erosion and sedimentation and maintain natural watershed functions.</li> </ul>
<p>San Benito County Ordinance Code (2016, 2018)</p>	<p>The San Benito County Ordinance Code, codified through Ordinance 937, was most recently adopted in 2015. The Code includes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 15: Public Works</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.05: Water: require groundwater aquifer protection from groundwater extraction and permits for excavations that may intersect groundwater basins</li> </ul> <p>Title 19: Land Use and Environmental Regulations</p> <ul style="list-style-type: none"> <li>▪ Chapter 19.15: Flood Damage Protection: requires flood damage prevention/protection measures for development/redevelopment within flood hazard areas</li> <li>▪ Chapter 19.17: Grading, Drainage and Erosion Control: grading must be done at least 50 from the top of the bank of a stream creek, river or from a wetland or body of water and grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> </ul> <p>Title 23: Subdivisions</p> <ul style="list-style-type: none"> <li>▪ Chapter 23.17: Improvements: this ordinance requires stormwater runoff to be collected and conveyed by an approved storm drain system</li> <li>▪ Chapter 23.31: Improvement Designs Article III Storm Drainage Design Standards: design requirements for storm new/improved storm drainage systems</li> </ul>
<p><b>Merced County</b></p>	
<p>2030 Merced County General Plan (2013)</p>	<p>The 2030 Merced County General Plan was adopted in 2013. The Plan includes the following goals and policies relevant to hydrology and water resources:</p> <p>Public Facilities and Services</p> <ul style="list-style-type: none"> <li>▪ PFS-2.5: Prohibit wastewater disposal facilities, including private residential facilities, that are determined to have the potential to contaminate the groundwater or surface water, on either a site-specific or cumulative basis.</li> <li>▪ PFS-3.2: Require that new development in unincorporated communities includes adequate stormwater drainage systems. This includes adequate capture, transport, and detention/retention of stormwater.</li> <li>▪ PFS-3.3: Encourage development of community drainage systems rather than individual project level systems, in order to use land more efficiently and protect people, property and the environment in a more comprehensive manner.</li> <li>▪ PFS-3.4: Coordinate with the U.S. Army Corps of Engineers and other appropriate agencies to develop stormwater detention/retention facilities and recharge facilities that enhance flood protection and improve groundwater recharge.</li> <li>▪ PFS-3.5: Require on-site detention/retention facilities and velocity reducers when necessary to maintain pre-development storm flows and velocities in natural drainage systems.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ PFS-3.6: Encourage stormwater detention/retention project designs that minimize drainage concentrations and impervious coverage, avoid floodplain areas, are visually unobtrusive and, where feasible, provide a natural watercourse appearance and a secondary use, such as recreation.</li> </ul> <p>Natural Resources</p> <ul style="list-style-type: none"> <li>▪ NR-1.4: Minimize the removal of vegetative resources which stabilize slopes, reduce surface water runoff, erosion, and sedimentation.</li> <li>▪ NR-1.13: Require an appropriate setback, to be determined during the development review process, for developed and agricultural uses from the delineated edges of wetlands.</li> <li>▪ NR-3.1: Protect soil resources from erosion, contamination, and other effects that substantially reduce their value or lead to the creation of hazards.</li> <li>▪ NR-3.2: Require minimal disturbance of vegetation during construction to improve soil stability, reduce erosion, and improve stormwater quality.</li> <li>▪ NR-3.3: Encourage landowners to participate in programs that reduce soil erosion and increase soil productivity. This shall include promoting and coordinating the efforts of University of California Cooperative Extension, various Resource Conservation Districts, and other similar agencies and organizations.</li> <li>▪ NR-3.15: Within all areas designated for urban land uses by the 2030 General Plan, all structures, paving, or grading shall be set back from rivers, creeks, channels or other major waterways at least twenty feet from the top of bank or twenty feet plus twice the channel depth measured from the toe of the near embankment, whichever is greater, unless a greater setback is required by state or federal regulation</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ HS-1.7: Discourage construction and grading on slopes in excess of 30 percent.</li> <li>▪ HS-2.1: Prepare and adopt a floodplain management program in flood hazard areas that gives priority to regulation of land uses over development of structural controls as a method of reducing flood damage.</li> <li>▪ HS-2.6: Prohibit new development in existing undeveloped areas (i.e., area devoted to agriculture or open space that is not designated for development) protected by a State flood control project without appropriately considering significant known flooding risks and taking reasonable and feasible action to mitigate the potential property damage to the new development resulting from a flood.</li> <li>▪ HS-2.7: The County shall not enter into a development agreement, approve any building permit or entitlement, or approve a tentative or parcel map unless it finds one of the following: a) The flood control facilities provides 200-year level of protection in urban and non-urban areas consistent with the current Central Valley Flood Protection Plan; b) Conditions imposed on the development will protect the property at a 200-year level of protection in urban and non-urban areas consistent with the current Central Valley Flood Protection Plan; or c) The local flood management agency has made “adequate progress” on the construction of a flood protection system which will result in protection equal or greater than the 200-year flood event in urban and non-urban areas consistent with the current Central Valley Flood Protection Plan.</li> <li>▪ HS-2.8: Require new flood control projects or developments within areas subject to 100- and 200-year frequency floods are done in a manner that will not cause floodwaters to be diverted onto adjacent property or increase flood hazards to property located elsewhere.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ HS-2.9: Encourage all agencies that operate public facilities, such as roads, structures, wastewater treatment plants, gas, electrical, and water systems within areas subject to 100- and 200-year frequency floods to locate and construct facilities to minimize or eliminate potential flood damage.</li> <li>▪ HS-2.10: Prohibit the construction of essential facilities (including hospitals, healthcare facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities) in the 100- and 200-year floodplain, unless it can be demonstrated that the structural and operational integrity of the facility can be maintained during flood events.</li> <li>▪ HS-2.14: Encourage multi-purpose flood control projects that incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the County's streams, creeks, and lakes.</li> <li>▪ HS-2.15: Encourage flood control designs that respect the natural topography and vegetation of waterways while retaining dynamic flow and functional integrity.</li> <li>▪ HS-2.16: Encourage increased stormwater and flood protection infrastructure capacity in order to accommodate changes in precipitation and extreme weather events.</li> <li>▪ HS-2.17: Permit the construction of County flood control facilities in existing developments located within flood hazard areas to proceed only after a complete review of the environmental effects and project costs and benefits.</li> <li>▪ HS-6.1: Development Restrictions in High Risk Areas (RDR) • Prohibit development in areas that may be more severely impacted by climate change, including areas at high risk of wildfire or flooding, unless proper design mitigation is included in the project.</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>▪ W-1.4: Support implementation of groundwater recharge projects consistent with adopted Integrated Regional Water Management Plans to minimize overdraft of groundwater and ensure the long-term availability of groundwater.</li> <li>▪ W-2.1: Ensure that land uses and development on or near water resources will not impair the quality or productive capacity of these water resources.</li> <li>▪ W-2.2: Prepare updated development regulations, such as best management practices, that prevent adverse effects on water resources from construction and development activities.</li> <li>▪ W-2.3: Encourage the use of natural channels for drainage and flood control to benefit water quality and other natural resource values.</li> <li>▪ W-2.4: Encourage agriculture and urban practices to comply with the requirements of the Regional Water Quality Control Board for irrigated lands and confined animal facilities, which mandate agricultural practices that minimize erosion and the generation of contaminated runoff to ground or surface waters by providing assistance and incentives.</li> <li>▪ W-2.5: Enforce septic tank and onsite system regulations of the Regional Water Quality Control Board to protect the water quality of surface water bodies and groundwater quality.</li> <li>▪ W-2.7: Monitor and enforce provisions of the U.S. Environmental Protection Agency National Pollution Discharge Elimination System (NPDES) program to control non-point source water pollution.</li> <li>▪ W-2.8: Coordinate with the State Water Resources Control Board, Regional Water Quality Control Board, and other responsible agencies to ensure that sources of water contamination (including boron, salt, selenium and other trace</li> </ul>

Plan/Policy Document	Summary
	<p>element concentrations) do not enter agricultural or domestic water supplies, and will be reduced where water quality is already affected.</p> <ul style="list-style-type: none"> <li>▪ W-4.1: Protect watersheds, aquifer recharge areas, and areas susceptible to ground and surface water contamination by identifying such areas, and implementing requirements for their protection such as:               <ul style="list-style-type: none"> <li>○ Implement zoning and development regulations to protect water resources, including aquifer recharge areas and areas susceptible to ground and surface water contamination;</li> <li>○ For new development, and when adopting new Community Plans, require community drainage systems that incorporate on-site infiltration and contaminant control measures that are compatible with the County SWMP and NPDES regulations for post-construction runoff conditions; and</li> <li>○ Cooperate with other agencies and entities with responsibilities for water quality and watershed protection.</li> </ul> </li> </ul>
<p>Merced County Code (2016, 2018)</p>	<p>The Merced County Ordinance Code, codified through Ordinance No. 2472, was most recently passed in February 2017. The Code includes the following chapters relevant to hydrology and water resources:</p> <p>Title 9: Public Peace, Morals, and Welfare</p> <ul style="list-style-type: none"> <li>▪ Chapter 9.53 Regulation of Stormwater: this ordinance requires compliance from the SWRCB NPDES Permit and the CASQA handbooks</li> </ul> <p>Title 16: Building and Construction</p> <ul style="list-style-type: none"> <li>▪ Chapter 16.18.010 California Residential Building Code Adopted: requires grading to be performed to minimize runoff, erosion, and sedimentation and regulates grading through a permitting framework.</li> </ul> <p>Title 18: Subdivisions</p> <ul style="list-style-type: none"> <li>▪ Chapter 18.34 Special Flood Hazard Areas: requires flood damage prevention/protection measures for development/redevelopment within flood hazard areas</li> <li>▪ Chapter 18.38 Landscape Standards: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>

Sources: City of Gilroy 2002a, 2005; City of Morgan Hill 2009, 2010; City of San Jose 1992b, 1995, 2011, 2016a, 2016b; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara County 1994; Santa Clara Valley Open Space Authority 2014; Santa Clara Valley Water District 2016b.

## Geology, Soils, and Seismicity

**Table 8 Regional and Local Plans and Policies Relevant to Geology, Soils, and Seismicity**

Plans and Policies	Summary
<b>County of Santa Clara</b>	
<p><i>Santa Clara County Geologic Ordinance (2002)</i></p>	<p>Chapter IV Geologic Provisions, adopted in March 2002, establishes requirements for geologic evaluation of projects based on proposed land use and adopted official County Geologic Hazard Maps. The ordinance establishes requirements, rules, and regulations for the development of land that is on or adjacent to known potentially hazardous areas. The geologic investigation would be reviewed and approved by the county geologist prior to any project approval.</p>

Plans and Policies	Summary
<i>Santa Clara County Grading and Drainage Ordinance (2013)</i>	Chapter III Grading and Drainage, effective in May 2013, establishes minimum standards for grading projects in order to control erosion and the production of sediment, as well as to control other related environmental damage such as destabilization and/or scarring of hillsides.
<i>Santa Clara County General Plan (1994)</i>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The following policies from the Safety and Noise section are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-HS 28: Countywide strategies for reducing the threat of natural hazards to life and property should include: (a) Inventory hazards and monitor changing conditions; (b) Minimize the resident population within high hazard areas; (c) Design, locate, and regulate development within high hazard areas; (d) Reduce the magnitude of the hazard, if feasible; (e) Provide public information regarding natural hazards.</li> <li>▪ Policy C-HS 29: Inventories and mapping of natural hazards shall be adequately maintained for use in planning and decision-making.</li> <li>▪ Policy C-HS 33: Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not: (a) be directly jeopardized by hazards; (b) increase hazard potential; and (c) increase risks to neighboring properties.</li> </ul>
<b>City of Santa Clara</b>	
<i>City of Santa Clara 2010-2035 General Plan (2010)</i>	<p>The <i>City of Santa Clara 2010-2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.10.5-G1 Protection of life, the environment and property from natural catastrophes and man-made hazards.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 5.10.5-P7 Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.</li> <li>▪ 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.</li> <li>▪ 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 CASQA, Stormwater Best Management Practice Handbook for Construction.</li> </ul>

Plans and Policies	Summary
<b>City of San Jose</b>	
<p><i>San Jose 2040 General Plan (2011)</i></p>	<p>The <i>San Jose 2040 General Plan</i> was adopted in 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal EC-3: Seismic Hazards: Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.</li> <li>▪ Policy EC-3.5: Locate, design, and construct vital public utilities, communication infrastructure, and transportation facilities in a manner that maximizes risk reduction and functionality during and after an earthquake.</li> <li>▪ Goal: EC-4: Geologic and Soil Hazards: Minimize the risk of injury, loss of life, and property damage from soil and slope instability including landslides, differential settlement, and accelerated erosion.</li> <li>▪ Policy EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.</li> <li>▪ Policy EC-4.6: Evaluate development proposed in areas with soils containing naturally occurring asbestos (i.e., serpentinite) that would require ground disturbance and/or development of new residential or other sensitive uses, for risks to people from airborne asbestos particles during construction and post-construction periods. Hazards shall be assessed, at minimum, using guidelines and regulations of the Bay Area Air Quality Management District and the California Air Resources Board.</li> </ul>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted in 2016. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal SSI-2: Reduction of potential harm to persons or property from geologic/seismic hazards.</li> <li>▪ Policy SSI-2.1: Hillside Development. Protect hillsides and carefully control development on steep slopes. When hillside land is developed, it should be done with minimum disruption of topography and vegetative cover.</li> <li>▪ Policy SSI-2.7: Landslides. Prohibit development on known active landslides and limit development in areas where such development might initiate sliding or be affected by sliding on adjacent parcels.</li> <li>▪ Policy SSI-2.8: Runoff and Slope Stability. Prohibit development on known active landslides and limit development in areas where such development might initiate sliding or be affected by sliding on adjacent parcels.</li> <li>▪ Policy SSI-2.10: Slope Stability. Enforce and maintain strict grading and building regulations to minimize instability of sloping areas and reduce public costs associated with maintaining roads and utilities on unstable slopes.</li> <li>▪ Policy SSI-2.11: Geotechnical Investigations. Require geotechnical investigations on all projects in unstable areas, including areas of expansive soils, prior to construction to ensure that the potential hazards are identified and can be properly mitigated.</li> </ul>

Plans and Policies	Summary
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002-2020 General Plan (2002)</i></p>	<ul style="list-style-type: none"> <li>▪ Natural Hazards Goals: (a) Minimal potential for loss of life, injury, damage to property, economic and social dislocation, and unusual public expense due to natural hazards; (b) Development and use controls to protect the public from the risk of flood damage and to minimize hazards posed by fire, seismic activity, geologic instability, soil erosion, weak and expansive soils, and potentially hazardous soils materials.</li> <li>▪ Policy 25.01: Location of Future Development. Permit development only in those areas where potential danger to the health, safety, and welfare of residents can be adequately mitigated to an “acceptable level of risk”. This applies to development in areas subject to flood damage or geological hazard due to their location and/or design. Development should be prohibited in areas where emergency services, including fire protection, cannot be provided.</li> <li>▪ Policy 25.08: Structural Standards. Assure that structures for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity in accordance with the Uniform Building Code of the State of California.</li> <li>▪ Policy 25.09: Site Investigation and Mitigation. Ensure proper site investigations and appropriate mitigation for development proposals in areas of unconsolidated fill, in former streambeds, and in areas subject to seasonal high groundwater tables. Site and building design and engineering must minimize potential damage to an “acceptable level of risk” from hazards posed by liquefaction, differential settlement, and severe ground shaking.</li> <li>▪ Policy 25.11: Slope Restrictions. Restrict development on steep slopes and on slopes susceptible to landslides and soil creep. Slopes of 10 to 30 percent may be suitable for low intensity, low density development, subject to site-specific review and approval. Slopes greater than 30 percent, areas of high landslide risk, and areas with highly expansive soils on slopes greater than 10 percent are not suitable for development and will remain open space.</li> </ul>
<p><i>City of Gilroy General Guidelines (2014)</i></p>	<p>The City requires that complete grading plans be prepared that illustrate all proposed cuts-and-fills (Ord. No. 85-15, 2, 8-19-85) and a geotechnical report that examines the property of all phases prior to development.</p>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The <i>San Benito County 2035 General Plan</i> was adopted in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal HS-3: To protect lives and property from seismic and geologic hazards.</li> <li>▪ Policy HS-3.2: Subsidence or Liquefaction. The County shall require that all proposed structures, utilities, or public facilities with recognized near-surface subsidence or liquefaction areas be located and constructed in a manner that minimizes or eliminates potential damage.</li> </ul> <p>It is County policy to minimize erosion resulting from grading, cutting, and filling. The County requires a geotechnical report and grading plans prior to development.</p>

Plans and Policies	Summary
<b>Merced County</b>	
2030 Merced County General Plan (2013)	<p>Merced County adopted the 2030 Merced County General Plan on December 10, 2013. The general plan includes the following goals and policies:</p> <ul style="list-style-type: none"> <li>▪ Health and Safety Element Goal HS-1: Minimize the loss of life, injury, and property damage of County residents due to seismic and geologic hazards.</li> <li>▪ Policy HS-1.1: Require that all new habitable structures be located and designed in compliance with the Alquist-Priolo Special Studies Zone Act and related State earthquake legislation.</li> <li>▪ Policies HS-1.6, HS-1.7, HS-1.8, and HS-1.9 related to construction on unstable soils address unstable soils, slope instability, and landslides.</li> <li>▪ Natural Resources Element Goal NR-3: Facilitate orderly development and extraction of mineral resources while preserving open space, natural resources, and soil resources and avoiding or mitigating significant adverse impacts.</li> <li>▪ Policy NR-3.1: Protect soil resources from erosion, contamination, and other effects that substantially reduce their value or lead to the creation of hazards.</li> <li>▪ Policy NR-3.2 addresses soil erosion and soil stability.</li> </ul>
Merced County Code (2017)	<p>The Merced County Code is current through Ordinance No. and the June 2017 code supplement.</p> <ul style="list-style-type: none"> <li>▪ 16.16.010 International Building Code: The International Building Code, 2012 Edition, the Standards referenced in Chapter 35 and all Appendix Chapters, as adopted by the International Code Council, and California State Amendments to the code, are hereby adopted by reference and, except as herein otherwise provided, are applicable to and shall cover all construction within the unincorporated area of the county of Merced.</li> <li>▪ 18.41 Performance Standards: The Merced County Code, Chapter 18.41, establishes performance standards to make sure there is compatibility between land uses by setting limits. It includes provisions for clearing, grading, earth moving, and other site preparation activities during construction.</li> </ul>

Sources: City of Gilroy 2002a, 2014b; City of Morgan Hill 2016a; City of San Jose 2011; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994.

## Paleontological Resources

**Table 9 Regional and Local Plans and Policies Relevant to Paleontological Resources**

Plans and Policies	Summary
<b>County of Santa Clara</b>	
County of Santa Clara General Plan (1994)	<p>The County of Santa Clara General Plan recognizes paleontological sites as having scientific value and the potential to increase our knowledge of the natural world, and has a goal (Goal 5.1) to protect and preserve paleontological resources.</p> <ul style="list-style-type: none"> <li>▪ Policies C-RC 49 and R-RC 81 state that heritage resources, which includes paleontological resources, within Santa Clara County and within rural unincorporated areas should be preserved.</li> <li>▪ Policies C-RC 50 and R-RC 82 provide a countywide general approach to heritage resource protection, which involves: (1) inventory and evaluation of heritage resources, (2) prevention or minimization of adverse impacts on heritage, and (3) restoration, enhancement, and commemoration of resources as appropriate.</li> <li>▪ Additional policies and recommendations set the guidance by which the general approach is to be implemented (Policies C-RC 51 through C-RC 56 and R-RC 83</li> </ul>

Plans and Policies	Summary
	through R-RC 94; Implementation Recommendations C-RC(i) 24 through C-RC(i) 29 and R-RC(i) 32 through R-RC(i) 34).
<b>City of Santa Clara</b>	
<i>City of Santa Clara General Plan (2010)</i>	<p>The City of Santa Clara General Plan has two goals and four policies to protect paleontological resources.</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.3-G1: Protection and preservation of cultural resources, as well as archaeological and paleontological sites.</li> <li>▪ Goal 5.6.3-G2: Appropriate mitigation in the event that human remains, archaeological resources, or paleontological resources are discovered during construction activities.</li> <li>▪ Policy 5.6.3-P1: Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural sites.</li> <li>▪ Policy 5.6.3-P2: Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.</li> <li>▪ Policy 5.6.3-P4: Require that a paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archaeological or paleontological resources.</li> <li>▪ Policy 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.</li> </ul>
<b>City of San Jose</b>	
<i>City of San José 2040 General Plan (2011)</i>	<p>The City of San José General Plan has two policies and one action in place to protect paleontological resources:</p> <ul style="list-style-type: none"> <li>▪ Policy ER-10.1: Proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archaeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Policy ER-10.3: Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.</li> <li>▪ Action ER-10.4: The City will maintain a file of archaeological and paleontological survey reports by location to make such information retrievable for research purposes over time.</li> </ul>
<b>City of Morgan Hill</b>	
<i>City of Morgan Hill General Plan (2016)</i>	<p>The City of Morgan Hill's General Plan requires preservation of the City's historic identity and cultural resources for future generations. To support this, two policies are in place regarding paleontological resources.</p> <ul style="list-style-type: none"> <li>▪ Policy HC-8.1: This policy requires the City to identify and protect heritage resources from loss and destruction.</li> <li>▪ Policy HC-8.5: This policy requires that if cultural resources, including tribal, archaeological, or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.</li> </ul>

Plans and Policies	Summary
<b>County of San Benito</b>	
<i>County of San Benito General Plan (2015)</i>	<p>The San Benito County General Plan contains one goal, two policies, and one implementation program relating to the stewardship and protection of paleontological resources in the County.</p> <ul style="list-style-type: none"> <li>▪ Goal NCR-1 is to preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County</li> <li>▪ Policy NCR-7.10 requires that the County educate the public regarding laws, codes, and ordinances that forbid collecting items associated with tribal, archeological, historical, and paleontological sites, and unique geological formations, particularly artifacts or other objects found in association with human remains.</li> <li>▪ Policy NCR-7.11 states that the County shall prohibit unauthorized grading, collection, or degradation of Native American, tribal, archaeological, or paleontological resources, or unique geological formations.</li> <li>▪ Implementation Program NCR-G is to prepare and distribute, as necessary, information related to inventories of historic resources in the county, including educational materials regarding the laws, codes, and ordinances that forbid collecting of items associated with archeological, historical, and paleontological sites, particularly artifacts or other objects found in association with human remains.</li> </ul>
<b>County of Merced</b>	
<i>2030 Merced County General Plan (2013), Recreation and Cultural Resources (RCR) Element</i>	<p>The Merced County General Plan states that archaeological, historical, architectural, paleontological, and Native American cultural resources and values must be considered in all phases of planning and subsequent development projects, including design, permitting, construction, and long-term maintenance. It is essential that the public and project proponents be aware of cultural resources, as well as all county, state, and federal environmental laws and regulations that protect them.</p> <ul style="list-style-type: none"> <li>▪ Policy RCR-2.9 states that the County must establish and adopt mandatory guidelines for use during the environmental review processes for private and public projects to identify and protect historical, cultural, archaeological, and paleontological resources, and unique geological features.</li> <li>▪ Program RCR-B requires the County to prepare and formally adopt guidelines and standards for the preparation of assessments of historical, cultural, archaeological, and paleontological resources, and unique geological features prepared pursuant to Policy RCR-2.9. At a minimum, the guidelines will include resource survey guidelines covering personnel qualifications, research and field techniques, investigation and documentation, data collection and recordation, and resource preservation, avoidance, minimization, and mitigation strategies.</li> </ul>
<b>City of Los Banos</b>	
<i>City of Los Banos General Plan (2009)</i>	<p>The City of Los Banos General Plan contains references to protecting paleontological resources but does not lay out any specific protections.</p> <ul style="list-style-type: none"> <li>▪ Guiding Policy POSR-G-12 requires the City to identify and preserve the archaeological and historic resources that are found within the Los Banos Planning Area.</li> <li>▪ Implementing Action POSR-I-37 requires that new development analyze and avoid any potential impacts on archaeological, paleontological, and designated historic resources by studying the potential effects of development and construction (as required by CEQA). No further guidance is provided on the protection or mitigation of paleontological resources within the City.</li> </ul>

Sources: City of Los Banos 2009; City of Morgan Hill 2016a; City of San Jose 2011; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994.

BLM = Bureau of Land Management

CEQA = California Environmental Quality Act

RCR = recreation and cultural resources

## Hazardous Materials and Wastes

**Table 10 Regional and Local Plans and Policies Relevant to Hazardous Materials and Wastes**

Plans and Policies	Summary
<b>Santa Clara County</b>	
<i>Santa Clara County Ordinance Code, Division B11</i> (2016)	The Santa Clara County Department of Environmental Health Hazardous Materials Compliance Division regulates the storage and handling of hazardous materials through hazardous materials building permits and storage permits. The Ordinance Code includes a Hazardous Materials Storage Ordinance, which defines hazardous materials and requires hazardous materials business plans. The goal is to protect health, life, resources and property through prevention and control of unauthorized discharges and hazardous materials.
<i>Santa Clara County General Plan</i> (1994)	The Hazardous Materials subsection of the Santa Clara County General Plan includes a multipronged strategy for reducing risk from hazardous wastes. Two overarching strategies are listed: <ul style="list-style-type: none"> <li>▪ Strategy 1: Manage hazardous materials safely and effectively.</li> <li>▪ Strategy 2: Ensure the adequacy of local hazardous waste treatment facilities.</li> </ul>
<b>City of San Jose</b>	
<i>City of San Jose General Plan</i> (2011)	The General Plan of the City of San Jose stipulates where new hazardous waste facilities may be located and how hazardous materials will be regulated. <ul style="list-style-type: none"> <li>▪ Policy ES-1.4 encourages new schools to avoid locations near hazardous materials storage areas.</li> <li>▪ Policy ES-3.16 calls for a comprehensive program to control and mitigate harmful effects from the storage, use, and transport of hazardous materials.</li> </ul>
<i>City of San Jose Municipal Code</i> (2018)	The City of San Jose regulates hazardous materials storage, requiring monitoring plans and permits. <ul style="list-style-type: none"> <li>▪ Section 17.68.010: The purpose is the protection of health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials.</li> <li>▪ Section 17.68.300: Each facility must have a hazardous materials management plan in place and, if it handles hazardous materials above certain usage thresholds, must submit an annual inventory.</li> <li>▪ Section 17.68.600: Any entity that stores hazardous materials must keep a current storage permit.</li> </ul>
<b>City of Morgan Hill</b>	
<i>City of Morgan Hill Municipal Code, Chapter 8.40</i> (2018)	Morgan Hill regulates new and existing hazardous materials storage facilities by requiring permits and hazardous materials management plans. The Municipal Code establishes containment standards for hazardous materials facilities.

Plans and Policies	Summary
<p><i>City of Morgan Hill General Plan 2035 (2016)</i></p>	<p>The City of Morgan Hill General Plan establishes policies to reduce the risks from hazardous materials by monitoring their use and treatment before disposal, and requiring hazardous materials handling plans.</p> <ul style="list-style-type: none"> <li>▪ Policy SSI-4-3: Use and handling requirements, including inspections and monitoring to ensure compliance with hazardous materials regulations.</li> <li>▪ Policy SSI-4-5: Storage and usage, including regular inspections.</li> <li>▪ Policy SSI-4-6: Short-term storage, including regular inspections, for facilities that store materials for less than 90 days.</li> <li>▪ Policy SSI-4-7: Handling, including requiring the submittal of a hazardous materials handling plan.</li> <li>▪ Policy SSI-4-11: Transportation monitoring, including notification of County jurisdictions in the case of a leak or spill.</li> <li>▪ Policy SS-4-12: Annual records of hazardous materials inventories submitted to the County.</li> <li>▪ Policy SS-4-16: Contaminated site mitigation required for projects in areas contaminated from previous discharges.</li> <li>▪ Action SSI-4-B: Transportation routes for hazardous materials to be specified by the City.</li> </ul>
<b>City of Gilroy</b>	
<p><i>Gilroy City Code (2016)</i></p>	<p>The City of Gilroy has adopted the California Fire Code with amendments. The Gilroy amendments customize the fire code to agree with Santa Clara County regulations for the definition of and management of hazardous wastes.</p>
<p><i>Gilroy Hazardous Materials Ordinance (1998)</i></p>	<p>The Building, Life and Environmental Safety Division of the City of Gilroy administers the Hazardous Materials Ordinance, which mandates hazardous materials business plans, inspections, and permits.</p> <ul style="list-style-type: none"> <li>▪ Obligation II.03.A. Mandates possession of a Hazardous Materials Storage Permit.</li> <li>▪ Obligation II.03.B. Mandates proper containment of hazardous materials.</li> <li>▪ Obligation II.03.C. Storage shall be in conformance with a Hazardous Materials Business Plan.</li> <li>▪ Obligation II.03.D. Requires a permit for storage of hazardous materials in an underground storage tank.</li> </ul>
<p><i>Gilroy General Plan 2020 (2002)</i></p>	<p>Policies 27.01 through 27.05 address hazardous materials education, permitting and monitoring, and transport within the City of Gilroy to minimize danger to public health.</p>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The County of San Benito General Plan identifies the following plans goals and policies relevant to hazardous materials and wastes:</p> <ul style="list-style-type: none"> <li>▪ Goal HS-6: To safeguard and protect the health and safety of people, the environment, and personal property from the potential dangers associated with a hazardous materials release.</li> <li>▪ HS-6.1: Requires proper storage and disposal of hazardous wastes.</li> <li>▪ HS-6.2: Requires the County to implement a Hazardous Waste Management Plan.</li> <li>▪ HS-6.5: The County shall restrict transport of hazardous materials to designated routes.</li> </ul>
<p><i>San Benito County Code of Ordinances (2018)</i></p>	<p>The San Benito County Code of Ordinances mandates a Hazardous Waste Management Plan.</p>
<b>Merced County</b>	

Plans and Policies	Summary
<p><i>Merced County Year 2030 General Plan (2013)</i></p>	<p>The Merced County General Plan outlines policies for hazardous materials waste, transport, and storage, and land development on potentially contaminated parcels.</p> <ul style="list-style-type: none"> <li>▪ Goal HS-5: Protect Merced County residents, visitors, and property through the safe use, storage, transport, and disposal of hazardous materials and wastes.</li> <li>▪ Policy HS-5.1: Requires safe use, storage, transport, and disposal of hazardous materials.</li> <li>▪ Policy HS-5.2: Coordinate with California Highway Patrol for hazardous materials transport.</li> <li>▪ Policy HS-5.4: Requires new developments to protect soils, surface water, and groundwater from hazardous materials contamination.</li> </ul>
<p><b>City of Los Banos</b></p>	
<p><i>City of Los Banos 2030 General Plan Update (2009)</i></p>	<p>The City of Los Banos General Plan outlines the City's policy toward hazardous waste, including the adoption of the Merced County Hazardous Waste Management Plan. In addition, the general plan lists hazardous sites within city limits.</p> <ul style="list-style-type: none"> <li>▪ Guiding Policy S-G-4: Protect Los Banos' ecology and residents from harm resulting from the improper production, use, storage, disposal, or transportation of hazardous materials.</li> <li>▪ Action S-I-20: Discourage placement of hazardous materials-producing industries within 0.25 mile of hospitals, schools, and residential neighborhoods.</li> <li>▪ Action S-I-21: Require Phase I and Phase II studies for new developments on land potentially contaminated with hazardous materials.</li> <li>▪ Action S-I-22: Require remediation of contaminated sites.</li> </ul>
<p><i>City of Los Banos Municipal Code (2016)</i></p>	<p>The City of Los Banos has adopted the California Fire Code with city-specific amendments.</p>

Sources: *City of Gilroy 1998, 2002a; City of Los Banos 2009; City of Morgan Hill 2016a, ; City of San Jose 2011; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994.*  
 USEPA = United States Environmental Protection Agency  
 ID = identification number

## Safety and Security

**Table 11 Regional and Local Plans and Policies Relevant to Safety and Security**

Plan/Policy Document	Summary
<p><b>Regional</b></p>	
<p><i>Taming Natural Disasters (2010)</i></p>	<p>The Association of Bay Area Governments Executive Board will adopt the <i>Taming Natural Disasters</i> pending FEMA approval. The 2010 update of the 2005 plan includes the following goals applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Infrastructure 2-(a-4): Retrofit or replace critical lifeline infrastructure facilities and/or their backup facilities that are shown to be vulnerable to damage in natural disasters.</li> <li>▪ Transportation 3-(a-15): Ensure that transit operators, private ambulance companies, cities, and/or counties have mechanisms in place for medical transport during and after disasters that take into consideration the potential for reduced capabilities of roads following these same disasters.</li> <li>▪ Hazards and Public Education 5-(g-5): Facilitate and/or coordinate the distribution of emergency preparedness or mitigation materials that are prepared by others, such as by making the use of the internet or other electronic means, or placing materials on community access channels or in city or utility newsletters, as appropriate.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Hospitals and Other Critical Health Care Facilities 3-(a-3): Ensure health care facilities are adequately prepared to care for victims with respiratory problems related to smoke and/or particulate matter inhalation.</li> <li>▪ Critical Facilities Owned by Government 1-(Strategy GOVT a-1): Assess the vulnerability of critical facilities (such as city halls, fire stations, operations and communications headquarters, community service centers, seaports, and airports) to damage in natural disasters and make recommendations for appropriate mitigation.</li> <li>▪ Coordination Among Local Governments 2-(d-2): Recognize that emergency services is more than the coordination of police and fire response; it also includes planning activities with providers of water, food, energy, transportation, financial, information, and public health services.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (2016)</i></p>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> on December 20, 1994 (amendments published November 2, 2016) The general plan includes the following goals and policies applicable to safety and security:</p> <p>Transportation (TR)</p> <ul style="list-style-type: none"> <li>▪ Policy C-TR 42: Development and application of advanced transportation-related technologies should be supported to meet current and future travel demand, minimize economic productivity losses due to roadway congestion, and increase travel safety.</li> </ul> <p>Hazards and Safety (HS)</p> <ul style="list-style-type: none"> <li>▪ Policy C-HS 17: Local governments should comply with all federal and state regulations regarding emergency planning and preparedness.</li> <li>▪ Policy C-HS 36: General strategies for airport safety in Santa Clara County include the following: <ul style="list-style-type: none"> <li>○ Limit population densities and land uses within designated safety zones.</li> <li>○ Regulate structures and objects, which could be hazardous or distracting to air navigation.</li> </ul> </li> <li>▪ Policy C-HS 37: Land use plans and development proposals within the “influence boundaries” of affected jurisdictions should be consistent with ALUC land use plans for airport safety.</li> </ul>
<p><i>Santa Clara County Operational Area Emergency Operations Plan (2008)</i></p>	<p>Santa Clara County adopted the <i>Santa Clara County Operational Area Emergency Operations Plan</i> on March 25, 2008. The Plan establishes a county emergency management organization, which will coordinate and support on-scene responses including maintenance of situational awareness, facilitation of effective communication between emergency centers at various levels of government, and interaction with public information sources. The plan also establishes the overall operational concepts associated with the management of emergencies at the County and Operational Area levels and provides a flexible platform for planning and response to all hazards and emergencies believed to be important to Santa Clara County. It is applicable to a wide variety of anticipated emergencies including earthquake, wildland/urban interface fires, floods, terrorism, and public health emergencies. The plan includes the following goals related to emergency management and response and applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Provide effective life safety measures and reduce property loss and damage to the environment.</li> <li>▪ Provide for the rapid resumption of impacted businesses, community, and government services.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Provide accurate documentation usable for cost recovery efforts, and after-action improvements in our procedures.</li> </ul>
<p>County Of Santa Clara Emergency Operations Plan (2017)</p>	<p>The County of Santa Clara Emergency Operations Plan (EOP) is an all-hazards document describing Santa Clara County's incident management organization, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. The plan includes the following goals related to emergency management and response and applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Maximize the safety of the public, minimize property and environmental damage, and ensure the continuity of government.</li> <li>▪ Contribute to the National Preparedness Goal of the Federal Emergency Management Agency (FEMA).</li> <li>▪ Maintain a robust incident management organization with strong collaborative ties among governments, community-based organizations, volunteers, public service agencies, and the private sector.</li> </ul>
<p>Annex to 2010 Association of Bay Area Local Hazard Mitigation Plan Taming Natural Disasters (2011)</p>	<p>Santa Clara County adopted the Association of Bay Area Government's <i>Annex to 2010 Association of Bay Area Local Hazard Mitigation Plan Taming Natural Disasters</i> in December of 2011. The plan is intended to serve many purposes and includes the following goals and policies related to safety and security, including:</p> <ul style="list-style-type: none"> <li>▪ Helping residents of the County better understand the hazards that threaten public health, safety, and welfare; economic vitality; and the operational capability of important institutions.</li> <li>▪ Insuring Santa Clara County and its incorporated cities can take full advantage of state and federal grant programs, policies, and regulations that encourage or mandate that local governments develop comprehensive hazard mitigation plans.</li> <li>▪ Providing the policy basis for mitigation actions that should be promulgated by participating jurisdictions to create a more disaster-resistant future.</li> <li>▪ To qualify for certain forms of federal aid for pre- and post-disaster funding, local jurisdictions must comply with the federal Disaster Mitigation Act (DMA) 2000 and its implementing regulations (44 CFR Section 201.6). DMA 2000 intends for hazard mitigation plans to remain relevant and current.</li> </ul>
<p><i>Comprehensive Land Use Plan Santa Clara County: South County Airport (San Martin Airport)</i> (2016)</p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Comprehensive Land Use Plan Santa Clara County: South County Airport</i> on November 19, 2008. The plan was amended in 2016. The plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<p><i>Comprehensive Land Use Plan Santa Clara County: Moffett Federal Airfield</i> (2016)</p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Comprehensive Land Use Plan Santa Clara County: Moffett Federal Airfield</i> on November 2, 2012. The plan was amended in 2016. The plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<p><i>Santa Clara County: Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan (2016)</i></p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Santa Clara County Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan</i> on May 25, 2011. The plan was amended in 2016. The plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010-2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010-2035 General Plan</i> on November 16, 2010. The general plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.8.1-G2: Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.</li> <li>▪ Policy 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.</li> <li>▪ Goal 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</li> <li>▪ Goal 5.10.5-G1: Protection of life, the environment and property from natural catastrophes and man-made hazards.</li> <li>▪ Goal 5.10.5-G2: Adequate emergency preparedness plans.</li> <li>▪ Goal 5.10.5-G3: Availability of emergency services in the event of a disaster.</li> <li>▪ Policy 5.10.5-P4: Identify appropriate evacuation routes so people can be efficiently evacuated in the event of a natural disaster.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San Jose 2040 General Plan (2011)</i></p>	<p>The City of San Jose adopted the <i>Envision San Jose 2040 General Plan</i> on November 1, 2011. The general plan includes the following goals and policies which are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Goal EC-3: Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.</li> <li>▪ Policy EC-3.5: Locate, design and construct vital public utilities, communication infrastructure and transportation facilities in a manner that maximizes risk reduction and functionality during and after an earthquake.</li> <li>▪ Policy EC-4.3: Locate new public improvements and utilities outside of areas with identified soils and/or geologic hazards (e.g., deep seated landslides in the Special Geologic Hazard Study Area and former landfills) to avoid extraordinary maintenance and operating expenses. Where the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures will be implemented.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Goal EC-5: Protect the community from flooding and inundation and preserve the natural attributes of local floodplains and floodways.</li> <li>▪ Goal EC-8: Protect lives and property from risks associated with fire-related emergencies at the urban/wildland interface.</li> <li>▪ Policy TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and ReidHillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.</li> <li>▪ Policy TR-14.4 Require avigation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.</li> </ul>
<p><b>City of Morgan Hill</b></p>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>The City of Morgan Hill adopted the <i>Morgan Hill 2035 General Plan</i> on July 27, 2016. The general plan includes the following goals and policies applicable to safety and security:</p> <p>Transportation (TR)</p> <ul style="list-style-type: none"> <li>▪ Goal TR-1: A balanced, safe, and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods.</li> <li>▪ Policy TR-1.3: Implement strategies to ensure safe and appropriate operation of all components of the transportation system for all users, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians, and bicyclists.</li> <li>▪ Goal TR-6: A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation.</li> <li>▪ Goal TR-7: Well-planned High-Speed Rail service that minimizes negative local impacts.</li> </ul> <p>Safety, Service, and Infrastructure (SSI)</p> <ul style="list-style-type: none"> <li>▪ Goal SSI-2: Reduction of potential harm to persons or property from geologic/seismic hazards.</li> <li>▪ Goal SSI-3: Minimize threat to persons, property, and the environment from fire hazards.</li> <li>▪ Policy SSI-3-2: Avoid actions which increase fire risk, such as increasing public access roads in fire hazard areas, because of the great environmental damage and economic loss associated with a large wildfire.</li> <li>▪ Policy SSI-3.5: Work cooperatively with CAL FIRE and other public agencies with responsibility for fire protection to reduce fire risks in Morgan Hill.</li> <li>▪ Goal SSI-4: Avoidance of exposure to hazardous substances.</li> <li>▪ Goal SSI-5: The least possible damage to persons and property from flooding.</li> <li>▪ Goal SSI-6: Adequate, safe, and environmentally responsible drainage and flood control</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Goal SSI-7: To protect the public’s health and safety, ensure compatible land uses with South County Airport operations.</li> <li>▪ Goal SSI-11: Efficient police, fire, and emergency medical response and services, and access to local medical facilities.</li> <li>▪ Goal SSI-12: Reduce risk to life and property associated with emergencies and natural and manmade disasters.</li> </ul>
<p><i>City of Morgan Hill Office of Emergency Service Emergency Operations Plan Revision 2.0 (2018)</i></p>	<p>The City of Morgan Hill adopted the Revised <i>City of Morgan Hill Office of Emergency Service Emergency Operations Plan</i> on January 18, 2018. The plan defines the actions required before, during, and after an emergency and to guide the City’s response to major emergencies/disasters.</p> <ul style="list-style-type: none"> <li>▪ Mitigation: Actions taken to reduce exposure to, probability of, or potential loss from hazardous events</li> <li>▪ Preparedness: Establishing of authorities and responsibilities for emergency actions and the garnering of resources to support them.</li> <li>▪ Response: Time-sensitive actions taken to save lives and protect property, including actions to stabilize the situation. Response actions include notifying and activating the City’s emergency management organization.</li> <li>▪ Recovery: Efforts to restore the infrastructure, social, and economic life of the City.</li> </ul>
<b>City of Gilroy</b>	
<p><i>Gilroy General Plan (2002)</i></p>	<p>The City of Gilroy adopted the <i>City of Gilroy General Plan</i> and <i>City of Gilroy General Plan Environmental Impact Report</i> on June 13, 2002. The general plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Goal 18: Public health and safety through (1) the provision of high quality police, fire, and emergency response services that respond to community needs and issues; (2) education programs that raise community awareness about public safety issues; and (3) preventive programs that involve residents in deterring crime, reducing fire hazards, and addressing other threats to public health and safety.</li> <li>▪ Policy 18.01: Continue to provide and maintain police and fire services that are adequate in manpower, equipment, and resources to respond to localized emergencies and calls for service within the City. The departments’ current levels of service should be maintained or improved as the City continues to grow, with average emergency response times for police services of approximately 4.5 minutes and average emergency response times for fire services of less than 5.0 minutes.</li> <li>▪ Policy 18.03: Ensure that facilities designated as local command control centers for emergency/disaster services are designed to withstand a “maximum probable seismic event” and remain operational. Secondary facilities should be identified and equipped as back up.</li> <li>▪ Policy 18.05: Continue to provide essential emergency public services during natural catastrophes. Promote emergency preparedness through staff training and planning in cooperation with other public agencies and appropriate public interest organizations.</li> <li>▪ Policy 18.07: Ensure adequate access for emergency vehicles and equipment, providing a second means of ingress and egress in all development.</li> <li>▪ Goal 25: (a) Minimal potential for loss of life, injury, damage to property, economic and social dislocation, and unusual public expense due to natural hazards. (b) Development and use controls to protect the public from the risk of flood damage and to minimize hazards posed by fire, seismic activity, geologic</li> </ul>

Plan/Policy Document	Summary
	<p>instability, soil erosion, weak and expansive soils, and potentially hazardous soils materials.</p>
<p><b>San Benito County</b></p>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>San Benito County adopted the <i>San Benito County 2035 General Plan</i> on July 21, 2015. The general plan includes the following goals and policies applicable to safety and security:</p> <p>Circulation (C)</p> <ul style="list-style-type: none"> <li>▪ Goal C-3: To promote a safe and efficient public transit system that provides a viable travel alternative to automobiles, maximizes mobility, and reduces roadway congestion and greenhouse gas emissions.</li> <li>▪ Goal C-6: To promote the safe and efficient use of aviation facilities.</li> </ul> <p>Public Facilities and Services (PFS)</p> <ul style="list-style-type: none"> <li>▪ Policy PFS-1.5: The County shall site public facilities to minimize the potential vulnerability of the facilities to natural and human-made hazards and threats.</li> <li>▪ Goal PFS-12: To provide adequate law enforcement facilities and services to prevent crime, ensure the safety of residents and visitors, and protect private and public property.</li> <li>▪ Policy PFS-12.2: The County shall strive to achieve and maintain appropriate Sheriff Department response times for all call priority levels to provide adequate law enforcement services for all County residents.</li> <li>▪ Goal PFS-13: To coordinate with fire protection and emergency service providers to ensure adequate fire facilities, equipment, and services are available to protect county residents and property from fire.</li> <li>▪ Policy PFS-13.1: The County shall strive to maintain fire department staffing levels and response times consistent with National Fire Protection Association standards.</li> <li>▪ Policy PFS-13.2: The County shall maintain mutual aid agreements between fire districts and emergency service providers to ensure residents and property are adequately served and to facilitate the efficient use of available resources.</li> </ul> <p>Health and Safety (HS)</p> <ul style="list-style-type: none"> <li>▪ Goal HS-1: To maintain the necessary level of fire, EMS, law enforcement, and disaster preparedness for the protection of the health, safety, and welfare of people living, working, and residing in San Benito County.</li> <li>▪ Policy HS-1.1: Provide adequate fire and EMS protection based on current state and national standards to promote a safe and vibrant community with limited fire loss and loss of life.</li> <li>▪ Policy HS-1.2: Work with the Cities and fire protection agencies in the region to provide County residents with adequate fire and life safety protection to promote the general welfare and economy of the community and its citizens.</li> <li>▪ Policy HS-1.4: The County shall maintain local law enforcement, fire, and health services in a state of readiness to insure adequate protection during a disaster for the citizens of San Benito County.</li> <li>▪ Policy HS-1.7: The County shall develop, maintain, and implement a Multi-Hazard Mitigation Plan to address disasters such as earthquakes, flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, and terrorism.</li> <li>▪ Policy HS-1.9: The County shall continue to maintain the Emergency Operations Center (EOC) as the single point for centralized management and</li> </ul>

Plan/Policy Document	Summary
	<p>coordination of emergency response and recovery operations during a disaster or emergency.</p> <ul style="list-style-type: none"> <li>▪ Goal HS-2: To minimize the loss of life, injury, or damage to property as a result of floods in the county.</li> <li>▪ Goal HS-3: To protect lives and property from seismic and geologic hazards.</li> <li>▪ Goal HS-4: To minimize the risk of wildland and urban fire hazards.</li> <li>▪ Goal HS-6: To safeguard and protect the health and safety of people, the environment, and personal property from the potential dangers associated with a hazardous materials release.</li> <li>▪ Goal HS-7: To promote the safe operation of public and private airports and protect the safety of county residents.</li> </ul>
<p><i>San Benito County Operational Area Emergency Operations Plan (2015)</i></p>	<p>San Benito County adopted the <i>San Benito County Operational Area Emergency Operations Plan</i> on August 25, 2015. The plan provides the needed foundation for the management of emergencies and disasters and addresses the integration and coordination with other governmental levels when required.</p> <p>Operational Goals include the following:</p> <ul style="list-style-type: none"> <li>▪ Mitigate hazards</li> <li>▪ Meet basic human needs</li> <li>▪ Address needs of people with disabilities and older adults</li> <li>▪ Restore essential services</li> <li>▪ Support community and economic recovery</li> </ul>
<p><i>Frazier Lake Airpark Comprehensive Land Use Plan (2001)</i></p>	<p>The San Benito County Airport Land Use Commission adopted the <i>Frazier Lake Airpark Comprehensive Land Use Plan</i> on November 15, 2001. The plan includes the following policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Height Compatibility Policy: Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the FARs).</li> <li>▪ Safety Compatibility Criteria: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> </ul>
<p><i>Hollister Municipal Airport Land Use Compatibility Plan (2012)</i></p>	<p>The San Benito County Airport Land Use Commission adopted the <i>Hollister Municipal Airport Land Use Compatibility Plan</i> on June 21, 2012. The plan includes the following policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Safety Policy Objective 3.3.1: The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events when they occur. Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.</li> <li>▪ Airspace Protection Policy 3.4.7: The project proponent must submit notification of a proposal to the FAA where required by the provisions of FAR Part 77, Subpart B, and by the California Public Utilities Code, Sections 21658 and 21659. FAA notification requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes. The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) CHAPTER 2 POLICIES 2–30 Hollister Municipal Airport Land Use Compatibility Plan would be of a height that would</li> </ul>

Plan/Policy Document	Summary
	<p>constitute a hazard to air navigation. See Appendix C for a copy of FAR Part 77 and online procedures for filing Form 7460-1. The following requirements reflect ALUC policy:</p> <ul style="list-style-type: none"> <li>(a) Local agencies shall inform project proponents of the requirements for notification to the FAA. FAA notification is required under the following circumstances:                             <ul style="list-style-type: none"> <li>(1) The project contains proposed structures or other objects that exceed the height standards defined in FAR Part 77, Subpart B, as applied to the Hollister Municipal Airport (see Policies 3.4.4(a)(1) and 3.4.4(a)(3)), unless the object is shielded by nearby taller objects as is exempted in accordance with FAR Part 77, Paragraph 77.15. Note that notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations.</li> <li>(2) Any proposal for construction or alteration of a structure, including antennas, taller than 200 feet above the ground level at the site regardless of proximity to any airport.</li> </ul> </li> <li>(b) Any proposed development project that includes construction of a structure or other object and that is required to be submitted to the ALUC for a consistency review in accordance with Policies 1.5.3 or 1.5.5 shall include a copy of the completed FAR Part 77 notification form (Form 7460-1) submitted to the FAA, if applicable, and of the resulting FAA findings from its aeronautical study (i.e., notice of determination letter).</li> <li>(c) ALUC Review: : The requirement for notification to the FAA shall not by itself trigger an airport compatibility review of an individual project by the ALUC. If the general plan of the local agency in which the project is to be located has been determined by the ALUC to be consistent with this Compatibility Plan, then no ALUC review is required. If the general plan has not been made consistent, then the proposed project must be submitted to the ALUC for review (see Policies 1.5.3 and 1.5.5).</li> </ul>
<b>Merced County</b>	
<p>2030 Merced County General Plan (2013)</p>	<p>Merced County adopted the 2030 Merced County General Plan on December 10, 2013. The general plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Policy CIR-4.1: Encourage a complete, safe, and interconnected bicycle and pedestrian circulation system that serves both commuter and recreational travel, and provides access to major destinations within and between urban communities and cities.</li> <li>▪ Goal CIR-5: Maintain and expand a rail transportation system that provides safe, efficient, and reliable movement of freight and passengers within and through Merced County.</li> <li>▪ Policy CIR-5.4: Encourage alternatives to at-grade rail crossings at existing and future roads.</li> <li>▪ Policy CIR-5.7: Coordinate with the California High Speed Rail Authority, the cities, and other local agencies in efforts to properly locate the High Speed Rail</li> </ul>

Plan/Policy Document	Summary
	<p>corridors throughout Merced County, including at least one station and a heavy maintenance facility</p> <ul style="list-style-type: none"> <li>▪ Goal CIR-6: Ensure that air transportation systems provide safe, efficient, and reliable movement of passengers and freight.</li> <li>▪ Goal HS-1: Minimize the loss of life, injury, and property damage of County residents due to seismic and geologic hazards.</li> <li>▪ Goal HS-2: Minimize the possibility of loss of life, injury, or damage to property as a result of flood hazards.</li> <li>▪ Goal HS-3: Minimize the exposure of county residents and public and private property to the effects of urban and wildland fires.</li> <li>▪ Goal HS-4: Promote the safe operation of airports and the safety of Merced County residents by requiring that any new development within the airport area of influence be consistent with the requirements of the Merced County Airport Land Use Commission's compatibility plan and compliant with Federal Aviation Administration regulations.</li> <li>▪ Policy PFS-5.5: Require utility and pipeline companies and districts maintain contingency plans for responding to potentially hazardous situations such as pipeline breaks and fallen power lines.</li> <li>▪ Goal PFS-6: Ensure the provision of timely and adequate law enforcement through proper management and staffing of the Sheriff Department in Merced County.</li> <li>▪ Goal PFS-7: Provide adequate fire and emergency medical facilities and services to protect County residents from injury and loss of life, and to protect property from fire.</li> <li>▪ Policy PFS-7.6: Strive to achieve and maintain optimum staffing levels and appropriate response times to provide adequate emergency medical services for all county residents.</li> </ul>
<p><i>County of Merced Emergency Operations Plan (2013)</i></p>	<p>Merced County adopted the <i>County of Merced Emergency Operations Plan</i> in December, 2013. The plan includes the following goals applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Mitigate hazards</li> <li>▪ Meet basic human needs</li> <li>▪ Address needs of people with disabilities and older adults</li> <li>▪ Restore essential services</li> <li>▪ Support community and economic recovery</li> </ul>
<p><i>County of Merced Department of Public Health Medical / Health Emergency Operations Plan (2017)</i></p>	<p>The Medical / Health Emergency Operations Plan, adopted December 2017, provides Departmental Operations Center (DOC) responders with procedures and position checklists, and provides detailed information in supplemental requirements such as Public Information, Hazard Mitigation, and Recovery Operations for disaster response. The goal of the Plan is to promote community health, prevent disease, injury, and disability, and minimize the morbidity and mortality that occur as a result of a disaster.</p>
<p><i>Merced County Airport Land Use Compatibility Plan (2012)</i></p>	<p>Merced County adopted the <i>Merced County Airport Land Use Compatibility Plan</i> on June 21, 2012. The plan includes Los Banos Municipal Airport, and includes the following policy is applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Safety Criteria Policy Objective 5.2.1. The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events when they occur. Risks both to people and property in the</li> </ul>

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	<p>vicinity of an airport and to people on board the aircraft shall be considered. (Note that land use features that can be the <i>cause</i> of an aircraft accident are addressed under Airspace Protection, Section 5.2.11.)</p> <ul style="list-style-type: none"> <li>▪ Airspace Protection Criteria Policy 5.3.4: The criteria for determining the acceptability of a project with respect to height shall be based upon the standards set forth in Federal Aviation Regulations (FAR) Part 77, Subpart C, Objects Affecting Navigable Airspace, and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required as described in Policy 5.3.6, the results of that study shall be taken into account by the ALUC and the local agency.</li> </ul>

City of Los Banos	
<p>City of Los Banos 2030 General Plan Update (2009)</p>	<p>The City of Los Banos adopted the <i>Los Banos General Plan Update</i> in 2009. The General Plan includes the following.</p> <p>Safety (S)</p> <ul style="list-style-type: none"> <li>▪ Policy S-G-3 Protect Los Banos’ residents and businesses from potential wildfire and structural fire hazards.</li> <li>▪ Policy S-G-5 Maintain and enhance the City’s capacity for law enforcement and fire-fighting.</li> <li>▪ Policy S-G-8 Minimize the risk of personal injury, property damage, and environmental damage from both natural and manmade disasters.</li> </ul>

Sources: ABAG 2010; City of Gilroy 2002a; City of Los Banos 2009; City of Morgan Hill 2016a, 2018; City of San Jose 2011; City of Santa Clara 2010; County of Merced 2012, 2013a, 2013c, 2017; County of San Benito 2012, 2015a, 2015b; County of Santa Clara 2008, 2016a, 2016b, 2016c, 2016d, 2017; ; San Benito County Airport Land Use Commission 2001.

## Socioeconomics and Communities

**Table 12 Regional and Local Plans and Policies Related to Socioeconomics and Communities**

Policy Document	Goal, Policy, or Objective
<b>Regional</b>	
<p><i>Plan Bay Area</i> (2013)</p>	<p><i>Plan Bay Area</i> was adopted by the Association of Bay Area Governments in 2013. The following goals and policies from the plan are relevant to the project extent.</p> <ul style="list-style-type: none"> <li>▪ Target #2: House 100 percent of the region’s projected population growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.</li> <li>▪ Target #7: Decrease by 10 percentage points (to 56 percent, from 66 percent) the share of low-income and lower-middle income residents’ household income consumed by transportation and housing.</li> </ul>
<p>Metropolitan Transportation Commission (2015)</p>	<p>The Metropolitan Transportation Commission adopted the following relevant policy statement in February 2015. "Below 200 percent of poverty" includes all those described as ‘in poverty’ under the official U.S. Census Bureau definition, plus some people who have incomes above poverty but less than two times their poverty threshold." Due to high income levels in this region, the percent of population below 200 percent of poverty is used for the San Jose to Gilroy subsections.</p>

Policy Document	Goal, Policy, or Objective
<p><b>Santa Clara County</b></p> <p><i>Santa Clara County General Plan (1994, 2014)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994 and updated in 2014. The following goals and policies from the plan are relevant to the project extent:</p> <p>Growth and Development (C-GD)</p> <ul style="list-style-type: none"> <li>▪ C-GD 37 Within the urban areas of Santa Clara County, a balance should be achieved and maintained between employment levels, housing supply, infrastructure capacity, and environmental quality.</li> <li>▪ C-GD 40 Improved balance between employment and housing opportunities should include the need for: a. increased overall supply and more varied types of housing; b. housing costs commensurate with household income distribution; and c. increased proximity of housing to employment centers.</li> </ul> <p>Economic Well-Being (C-EC)</p> <ul style="list-style-type: none"> <li>▪ C-EC 3 Diversification in the mix of local industry should be encouraged in Santa Clara County to achieve a broader base of industrial and commercial activities in order to insulate the local economy from possible future economic downturns and to provide more lower skilled jobs.</li> <li>▪ C-EC 5 Barriers such as inadequate housing, transportation and childcare facilities which prevent individuals from obtaining employment should be reduced or eliminated.</li> <li>▪ C-EC 7 The potential impacts on businesses of all sizes should be considered in developing local government plans, policies, regulations, approval processes, and fees.</li> <li>▪ C-EC 8 Local governments, as part of an overall economic development program, should work to maintain and improve the overall quality of life in Santa Clara County by: a. increasing the supply of affordable housing; b. improving our transportation network and facilitating alternative transportation modes;</li> <li>▪ C-EC 11 Local governments should adequately plan for infrastructure improvements needed to accommodate planned growth.</li> </ul> <p>Housing (HG)</p> <ul style="list-style-type: none"> <li>▪ HG 1 The planning for the supply and diversity of housing in each part of the urbanized areas county shall provide for existing and expected employment and household needs and a diversity of affordability that matches the diversity of household incomes, while respecting the capacity of constructed or planned public systems and services.</li> <li>▪ HG 4 The County and the cities should work cooperatively to ensure that there is a balanced housing supply sufficient to achieve countywide economic, social, and environmental objectives. Further opportunities for interagency, intergovernmental, interregional, and public/private cooperation should be sought out and encouraged.</li> <li>▪ HG 5 Intergovernmental and public and private cooperation shall be encouraged to achieve an adequate supply of affordable housing that meets changing demographic needs in Santa Clara County.</li> <li>▪ HG 10 The County of Santa Clara shall work to enforce laws against discrimination against people of protected status under federal and state law.</li> <li>▪ HG 13 The provision of affordable housing which is suitable for a variety of special needs households shall be given high priority in housing assistance programs.</li> <li>▪ HG 21 The conservation and rehabilitation of the existing housing supply shall be encouraged and facilitated.</li> </ul>
<p><b>City of Santa Clara</b></p>	

Policy Document	Goal, Policy, or Objective
<p><i>City of Santa Clara 2010–2035 General Plan (2010, 2014)</i></p>	<p>On November 16, 2010, the City Council adopted the <i>2010–2035 General Plan</i>. The following goals and policies from the plan are relevant to the project extent:</p> <p>General Land Use</p> <ul style="list-style-type: none"> <li>▪ 5.3.1-P1 Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.</li> <li>▪ 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.</li> </ul> <p>Residential Land Use</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.3.2-G2 A variety of housing types, sizes, location and tenure in order to maintain social and economic diversity in the City.</li> <li>▪ 5.3.2-G3 Affordable housing units dispersed throughout the City to avoid a concentration in any one neighborhood.</li> <li>▪ 5.3.2-G4 Respect for the existing character and quality of adjacent neighborhoods from new residential development and redevelopment.</li> <li>▪ 5.3.2-G5 Compliance with all State and federal regulations related to housing opportunities and the prevention of discrimination.</li> </ul> <p>Commercial Land Use</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.3.5-P1 Work with existing Santa Clara businesses to retain and expand employment opportunities and strengthen the existing tax base.</li> <li>▪ 5.3.5-P2 Encourage existing businesses that may be displaced by new development to relocate within Santa Clara.</li> </ul> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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</li> </ul>
<p><b>City of San Jose</b></p>	
<p><i>Envision: San Jose 2040 General Plan (2011) and 2014–23 Housing Element (2015)</i></p>	<p>The City of San Jose adopted <i>Envision: San Jose 2040 General Plan</i> in 2011. The following goals and policies from the plan are relevant to the project extent:</p> <p>Land Use and Employment</p> <ul style="list-style-type: none"> <li>▪ IE-1.5 Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure.</li> <li>▪ IE-1.6 Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San Jose International Airport, existing and planned transit</li> </ul>

Policy Document	Goal, Policy, or Objective
	<p>systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.</p> <ul style="list-style-type: none"> <li>▪ IE-1.9 Invest in strategic infrastructure improvements, as appropriate, in order to encourage private investment, reduce new construction costs, increase business efficiency, and in order to support business retention and growth, stimulate economic activity, and employ people.</li> <li>▪ IE-1.13 Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikable public street and trail network and compact, mixed-use development where infrastructure exists to distinguish San Jose as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City.</li> </ul> <p>Broad Economic Prosperity</p> <ul style="list-style-type: none"> <li>▪ IE-6.2 Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of all skill and education levels to support a thriving community.</li> <li>▪ IE-6.3 Attract job opportunities accessible to all of San Jose’s residents, particularly residents in low-income neighborhoods.</li> </ul> <p>City Operations</p> <ul style="list-style-type: none"> <li>▪ FS-4.1 Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City’s long-term achievement of economic development and 2 job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.</li> </ul> <p>Housing (H)</p> <ul style="list-style-type: none"> <li>▪ H-1.1 Through the development of new housing and the rehabilitation of existing housing, facilitate the creation of economically, culturally, and demographically diverse and integrated communities.</li> <li>▪ H-1.2 Facilitate the provision of housing sites and structures across location, type, price and status as rental or ownership that respond to the needs of all economic and demographic segments of the community including seniors, families, the homeless and individuals with special needs.</li> <li>▪ H-1.3 Create housing opportunities and accessible living environments that allow seniors to age in place, either in the same home, assisted living facilities, continuing care facilities, or other housing types within the same community.</li> <li>▪ H-1.4 Encourage the location of housing designed for senior citizens in neighborhoods where health and community facilities and services are within a reasonable walking distance and are accessible by public transportation.</li> <li>▪ H-1.5 Facilitate the development of multi-generational housing in compact form that meets the needs of families living together.</li> <li>▪ H-1.7 Comply with State and Federal laws prohibiting discrimination in housing and that support fair and equal access to housing.</li> <li>▪ H-2.1 Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.</li> <li>▪ H-2.2 Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with the Envision General Plan.</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ H-2.3 Conserve viable housing stock through a balanced combination of housing code enforcement and complementary programs such as rehabilitation loans and grants to help maintain the supply of low-priced housing.</li> <li>▪ H-2.4 Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.</li> <li>▪ H-2.5 Facilitate second units on single-family residential lots, in conformance with our City’s Secondary Unit Ordinance, to take advantage of a potential source of affordable housing and to assist our City in meeting its needs as identified in its Consolidated Plan.</li> <li>▪ H-2.6 Evaluate and incorporate, if feasible, an affordable housing component in the preparation of specific plans, master plans, or strategy plans that include plans for housing.</li> <li>▪ H-2.7 Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.</li> <li>▪ H-2.8 Facilitate the production of affordable and safe housing for workers who provide goods and services to San Jose residents and businesses.</li> <li>▪ H-2.11 Update the City’s dispersion policy: 1) to align the location of future affordable housing developments with planned future Growth Areas identified in the Envision General Plan; 2) to be consistent with the City’s inclusionary housing ordinance; 3) to maximize the access of transit, retail, services, and amenities to affordable housing developments; and 4) to reemphasize the support for integration and complete communities.</li> <li>▪ H-2.13 Maintain our City’s Inclusionary Housing Policy and Ordinance, and provide technical assistance to the development community to ensure that residential projects conform to it.</li> <li>▪ H-2.14 Support State and federal regulations that preserve “at-risk” subsidized rental units subject to potential conversion to market rate rents and that will encourage equitable and fair policies that protect tenant and owner rights.</li> <li>▪ H-3.4 Promote the conservation and rehabilitation of existing viable housing stock.</li> <li>▪ H-3.5 Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.</li> <li>▪ H-3.6 Regulate conversions of rental apartments to condominium or community apartment projects to meet public health and safety standards and to assist displaced renters. Residential rentals undergoing conversion should meet or exceed the minimum residential density in this Plan.</li> </ul> <p>General Land Use (LU)</p> <ul style="list-style-type: none"> <li>▪ LU-1.1 Foster development patterns that will achieve a complete community in San Jose, particularly with respect to increasing jobs and economic development and increasing the City’s jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.</li> <li>▪ LU-1.6 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.</li> <li>▪ LU-2.1 Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts</li> </ul>

Policy Document	Goal, Policy, or Objective
	<p>of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</p> <ul style="list-style-type: none"> <li>▪ LU-2.2 Include within the Envision General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:               <ul style="list-style-type: none"> <li>○ Downtown – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose’s civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.</li> <li>○ Urban Villages: BART/Caltrain Station Areas – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City’s growth as a regional job center, significant new job growth capacity is planned for the each of the BART / Caltrain Urban Villages. Significant job and housing growth capacity is planned for the Berryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.</li> <li>○ Urban Villages: Transit / Commercial Corridors – A large and balanced amount of job and housing growth capacity is planned for the Transit / Commercial Corridor Urban Villages with the goal to maximize the opportunity for creating new mixed-use Urban Villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Light Rail Urban Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. Although the BART system serves as a regional transit line that brings workers from throughout the region to employment centers within San Jose, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community owing to the amount and diversity of established commercial uses and other services already located within the area.</li> </ul> </li> <li>▪ LU-9.3 Integrate housing development with our City’s transportation system, including transit, roads, and bicycle and pedestrian facilities.</li> <li>▪ LU-9.10 Discourage substantial expansion of existing nonresidential uses (e.g., major structural improvements or expansions) that are incompatible with residential uses on properties designated for residential use.</li> <li>▪ LU-9.13 Equitably distribute residential social service programs (e.g., board and care facilities) throughout the City, especially in areas with access to transit, rather than concentrating them in a few areas. Encourage the County and other social service licensing agencies to recognize and implement this policy.</li> <li>▪ LU-9.14 Allow small residential care and service facilities, supportive housing, and transitional housing for up to six persons, in residential neighborhoods of any density. Encourage facilities for more than six persons to locate in areas with access to transit, retail, services, and other amenities.</li> <li>▪ LU-10.3 Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.</li> <li>▪ LU-10.5 Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ LU-11.5 Integrate new and existing neighborhoods and facilitate movement throughout the City by connecting streets and particularly by providing pedestrian and bicycle cross-access connections. Integrate new infill development into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network.</li> </ul> <p>Transportation (TR)</p> <ul style="list-style-type: none"> <li>▪ TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San Jose’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).</li> <li>▪ TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle.</li> <li>▪ TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.</li> <li>▪ TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.</li> <li>▪ TR-4.1 Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.</li> <li>▪ TR-4.3 Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ TR-4.4 Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> </ul>
<p><i>Midtown Specific Plan (1992)</i></p>	<p>The <i>Midtown Specific Plan</i> was adopted by the City of San Jose in 1992. The following goals and policies from the plan are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1 A wide diversity of multi-family and alternative housing types, as well as a mixture of rental and ownership housing, should be encouraged.</li> <li>▪ Policy 1.4 Existing industrial uses should be encouraged to remain and intensify between Park Avenue and West San Carlos Street.</li> <li>▪ Policy 1.11 Appropriate setbacks and treatments should be established between future residential development and the mainline railroad tracks along the eastern edge of the Cahill West neighborhood.</li> <li>▪ Objective 5 Preserve and intensify existing industrial and commercial-service uses along the Lincoln and Auzerais Avenue corridors.</li> <li>▪ Policy 3.3 Any new industrial/commercial development should provide adequate mitigation for nearby existing or planned residential uses.</li> <li>▪ Policy 3.4 To retain the important economic contribution of the properties designated Combined Industrial/Commercial (e.g., the Del Monte plant on Auzerais Avenue), new uses in close proximity to the Combined Industrial/Commercial areas should provide an adequate buffer for noise, vibration, and other potential conflicts.</li> </ul>
<p><i>Diridon Station Area Plan (2014)</i></p>	<p>The <i>Diridon Station Area Plan</i> was adopted by the City of San Jose in 2014. The following goals and policies from the plan are relevant to the project extent:</p>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development and create a world-class cultural destination.</li> <li>▪ Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas.</li> <li>▪ Develop and implement urban design standards that promote walkable, livable, and business supportive environments within the Diridon Station Area.</li> <li>▪ Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites.</li> <li>▪ Create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit.</li> <li>▪ Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development within the study area and to act as a catalyst for similar developments in surrounding areas.</li> </ul>
<p><i>Tamien Station Area Specific Plan (1995)</i></p>	<p>The <i>Tamien Station Area Specific Plan</i> was adopted by the City of San Jose in 1994. The following goals and policies from the plan are relevant to the project extent:</p> <p>Transit and Pedestrian Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Create a combination of land uses that effectively support transit use, reduce dependency on the automobile, and attract pedestrian activity.</li> </ul> <p>Livable Community Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Protect people and property in the Tamien Station area from potential environmental hazards such as noise, flooding, and the impacts associated with increased traffic.</li> </ul> <p>Neighborhood Compatibility Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods.</li> <li>▪ Create a positive environment for the new neighborhoods developed in the Tamien Station area by preserving and enhancing the character of existing neighborhoods.</li> </ul>
<p><i>Communications Hill Specific Plan (1992)</i></p>	<p>The <i>Communications Hill Specific Plan</i> was adopted by the City of San Jose in 1992. The following goals and policies from the plan are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Adopt site planning and architectural guidelines and noise attenuation techniques to protect Communications Hill residents and workers from excessive noise from arterials, freeways, the fairground activities, adjacent industrial activities and trains and planes traveling nearby.</li> </ul>
<p><b>City of Morgan Hill</b></p>	
<p><i>Morgan Hill 2035 General Plan (2016) and 2015–2023 Housing Element Update (2015)</i></p>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted by the City of Morgan Hill in 2015. The <i>2015-2023 Housing Element Update</i> was adopted in 2015. The following goals and policies from the plan are relevant to the project extent:</p> <p>City and Neighborhood Form (CNF)</p> <ul style="list-style-type: none"> <li>▪ Policy CNF-2.2 A Balanced Community. Plan for the needs of all socioeconomic segments of the community, encouraging a balance and match in jobs and housing within the City.</li> <li>▪ Policy CNF-2.3 Quality of life. Maintain Morgan Hill's high quality of life for existing and future residents.</li> <li>▪ Policy CNF-2.4 Changing Demographics. When considering future urban development, look at least five to ten years into the future to take into account changing local and regional demographics.</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Policy CNF-3.10 Multi-Family Housing. Maintain an adequate supply of allotments available for multi-family and affordable housing consistent with the City's adopted Housing Element.</li> <li>▪ Policy CNF-8.19 Incompatible Uses. Use setbacks, natural and man-made barriers such as streams, park land, and drainage ways, and other mitigation to separate incompatible uses whenever possible.</li> <li>▪ Policy CNF-10.5 Affordable Single-Family Housing. To the maximum extent possible, emphasize single-family units in affordable housing allocations, rental and ownership housing assistance projects, and rehabilitation programs to improve the existing housing stock.</li> <li>▪ Policy CNF-11.1 Preservation of Single-Family Neighborhoods. Encourage preservation and rehabilitation of single-family neighborhoods within the City.</li> <li>▪ Policy CNF-15.2 Successful Commercial Uses. Ensure the viability of Downtown and other recognized shopping areas, and discourage isolated and sprawling commercial activities along major roads.</li> <li>▪ Policy CNF-15.6 Preservation of Homes Along Monterey Road. Encourage preservation of older homes along Monterey Road north of Central Avenue for commercial and office use.</li> <li>▪ Policy CNF-17.1 Industrial Land Conversion. Discourage the conversion of property designated for industrial to non-industrial uses.</li> <li>▪ Policy CNF-17.2 Industrial Land Use Conflicts. Ensure proposed new uses adjacent to industrial uses do not introduce land use conflicts that would adversely impact industrial activities.</li> <li>▪ Policy CNF-17.4 Property between Monterey Road and UPRR Tracks. Allow a mix of uses on the property located on the east side of Monterey Road south of the Union Pacific train trestle. Require designs for new development to recognize the significance of this portion of Monterey Road as the northerly entrance to downtown and the necessary limitations on use due to its single point of access.</li> </ul> <p>Economic Development (ED)</p> <ul style="list-style-type: none"> <li>▪ Policy ED-2.3 Economic Diversity. Promote a diversified economic industry base with a variety of job types and skills to insulate the local economy from possible economic downturns. Encourage agriculture as an appropriate part of the economic mix. (South County Joint Area Plan 2.02)</li> <li>▪ Policy ED-3.1 Business Retention, Expansion, and Attraction Efforts. Encourage retention and expansion of existing businesses, and attract new businesses.</li> <li>▪ Policy ED-3.2 Employment Land Supply. Preserve the City's supply of industrial and commercial lands to support the City's goals and policies related to economic development and jobs-housing balance.</li> <li>▪ Policy ED-3.4 Business Attraction and Retention Strategy. Develop a biennial strategy that details the City's proactive approach to business attraction and retention that identifies the specific industries toward which efforts will be targeted, and focus the City's available economic development resources on assisting the targeted industries.</li> <li>▪ Policy ED-3.5 Diverse Housing Stock. To help Morgan Hill businesses recruit and retain the necessary workforce, provide a diverse housing stock that meets the needs of employees at different income levels and with diverse household characteristics and housing preferences.</li> <li>▪ Policy ED-7.5 Incentives to Revitalize and Reuse Shopping Centers. Consider and, if appropriate, offer a range of financial and non-financial incentives and assistance to encourage revitalization and reuse of obsolete shopping centers.</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Policy ED-7.8 Tenant Assistance. Proactively assist tenants who will be dislocated by revitalization or reuse projects to find replacement business locations within the City.</li> <li>▪ Policy ED-9.3 Robust Transportation Options. Work with local and regional transportation agencies to ensure that local employees and residents have a robust set of transportation options to respond to changing workforce demographics and preferences, reduce roadway congestion, and improve local quality of life.</li> </ul> <p>Healthy Community (HC)</p> <ul style="list-style-type: none"> <li>▪ Policy HC-3.1 Universal Recreation. Provide recreational facilities and programs that meet the needs of all Morgan Hill residents, including seniors, youth, low-income residents, and citizens with disabilities.</li> </ul> <p>Transportation (TR)</p> <ul style="list-style-type: none"> <li>▪ Policy TR-2.1 Multi-Modal System for All Users. A balanced multi-modal system offers viable choices for residents, employees, customers, visitors, and recreational users. Use smart growth and Sustainable Communities principles throughout the city to provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including modes such as auto, ride sharing, public rail and bus transit, paratransit, bicycling, and walking. (South County Joint Area Plan 11.00 &amp; 11.01).</li> <li>▪ Policy TR-3.18 Grade-Separated Railroad Crossings. Plan for the construction of grade-separated crossings of the Union Pacific railroad to improve emergency vehicle response times and minimize conflicts between railroad trains and on-road vehicles. California Public Utilities Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Grade-separated crossings should be encouraged at Dunne Avenue (Depot Street to be re-routed through the existing Community and Cultural Center parking lot to create an intersection with Church Street either prior to or in conjunction with the grade separation project).</li> <li>▪ Policy TR-6.8 Transit for Changing Needs. Expand public transit as needed to meet the changing needs of the area for local and regional access, including methods such as bus, dial-a-ride, paratransit, and rail, where appropriate, for all users. (South County Joint Area Plan 11.04).</li> <li>▪ Policy TR-7.2 Neighborhood Impacts. When examining potential impacts of High Speed Rail alternatives and proposals, attention shall be given to all Morgan Hill neighborhoods and mitigation measures shall be proportionate to identified impacts.</li> </ul> <p>Natural Resources and Environment (NRE)</p> <ul style="list-style-type: none"> <li>▪ Policy NRE-4.1 Agriculture Retention and Transition to Urban Uses. Support programs and techniques, including conservation easements and purchase of development rights to encourage the retention of agricultural activities and to minimize conflicts in the transition from agriculture to urban uses.</li> <li>▪ Policy NRE-4.2 Support for Agricultural Activity. Support agricultural activity by encouraging agriculture-related industry, commercial uses, and community events within the urban area, and expanding opportunities for small-scale agriculture.</li> <li>▪ Policy NRE-4.7 Long-Term Maintenance of Agriculture. Continue to support the long-term maintenance of agricultural land uses and agriculture, including vineyards and wineries, as an economic enterprise in South County. (South County Joint Area Plan 14.00).</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Policy NRE-4.9 Urban Encroachment. Require new urban development adjacent to an existing agricultural operation to create an appropriate buffer area, on land within the proposed development, between urban uses and agricultural activities.</li> <li>▪ Policy NRE-4.10 Land Use to Support Agricultural Viability. Maintain the economic viability of agriculture using a variety of methods.</li> <li>▪ Policy NRE-4.13 Urban Growth. Wherever existing development patterns and existing and planned roads and other public facilities permit, concentrate urban development adjacent to existing developed areas in order to minimize the impact of development on agricultural land. Plan for further urban growth to occur in areas which will avoid encroachment into those agricultural lands with the greatest long-term potential to remain economically viable. (South County Joint Area Plan 14.07).</li> <li>▪ Policy NRE-11.2 TACs and Existing Sensitive Uses. Encourage the installation of appropriate air filtration mechanisms at existing schools, residences, and other sensitive receptors adversely affected by existing or proposed pollution sources.</li> <li>▪ Policy NRE-12.1 Best Practices. Requirement that development projects implement best management practices to reduce air pollutant emissions associated with construction and operation of the project.</li> <li>▪ Policy NRE-12.3 Control Measures. Require construction and demolition projects that have the potential to disturb asbestos (from soil or building material) to comply with all the requirements of the California Air Resource Board’s air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.</li> </ul> <p>Safety, Services and Infrastructure (SSI)</p> <ul style="list-style-type: none"> <li>▪ Policy SSI-8.1 Exterior Noise Level Standards. Require new development projects to be designed and constructed to meet acceptable exterior noise level standards.</li> </ul>
<p><i>Downtown Morgan Hill Specific Plan (2009)</i></p>	<p>The <i>Downtown Morgan Hill Specific Plan</i> was adopted by the City of Morgan Hill in 2009. The following goals and policies from the plan are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Promote Transit-Oriented Development along Third and Depot Streets, as well as on Block 16, to strengthen the relationship between the train station and residential uses. While Block 16 is designated for Mixed Use-CBD, desired development is for high-density residential use, Caltrain/VTA parking, with perhaps some office uses. Any commercial service use should be minor or ancillary, and retail uses are prohibited under this Specific Plan, as the goal is that retail uses be concentrated in the Downtown Core.</li> <li>▪ Encourage the preservation of the small-scale residential neighborhoods west of Monterey Road and north of Fourth Street.</li> </ul>
<p><b>San Martin Planning Area</b></p>	
<p><i>Santa Clara County General Plan (1994, 2014)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994 and updated in 2014. The following goals and policies from the plan are relevant to the project extent:</p> <p>Land Use (R-LU)</p> <ul style="list-style-type: none"> <li>▪ R-LU 114 San Martin is a rural unincorporated community governed by the County Board of Supervisors. Furthermore, San Martin should be viewed as a distinct geographic entity, unique within the rural unincorporated areas of Santa Clara County and having a unique rural identity and character within the South County area. Care should be taken to prevent premature commitment of land for uses which would restrict future options for the community. In order to best preserve future options for the San Martin community and environs, San Martin shall remain a rural community, predominantly nonurban and residential in nature.</li> </ul>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ R-LU 114.1 Policies, permit decision-making, and other matters subject to the discretion of the County and Board of Supervisors shall also take into consideration the desire and intent of the community to preserve and enhance the character, identity, and importance of the village core area of San Martin, being that area most central to the distinct identity of San Martin.</li> <li>▪ R-LU 136 Residential land use and development patterns shall remain the preferred and predominant use pattern in the San Martin Planning Area. Establishment of allowed non-residential uses in areas of existing or planned rural residential land use should be allowed only with the utmost consideration for the potential adverse impact of such uses upon the residential character and quality of life of the community.</li> <li>▪ R-LU 141 Agricultural uses should be encouraged to continue.</li> </ul>
<b>City of Gilroy</b>	
<p><i>Gilroy 2020 General Plan (2002) and 2015–23 Housing Element (2014)</i></p>	<p>The <i>Gilroy 2020 General Plan</i> was adopted by the City of Gilroy in 2002; the <i>2015–23 Housing Element</i> was adopted in 2014. The following goals and policies from the plan are relevant to the project extent:</p> <p>Community Design</p> <ul style="list-style-type: none"> <li>▪ Policy 1.02 Mix of Uses. Create a diverse mix of land uses to achieve a balance between jobs and housing and to ensure the community’s long-term viability. Through the Land Use Plan Map, the City shall encourage a range of housing types, a diversity of businesses and industries, and adequate services and leisure activities to meet residents’ social and economic needs.</li> <li>▪ Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Protect residential neighborhoods from excessive noise and traffic impacts; provide pedestrian and bicycle circulation facilities to encourage walking and biking; and work with the Santa Clara Valley Transportation Authority (VTA) to provide adequate levels of transit service to meet resident needs. Encourage infill developments that enhance neighborhood quality, supporting community input and participation in the planning and design of large infill projects or projects that propose non-residential, neighborhood-serving uses (such as neighborhood commercial uses). Infill development in existing residential neighborhoods should follow similar design guidelines as those outlined for new neighborhoods in the Neighborhood Districts text on pages 3-8 through 3-14.</li> </ul> <p>Economic Development</p> <ul style="list-style-type: none"> <li>▪ Policy 3.01 Jobs and Revenues. Attract industrial, high-tech, and commercial office employers to provide a diversity of well-paid job opportunities for local residents and to broaden the City’s revenue base, ensuring adequate resources over time to support the provision of quality city services. Also, support the development, retention, and expansion of small and medium size businesses, agricultural businesses, and tourism-related businesses, recognizing their vital importance to the City’s economic future. See also SCJAP 2.01 and 2.02.</li> <li>▪ Policy 3.02 Economic Development Activities. Actively promote Gilroy as a place for business and industry, capitalizing on the City’s location and numerous amenities, to encourage new businesses to locate here and to retain existing businesses.</li> <li>▪ Policy 3.26 Business Development in the Downtown. Provide amenities that will make Downtown attractive to office users and retail businesses (e.g., convenient parking, an attractive and safe environment, access to regional transit services,</li> </ul>

Policy Document	Goal, Policy, or Objective
	<p>high quality infrastructure, reliable services, etc.) and encourage new office and retail businesses and expansions of existing businesses in Gilroy to locate there.</p> <p>Agriculture</p> <ul style="list-style-type: none"> <li>▪ Policy 4.01 Economic Viability of Agriculture. Support the long-term economic viability of agriculture and agri-tourism, thereby encouraging landowners to keep their land in cultivation.</li> <li>▪ Policy 4.02 Agricultural Land Preservation. Work with the County, LAFCo, and other relevant agencies as well as private landowners to protect agricultural and grazing lands from encroachment by urban uses, and to encourage the use of such lands for active cultivation. Specifically, implement the strategies and actions recommended by the South County Agricultural Study (Strategies to Balance Planned Growth and Agricultural Viability in the Areas South and East of Gilroy, October 1996).</li> </ul> <p>Housing Element (H)</p> <ul style="list-style-type: none"> <li>▪ Policy H-1.2 The City shall encourage the provision of a variety of housing options for Gilroy residents.</li> <li>▪ Policy H-1.C. Variety of Housing in Neighborhood Districts The City shall review and revise, as appropriate, the Neighborhood District Policy to ensure that it encourages the development of housing that is affordable to a variety of income groups by comparing its features with the Residential Development Ordinance and making any changes to ensure the two policies are compatible and designed to reach the same goals.</li> <li>▪ Policy H-2.1 The City shall encourage the provision of new affordable housing.</li> <li>▪ Policy H-2.2 The City shall provide incentives for affordable housing, including but not limited to the density bonus ordinance, expedited project review, and Affordable Housing Exemption in the Residential Development Ordinance.</li> <li>▪ Policy H-2.3 The City shall support homeownership opportunities for low- and moderate-income households.</li> <li>▪ Policy H-2.4 The City shall encourage partnerships between non-profit and for-profit housing developers to encourage affordable housing production.</li> <li>▪ Policy H-2.5 The City shall continue to require 15 percent of new housing in the Neighborhood District to be affordable to very low-, low-, and moderate-income households.</li> <li>▪ Policy H-2.6 The City shall consider the development of single-room occupancy units, studio apartments, and other similar unit types that are affordable to extremely low-income residents in higher-density areas of the city.</li> <li>▪ Policy H-2.7 The City shall continue to participate in programs that assist lower- and moderate-income households to secure affordable housing, such as the County’s Mortgage Credit Certificate program, Section 8 rental voucher programs, and the Housing Trust Fund of Santa Clara County.</li> <li>▪ Policy H-3.2 The City shall strive to preserve the affordability of existing below market rate housing units.</li> <li>▪ Policy H-3.E. Rent and Income Restrictions on Rental Below-Market Rate Units The City shall continue to implement rent and income restrictions on rental Below Market Rate (BMR) units to ensure that affordable units provided through public assistance or public action are retained for 30 years or more as affordable housing stock.</li> <li>▪ Policy H-4.1 The City shall encourage housing opportunities for special needs groups, including: seniors; persons with disabilities, including developmental</li> </ul>

Policy Document	Goal, Policy, or Objective
	<p>disabilities; the homeless; large households; single female-headed households; and farmworkers.</p> <ul style="list-style-type: none"> <li>▪ Policy H-4.2 The City shall encourage the development, rehabilitation, and preservation of affordable and market-rate housing for seniors, particularly in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.</li> <li>▪ Policy H-4.3 The City shall support efforts to provide emergency shelter, transitional housing, and permanent supportive housing for homeless persons and those at risk of homelessness.</li> <li>▪ Policy H-4.4 The City shall support the development of permanent and seasonal farmworker housing in appropriate areas of the city.</li> <li>▪ Policy H-4.5 The City shall encourage affordable housing developments to include units that can accommodate large households of five or more.</li> <li>▪ Policy H-4.6 The City shall encourage the development and maintenance of housing accessible to people with disabilities, including developmental disabilities.</li> <li>▪ Policy H-4.7 The City shall continue to provide individuals with disabilities reasonable accommodation through flexibility in the application of land use or zoning, when necessary to eliminate barriers to housing opportunities.</li> <li>▪ Policy H-5.1 The City shall promote fair housing standards.</li> </ul>
<p><i>Gilroy Economic Development Strategic Plan (2015)</i></p>	<p>The <i>Gilroy Economic Development Strategic Plan</i> was adopted by the City of Gilroy in 2015. The following goals and policies from the plan are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Transit Hub Station at 7th Street/Old Gilroy Street with Transit oriented Development in the area.</li> <li>▪ No community divide – sense of one Gilroy community.</li> <li>▪ Expand the city tax base through economic growth.</li> <li>▪ Increase the numbers of businesses in Downtown.</li> <li>▪ Expand public transportation services to Silicon Valley for events.</li> </ul>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The <i>San Benito County 2035 General Plan</i> was adopted by San Benito County in 2015. The following goals and policies from the plan are relevant to the project extent:</p> <p>Land Use (LU)</p> <ul style="list-style-type: none"> <li>▪ GOAL LU-1 To maintain San Benito County’s rural character and natural beauty while providing areas for needed future growth.</li> <li>▪ LU-1.3 Future Development Timing: The County shall ensure that future development does not outpace the ability of either the County or other public/private service providers to provide adequate services and infrastructure. The County shall review future development proposals for their potential to reduce the level of services provided to existing communities or place economic hardships on existing communities, and the County may deny proposals that are projected to have these effects. (RDR/MPSP)</li> <li>▪ GOAL LU-3: To ensure the long-term preservation of the agricultural industry, agricultural support services, and rangeland resources by protecting these areas from incompatible urban uses and allowing farmers to manage their land and operations in an efficient, economically viable manner.</li> <li>▪ GOAL LU-6: To promote the development of new industrial and employment uses in the unincorporated parts of the county that are compatible with surrounding land uses and meet the present and future needs of county residents.</li> </ul> <p>Administration (AD)</p>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>GOAL AD-2: To cooperate and coordinate with applicable local, regional, State, and Federal jurisdictions and agencies in order to achieve mutually beneficial development, environmental, and economic goals.</li> </ul>
<b>Merced County</b>	
<p>2030 Merced County General Plan (2013)</p>	<p>The 2030 Merced County General Plan was adopted by Merced County in 2013. The following goals and policies from the plan are relevant to the project extent:</p> <p>Economic Development (ED)</p> <ul style="list-style-type: none"> <li>Policy ED-1.8: Jobs/Housing Balance (RDR) Encourage all communities, and require new or expanded Community Plans, to include sufficient employment-based land uses to maintain a 1:1 jobs/housing balance.</li> <li>Policy ED-3.1: Business Retention (SO) Support local and regional business retention and expansion programs to ensure that County services are applicable and accessible to local businesses.</li> <li>Policy ED-3.2: Small Business Promotion (JP) Promote entrepreneurial development and small business expansion and recognize the job creation potential of locally-owned small businesses.</li> <li>Policy ED-5.2: Regional Cooperation (IGC) Cooperate with regional economic development organizations and agencies to expand and improve the economic base of the County.</li> </ul> <p>Land Use and Community Character (LU)</p> <ul style="list-style-type: none"> <li>Policy LU-1.7: Compact Development (RDR) Promote compact development in urban communities that supports pedestrian activity and transit ridership.</li> <li>Policy LU-5.A.6: Jobs/Housing Balance (RDR) Promote a jobs/housing balance by encouraging residential development near employment centers when preparing new or updating existing Community Plans and providing adequate land for employment generating land use.</li> </ul> <p>Agriculture (AG)</p> <ul style="list-style-type: none"> <li>Policy AG-2.2: Agricultural Land Mitigation (RDR) Protect productive agricultural areas from conversion to non-agricultural residential uses by establishing and implementing an agricultural mitigation program that matches acres converted with farmland acres of similar quality to those converted preserved at a 1:1 ratio. Coordinate with the six cities in Merced County and the Merced Local Agency Formation Commission (LAFCo), consistent with LAFCo’s statutory mission to preserve agricultural land and open space, to establish consistent standards and mitigation for the loss of farmland. In addition, the Land Evaluation and Site Assessment Model (LESA model) may be used to determine whether the conservation land is of equal or greater value than the land being converted.</li> <li>Policy AG-2.8: Conservation Easements (RDR/MPSP) Support the efforts of public, private, and non-profit organizations to preserve agricultural areas in the County through dedicated conservation easements, and range land held as environmental mitigation.</li> <li>Policy AG-2.11: Preservation Collaboration (IGC/JP) Collaborate with landowners, cities, State and Federal agencies, colleges, universities, stakeholders, and community-based organizations to continue and expand agricultural preservation in the County.</li> <li>Policy AG-2.16: High Speed Rail Line Location (IGC) Coordinate with the California High Speed Rail Authority to locate the high speed rail lines along existing major transportation corridors, such as State Routes 99 or 152, to minimize the conversion of productive agricultural land to non-agricultural uses.</li> </ul> <p>Transportation and Circulation (CIR)</p>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Policy CIR-1.3: Transportation Efficiency (RDR) Encourage transportation programs that result in more efficient energy use, reduce greenhouse gas emissions and noise levels, and improve air quality.</li> <li>▪ Policy CIR-3.1: Multi-Modal Transportation (RDR) Encourage multi-modal transportation opportunities within Urban Communities.</li> <li>▪ Policy CIR-3.2: Transit Improvements (RDR) Continue to support transit efforts by the Merced County Association of Governments, Dial-A-Ride, UC Merced Transit, other public entities, private social service providers, and other various private charter services to improve and expand public transit throughout the County.</li> <li>▪ Policy CIR-5.1: Freight and Passenger Rail Services (RDR) Support the continued operation and improvements to existing freight and passenger rail lines and terminals.</li> <li>▪ Policy CIR-5.7: High Speed Rail (RDR/IGC) Coordinate with the California High Speed Rail Authority, the cities, and other local agencies in efforts to properly locate the High Speed Rail corridors throughout Merced County, including at least one station and a heavy maintenance facility.</li> </ul> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1 The County shall continue to adopt programs, ordinances, incentives, land use plans and other regulatory mechanisms that provide opportunities for the private sector to address the housing needs of citizens in all economic levels.</li> <li>▪ Policy 1.15 Wherever feasible, the County shall encourage affordable housing to be located in transit-oriented development projects.</li> <li>▪ Policy 2.8 The County shall continue to provide rental assistance to very low- and low-income households through programs offered by the Housing Authority and other agencies.</li> <li>▪ Policy 2.14 The County shall support the development of housing plans and programs, including new government subsidized housing, that maximize housing choice for minorities and lower-income households.</li> <li>▪ Policy 4.1 The County shall strive to address the unique housing needs of seniors, large families, single-parent households, and the homeless, persons with disabilities, extremely low-income households, farmworkers, and students.</li> </ul> <p>Health and Safety (HS)</p> <ul style="list-style-type: none"> <li>▪ Policy HS-7.4: New Noise or Groundborne Vibration Generating Uses (RDR) Require new commercial and industrial uses to minimize encroachment on incompatible noise or groundborne vibration sensitive land uses. Also consider the potential for encroachment by residential and other noise or groundborne vibration sensitive land uses on adjacent lands that could significantly impact the viability of the commercial or industrial areas.</li> <li>▪ Policy HS-7.11: Train Whistle Noise (IGC) Support improvements to at-grade crossings in urban areas in order to eliminate the need for train whistle blasts near or within communities.</li> </ul> <p>Air Quality (AQ)</p> <ul style="list-style-type: none"> <li>▪ Policy AQ-2.1: Air Quality Plan Compliance (RDR) Require all development projects to comply with applicable regional air quality plans and policies.</li> <li>▪ Policy AQ-4.6: Non-Motorized Transportation (RDR) Encourage non-motorized transportation corridors within and between communities.</li> </ul>
<p><i>Merced County Regional Transportation Plan 2014–2040 (2014)</i></p>	<p>The Merced County Association of Governments' <i>Merced County Regional Transportation Plan and Sustainable Communities Strategy 2014–2040</i> was adopted by Merced County in 2014. The following goals and policies from the plan are relevant to the project extent:</p>

Policy Document	Goal, Policy, or Objective
	<ul style="list-style-type: none"> <li>▪ Goal 1: A safe and efficient regional road system that accommodates the demand for movement of people and goods.</li> <li>▪ Goal 2: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations, including transportation disadvantaged persons.</li> <li>▪ Goal 3: A rail system that provides safe and reliable service for passengers.</li> <li>▪ Policy 3.2: Establish a High-Speed Rail system connecting Merced and Los Banos to Sacramento and the Bay Area.</li> <li>▪ Goal 7: Reduce usage of nonrenewable energy resources for transportation purposes.</li> <li>▪ Goal 8: Achieve air quality standards set by the U.S. Environmental Protection Agency, and the State Air Resources Board.</li> <li>▪ Goal 9: Provide economical, long-term solutions to transportation problems by encouraging community designs which encourage walking, transit, and bicycling.</li> </ul>

**City of Los Banos**

<p><i>City of Los Banos 2030 General Plan Update (2009) and 2014–2023 Housing Element (2016)</i></p>	<p>The <i>City of Los Banos 2030 General Plan Update</i> was adopted by the City of Los Banos in 2009; the <i>2014–2023 Housing Element</i> was adopted in 2016. The following goals and policies from the plan are relevant to the project extent:</p> <p>Circulation (C-G)</p> <ul style="list-style-type: none"> <li>▪ C-G-14 Participate in the planning process for the California High-Speed Train.</li> </ul> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ Objective 3 Encourage the maintenance, improvement and rehabilitation of the City’s existing housing stock and encourage the maintenance and upkeep of existing affordable housing.</li> <li>▪ Objective 5 Ensure that all residents have access to housing.</li> <li>▪ Objective 7 Maintain an adequate percentage of affordable rental units within the City to accommodate all income groups and family types.</li> <li>▪ Objective 8 Encourage redevelopment and new development projects for special need groups.</li> </ul>
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*Sources: ABAG and MTC 2013; City of Gilroy 2002a, 2005, 2014c, 2015; City of Los Banos 2009, 2016; City of Morgan Hill 2009, 2015, 2016a; City of San Jose 1992a, 1992b, 1995, 2011, 2014, 2015; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994; Merced County Association of Governments 2016.*

## Station Planning, Land Use, and Development

**Table 13 Regional and Local Plans and Policies Relevant to Station Planning, Land Use, and Development**

Plan and Policies	Summary
<b>Regional</b>	
<p><i>Plan Bay Area (2013)</i></p>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted <i>Plan Bay Area</i> as the Bay Area’s long-term regional transportation and land use blueprint in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Target #1: Reduce per-capita CO2 emissions from cars and light-duty trucks by 15 percent (Statutory requirement is for year 2035, per SB 375).</li> <li>▪ Target #6: Direct all nonagricultural development within the urban footprint (existing urban development and urban growth boundaries).</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Target #9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips); decrease automobile vehicle miles traveled per capita by 10 percent.</li> </ul>
<p><i>San Joaquin Valley Blueprint Planning Process Summary Report (2010)</i></p>	<p>The <i>San Joaquin Valley Blueprint Planning Process Summary Report</i> was prepared in 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Principle 7: Preserve open space, farmland, natural beauty, and critical environmental areas.</li> <li>▪ Principle 8: Provide a variety of transportation choices.</li> <li>▪ Principle 11: Enhance the economic vitality of the region.</li> <li>▪ Principle 12: Support actions that encourage environmental resource management.</li> </ul>
<p><b>Santa Clara County</b></p>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-GD 14: Future urban development in Coyote Valley should be planned to realize the potential it holds for improving the City of San Jose’s existing job-housing imbalance and for the benefit to the county as a whole, including:               <ul style="list-style-type: none"> <li>a. development of industrial and commercial land uses in South San Jose prior to further housing development in order to alleviate commute hour traffic congestion along major north-south routes;</li> <li>b. reduced dependence on the automobile and increased use of public transit;</li> <li>c. an increased variety of housing opportunities; and</li> <li>d. opportunities for greenbelts.</li> </ul> </li> <li>▪ Policy C-GD 15: Land uses along public transit corridors in Coyote Valley should be of sufficient density and adequate design to encourage use of public transit and provide affordable housing.</li> <li>▪ Policy C-GD 29: Land use and development patterns that enhance the cost effectiveness of transportation and other urban infrastructure investments should be encouraged.</li> <li>▪ Policy C-GD 32: Mixed land use and compact development should be encouraged which clusters employment, residential, and the types of land uses, goods, and services customarily needed on a daily basis around transit stations, along transit corridors, and in other appropriate urban locations.</li> <li>▪ Policy C-GD 33: Cities’ land use plans should be coordinated and consistent with long range master plans for light rail and other transit services.</li> <li>▪ Policy C-GD 35: Employment area densities should be increased wherever practical to support efficient public transit service.</li> <li>▪ Policy C-TR 3: In order to safeguard future mobility and achieve other transportation-related goals and objectives stated in the Vision of the General Plan, the following set of coordinated strategies should guide decision-making and implementation efforts on a sub-regional basis:               <ul style="list-style-type: none"> <li>a. develop urban land use patterns that support travel alternatives;</li> <li>b. manage travel demand, system operation, and congestion levels;</li> <li>c. expand system capacity and improve system integration; and</li> <li>d. support new transportation technologies.</li> </ul> </li> <li>▪ Policy R-GD 1: Strategies and policies for managing land use and development in the rural unincorporated areas include the following:</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>1. Preserve the resources and rural character of lands outside Urban Service Areas.</li> <li>2. Develop special area plans for areas that require or would benefit from more detailed planning and policies.</li> <li>▪ Policy R-LU 1: The term “Resource Conservation Areas” refers to a general category of land uses that consists of the following specific land use designations or classifications: <ul style="list-style-type: none"> <li>a. Baylands;</li> <li>b. Agriculture;</li> <li>c. Hillside;</li> <li>d. Ranchlands, Agricultural;</li> <li>e. Open Space Reserve;</li> <li>f. Regional Parks, Existing; and</li> <li>g. Other Public Open Space Lands.</li> </ul> </li> <li>▪ Policy R-LU 2: Rural unincorporated lands outside cities’ Urban Service Areas that are not designated ‘Rural Residential’ or other specialized land uses shall be designated as a type of ‘Resource Conservation Area.’ These lands consist primarily of the mountains and foothills, Bay wetlands and lowlands, and valley agricultural lands.</li> <li>▪ Policy R-LU 3: The general intent of each ‘Resource Conservation Area’ designation is to encourage land uses and densities appropriate to the rural unincorporated areas that also: <ul style="list-style-type: none"> <li>a. help preserve rural character;</li> <li>b. conserve natural, scenic, and cultural resources;</li> <li>c. protect public health and safety from natural and man-made hazards;</li> <li>d. preserve agriculture and prime agricultural soils;</li> <li>e. protect watersheds and water quality;</li> <li>f. enhance air quality; and</li> <li>g. minimize the demand for and cost of public services and facilities.</li> </ul> </li> <li>▪ Policy R-LU-11: Allowable land uses shall be limited to: a. agriculture and ancillary uses; b. uses necessary to directly support local agriculture; and c. other uses compatible with agriculture which clearly enhance the long term viability of local agriculture and agricultural lands.</li> </ul>
<p><b>City of Santa Clara</b></p>	
<p><i>City of Santa Clara 2010-2035 General Plan (2010)</i></p>	<p>The <i>City of Santa Clara 2010-2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.</li> <li>▪ 5.3.1-P15: Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.</li> <li>▪ 5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision: San Jose 2040 General Plan (2011)</i></p>	<p>The <i>Envision: San Jose 2040 General Plan</i> was adopted in 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1, General Land Use: Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.</li> <li>▪ LU-1.6: Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.</li> <li>▪ Goal LU-2 – Growth Areas: Focus new growth into identified Growth Areas to protect the quality of existing neighborhoods, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City’s projected demographics i.e., a young and senior population, and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.</li> <li>▪ Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</li> <li>▪ Policy LU-2.2: Include within the Envision General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:             <ul style="list-style-type: none"> <li>○ Downtown – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose’s civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.</li> <li>○ Employment Lands – The Plan supports significant intensification of employment activity within each of the City’s major employment districts (North San José, Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road and North Coyote Valley). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development.</li> </ul> </li> <li>▪ Policy LU-4.1: Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José’s workers, residents, and visitors.</li> <li>▪ Policy LU-10.3: Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.</li> <li>▪ Policy LU-17.1: Allow development in hillside and rural residential areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy TR-1.8. Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</li> <li>▪ Policy TR-4.1. Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.</li> <li>▪ Policy TR-4.2. Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.</li> <li>▪ Policy TR-4.3. Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ Policy TR-4.4. Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> </ul>
<p><i>Midtown Specific Plan</i> (1992)</p>	<p>The City of San Jose's <i>Midtown Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Configure land uses in Midtown (i.e., type, mix, density) in a manner that reinforces and maximizes transit ridership.</li> <li>▪ Create a pattern of land uses, open space and transportation facilities that strengthens pedestrian access within Midtown and provides linkages to downtown and surrounding neighborhoods.</li> <li>▪ Preserve viable industrial and commercial-service uses within Midtown.</li> <li>▪ Introduce land uses that complement the existing character of adjacent single-family neighborhoods; ensure that new development immediately adjacent to these neighborhoods has a similar height, scale and orientation as the historic fabric of single-family homes.</li> <li>▪ Ensure the efficient operation of existing and planned transit improvements within Midtown to reduce auto-dependency.</li> <li>▪ Create a pattern of roadways that serves future land uses within the district and avoids vehicular impacts (particularly north-south through-movement) within the adjacent neighborhoods. Design roadways in a manner that reflects objectives for reduced auto-dependency and a strong pedestrian orientation.</li> <li>▪ Aggressively pursue public funding of major infrastructure elements that will be of benefit to the larger community (e.g., Los Gatos Creek, transit, arterial roadways, etc.).</li> </ul> <p><u>Cahill West Subarea</u></p> <ul style="list-style-type: none"> <li>▪ Objective 1: Create a high-density mixed-use neighborhood that complements and extends the pattern of residential uses in the adjacent St. Leo's neighborhood, and that reinforces existing commercial uses along The Alameda, Park Avenue, and West San Carlos Street.</li> <li>▪ Policy 1.4: Existing industrial uses should be encouraged to remain and intensity between Park Avenue and West San Carlos Street.</li> <li>▪ Policy 1.7: A pattern of development that reinforces and extends the block structure and pedestrian character of adjacent areas of San Jose should be established within Midtown.</li> </ul> <p><u>Cahill East Subarea</u></p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Objective 3: Intensity development surrounding Cahill Station in a manner to promote the area as a mixed-use transit district, with appropriate height and intensity transitions to Los Gatos Creek.</li> <li>▪ Policy 3.2: To the extent feasible, single-purpose transportation and parking facilities should be concentrated west of Cahill Street, adjacent to the railroad right-of-way.</li> </ul> <p><u>Vasona Subarea</u></p> <ul style="list-style-type: none"> <li>▪ Objective 4: Create a high-density mixed-use activity center surrounding the future West San Carlos Station of the Vasona LRT corridor.</li> <li>▪ Policy 4.3: The major focus of this area should be the planned LRT station and an active pedestrian plaza connecting it with West San Carlos Street.</li> </ul>
<p><i>Diridon Station Area Plan</i> (2014)</p>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ <i>Urban Form and Structure.</i> Create an urban district in the Station Area with buildings that maximize height potential. The Station Area should accommodate a mix of uses including commercial, office, and entertainment development.</li> <li>▪ <i>Connectivity.</i> Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists, with emphasis on east-west connectivity across SR 87 and the rail corridor.</li> <li>▪ <i>Transportation.</i> Prioritize pedestrian circulation and transit. Improve pedestrian and bicycle connection to Guadalupe River from the area.</li> <li>▪ <i>Compatibility with surrounding neighborhoods.</i> Ensure sensitive transitions in scale and design to surrounding residential neighborhoods.</li> <li>▪ <i>Land Use.</i> Provide a range of commercial and residential uses. Commercial uses would include neighborhood services for surrounding residential areas, and a synergistic mix of entertainment, hotels, shopping, restaurants, and offices.</li> </ul>
<p><i>Tamien Station Area Specific Plan</i> (1995)</p>	<p>The <i>Tamien Station Area Specific Plan</i> was adopted on March 21, 1995. The following goals and policies are relevant to the project:</p> <p>Transit and Pedestrian Goals and Objectives:</p> <ol style="list-style-type: none"> <li>1. Create a combination of land uses that effectively support transit use, reduce dependency on the automobile, and attract pedestrian activity.</li> <li>2. Locate the most intense uses and highest residential densities on sites in close proximity to transit facilities.</li> <li>6. Replace existing land uses near transit facilities with more intensive land uses as market forces dictate or opportunities arise.</li> </ol> <p>Neighborhood Compatibility Goal and Objective:</p> <ol style="list-style-type: none"> <li>1. Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods.</li> </ol>
<p><i>Communications Hill Specific Plan</i> (1992)</p>	<p>The <i>Communications Hill Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Adopt site planning and architectural guidelines and noise attenuation techniques to protect Communications Hill residents and workers from excessive noise from arterials, freeways, the fairground activities, adjacent industrial activities and trains and planes traveling nearby.</li> </ul>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan</i> (2016)</p>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted in 2016. The following goals and policies are relevant to the project:</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy CNF-1.3 Regional Coordination. Work with other governmental agencies to reach a coordinated approach to future community development tasks (also see Regional Coordination Element).</li> <li>▪ Policy CNF-8.19 Incompatible Uses. Use setbacks, natural and man-made barriers such as streams, park land, and drainage ways, and other mitigation to separate incompatible uses whenever possible.</li> <li>▪ Policy CNF-17.2 Industrial Land Use Conflicts. Ensure proposed new uses adjacent to industrial uses do not introduce land use conflicts that would adversely impact industrial activities.</li> <li>▪ Policy CNF-17.3. Buffer between Industrial and Incompatible Uses. Ensure that all industrial uses are well sited and buffered from incompatible uses; buffers may include offices adjacent to sensitive uses, landscaping, berms, etc.</li> <li>▪ Policy CNF-22.1. County Land Use Policies. Support the continuation of adopted County land use policies for the unincorporated areas in order to: a) promote a productive, primarily agricultural rural area; and b) balance the needs of rural residents and landowners and the needs for effective natural resource management, enhanced rural scenic quality, and lands for planned urban growth, rural activities, and long-term open space.</li> <li>▪ Policy TR-2.2. Integrated Land Use/Transportation Planning. Integrate planning for land use and transportation development by ensuring that the timing, amount, and location of urban development is consistent with the development of the transportation system capacity. Promote environmental objectives that supports smart growth and Sustainable Communities principles, such as safe and uncongested neighborhoods, a pedestrian-friendly vibrant downtown that emphasizes non-auto transportation modes, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas.</li> <li>▪ Policy TR-7.1. Planning for High-Speed Rail. Remain actively engaged in planning efforts for High-Speed Rail service to minimize local impacts and ensure that design is consistent with local plans and policies.</li> <li>▪ Policy TR-7.2. Neighborhood Impacts. When examining potential impacts of High Speed Rail alternatives and proposals, attention shall be given to all Morgan Hill neighborhoods and mitigation measures shall be proportionate to identified impacts.</li> <li>▪ Policy NRE-1.4. South County Open Space. Preserve and maintain the wide variety of open spaces in the South County; including greenbelt areas, parks, and agricultural uses.</li> <li>▪ Policy NRE-4.9. Require new urban development adjacent to an existing agricultural operation to create an appropriate buffer area, on land within the proposed development, between urban uses and agricultural activities.</li> </ul>
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002–2020 General Plan (2002)</i></p>	<p>The <i>City of Gilroy 2002-2020 General Plan</i> was adopted in 2002. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Community Design and Development Policy 1.01. Pattern of Development. Ensure an orderly, contiguous pattern of development that prioritizes infill development, phases new development, encourages compactness and efficiency, preserves surrounding open space and agricultural resources, and avoids land use incompatibilities.</li> <li>▪ Community Design and Development Policy 1.03. Uses East of Highway 101. Restrict lands east of Highway 101 to industrial and agricultural use except for (1) commercial developments that draw a clear majority of customers from outside of Gilroy, in accordance with criteria established by the City of Gilroy;</li> </ul>

Plan and Policies	Summary
	<p>and (2) public and quasi-public facilities identified on the Land Use Plan Map. The City will encourage the maintenance of agricultural uses in all undeveloped industrially designated areas. Residential care facilities will only be allowed in the area east of Highway 101 if they meet the criteria set forth in Policy 14.05, Residential Care Facilities for Seniors.</p> <ul style="list-style-type: none"> <li>▪ Community Design and Development Policy 1.05. Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Protect residential neighborhoods from excessive noise and traffic impacts; provide pedestrian and bicycle circulation facilities to encourage walking and biking; and work with VTA to provide adequate levels of transit service to meet resident needs. Encourage infill developments that enhance neighborhood quality, supporting community input and participation in the planning and design of large infill projects or projects that propose non-residential, neighborhood-serving uses (such as neighborhood commercial uses). Infill development in existing residential neighborhoods should follow similar design guidelines as those outlined for new neighborhoods in the Neighborhood Districts text on pages 3-8 through 3-14.</li> <li>▪ Community Design and Development Policy 3.25. Mix of Uses Downtown. Encourage a wide mix of uses in close proximity to each other in the Downtown area, including governmental services and facilities, cultural and recreational activities, a broad range of retail activities, financial and professional services, entertainment, transit services, and housing for residents. Encourage mixed use developments that integrate housing and commercial uses.</li> </ul>
<p><i>Measure H – Gilroy Urban Growth Boundary Initiative (2016)</i></p>	<p>Measure H was passed by the voters of the City of Gilroy in November 2016 to designate an Urban Growth Boundary on the General Plan Land Use Map. Land outside the UGB is designated as Open Space and land uses cannot be changed without voter approval.</p>
<p><i>Downtown Gilroy Specific Plan (2005)</i></p>	<p>The <i>Downtown Gilroy Specific Plan</i> was adopted in 2005 and contains the following goals and policies relevant to land use:</p> <ul style="list-style-type: none"> <li>▪ Encourage higher density projects if the projects are consistent with the existing character and feel of Downtown Gilroy.</li> <li>▪ Locate the highest density projects at focal points within Downtown Gilroy or on adjacent parcels where connectivity, scale, and texture make these projects appropriate.</li> <li>▪ Encourage the creation of pedestrian connections within, as well as to and from, the Downtown area.</li> <li>▪ Capitalize on the proximity of the Caltrain commuter population and promote linkages to the Downtown through use of signs, etc.</li> </ul>
<p><b>San Benito County</b></p>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The <i>San Benito County 2035 General Plan</i> was adopted in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-3.2 Future Connections to High Speed Rail. The County shall pursue potential opportunities to connect transit to future high-speed rail if a high speed rail station is built in Gilroy and ensure that proposed connection alignments are carefully planned to maximize accessibility and minimize related environmental impacts associated with visual obstructions and noise, as appropriate.</li> <li>▪ Policy NCR-1.1 Maintenance of Open Space. The County shall support and encourage maintenance of open space lands that support natural resources,</li> </ul>

Plan and Policies	Summary
	agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.
<b>Merced County</b>	
<i>2030 Merced County General Plan (2013)</i>	<p>The <i>2030 Merced County General Plan</i> was adopted in 2013. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LU-2.3. Land Use Activity Limitations (RDR) -- Limit allowed land use within Agricultural and Foothill Pasture areas to agricultural crop production, farm support operations, and grazing and open space uses.</li> <li>▪ Policy CIR-5.5: Work with other agencies to plan railroad corridors that facilitate the preservation of important rail line right-of-way for further rail expansion or other appropriate transportation facilities.</li> <li>▪ Policy CIR-5.7: High Speed Rail. Coordinate with the California High Speed Rail Authority, the cities, and other local agencies in efforts to properly locate the High Speed Rail corridors throughout Merced County, including at least one station and a heavy maintenance facility.</li> </ul>
<i>2014–2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County (2016)</i>	<p>The <i>2014–2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County</i> was adopted in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 3.2. Establish a High Speed Rail system connecting Merced and Los Banos to Sacramento and the Bay Area.</li> <li>▪ Policy 3.2.1. Support the High Speed Rail planning process and actively provide comments and input.</li> </ul>
<i>Merced County Code, Title 18 Zoning, Chapter 18.02 Agricultural Zones</i>	<p>Chapter 18.02 designates agricultural zones and permitted uses allowed therein. These expressly include the following transportation and communication uses:</p> <ul style="list-style-type: none"> <li>▪ Airport/airstrip (public or private)</li> <li>▪ Communication equipment, electrical distribution/transmission substation</li> <li>▪ Television, radio, cellular communication, microwave towers (excluding studios)</li> <li>▪ Transportation, equipment yard</li> <li>▪ Truck parking</li> </ul>

Sources: ABAG and MTC 2013; City of Gilroy 2002a; 2005, 2016b; City of Morgan Hill 2016a; City of San Jose 1992a, 1992b, 1995, 2011, 2014; City of Santa Clara 2010; County of San Benito 2015a; County of Santa Clara 1994; County of Merced 2013a, 2017; MCAG 2016; San Joaquin Valley Regional Planning Agencies 2010.

ACE = Altamont Corridor Express

BART = Bay Area Rapid Transit

CO2 = carbon dioxide

LRT = Light Rail

SB = Senate Bill

SR = state route

VTA = Santa Clara Valley Transportation Authority

## Agricultural Farmland

**Table 14 Regional and Local Plans and Policies Relevant to Agricultural Farmland**

Plans and Policies	Summary
<b>San Francisco Bay Area</b>	
<i>Plan Bay Area 2040 (2017)</i>	The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted <i>Plan Bay Area 2040</i> on July 16, 2017. It is a regional housing and transportation plan for the nine-county San

Plans and Policies	Summary
	<p>Francisco Bay Area. The plan includes the following goal and target relevant to agricultural resources:</p> <p><b>Goal:</b> Open Space and Agricultural Preservation.</p> <ul style="list-style-type: none"> <li>▪ Target: Direct development within urban footprint. Only 10 percent of the plan’s investments are directed toward expanding capacity-constrained freeways and transit lines. This stems from a “fix it first” emphasis, with an intent to shift travel mode [from car-centric transportation] and achieve the plan’s open space and agricultural preservation target.</li> </ul>
<p><i>Moving Forward 2035 Monterey Bay (2017)</i></p>	<p>The Association of Monterey Bay Area Governments adopted the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy, also known as <i>Moving Forward 2034 Monterey Bay</i>, in June 2014, and was amended in January 2017. It is a regional transportation plan for Monterey County, San Benito County, and Santa Cruz County. The plan includes the following goals and policies that are relevant to agricultural resources:</p> <ul style="list-style-type: none"> <li>▪ Environment- Promote environmental sustainability and protect the natural environment</li> <li>▪ Healthy Communities- Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.</li> </ul>
<p><b>Santa Clara County</b></p>	
<p><i>Santa Clara County General Plan, 1995–2010 (1994)<sup>a</sup></i></p>	<p>The <i>Santa Clara County General Plan, 1995–2010</i> was adopted on December 20, 1994. The plan contains the following strategies and policies relevant to agricultural resources:</p> <p><b>Role of Agriculture</b></p> <p>Strategy #1: Inventory, Map and Monitor the Status of Agricultural lands</p> <p>Strategy #2: Maintain Stable Long Range Land Use Patterns</p> <p>Strategy #3: Enhance the Long Term Economic Viability of Agriculture</p> <ul style="list-style-type: none"> <li>▪ <b>Policy C-RC 37:</b> Agriculture should be encouraged and agricultural lands retained for their vital contributions to the overall economy, quality of life, and for their functional importance to Santa Clara County, in particular: <ul style="list-style-type: none"> <li>a. local food production capability;</li> <li>b. productive use land not intended for urban development; and</li> <li>c. protection of public health and safety.</li> </ul> </li> <li>▪ <b>Policy C-RC 40.</b> Long term land use stability and dependability to preserve agriculture shall be maintained and enhanced by the following general means: <ul style="list-style-type: none"> <li>b. regulating non-agricultural uses in agricultural areas, and their intensity and impacts on adjacent lands;</li> <li>c. maintaining agriculturally-viable parcel sizes; and</li> <li>d. minimizing conflicts between adjacent agricultural and non-agricultural land uses, through such means as right-to-farm legislation and mediation of nuisance claims.</li> </ul> </li> </ul> <p><b>Growth and Development</b></p> <p>Strategy #1: Preserve the Resources and Character of Rural Lands</p> <ul style="list-style-type: none"> <li>▪ <b>R-GD 1.</b> Strategies and policies for managing land use and development in the rural unincorporated areas include the following:</li> </ul>

Plans and Policies	Summary
	<ol style="list-style-type: none"> <li>1. Preserve the resources and rural character of lands outside Urban Service Areas (USAs).</li> <li>2. Develop special area plans for areas that require or would benefit from more detailed planning and policies.           <ul style="list-style-type: none"> <li>▪ <b>R-GD 3.</b> Land uses and development permitted under County jurisdiction shall be consistent with the following major County policies:               <ol style="list-style-type: none"> <li>e. preservation of agriculture</li> </ol> </li> </ul> </li> </ol> <p><b>Resource Conservation</b></p> <p>Agriculture &amp; Agricultural Resources</p> <ul style="list-style-type: none"> <li>▪ <b>R-RC 57.</b> Agriculture shall be encouraged and prime agricultural lands retained for their value to the overall economy and quality of life of Santa Clara County, including:       <ol style="list-style-type: none"> <li>a. local food production capability;</li> <li>b. productive use of lands not intended or suitable for urban development; and,</li> <li>c. preservation of a diminishing natural resource, prime agricultural soils.</li> </ol> </li> </ul> <p>Strategy #2: Maintain Stable, Long Range Land Use Patterns</p> <ul style="list-style-type: none"> <li>▪ <b>R-RC 40.</b> Long term land use stability and dependability to preserve agriculture shall be maintained and enhanced by the following general means:       <ol style="list-style-type: none"> <li>a. limiting the loss of valuable farmland from unnecessary and/or premature urban expansion and development;</li> <li>b. regulating non-agricultural uses in agricultural areas, and their intensity and impacts on adjacent lands;</li> <li>c. maintaining agriculturally-viable parcel sizes; and</li> <li>d. minimizing conflicts between adjacent agricultural and non-agricultural land uses, through such means as right-to-farm legislation and mediation of nuisance claims.</li> </ol> </li> <li>▪ <b>R-RC 59.</b> Sizeable remaining areas of agricultural lands shall be preserved in large parcels in order to:       <ol style="list-style-type: none"> <li>a. stabilize long term land use patterns;</li> <li>b. allow for long term agricultural investment;</li> <li>c. facilitate entry of individuals into agricultural livelihoods; and</li> <li>d. avoid introduction of incompatible residential or other development in agriculture areas.</li> </ol> </li> <li>▪ <b>R-RC 60.</b> Recombining of parcels in agricultural areas should be encouraged.</li> <li>▪ <b>R-RC 61.</b> Allowable land uses in exclusive agricultural areas shall be limited to       <ol style="list-style-type: none"> <li>a. agriculture and ancillary uses,</li> <li>b. uses necessary to directly support local agriculture, and</li> <li>c. other uses compatible with agriculture which clearly enhance the long term viability of local agriculture and agricultural lands.</li> </ol> </li> <li>▪ <b>R-RC 64.</b> As the means and resources become available, agricultural areas of greatest long term viability should be designated for long term or possibly permanent preservation from urban development. Areas such as</li> </ul>

Plans and Policies	Summary
	<p>the lands south and east of Gilroy should be considered for designation and preservation.</p> <p>Strategy #3: Enhance the Long Term Economic Viability of Agriculture</p> <ul style="list-style-type: none"> <li>▪ <b>R-RC 65.</b> The long term economic viability of agricultural activities shall be maintained and enhanced by promoting: <ul style="list-style-type: none"> <li>a. improved markets for locally-grown products;</li> <li>b. Williamson Act provisions for property tax relief;</li> <li>c. use of innovative, more cost-efficient growing techniques;</li> <li>d. review of the economic impacts of regulation and other means of enhancing competitiveness; and</li> <li>e. adequate agricultural worker housing.</li> </ul> </li> <li>▪ <b>R-RC-66.</b> Williamson Act contracts for the preservation of agriculture and agricultural lands should be promoted and maintained. Requests for immediate contract cancellation should be denied except in cases of unusual circumstances or hardship.</li> </ul> <p><b>Land Use</b></p> <p>Description and Intent</p> <ul style="list-style-type: none"> <li>▪ <b>R-LU 3.</b> The general intent of each ‘Resource Conservation Area’ designation is to encourage land uses and densities appropriate to the rural unincorporated areas that also: <ul style="list-style-type: none"> <li>d. preserve agriculture and prime agricultural soils</li> </ul> </li> <li>▪ <b>Policy R-LU 8.</b> Santa Clara County is enriched by a special combination of the very finest soils, a very favorable, dependable growing climate, and generally adequate water supplies. Lands in agricultural uses contribute to the economy and quality of life enjoyed by county residents. This combination of factors makes it highly desirable that certain lands be preserved for their intrinsic value as agricultural land and for productive agricultural land uses.</li> <li>▪ <b>R-LU 9.</b> For those areas of greatest long term viability for agriculture and highest quality soils, permanent preservation as agricultural land is the ultimate goal. Other areas are designated ‘Agriculture’ in order to: <ul style="list-style-type: none"> <li>a. encourage productive use of lands not currently planned for city development, or</li> <li>b. preserve lands in agricultural uses where physical limitations, such as frequent flooding or high ground water conditions, make them unsuitable for other uses.</li> </ul> </li> </ul> <p>Allowable Uses</p> <ul style="list-style-type: none"> <li>▪ <b>R-LU 11.</b> Allowable land uses shall be limited to: <ul style="list-style-type: none"> <li>a. agriculture and ancillary uses;</li> <li>b. uses necessary to directly support local agriculture; and</li> <li>c. other uses compatible with agriculture which clearly enhance the long term viability of local agriculture and agricultural lands.</li> </ul> </li> </ul> <p>Allowable Densities</p> <ul style="list-style-type: none"> <li>▪ <b>R-LU 14.</b> For areas designated ‘Agriculture-Large Scale,’ minimum parcel sizes shall be no less than 40 acres.</li> <li>▪ <b>R-LU 15.</b> For areas designated ‘Agriculture-Medium Scale,’ minimum parcel sizes shall be no less than 20 acres.</li> </ul> <p><b>South County Area Joint Plan</b></p>

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	<ul style="list-style-type: none"> <li>▪ <b>SC 0.3.</b> The South County Joint Area Plan shall apply to the incorporated and unincorporated areas south of the Morgan Hill - San Jose boundary agreement line approved by LAFCO. The Joint Area Plan also includes policies relating to the Coyote Valley, since it is within the Morgan Hill Unified School District and has an impact upon the South County due to its strategic location.</li> </ul> <p>Agriculture</p> <ul style="list-style-type: none"> <li>▪ <b>SC 14.2.</b> Agricultural lands should be protected from encroachment by incompatible land uses.</li> <li>▪ <b>SC 14.4.</b> Some prime agricultural lands in South County (particularly within the prime agricultural areas east and south of Gilroy) should be preserved for agricultural use.</li> </ul>
<i>Santa Clara County Code of Ordinances (2018)</i>	Title 18 Zoning, Chapter 18.08 Regulations for A- Agricultural Zoning Districts. Chapter 18.08 designates agricultural zones and permitted uses allowed therein.
<b>City of Santa Clara</b>	
<i>City of Santa Clara 2010–2035 General Plan (2010)</i>	The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted November 16, 2010, and Land Use policies were updated December 9, 2014. The plan does not include goals or policies relevant to agricultural resources.
<b>City of San Jose</b>	
<i>Envision San José 2040 (2011)</i>	<p><i>Envision San José 2040</i> was adopted November 1, 2011. The Land Use and Transportation chapter includes the following goals, policies, and actions relevant to agricultural resources:</p> <p><b>Goal LU-12—Urban Agriculture.</b> Expand the cultivation and sale of locally grown agriculture as an environmentally sustainable means of food production and as a source of healthy food for San José residents.</p> <ul style="list-style-type: none"> <li>▪ <b>LU-12.3.</b> Protect and preserve the remaining farmlands within San José’s sphere of influence that are not planned for urbanization in the timeframe of the <i>Envision General Plan</i>, such as mid- and south Coyote Valley, through the following means: <ul style="list-style-type: none"> <li>○ Limit residential uses in agricultural areas to those which are incidental to agriculture.</li> <li>○ Restrict and discourage subdivision of agricultural lands.</li> <li>○ Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development rights, or other property tax relief measures as incentives for preservation of these lands.</li> <li>○ Restrict land uses within and adjacent to agricultural lands, such as Williamson Act contracts, agricultural conservation easements, and transfers of development rights.</li> <li>○ Prohibit land uses within or adjacent to agricultural lands that would compromise the viability of these lands for agricultural uses.</li> <li>○ Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan.</li> </ul> </li> <li>▪ <b>LU-12.4.</b> Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.</li> </ul> <p><b>Goal LU-20 – Rural Agriculture.</b> Provide and protect sufficient agricultural land to facilitate local food production, to provide broad community access to</p>

Plans and Policies	Summary
	<p>healthful foods, to add to a distinct community image, and to promote environmental, fiscal, and economic benefits of rural agricultural lands.</p> <ul style="list-style-type: none"> <li>▪ <b>LU-20.1.</b> Protect and preserve the remaining farmlands within San Jose’s sphere of influence that are not planned for urbanization in the timeframe of the Envision General Plan, such as mid- and south Coyote Valley, through the following means:               <ol style="list-style-type: none"> <li>1. Strongly discourage conversion of agricultural lands outside the Urban Growth Boundary to non-agricultural uses.</li> <li>2. Limit residential uses in agricultural areas to those which are incidental to agriculture.</li> <li>3. Prohibit subdivision of agricultural lands, unless it can be established that the subdivision would not reduce the overall agricultural productivity of the land and that viable agricultural operations would be sustained.</li> <li>4. Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development rights, or other property tax relief measures as incentives for preservation of these lands.</li> <li>5. Restrict land uses within and adjacent to agricultural lands that would compromise the agricultural viability of these lands. Require new adjacent land uses to mitigate any impacts on the use of agricultural lands.</li> <li>6. Require ancillary non-agricultural land uses on agricultural lands to be ancillary to and compatible with agricultural land uses, agricultural production, and the rural character of the area, and to enhance the economic viability of agricultural operations.</li> </ol> </li> <li>▪ <b>LU-20.2.</b> Preserve agricultural lands and prime soils in non-urban areas in order to provide local and regional fresh food supplies, reduce dependence on foreign products, conserve energy, and retain the aquifer recharge capacity of these lands.</li> <li>▪ <b>LU-20.9.</b> Explore use of agricultural easements, transfer/purchase of development rights, or other options to keep Mid-Coyote Valley as permanent agriculture.</li> </ul>
<i>Communications Hill Specific Plan (1992)</i>	<p>The City of San Jose adopted the <i>Communications Hill Specific Plan</i> in 1992. It is a specific plan incorporated into the City’s General Plan. The following objectives are relevant to agricultural resources:</p> <ul style="list-style-type: none"> <li>▪ To provide a comprehensive planning framework for development of an urban high-density, pedestrian-oriented, community with a mix of uses.</li> <li>▪ To make the most of the natural amenities within the area including the panoramic views available from the hill.</li> </ul>
<i>San Jose Municipal Code (2018)</i>	<p>Title 20 Zoning, Chapter 20.20 Open Space &amp; Agricultural Zoning Districts. Chapter 20.20 designates agricultural zones and permitted uses allowed therein.</p>
<b>City of Morgan Hill</b>	
<i>Morgan Hill 2035 General Plan (2016)</i>	<p>The <i>Morgan Hill 2035 General Plan</i> was adopted on July 27, 2016. The plan includes the following goals and policies relevant to agricultural resources:</p> <p><b>Goal CNF-20.</b> Sustainable growth in the East of 101 Area Plan Overlay District</p>

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	<ul style="list-style-type: none"> <li>▪ <b>CNF-20.4. East of 101 Area Integrated Agriculture.</b> Strongly encourage new development to preserve existing agricultural uses as feasible and integrate agricultural features into new development to reflect the history of this area.</li> </ul> <p><b>Goal CNF-21.</b> Effective, stable growth of the South County</p> <ul style="list-style-type: none"> <li>▪ <b>CNF-21.1. County Land Use Policies.</b> Support the continuation of adopted County land use policies for the unincorporated areas in order to:             <ol style="list-style-type: none"> <li>a) promote a productive, primarily agricultural rural area; and</li> <li>b) balance the needs of rural residents and landowners and the needs for effective natural resource management, enhanced rural scenic quality, and lands for planned urban growth, rural activities, and long-term open space.</li> </ol> </li> </ul> <p><b>Goal NRE-1.</b> Preservation of open space areas and natural features</p> <ul style="list-style-type: none"> <li>▪ <b>NRE-1.2. Large Open Space Areas.</b> Work with the County, the Open Space Authority, appropriate conservancy organizations and land trusts, and property owners to preserve large open space areas, such as agricultural lands and outdoor recreation areas, to conserve natural resources and retain the City's unique identity.</li> <li>▪ <b>NRE-1.4. South County Open Space.</b> Preserve and maintain the wide variety of open spaces in the South County; including greenbelt areas, parks, and agricultural uses.</li> </ul> <p><b>Goal NRE-4.</b> A viable agricultural industry</p> <ul style="list-style-type: none"> <li>▪ <b>NRE-4.3. Agriculture in the Sphere of Influence.</b> Support significant agricultural activity within the Sphere of Influence by providing a market for agricultural products (e.g., farmers' markets) and decreasing the costs associated with agriculture by allowing such uses to occur in the Sphere of Influence.</li> <li>▪ <b>NRE-4.7. Long-Term Maintenance of Agriculture.</b> Continue to support the long-term maintenance of agricultural land uses and agriculture, including vineyards and wineries, as an economic enterprise in South County.</li> <li>▪ <b>NRE-4.8. Policy Support for Agriculture.</b> Take positive action to encourage agriculture by supporting local, county, and State policies favorable to agriculture.</li> <li>▪ <b>NRE-4.9.</b> Require new urban development adjacent to an existing agricultural operation to create an appropriate buffer area, on land within the proposed development, between urban uses and agricultural activities.</li> <li>▪ <b>NRE-4.10. Land Use to Support Agricultural Viability.</b> Maintain the economic viability of agriculture using a variety of methods, such as:             <ul style="list-style-type: none"> <li>○ Designating land outside urban areas as agricultural;</li> <li>○ Requiring minimum lot sizes in agricultural areas;</li> <li>○ Requiring land uses that support agricultural activities;</li> <li>○ Marketing the benefits of agricultural uses to the public.</li> </ul> </li> <li>▪ <b>NRE-4.11. Agricultural Mitigation.</b> Enforce the agricultural mitigation requirement of requiring the preservation of a minimum of 1 acre of agricultural land for each acre of agricultural land changed to a non-agricultural use.</li> <li>▪ <b>NRE-4.13. Urban Growth.</b> Wherever existing development patterns and existing and planned roads and other public facilities permit, concentrate urban development adjacent to existing developed areas in order to minimize the impact of development on agricultural land. Plan for further</li> </ul>

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	<p>urban growth to occur in areas which will avoid encroachment into those agricultural lands with the greatest long-term potential to remain economically viable.</p> <ul style="list-style-type: none"> <li>▪ <b>NRE-4.17.</b> Williamson Act Contracts. Support the preservation of land under Williamson Act contracts within the Morgan Hill Sphere of Influence.</li> </ul>
<p><i>Morgan Hill Agricultural Lands Preservation Program (2014)</i></p>	<p>The <i>Morgan Hills Agricultural Lands Preservation Program</i> was adopted on November 5, 2014. The program is intended to promote continued agricultural activities in and around Morgan Hill through land use policies and implementation activities. The plan includes the following goals and policies relevant to agricultural resources:</p> <p><b>Goals</b></p> <ol style="list-style-type: none"> <li>1. Preserve open space agricultural lands and agricultural activity within the Morgan Hill Sphere of Influence.</li> <li>5. Focus land preservation in the City's Southeast Quadrant area, but also encourage preservation efforts throughout the City's Sphere of Influence.</li> </ol> <p><b>Policies</b></p> <ol style="list-style-type: none"> <li>4. Mitigation Ratio. A minimum of one (1) acre of Agricultural Land (1:1 mitigation ratio) shall be preserved for each acre of Agricultural Land changed to a non-agricultural use.</li> </ol>
<p><i>Morgan Hill Municipal Code (2018)</i></p>	<p>Title 18 Zoning, Chapter 18.85 Agricultural Mitigation. Chapter 18.85 designates agricultural zones and permitted uses allowed therein.</p>
<p><i>Morgan Hill ZA-14-11 Agricultural Mitigation Ordinance (2015)</i></p>	<p>The City of Morgan Hill's Ordinance ZA-14-11 was adopted into law on August 5, 2015 (Chapter 18.85.010—Agricultural lands preservation program). It codifies the goals and policies of the Agricultural Lands Preservation Program of 2014. The policies of the program and thus of the ordinance accomplish the following goals relevant to agricultural resources:</p> <ol style="list-style-type: none"> <li>1. Preserve open space agricultural lands and agricultural activity within the Morgan Hill sphere of influence.</li> <li>5. Focus land preservation in the city's southeast quadrant.</li> </ol>
<p><b>City of Gilroy</b></p>	
<p><i>Gilroy 2020 General Plan (2002)</i></p>	<p>The <i>Gilroy 2020 General Plan</i> was adopted on Jun 13, 2002. The plan contains the following goal and policies relevant to agricultural resources:</p> <p><b>Community Design and Development</b></p> <p><b>Goal:</b> Continued viability of agriculture and agri-tourism in the Gilroy area through (a) recognition of agriculture's significant contribution to the local economy; (b) protection of agricultural lands from urban encroachment; (c) preservation of agricultural lands as a natural buffer between Gilroy and surrounding communities; and (d) appreciation for the role of agricultural lands in enhancing Gilroy's semi-rural, smalltown character.</p> <ul style="list-style-type: none"> <li>▪ <b>4.02.</b> Agricultural Land Preservation. Work with the County, LAFCo, and other relevant agencies as well as private landowners to protect agricultural and grazing lands from encroachment by urban uses, and to encourage the use of such lands for active cultivation. Specifically, implement the strategies and actions recommended by the South County Agricultural Study (<i>Strategies to Balance Planned Growth and Agricultural Viability in the Areas South and East of Gilroy</i>, October 1996).</li> <li>▪ <b>4.05.</b> Agricultural Uses within the Planning Area. Recognize and encourage agriculture as a compatible use in undeveloped portions of the Planning Area. Community gardens, food production, seed production and</li> </ul>

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	other intensive agricultural operations will be allowed as long term uses when compatible with adjacent existing or planned land use.
<i>Gilroy City Code (2018)</i>	Chapter 30 Zoning, Section 30.4 Agricultural and Rural Residential District. Chapter 30.4 designates agricultural zones and permitted uses allowed therein. Additionally, Chapter 3A, Agricultural Disclosure and Dispute Resolution, provides clarification on disputes between rural residential and agricultural land operations that are adjacent.
<b>San Benito County</b>	
<i>2035 San Benito County General Plan (2015)</i>	<p>The <i>2035 San Benito County General Plan</i> was adopted on July 21, 2015. The plan contains the following goals and policies relevant to agricultural resources:</p> <p><b>Land Use</b></p> <p><b>Goal LU-3.</b> To ensure the long-term preservation of the agricultural industry, agricultural support services, and rangeland resources by protecting these areas from incompatible urban uses and allowing farmers to manage their land and operations in an efficient, economically viable manner.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy LU-3.1.</b> Agricultural Diversification. The County shall support existing farms, vineyards, and other agricultural operations and encourage the agricultural industry to continue diversification that includes organic, value-added, small-scale, sustainable, and community-supported agricultural practices throughout the county.</li> <li>▪ <b>Policy LU-3.2.</b> Agricultural Integrity and Flexibility. The County shall protect the integrity of existing agricultural resources, and provide for flexibility and economic viability of farming and ranching operations.</li> <li>▪ <b>Policy LU-3.9.</b> Right to Farm and Ranch. The County shall protect the rights of operators of productive agricultural properties (as defined in the Glossary) and ranching properties to commence and continue their agricultural and ranching practices (a “right to farm and ranch”) even though established urban uses in the general area may foster complaints against those agricultural and ranching practices. The “right to farm and ranch” shall encompass the processing of agricultural and ranching products and other activities inherent in the definition of productive agriculture and in ranching activities. The County shall require all parcel maps approved for locations in or adjacent to productive agricultural areas and ranching areas to indicate the “right to farm and ranch” policy. The County shall require the program to be disclosed to buyers of property in San Benito County.</li> <li>▪ <b>Policy LU-3.10.</b> Agricultural Land Mitigation. If new development permanently converts Prime Farmland that is Class 1 soil to non-agricultural uses, the County shall encourage project applicants to preserve up to an equal number of Prime Farmland acres (i.e. up to a 1:1 ratio) either on- or off-site. An applicant may pay an in lieu mitigation fee(s) for some or all of the converted Prime Farmland that is designated Class 1 soils to nonagricultural uses as agreed in a development agreement.</li> <li>▪ <b>Policy LU-3.12.</b> Agricultural Viability of Small Parcel Sizes. The County shall require project applicants seeking to subdivide agriculturally-zoned parcels to demonstrate the continued viability of lots less than 40 acres for commercial agriculture operations.</li> <li>▪ <b>Policy LU-3.14.</b> Land Trusts and Financial Incentives. The County shall consider land trusts and financial incentives to preserve agricultural soil</li> </ul>

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	<p>resources and to protect the integrity of important agricultural areas for future use.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy LU-3.15.</b> Williamson Act Minimum Parcel Size. For parcels not operating as part of a larger farming operation, the County shall encourage larger parcel size minimums (40 or more acres) and/or evidence of commercial agricultural use for entering new Williamson Act contracts.</li> </ul> <p><b>Natural and Cultural Resources Element</b></p> <p><b>Goal NCR-1.</b> To preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County.</p> <ul style="list-style-type: none"> <li>▪ <b>Policy NCR-1.1.</b> Maintenance of Open Space. The County shall support and encourage maintenance of open space lands that support natural resources, agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.</li> </ul>
<p><i>San Benito County Code of Ordinances (2018)</i></p>	<p>Title 25 Zoning, Section 25.07 Agricultural Districts. Chapter 25.07 designates agricultural zones and permitted uses allowed therein. Additionally, Title 19 Land Use and Environmental Regulations, Chapter 19.01 Agricultural Provisions, provides details on agricultural community disclosure and agricultural preserves.</p>
Merced County	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>The <i>2030 Merced County General Plan</i> was adopted on December 10, 2013, updating the previous version of the general plan that was included in Section 3.14, Agricultural Lands (page 3.14-4) of the Merced to Fresno Final EIR/EIS (Authority and FRA 2012). The plan includes the following goals and policies relevant to agricultural resources:</p> <p><b>Goal AG-2.</b> Ensure the long-term preservation and conservation of land used for productive agriculture, potentially-productive agricultural land, and agricultural-support facilities.</p> <ul style="list-style-type: none"> <li>▪ Policy AG-2.1: Protect agriculturally-designated areas and direct urban growth away from productive agricultural lands into cities, urban communities, and new towns.</li> <li>▪ Policy AG-2.2: Protect productive agricultural areas from conversion to nonagricultural and urban uses by establishing and implementing an agricultural mitigation program that matches acres converted with farmland acres of similar quality to those converted preserved at a 1:1 ratio. Coordinate with the six cities in Merced County and the Merced LAFCo, consistent with LAFCo's statutory mission to preserve agricultural land and open space, to establish consistent standards and mitigation for the loss of farmland. In addition, the LESA model may be used to determine whether the conservation land is of equal or greater value than the land being converted.</li> <li>▪ Policy AG-2.4: Encourage property owner participation in programs that preserve farmland, including the Williamson Act, conservation easements, and USDA-funded conservation practices.</li> <li>▪ Policy AG-2.9: Oppose the extension of urban services, such as sewer lines, water lines, or other urban infrastructure, into areas designated for agricultural use, unless necessary to protect public health, safety, and welfare.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Policy AG-2.13: Require a 20 acre minimum permitted parcel size in areas designated Agricultural to discourage land divisions for rural residential purposes and maintain parcels large enough for efficient commercial agriculture production. Require 160 acre minimum permitted parcel size in areas designated Foothill Pasture and in grassland areas.</li> <li>▪ Policy AG-2.14: Require applicants seeking to divide agriculturally-zoned parcels to demonstrate the continued viability of lots less than 40 acres for commercial agriculture, using specific standards (i.e., access to agricultural water, joint farm management, access for aerial spraying, size viability for specific commodities) and farm management plans.</li> <li>▪ Policy AG-2.16: Coordinate with the California High-Speed Rail Authority to locate the high-speed rail lines along existing major transportation corridors, such as SRs 99 or 152, to minimize the conversion of productive agricultural land to nonagricultural uses.</li> <li>▪ Policy LU-2.3: Limit allowed land use within Agricultural and Foothill Pasture areas to agricultural crop production, farm support operations, and grazing and open space uses.</li> </ul>
<p><i>Merced County Municipal Code (2018)</i></p>	<p>Title 18 Zoning, Chapter 18.02 Agricultural Zones. Chapter 18.02 designates agricultural zones and permitted uses allowed therein.</p>
<p><i>2018 Regional Transportation Plan and Sustainable Communities Strategy for Merced County (2018)</i></p>	<p>The Merced County Association of Governments adopted the <i>2018 Regional Transportation Plan and Sustainable Communities Strategy for Merced County</i> on August 16, 2018. The plan includes the following goals and objectives that are relevant to agricultural resources:</p> <ul style="list-style-type: none"> <li>▪ Goal 9 Land Use Development Patterns and Strategies: Provide economical, long-term solutions to transportation problems by encouraging community designs that encourage walking, transit, and bicycling.</li> <li>▪ Objective 9.1: Innovative land use and transportation planning.</li> <li>▪ Objective 9.2: Plan future roads to accommodate land uses at a regional level.</li> <li>▪ Objective 9.4: Preserve productive farmland and land that provides habitat for rare, endangered, or threatened species.</li> <li>▪ Goal 12 Sustainable Communities: Reduce per capita greenhouse gas emissions through compact growth and alternative transportation strategies. Protect and enhance the natural environment. Support vehicle electrification and the provision of electrification infrastructure in public and private parking facilities and structures.</li> </ul>
<p><i>Santa Nella Community Specific Plan (2000)</i></p>	<p>The County of Merced adopted the <i>Santa Nella Community Plan</i> on May 5, 2000. The plan includes the following goals and objectives that are relevant to agricultural resources:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Land Use patterns should enhance the integrity of both urban and rural areas.</li> <li>▪ Goal 3: Plan for a mixture of land uses that meet the residential, commercial, industrial, recreational, cultural, and public service needs of Santa Nella residents.</li> </ul> <p>Open Space, Conservation, and Recreation</p> <ul style="list-style-type: none"> <li>▪ Goal 2: Soil, water, air, mineral, energy, and historical resources are properly managed.</li> </ul>

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	<p>Agriculture</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Improve the agricultural sector’s financial viability.</li> <li>▪ Policy 1: Seek the introduction of new agricultural processors in the Santa Nella Industrial Area through consideration of suitable financial mechanisms such as Industrial Revenue Bonds.</li> <li>▪ Goal 2: Productive agricultural lands are conserved.</li> <li>▪ Policy 1: Utilize the County General Plan Land Use and Agriculture chapter policies for evaluating proposals to expand the Santa Nella SUDP.</li> <li>▪ Goal 3: Assure that potentially disruptive land uses to the agricultural economy are properly located and operated.</li> <li>▪ Policy 1: Provide land use transitions and buffers between urban and agricultural areas which reduce interference and protect agricultural land from conversion to nonagricultural uses.</li> <li>▪ Policy 2: Upwind dairies on the fringe or in the path of development should be phased out.</li> <li>▪ Policy 3: Continue to enforce the County’s Right-To-Farm Ordinance on new residents within the fringes of the Santa Nella SUDP as a disclosure of the effects of adjacent farming practices.</li> <li>▪ Goal 4: Work with local water districts on exchange agreements to use agricultural water for urban use.</li> <li>▪ Policy 1: Investigate the use of groundwater and intermediate treated wastewater to irrigate adjacent agricultural lands in exchange for fresh surface water supplies for the community.</li> </ul>
<b>City of Los Banos</b>	
<p><i>City of Los Banos 2030 General Plan Update (2009)</i></p>	<p>The City of Los Banos adopted the <i>2030 General Plan Update</i> on July 15, 2009. The plan includes the following goals and implementing policies that are relevant to agricultural resources:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ LU-G-1: Promote a sustainable, balanced land use pattern that satisfies existing needs and safeguards future needs of the City.</li> <li>▪ LU-I-58: Require residential development adjacent to the Central California Irrigation District Canal/HG Fawcett Parkway to comply with buffer requirements and provide direct public access where feasible.</li> <li>▪ LU-I-59: Required development to transition in density, with lot sizes increasing to the south as a buffer for the adjoining rural and agricultural districts.</li> </ul> <p>Parks, Open Space, and Conservation</p> <ul style="list-style-type: none"> <li>▪ POSR-G-8: Promote preservation of agriculture within the Planning Area.</li> <li>▪ POSR-I-17: Establish priorities for open space preservation and acquisition based on the evaluation of: <ul style="list-style-type: none"> <li>▪ Significant natural areas that are historically, ecologically, or scientifically unique or are outstanding, important or threatened;</li> <li>▪ Wildlife habitats and fragile ecosystems in need of protection;</li> <li>▪ Watersheds or significant water recharge areas;</li> <li>▪ Open space for safety and public health;</li> </ul> </li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Lands suitable for recreation such as biking, photography, or nature study; and</li> <li>▪ Land suitable for agricultural production.</li> <li>▪ POS-I-25: Establish and maintain a Grasslands Resources Overlay Zone (GROZ) for the inter-canal area between the San Luis Canal and the Santa Fe Canal north of SR-152 where lands within the GROZ (allowing or the bypass) shall remain in agricultural and open space uses.</li> <li>▪ POSR-I-28: Work with the County and with the Grasslands Water District to preserve agricultural uses outside the Urban Growth Boundary.</li> <li>▪ POSR-I-30: Require property developers adjacent to sites where agricultural uses are being conducted to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers.</li> <li>▪ POSR-1-31: Require anti-vandalism designs (appropriate fencing or other landscape features) to ensure that new development has conditions that minimize increased vandalism of adjacent agricultural activities outside the Urban Growth Boundary.</li> </ul>

Sources: ABAG and MTC 2017; Association of Monterey Bay Area Governments 2017; Authority and FRA 2012; City of Gilroy 2002a; City of Los Banos 2009; City of Morgan Hill 2014, 2016a; City of San Jose 1992b, 2011; City of Santa Clara 2010; County of Merced 2013a; County of Merced, Santa Nella Citizen’s Advisory Committee, and Santa Nella Development Association 2000; County of San Benito 2015a; County of Santa Clara 1994; Merced County Association of Governments 2018.

## Parks, Recreation, and Open Space

**Table 15 Regional and Local Plans and Policies Relevant to Parks, Recreation, and Open Space**

Policy Document	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The Santa Clara County General Plan was adopted in 1994. The following policies from Part 2, Parks and Recreation Chapter, are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ C-PR 2: Sufficient land should be acquired and held in the public domain to satisfy the recreation needs of current and future residents and to implement the trailside concept along our scenic roads.</li> <li>▪ C-PR 4: The public open space lands system should: (a.) preserve visually and environmentally significant open space resources; and (b.) provide for recreation activities compatible with the enjoyment and preservation of each site’s natural resources, with trail linkages to adjacent and nearby regional park lands.</li> <li>▪ C-PR 7: Opportunities for access to regional parks and public open space lands via public transit, hiking, bicycling, and equestrian trails should be provided. Until public transit service is available, additional parking should be provided where needed.</li> <li>▪ C-PR-14: Parks and recreation system planning, acquisition, development, and operation should be coordinated among cities, the County, State and Federal governments, school districts and special districts, and should take advantage of opportunities for linkages between adjacent publicly owned parks and open space lands.</li> <li>▪ C-PR 20.1: Trail access should be provided for a range of user capabilities and needs (including persons with physical limitations) in a manner consistent with State and Federal regulations.</li> </ul>
<p><i>County of Santa Clara Ordinance Code,</i></p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and</p>

Policy Document	Summary
<i>Division B14, Parks and Recreation (2017)</i>	ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project extent.
<i>Santa Clara County Countywide Trails Master Plan (1995)</i>	<p>The Santa Clara County Countywide Trails Master Plan was adopted on November 14, 1995. The following policy is relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ PR-TS 1.2: Trail access should be provided for a range of user capabilities and needs (including persons with physical limitations) in a manner consistent with State and Federal regulations.</li> </ul>
<b>Santa Clara Valley Open Space Authority</b>	
<i>Santa Clara Valley Greenprint (2014)</i>	<p>The Santa Clara Valley Greenprint was adopted on March 27, 2014. The following goals and strategies is relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Protect and manage an interconnected system of wildlands and natural areas to support native habitats and species and to ensure resilience to a changing environment.</li> <li>▪ Protect and manage a network of open space lands that provide opportunities for nature-based recreation and education for all residents.</li> <li>▪ Protect and maintain connections between large open space parcels to provide large habitat blocks, ensure critical linkages, and provide climate resilience.</li> </ul>
<b>City of Santa Clara</b>	
<i>City of Santa Clara 2010–2035 General Plan (2010)</i>	<p>The City of Santa Clara 2010–2035 General Plan was adopted on November 16, 2010. The following goals and policies from Chapter 5.9, Public Facilities and Services, are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ 5.9.1-G1: Ample facilities for physical activities that promote community health.</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 5.9.1-P12: Promote the preservation of open space and recreational areas on existing and closed school sites.</li> <li>▪ 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.</li> </ul>
<b>City of San Jose</b>	
<i>Envision: San José 2040 General Plan (2011)</i>	<p>The City of San Jose Envision: San José 2040 General Plan was adopted on November 1, 2011. The following goals and policies from Part 4, Parks, Open Space, and Recreation are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ PR-1.1: Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.</li> <li>▪ PR-1.2: Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.</li> <li>▪ Goal PR-3: Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.</li> </ul>

Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ PR-3.1: Provide equitable access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities to the greatest extent feasible in order to provide a high quality of life for our residents.</li> <li>▪ Goal PR-5: Develop and promote a series of grand parks to act as focal points for the City, its residents, and its visitors.</li> <li>▪ PR-5.1: Develop the Guadalupe River Park &amp; Gardens as one of the City's grand parks, and as part of an integrated park system. . .</li> <li>▪ PR-5.5: Connect the Guadalupe River Park &amp; Gardens to other assets in the City via a network of trails and bike paths to encourage connectivity and community and to maximize the park's use and accessibility.</li> </ul>
<p><i>Diridon Station Area Plan Final Plan Report (2014)</i></p>	<p>The Diridon Station Area Plan was adopted June 2014. The following goal and constraints and assumptions is relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Open Space. Enhance and expand recreational opportunities in the Station area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.</li> <li>▪ Completion of the Los Gatos Creek Master Plan: Making the final connection between the northern and southern sections of the creekside park and trails by completing the section between Santa Clara Street and Park Avenue is a high priority for the City and the community. The DSAP – Final Plan Report show this final piece in place as part of the approach to distribution and connection of public open spaces.</li> <li>▪ New community park at existing Fire Department training yard: The existing facility, bounded by Park Avenue, South Montgomery Street, West San Carlos Street and the railroad tracks has been identified by The City as an opportunity site for a new public park if the fire training station chooses to relocate elsewhere within San Jose. This area is shown as a large new public park with the Los Gatos creek running through it in the DSAP – Final Plan Report.</li> </ul>
<p><i>San Jose Municipal Code, Title 13, Chapter 13.44, Parks (2017)</i></p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project extent.</p>
<p><b>City of Morgan Hill</b></p>	
<p><i>City of Morgan Hill 2035 General Plan (2016)</i></p>	<p>The City of Morgan Hill 2035 General Plan was adopted on July 27, 2016. The following goals and policies from Community Development, Open Space and Conservation are relevant to the project extent:</p> <p>City and Neighborhood Form</p> <ul style="list-style-type: none"> <li>▪ Goal CNF-5: Efficient development of County land within the UGB consistent with the City's long-term development strategy.</li> <li>▪ Goal CNF-7: Preservation of viable agricultural lands and publicly-accessible open space uses on unincorporated lands outside the UGB.</li> </ul> <p>Healthy Community</p> <ul style="list-style-type: none"> <li>▪ Goal HC-3: Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.</li> </ul> <p>Natural Resources and Environment</p> <ul style="list-style-type: none"> <li>▪ Goal NRE-1: Preservation of open space areas and natural features.</li> </ul>

Policy Document	Summary
<p><i>Morgan Hill Municipal Code, Chapter 12.20, City Parks and Recreation Buildings (2016)</i></p>	<ul style="list-style-type: none"> <li>▪ Goal NRE-5: Preservation and reclamation of streams and riparian areas as open space.</li> </ul> <p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project extent.</p>
<p><b>City of Gilroy</b></p>	
<p><i>Gilroy 2020 General Plan (2002)</i></p>	<p>The City of Gilroy 2020 General Plan was adopted on June 13, 2002. The following goals and policies from the Public Facilities and Services Chapter are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Goal: A comprehensive and coordinated system of convenient, efficient, and high quality park and recreation facilities and programs to meet the current and future needs of Gilroy residents, integrating important natural features and contributing to the City’s identity and livability</li> <li>▪ Policy 16.01: Maintain the City’s established standard of 5 acres of developed park land per thousand population. <ul style="list-style-type: none"> <li>a) This standard includes mini-parks, neighborhood/school parks, community and community/school parks, sports parks, trails/linear parkways, and special use facilities.</li> <li>b) Park preserves and limited active recreation use areas are valued at 5 percent of their total acreage toward meeting this standard.</li> <li>c) Golf courses non-accessible open spaces, and private recreational facilities are not included in this standard. School lands are not included unless there is a long-term lease agreement for their use as City recreational facilities.</li> </ul> </li> <li>▪ Policy 16.09: Ensure that all facilities and parks comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disabilities Act (ADA), and California Building Standards Code (Title 24, California Code of Regulations)</li> <li>▪ Policy 16.14: In addition to updates and completion of existing parks and facilities, initiate the following new facilities by the year 2020: <ul style="list-style-type: none"> <li>– Aquatics facility</li> <li>– Indoor recreation and sports facility</li> <li>– Performing and visual arts facility</li> <li>– Expanded trails system</li> <li>– New community and neighborhood parks in areas not currently served by parks</li> <li>– Downtown park, plaza, or town square that is integral to the functions of Downtown</li> <li>– Expansion of Uvas Creek Park Preserve, extending from Burchell Road in the Hecker Pass area downstream to Highway 101 and Gavilan College, via the Gilroy Sports Park</li> </ul> </li> </ul> <p>Some of these facilities may be developed in partnership with other agencies and organizations.</p>
<p><i>Gilroy City Code, Chapter 18, Public Parks (2016)</i></p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project extent.</p>
<p><b>San Benito County</b></p>	

Policy Document	Summary
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>The San Benito County 2035 General Plan was adopted on July 21, 2015. The following goals and policies from the Natural and Cultural Resources Element are relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Goal NCR-1: To preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County.</li> </ul> <p>Goal NCR-3: To develop and maintain a comprehensive system of parklands and protected public recreational areas that meet both the active and passive recreation needs of all age groups.</p>
<p><i>San Benito County Code of Ordinances, Title 19, Chapter 19.23, Parks (2016)</i></p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project extent.</p>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>The Merced County General Plan was adopted on December 10, 2013. The following policies from the Natural Resources Element and the Recreation and Cultural Resources Element are relevant to the project extent:</p> <p>Natural Resources Element</p> <ul style="list-style-type: none"> <li>▪ Policy NR-1.2: Identify and support methods to increase the acreage of protected natural lands and special habitats, including but not limited to, wetlands, grasslands, vernal pools, and wildlife movement and migration corridors, potentially through the use of conservation easements</li> </ul> <p>Recreation and Cultural Resources Element</p> <ul style="list-style-type: none"> <li>▪ Goal RCR-1: Preserve, enhance, expand, and manage Merced County's diverse system of regional parks, trails, recreation areas, and natural resources for the enjoyment of present and future residents and park visitors.</li> <li>▪ Policy RCR-1.1: Encourage the continuation and expansion of existing public recreation land uses, including, but not limited to, public beaches, parks, recreation areas, wild areas, and trails.</li> <li>▪ Policy RCR-1.3: Encourage a minimum of three acres of neighborhood, community, or regional parkland per each 1,000 persons in the County by: <ul style="list-style-type: none"> <li>a) Working with other agencies and private interests to provide for adequate neighborhood, community, and regional parkland and facilities;</li> <li>b) Actively participating in the planning of projects that have regional recreation benefits;</li> <li>c) Encouraging and supporting local agency efforts to achieve their objectives for providing local parkland. All local providers should seek to provide at least three acres of parkland for each 1,000 persons.</li> <li>d) Actively seeking available regional, State, and Federal grant funds for acquiring, developing, and maintaining regional parks; and</li> <li>e) Encouraging and supporting other public agencies and private groups in the development of recreation facilities that are consistent with the 2030 Merced County General Plan.</li> </ul> </li> <li>▪ Policy RCR-1.6: Require buffering between non-recreational land uses and sensitive public recreation lands through site design and other techniques when the non-recreational land use may significantly impact recreational lands.</li> </ul>

Policy Document	Summary
	<ul style="list-style-type: none"> <li>Policy RCR-1.11: Encourage the use of regional parks and open-space areas as a mechanism to preserve the county’s natural scenic beauty and protect land for public purposes.</li> </ul>

Sources: City of San Jose 2011, 2014; City of Santa Clara 2010; City of Morgan Hill 2016a.; City of Gilroy 2002a, 2016c; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994, 1995b; Santa Clara Valley Open Space Authority 2014.  
 Urban Growth Boundary - UGB

## Aesthetics and Visual Quality

**Table 16 Regional and Local Plans and Policies Relevant to Aesthetics and Visual Quality**

Plan and Policies	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>Growth and Development</p> <ul style="list-style-type: none"> <li>C-GD 17: Provide protection of a scenic corridor in Coyote Valley adjacent to US 101.</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>C-TR(i) 29: Build attractive transit facilities, including passenger waiting shelters and major transfer facilities.</li> </ul> <p>Parks and Recreation</p> <ul style="list-style-type: none"> <li>C-PR 4: Public lands should preserve visually significant open space.</li> <li>C-PR 34: Designate and protect eligible roadways as local or state scenic highways.</li> <li>C-PR 35: Designate a system of scenic roads linking the urban area with the rural and open space areas.</li> <li>C-PR(i) 20: Designate all Santa Clara County roads shown in the “California Master Plan of Scenic Highways Eligible for Official Scenic Highway Designation” as scenic highways.</li> <li>C-PR(i) 21: Add the following highways (US 101 south of SR 85, SR 152 west of Gilroy, SR 17 south of I-280, I-680 and I-280 south of I-880) to the State Master Plan for Scenic Highways and designate them as official state scenic highways.</li> <li>C-PR(i) 22: Designate as scenic highways roads warranting scenic highway status in the County’s General Plan.</li> <li>C-PR(i) 23: Seek city scenic highway designations for those freeways and expressways designated in the County’s General Plan as scenic highways.</li> <li>C-PR 37: The natural scenery along many of Santa Clara County’s highways should be protected from land uses and other activities which would diminish its aesthetic beauty.</li> <li>C-PR 38: Land use should be controlled along scenic roads so as to relate to the location and functions of these roads and should be subject to design review and conditions to assure the scenic quality of the corridor.</li> <li>C-PR 39: Protect the visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and a Coyote greenbelt area north of Morgan Hill).</li> <li>C-PR 43: Locate new structures where they will not have a negative impact on the scenic quality of the area. In rural areas they should generally be set back at least 100 feet from scenic roads and highways to minimize their visual impact.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ C-PR 45: Screen from view activities along scenic highways that are of a substantially unsightly nature, such as equipment storage or maintenance, fuel tanks, refuse storage or processing and service yards.</li> </ul> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ C-RC 1: Natural and heritage resources shall be protected and conserved for their ecological, functional, economic, aesthetic, and recreational values.</li> <li>▪ C-RC 27: Habitat types and biodiversity within Santa Clara County and the region should be maintained and enhanced for their ecological, functional, aesthetic, and recreational importance.</li> <li>▪ C-RC 57: The scenic and aesthetic qualities of both the natural and built environments should be preserved and enhanced for their importance to the overall quality of life for Santa Clara County.</li> <li>▪ C-RC 58: The general approach to scenic resource preservation on a countywide basis should include: conserving scenic natural resources through long range, inter-jurisdictional growth management and open space planning; minimizing development impacts on highly significant scenic resources; and maintaining and enhancing scenic urban settings, such as parks and open space, civic places, and major public common areas.</li> <li>▪ C-RC 60: Hillsides, ridgelines, scenic transportation corridors, major county entryways, and other areas designated as being of special scenic significance should receive additional consideration and protections due to their prominence, visibility, or symbolic value.</li> <li>▪ C-RC 61: Public and private development and infrastructure located in areas of special scenic significance should not create major, lasting adverse visual impacts.</li> <li>▪ C-RC 62: Urban parks and open spaces, civic places, and public commons areas should be designed, developed and maintained such that the aesthetic qualities of urban settings are preserved and urban livability is enhanced. Natural resource features and functions within the urban environmental should also be enhanced.</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ C-HS(i) 28: Incorporate acoustic site planning into the design of new development through measures such as: separation of noise sensitive buildings from noise generating sources; use of topography and intervening structures to shield noise sensitive land uses; and adequate sound proofing within receiving structures.</li> </ul> <p>Rural Growth and Development</p> <ul style="list-style-type: none"> <li>▪ R-GD 3: Land uses and development permitted under County jurisdiction shall be consistent with the following major County policies: a. conservation of natural resources; b. avoidance of natural hazards and the prevention of pollution which could pose a threat to public health, safety, and welfare; c. minimizing demand for public services and costs to the general public of providing and maintaining services; d. preservation of rural character, rural lifestyle opportunities, and scenic resources; e. preservation of agriculture; and f. preventing unwanted or premature development that would preclude efficient conversion to urban uses and densities in areas suitable and intended for future annexation.</li> <li>▪ R-GD 9: Special area plans should be developed and employed for rural unincorporated areas that require or would benefit from more detailed planning, policies, and implementation measures, such as: a. areas subject to critical development constraints, deficiencies, or other special circumstances which render individual development proposals difficult or infeasible to process and</li> </ul>

Plan and Policies	Summary
	<p>approve; b. joint planning for areas of mutual interest or concern to multiple jurisdictions, such as joint hillside development plans or interurban/ greenbelt areas; c. designated areas of “critical environmental concern” as described under CEQA law, or areas likely to be adversely affected by cumulative development impacts; d. areas formally designated as historic or agricultural preserves; and e. areas designated for natural resource conservation, such as significant natural habitat areas, water supply watersheds, or scenic preservation areas.</p> <ul style="list-style-type: none"> <li>▪ R-GD 20: Grading and terrain alteration should conserve the natural landscape and resources, minimize erosion impacts, protect scenic resources, habitat, and water resources.</li> <li>▪ R-GD 25: Grading associated with roads, bridges, retaining walls, or similar improvements related to access requirements should not create a significant visual scar or impact to the environment. They should generally follow natural terrain and contours to the maximum extent feasible.</li> <li>▪ R-GD 27: Grading and excavation to situate a structure within a hillside to reduce visual impacts is encouraged.</li> </ul> <p>Rural Transportation</p> <ul style="list-style-type: none"> <li>▪ Strategy #5: Preserve and Enhance Scenic Qualities adjacent to Scenic Rural Roads.</li> </ul> <p>Rural Parks and Recreation</p> <ul style="list-style-type: none"> <li>▪ Strategy #2: Protect scenic highway corridors.</li> <li>▪ R-PR 36: Local and state roads and highways traversing Santa Clara County’s scenic rural and urban areas should be designated and protected as local or state scenic highways.</li> <li>▪ R-PR(i) 21: Designate as official scenic highways all Santa Clara County roads shown in the “California Master Plan of Scenic Highways Eligible for Official Scenic Highway Designation.” R-PR(i) 22: Add the following highways to the State Master Plan for Scenic Highways and designate them as official state scenic highways: US 101 (South Valley Freeway); SR 152 (Hecker Pass Highway); SR 17 (Los Gatos to Campbell); I-680; I-280 (between 17/880 and US 101).</li> <li>▪ R-PR(i) 23: Designate as scenic highways in the County’s General Plan those roads warranting scenic highway status.</li> <li>▪ R-PR(i) 24: Seek city scenic highway designations for those freeways and expressways designated in the County’s General Plan as scenic highways.</li> <li>▪ R-PR 41: Protect the visual integrity of the scenic gateways to the South County—Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and a Coyote greenbelt area north of Morgan Hill.</li> <li>▪ R-PR 45: New structures should be located where they will not have a negative impact on the scenic quality of the area. In rural areas they should generally be set back at least 100 feet from scenic roads to minimize their visual impact.</li> <li>▪ R-PR 47: Activities along scenic highways that are of a substantially unsightly nature, such as equipment storage or maintenance, fuel tanks, refuse storage or processing and service yards, should be screened from view.</li> </ul> <p>Rural Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ R-RC 39: Screening of obtrusive or unsightly aspects of a project should be considered as a means of preserving the scenic value of riparian areas.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ R-RC 86: Projects in areas found to have heritage resources shall be conditioned and designed to avoid loss or degradation of the resources. If conflict is unavoidable, mitigation measures may be imposed.</li> <li>▪ R-RC 95: The scenic and aesthetic qualities of both the natural and built environments should be preserved and enhanced for their importance to the overall quality of life.</li> <li>▪ R-RC 96: The general approach to scenic resource preservation for the rural unincorporated areas consists of minimizing scenic impacts in rural areas through control of development densities and limiting development impacts on highly significant scenic resources, such as ridgelines, prominent hillsides, streams, transportation corridors, and county entranceways.</li> <li>▪ R-RC 98: Hillsides, ridgelines, scenic transportation corridors, major county entryways, stream environments, and other areas designated as being of special scenic significance should receive utmost consideration and protection due to their prominence, visibility, and overall contribution to the quality of life in Santa Clara County.</li> <li>▪ R-RC 101: Roads, building sites, structures, and public facilities shall not be allowed to create major or lasting visible scars on the landscape.</li> <li>▪ R-RC(i) 36: Protect the scenic value of the following major County thoroughfares and entranceways through state scenic highway designation, including SR 152 east of Gilroy (Pacheco Pass), SR 152 west of Gilroy (Hecker Pass), and US 101 south of the San Jose city limits.</li> </ul> <p>Rural Health and Safety</p> <ul style="list-style-type: none"> <li>▪ R-HS(i) 6: Incorporate acoustic site planning into the design of new development. Possible methods include: separating noise sensitive buildings from noise generating sources; using topography and intervening structure to shield noise sensitive land uses; and adequate sound reduction within the receiving structure.</li> </ul> <p>Rural Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ R-LU 1: “Resource Conservation Areas” refers to following: Baylands; Agriculture; Hillsides; Ranchlands, Agricultural; Open Space Reserve; Regional Parks, Existing; and other Public Open Space Lands.</li> <li>▪ R-LU 74: Major electric transmission lines should avoid ridgelines and follow the natural flow and rhythm of land forms as much as possible. Routes should not cross scenic roads at points where lines will be visible for long distances. Minimum height structures should be used where the additional structures which result are not objectionable. Design and paint selection should reduce visual impact. Vegetation should be used for screening and need not always be removed in order to provide adequate service access where it will not interfere with a facility’s safe operation.</li> <li>▪ R-LU 75: Electric substations and gas control and metering stations shall be located, designed, and landscaped to fit as inconspicuously and harmoniously as possible into the area in which they are required. Locations along scenic roads and heavily traveled highways should be avoided.</li> <li>▪ R-LU 79: New public transportation facilities shall be compatible with the land uses in the areas in which they are located and consistent with the County’s General Plan.</li> <li>▪ R-LU 113: The San Martin Planning Area boundary encompasses the area between Maple Avenue on the North; Masten Avenue on the South; the East Foothills and West Foothills (excluding those areas annexed to Morgan Hill). It excludes that part of the current study area which lies west of Monterey Road</li> </ul>

Plan and Policies	Summary
	<p>and between the hill crest north and paralleling California Avenue and West Middle Avenue.</p> <ul style="list-style-type: none"> <li>▪ R-LU 148: The portion of Highway 101 (South Valley Freeway) in San Martin should be considered a scenic highway.</li> </ul> <p>South County Joint Area Plan</p> <ul style="list-style-type: none"> <li>▪ SC 0.3: The South County Joint Area Plan shall apply to the incorporated and unincorporated areas south of the Morgan Hill–San Jose boundary agreement line. The Joint Area Plan also includes policies relating to the Coyote Valley.</li> <li>▪ SC 16.6: The visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and a Coyote greenbelt area north of Morgan Hill) should be protected.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010-2035 General Plan (2010)</i></p>	<p>General Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ 5.3.1-P1: Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.</li> <li>▪ 5.3.1-P3: Support high quality design consistent with adopted design guidelines and the City’s architectural review process.</li> <li>▪ 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.</li> <li>▪ 5.3.1-P24: Coordinate sign programs for commercial uses to promote continuity, improve streetscape design, and reduce visual clutter.</li> <li>▪ 5.3.1-P27: Encourage screening of above-ground utility equipment to minimize visual impacts.</li> <li>▪ 5.3.1-P28: Encourage undergrounding of new utility lines and utility equipment throughout the City.</li> </ul> <p>El Camino Real Focus Area Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 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.</li> </ul> <p>Santa Clara Station Focus Area Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.4.3-P9: Encourage streetscape design with street trees, wider sidewalks, pedestrian-oriented lighting, curb bulb-outs and special paving and striping within the Focus Area to emphasize accessibility.</li> </ul> <p>Historic Preservation Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.6.1-G1: Preservation of historic resources and neighborhoods.</li> <li>▪ 5.6.1-P3: Protect historic resources from demolition, inappropriate alterations, and incompatible development.</li> </ul> <p>Rail and Freight Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</li> </ul> <p>Conservation Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.10.1-G2: Conservation and restoration of riparian vegetation and habitat.</li> <li>▪ 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</li> </ul>

Plan and Policies	Summary
	<p>measured from 48 inches above-grade on private and public property as well as in the public right-of-way.</p> <ul style="list-style-type: none"> <li>▪ 5.10.1-P5: Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.</li> <li>▪ 5.10.1-P12: Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants when feasible.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision: San José 2040 General Plan (2011)</i></p>	<p>Arts and Culture</p> <ul style="list-style-type: none"> <li>▪ AC-2.1: High Impact Public Art. Site public art in key locations. Prioritize innovative public art in three regional destination areas: Downtown, North San José, and the Mineta San José International Airport. Place public art at transportation hubs: pedestrian, bike, and transit improvements in pedestrian priority areas; encourage the inclusion of public art at VTA and BART stations, including Diridon Station; and integrate a broad range of art projects into the trail network to connect neighborhoods and bring people closer to nature. Integrate public art into bond-funded park, library, community facility, and public safety projects. Cultivate community-based art projects that support neighborhood revitalization goals.</li> </ul> <p>Fiscal Sustainability</p> <ul style="list-style-type: none"> <li>▪ FS-5.10: Maintain the rural and agricultural character of Central Coyote Valley and do not expand the Urban Service Area to include it.</li> </ul> <p>Measurable Environmental Sustainability</p> <ul style="list-style-type: none"> <li>▪ MS-21.5: As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effects on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.</li> <li>▪ MS-21.6: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies, or guidelines.</li> <li>▪ MS-21.7: Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs, and other infrastructure assets are integrated. Give priority to tree placement in designing or modifying streets.</li> <li>▪ MS-21.8: For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals: avoid conflicts with nearby power lines; avoid potential conflicts between tree roots and developed areas; avoid use of invasive, non-native trees; remove existing invasive, non-native trees; incorporate native trees into urban plantings in order to provide food and cover for native wildlife species; and</li> </ul>

Plan and Policies	Summary
	<p>plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.</p> <ul style="list-style-type: none"> <li>▪ MS-21.9: Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), landscape plantings shall incorporate tree species native to the area and propagated from local sources (generally from within 5–10 miles and preferably from within the same watershed).</li> </ul> <p>Environmental Resources</p> <ul style="list-style-type: none"> <li>▪ ER-2.2: Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.</li> <li>▪ ER-2.3: Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise, and toxic substances into the riparian zone.</li> <li>▪ ER-6.3: Employ low-glare lighting in areas developed adjacent to natural areas, including riparian woodlands. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.</li> <li>▪ ER-6.4: Site public facilities such as ballparks and fields that require high-intensity night lighting at least 0.5 mile from sensitive habitats to minimize light pollution, unless it can be demonstrated that lighting systems will not substantially increase lighting within natural areas (e.g., due to screening topography or vegetation).</li> </ul> <p>Environmental Considerations/Hazards</p> <ul style="list-style-type: none"> <li>▪ EC-1.5: Encourage the State Department of Transportation and County transportation agencies to provide visually pleasing sound attenuation devices on all new and existing freeways and expressways.</li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>▪ IN-1.9: Design new public and private utility facilities to be safe, aesthetically pleasing, compatible with adjacent uses, and consistent with the Envision General Plan goals and policies for fiscal sustainability, environmental leadership, an innovative economy, and quality neighborhoods.</li> <li>▪ IN-1.10: Require undergrounding of all new publicly owned utility lines. Encourage undergrounding of all privately owned utility lines in new developments. Work with electricity and telecommunications providers to underground existing overhead lines.</li> <li>▪ IN-1.11: Locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats.</li> </ul> <p>Vibrant Neighborhoods</p> <ul style="list-style-type: none"> <li>▪ VN-1.9: Cluster parking, make use of shared parking facilities, and minimize the visual impact of surface parking lots to the degree possible to promote pedestrian and bicycle activity and to improve the City’s aesthetic environment.</li> </ul> <p>Community Design</p> <ul style="list-style-type: none"> <li>▪ CD-1.13: Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.</li> <li>▪ CD-1.14: Use the Urban Village Planning process to establish standards for their architecture, height, and massing.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ CD-1.17: Minimize the footprint and visibility of parking areas. Where parking areas are necessary, provide aesthetically pleasing and visually interesting parking garages with clearly identified pedestrian entrances and walkways. Encourage designs that encapsulate parking facilities behind active building space or screen parked vehicles from view from the public realm. Ensure that garage lighting does not impact adjacent uses, and to the extent feasible, avoid impacts of headlights on adjacent land uses.</li> <li>▪ CD-1.19: Encourage the location of new and relocation of existing utility structures into underground vaults or within structures to minimize their visibility and reduce their potential to detract from pedestrian activity. When above-ground or outside placement is necessary, screen utilities with art or landscaping.</li> <li>▪ CD-1.23: Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built environment, help provide transitions between land uses, and shade pedestrian and bicycle areas.</li> <li>▪ CD-1.24: Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse effect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.</li> <li>▪ CD-1.26: Apply the Historic Preservation Goals and Policies of this Plan to proposals that modify historic resources or include development near historic resources.</li> <li>▪ CD-4.6: Support cohesive and architecturally distinctive urban development along Grand Boulevards, and include such design elements as enhanced landscaping; attractive lighting; wide, comfortable sidewalks; area identification banners; and harmonious building scale features.</li> <li>▪ CD-4.11: Accomplish sound attenuation for development along City streets through the use of setbacks and building design rather than sound attenuation walls. When sound attenuation walls are located adjacent to expressways, freeways, or railroad lines, landscaping, public art, or an aesthetically pleasing and visually interesting design should be used to minimize visual impacts.</li> <li>▪ CD-5.5: Include design elements during the development review process that address security, aesthetics, and safety. Safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular and pedestrian facilities and other standards set forth in local, state, and federal regulations.</li> <li>▪ CD-5.6: Design lighting locations and levels to enhance the public realm, promote safety and comfort, and create engaging public spaces. Seek to balance minimum energy use of outdoor lighting with goal of providing safe and pleasing well-lit spaces. Consider the City's outdoor lighting policies in development review processes.</li> <li>▪ CD-6.5: Promote iconic architecture and encourage and incorporate innovative, varied, and dynamic design features (e.g., appearance, function, sustainability aspects) into sites, buildings, art, streetscapes, landscapes, and signage to make Downtown visually exciting and to attract residents and visitors.</li> <li>▪ CD-6.8: Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all</li> </ul>

Plan and Policies	Summary
	<p>types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level.</p> <ul style="list-style-type: none"> <li>▪ CD-6.12: Promote creative and experimental urban forms, activities and land uses that further the economic, fiscal, environmental, and social goals of this plan and reflect San José’s culture of innovation.</li> <li>▪ CD-9.1: Ensure that development within the designated Rural Scenic Corridors is designed to preserve and enhance attractive natural and built vistas.</li> <li>▪ CD-9.3: Ensure that development along designated Rural Scenic Corridors preserves significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge, and the Santa Cruz Mountains.</li> <li>▪ CD-10.1: Recognize the importance of Gateways in shaping perceptions of San José.</li> <li>▪ CD-10.3: Require that development visible from freeways (including U.S.101, I-880, I-680, I-280, SR17, SR85, SR237, and SR87) be designed to preserve and enhance attractive natural and built vistas.</li> <li>▪ CD-10.6: Develop Gateway plans for Gateway locations identified in the Envision General Plan. Plans should include overall streetscape and private design guidelines, needed capital improvements, and long-term solutions for their maintenance.</li> </ul> <p>Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ LU-14.3: Design new development, alterations, and rehabilitation/remodels in Conservation Areas to be compatible with the character of the Conservation Area. In particular, projects should respect character-defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.</li> <li>▪ LU-14.7: Ensure City public works projects (street lights, street tree planting, sidewalk design, etc.) promote, preserve, or enhance the historic character of Conservation Areas.</li> <li>▪ LU-14.8: Perform modifications to the exterior of any building or structure located in a Conservation Area in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.</li> </ul> <p>Transportation Policies</p> <ul style="list-style-type: none"> <li>▪ TR-4.3: Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ TR-4.4: Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> <li>▪ TR-4.5: As appropriate, regularly coordinate with rail operators in San José on the following matters: maintenance of rail lines, landscaping, and easements; vehicle and pedestrian safety near at-grade rail crossings; electrification to increase the frequency of train service and reduce environmental impacts; separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level; establishment of timed transfers with other transit providers in the area; and analysis and mitigation of</li> </ul>

Plan and Policies	Summary
	<p>the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.</p> <p>Implementation</p> <ul style="list-style-type: none"> <li>▪ IP-16.1: Other public agencies and utility companies should consider the Envision General Plan goals and policies and Land Use/Transportation Diagram in planning the delivery of services to San José residents and businesses.</li> <li>▪ IP-16.2: Where determination of consistency, compatibility, or conformance of any proposal with the Envision General Plan depends on an exercise of discretion, such discretion is solely within the purview of the City of San José. Any agency proposing to apply the provisions of the Envision General Plan to a proposal can seek a determination of such consistency, compatibility, or conformance by filing a written request with the Director of Planning of the City of San José.</li> </ul>
<i>Diridon Station Area Plan (2014)</i>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
<i>City of San Jose Tamien Station Area Specific Plan (1995)</i>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
<i>City of San Jose Communications Hill Plan (1992)</i>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
<i>City of San Jose Coyote Valley Plan (2008)</i>	<p>Fixed Environmental Elements</p> <ul style="list-style-type: none"> <li>▪ 11: The alignment and improvements of Monterey Road necessitated by CVP shall maintain a landscape buffer between the road and the railroad of at least – feet and incorporate existing Keesling’s Shade Trees. The landscaped buffer shall be installed in conjunction with adjacent Monterey Road improvements and shall include an analysis of the health of the existing trees, remedial maintenance of existing trees, and replacement of dead or dying trees with trees of the same species.</li> </ul> <p>Community Facilities and Services</p> <ul style="list-style-type: none"> <li>▪ 125: Provide a continuous sidewalk on the east side of Monterey Road that is separated by a landscape strip from the roadway.</li> <li>▪ 126: Preserve the westerly curb line of Monterey Road to protect the Keesling’s Shade Trees. Add massing of shrubs within the area between the curb line and the railroad right-of-way, which screens views to the railroad.</li> <li>▪ 127: Provide a 20-foot minimum buffer planted with redwood trees on the west side of the railroad right of way.</li> <li>▪ 128: Encourage a landscape buffer, sound walls and shrubs on the west side of the railroad right-of-way. Within this 20-foot buffer zone, shrubs should be planted on both sides of the wall, and vines that attach without support should be planted on the west side of the wall.</li> <li>▪ 129: A continuous planted “orchard” style grid of trees should be used to recall the agricultural history of Coyote Valley and create an attractive edge on the eastern side of Monterey Road, between the road and the development. Species include orchard varieties such as cherries, apricot, peach, and plums.</li> <li>▪ 130: Plant the median of Monterey Road with large-scale canopy trees, with one species used for the entire length of the road through Coyote Valley.</li> </ul>

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<p><i>Coyote Creek Parkway County Park Master Plan (2006)</i></p>	<p>Guideline, Goals, and Objectives</p> <ul style="list-style-type: none"> <li>▪ PR-5: Maintain opportunities for the Parkway user to experience a sense of remoteness within the context of a rural riparian habitat corridor.</li> </ul>
<p><b>City of Morgan Hill</b></p>	
<p><i>Morgan Hill 2035 General Plan (2016)</i></p>	<p>City and Neighborhood Form</p> <ul style="list-style-type: none"> <li>▪ Policy CNF-8.1: High Quality Design. Require all development to feature high quality design that enhances the visual character of Morgan Hill.</li> <li>▪ Policy CNF-8.10: Public Landscaping. Landscape medians and public areas along major streets using drought- tolerant plant materials, and encourage CALTRANS to use drought-tolerant plants along Highway 101.</li> <li>▪ Policy CNF-8.14: Sound Walls. Minimize the use of sound walls to situations where they are required to meet noise standards and other forms of mitigation are not available. Use techniques less visually disturbing than sound walls, including but not limited to earth berms and intervening placement of non-sensitive buildings when requiring noise impact mitigation of new and/or expanded development.</li> <li>▪ Policy CNF-8.20: Nighttime Lighting. Require nighttime lighting to be designed to minimize light spillage to adjacent properties.*</li> <li>▪ Policy CNF-19.2: Visual Integrity of Gateways. Enhance the visual integrity of the gateways to the City such as the Madrone area north of Cochrane Road, the Cochrane Road/Monterey Road intersection, Monterey Road south of Watsonville Road, the Cochrane, Dunne, and Tennant freeway interchanges, and the Caltrain station.</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ Policy TR-3.18: Grade-Separated Railroad Crossings. Plan for the construction of grade-separated crossings of the Union Pacific railroad to improve emergency vehicle response times and minimize conflicts between railroad trains and on-road vehicles. California Public Utilities Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Grade-separated crossings should be encouraged at Dunne Avenue (Depot Street to be re-routed through the existing Community and Cultural Center parking lot to create an intersection with Church Street either prior to or in conjunction with the grade separation project).</li> <li>▪ Policy TR-3.20: Arterial Design and Landscaping. Require development adjacent to arterial streets to minimize the use of fences and walls wherever possible. Strive to accommodate all modes of travel on arterial streets, and improve the Butterfield Corridor, Monterey Road Corridor, and Hale/Santa Teresa Corridor to the extent feasible as well-landscaped multi-modal boulevards. Continue to implement the program for planting street trees and landscaping arterial streets and major intersections.</li> </ul> <p>Natural Resources and Environment</p> <ul style="list-style-type: none"> <li>▪ Policy NRE-2.1: Hillside and Ridgeline Views. Protect views of hillsides, ridgelines, and prominent natural features surrounding the City. These features help define the City’s historic rural character, sense of place, image and identity.</li> <li>▪ Policy NRE-6.4: Tree Preservation and Protection. Preserve and protect mature, healthy trees whenever feasible, particularly native trees, historically significant trees, and other trees which are of significant size or of significant aesthetic value to the immediate vicinity or to the community as a whole.</li> </ul> <p>Safety, Services, and Infrastructure</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy SSI-9.7: Sound Barrier Design. Require non-earthen sound barriers to be landscaped, vegetated, or otherwise designed and/or obscured to improve aesthetics and discourage graffiti and other vandalism.</li> </ul>
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002-2020 General Plan (2002)</i></p>	<p>Community Design and Development</p> <ul style="list-style-type: none"> <li>▪ 1.09: Gateways. Create entry points to the City that are identified by well-designed, landscaped entrances with landscaped medians, indicating civic pride and a concern for civic beauty. Principal gateways to Gilroy are located on north and south Monterey Street; Highway 152/Hecker Pass; Highway 152/Pacheco Pass; north and south Santa Teresa Boulevard; and at the Highway 101 interchanges at Masten, Buena Vista, Leavesley, and Tenth Street.</li> <li>▪ 6.01: Scenic Highways. Support the designation of Hecker Pass Highway, Santa Teresa Boulevard, and Pacheco Pass Highway as official State Scenic Highways, and establish appropriate development controls to ensure long-term protection of their scenic qualities. Controls should establish appropriate setbacks, sign controls, and other development regulations in keeping with State guidelines for the protection of scenic highway corridors.</li> <li>▪ 6.03: Highway 101 Landscaping and View Protection. Work with CALTRANS and the County to provide additional landscaping along the Highway 101 right-of-way to enhance its attractiveness, recognizing that it is the primary “visitor-serving” traffic artery in the Planning Area. Also, encourage new developments facing Highway 101 to provide landscape screening and to protect and enhance existing views of farmland and surrounding hills.</li> </ul> <p>Community Resources and Potential Hazards</p> <ul style="list-style-type: none"> <li>▪ 26.03: Buffering Standards. Enforce stringent buffering standards to protect residents from freeway, expressway, highway, and industrial noise. Use open land as a buffer between residential areas and highways or industrial areas wherever possible.</li> <li>▪ 26.04: Acoustical Design. Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.</li> <li>▪ 26.05: Earth Berms. Require landscaped earth berms as an alternative to noise barriers where feasible to buffer noise along major thoroughfares adjacent to residential areas. Where an earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping should be required.</li> </ul>
<p><i>Downtown Specific Plan (2005)</i></p>	<p>Vision</p> <ul style="list-style-type: none"> <li>▪ Continue to embrace the historic and eclectic design pattern of Downtown Gilroy by not requiring new development to adhere to a particular design theme.</li> <li>▪ Protect the character, scale and design of adjacent single-family residential development beyond Egleberry Street and Railroad Street.</li> <li>▪ Encourage enhanced landscaping, including mature street trees, shrubs, and groundcover that provide interest, color, style and flowering characteristics in Downtown Gilroy.</li> <li>▪ Provide a stronger and more cohesive sense of identity to the Downtown by adhering to a common design for public infrastructure such as signs, lighting and other elements.</li> <li>▪ Parking should be located behind structures in all districts.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Planting should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.</li> <li>▪ Existing historic or older structures with architectural details or ornamentation should be retained, restored, or replicated whenever possible.</li> </ul> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Properties between Lewis Street and Seventh Street on the west side of the railroad corridor must provide a setback to accommodate on-site parking, access drive, and a landscaped buffer. Articulation should be provided on building facades to promote a pleasing view of Downtown.</li> <li>▪ A “standard” fencing design and a five-foot minimum landscape planter area adjacent to the railroad corridor.</li> <li>▪ A pedestrian pathway along the east side of the railroad corridor between Tenth Street and Leavesley Road.</li> <li>▪ Streetscape Beautification and Public Improvements</li> <li>▪ The former industrial/railroad area will transform into a contemporary urban streetscape.</li> <li>▪ Sidewalks will be widened and street trees added. Streetscape and lighting improvements will complement the urbanized environment.</li> </ul> <p>Railroad Corridor</p> <ul style="list-style-type: none"> <li>▪ This corridor will be beautified to the greatest extent possible. Fencing will provide security as well as aesthetic enhancement. Landscaping, including trees and other plants, will improve the look of the corridor and help screen undesirable views to adjoining properties.</li> <li>▪ Improved pedestrian crossings at Tenth Street, Old Gilroy Street, Sixth Street, Martin Street, and Lewis Street will also enhance the area.</li> </ul> <p>Parking Structures</p> <ul style="list-style-type: none"> <li>▪ All proposed parking structures in the Downtown will be public parking structures and should adhere to specific standards in order to minimize the structure’s impact upon the streetscape.</li> <li>▪ All public parking structures should adhere to the following guidelines: Design openings to look like window openings; substantial massing should occur at the corner of the structures to anchor the building; height should be added to the parapet at key areas on the building structure to accent entries and reduce the long horizontal façade that is typical of parking structures; consider adding awnings or trellis structures at vehicular and pedestrian entrances to create a pedestrian scale; horizontal openings should be broken up with vertical columns to create a rhythm of openings; retail spaces should front the pedestrian spaces at the ground floor-where retail is not provided on the ground floor, the structure should be located so that the structure does not directly abut paved areas, and; consider providing landscaping and vines on façades to help reduce the visual impact of the structure.</li> </ul>
<p><i>Gilroy High-Speed Train Station Visioning Project Vision Report (2012)</i></p>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
<p><b>San Benito County</b></p>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>Public Facilities and Services Element</p> <ul style="list-style-type: none"> <li>▪ PFS-9.4: The County shall require that the siting of telecommunications facilities minimizes their visibility, prevents visual clutter, reduces conflicts with</li> </ul>

Plan and Policies	Summary
	<p>surrounding land uses, and avoids views of scenic highways, public parks and recreation facilities, or other scenic view areas.</p> <ul style="list-style-type: none"> <li>▪ PFS-9.5: The County shall require that the design of telecommunications facilities (e.g., cabinets, buildings, antennas, security fencing) integrate into existing adjacent conditions and minimize visibility through the use of: appropriate colors, existing buildings and structures, screening, disguising, landscaping, and compatibility with surrounding structures and natural environments.</li> </ul> <p>Natural and Cultural Resources Element</p> <ul style="list-style-type: none"> <li>▪ NCR-1.3: The County shall continue to protect and preserve the rural landscape and implement open space policies for: public health, safety, and welfare; continued agricultural uses; scenic viewscape preservation, including scenic highway corridors; park and recreation uses; conservation of significant natural resources; the containment and definition of limits to urbanization; and the preservation of the natural habitat for threatened or endangered plant and animal species.</li> <li>▪ NCR-8.1: The County shall endeavor to protect the visual characteristics of certain transportation corridors that are officially designated as having unique or outstanding scenic qualities.</li> <li>▪ NCR-8.3: The County shall review all projects involving grading within Scenic Corridors to protect valuable soil resources, preserve the natural environment, and avoid significant adverse impacts within scenic areas.</li> <li>▪ NCR-8.8: The County shall require all new electric and communication distribution facilities proposed within the Scenic Corridor to be placed underground, whenever feasible. Where overhead utility lines are unavoidable, every effort should be made to reduce the visual impact through elements of design.</li> <li>▪ NCR-8.11: The County shall ensure that new development and structures, within areas that are not regulated by a Specific Plan, are screened and/or developed in a manner to appear similar to existing agricultural, rural, or low intensity uses in the vicinity.</li> <li>▪ NCR-9.1: The County shall continue to enforce the development lighting ordinance (SBC Code Chapter 19.13) and restrict outdoor lighting and glare from development projects in order to ensure good lighting practices, minimize nighttime light impacts, and preserve quality views of the night sky. The ordinance shall continue to recognize lighting zones and contain standards to avoid light trespass, particularly from developed uses, to sensitive uses, such as the areas surrounding Fremont Peak State Park and Pinnacles National Park.</li> </ul>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<ul style="list-style-type: none"> <li>▪ Policy NR-4.1: Promote the preservation of agricultural land, ranch land, and other open space areas as a means of protecting the County’s scenic resources.</li> <li>▪ Policy NR-4.2: Coordinate with CALTRANS, during the review of proposed structures and activities located adjacent to state designated scenic highways, to ensure that scenic vistas and local scenic values are not significantly degraded.</li> <li>▪ Policy NR-4.4: Consider the surrounding landscape, topography, and existing scenic values when determining the location and construction of new roads.</li> <li>▪ Policy NR-4.5: Develop and implement a lighting ordinance to require good lighting practices, such as the use of specific light fixtures that reduce light pollution, minimize light impacts, and preserve views of the night sky. The</li> </ul>

Plan and Policies	Summary
	<p>ordinance shall contain standards to avoid light trespass, particularly from developed uses, to sensitive wildlife corridors and refuges.</p> <ul style="list-style-type: none"> <li>Policy P FS-5.7: Coordinate with local gas and electric utility companies in the design, location, and appropriate expansion of gas and electric systems, while minimizing impacts to agriculture and minimizing noise, electromagnetic, visual, and other impacts on residents.</li> </ul>

**San Luis Reservoir**

<p><i>San Luis Reservoir State Recreation Area Resource Management Plan / Preliminary General Plan (2012)</i></p>	<p>Resource Management</p> <ul style="list-style-type: none"> <li>RES-S1: Preserve scenic vistas that overlook open land and water through the identification and definition of significant vista points and viewsheds. Before development of new facilities, consider the visual effect of new structures and carefully site features within an identified viewshed. Where feasible, avoid placement of new structures or other obstructions at or near identified significant vista points and along uninterrupted shorelines and landscapes.</li> <li>RES-S2: Maintain large expanses of open space free of visual and physical interruptions. Minimize, shield, or use new architectural controls in the development of new structures and reduce existing structures and other features that visually and physically fragment open space.</li> <li>RES-S3: Make new structures architecturally compatible with their use as recreation facilities and distinguishable from the water operations structures but in keeping with overall site character. Identify the architectural components (style) and other contributing elements that define the recreation use areas and site character, and use this information to assess consistency of new structures. Where feasible, ensure that the mass and scale of new structures are compatible with the setting and do not dominate the surrounding landscape.</li> <li>RES-S4: Identify a common and unified set of site-related details and materials (signage, gates, surface materials, fences, etc.) so that new facilities and infrastructure are compatible with the character of the site and are distinctive for recreation facilities. Avoid the introduction of materials not in keeping with the local and onsite character. Design new details to be compatible with existing materials and finishes while creating a unified image for the Plan Area recreation facilities. Develop a signage and wayfinding system that incorporates guidelines and standards for signage as well as the location, distribution, and frequency of signs.</li> <li>RES-S5: Prevent aesthetic and environmental damage from duration and intensity of lighting and fixtures. Design and place light fixtures only as needed and in keeping with use and character. Minimize intensity by considering techniques such as low-voltage fixtures and downlighting. Design lighting systems and facilities that avoid light pollution onsite and offsite spills to neighboring areas.</li> </ul>
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**Santa Nella**

<p><i>Santa Nella Community Specific Plan (2000)</i></p>	<p>Circulation</p> <ul style="list-style-type: none"> <li>9: Establish landscape programs for I-5 and the arterial street system within appropriate rights-of-way. Create an urban forest along I-5.</li> </ul> <p>Noise</p> <ul style="list-style-type: none"> <li>3: Use a combination of noise barriers of a maximum 6'-8" block wall and/or landscape berms, or larger setbacks as required by noise study, to reduce the noise level in residential exterior yards to 65 dBAs.</li> </ul>
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Sources: City of Gilroy 2002a, 2005, 2012; City of Morgan Hill 2016a; City of Santa Clara 2010; City of San Jose 1992b, 1995, 2008, 2011, 2014; County of Merced 2000, 2013a; County of San Benito 2015a; County of Santa Clara 1994; Santa Clara County Parks 2006; USBR/DPR 2012.

I = interstate  
 CALTRANS = California Department of Transportation  
 CEQA = California Environmental Quality Act  
 VTA = Valley Transportation Authority  
 BART = Bay Area Rapid Transit  
 SR = State Route  
 dBA = A-weighted decibels

## Cultural Resources

**Table 17 Regional and Local Plans and Policies Relevant to Cultural Resources**

Plan and Policies	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> in 1994. The plan includes the following goals, policies, and recommendations related to cultural resources:</p> <p>Vision of the General Plan: Goals for Responsible Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ Goal 5. Heritage Resources Protected</li> <li>▪ Goal 5.1 Protection and preservation of heritage resources both natural (e.g. heritage trees; and paleontological resources) and cultural (e.g. historic sites and structures, and archeological sites). Cultural heritage resources reflecting the contributions to society of all cultures acknowledged, preserved and commemorated.</li> </ul> <p>Parks and Recreation Element</p> <ul style="list-style-type: none"> <li>▪ Policy C-PR 10: Recreation facilities and activities within regional parks and public open space lands should be located and designed to be compatible with the long term sustainability of each site’s natural and cultural resources, with particular attention to the preservation of unique, rare, or endangered resources (including historic and archeological sites, plant and animal species, special geologic formations, etc.).</li> <li>▪ Policy C-PR 50: Scenic routes which are historic routes into or through the county should be so designated and historic sites and features along them identified and enhanced where appropriate.</li> </ul> <p>Resource Conservation Element: General Cultural Heritage Resources Policies</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 49: Cultural heritage resources within Santa Clara County should be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.</li> <li>▪ Policy C-RC 50: Countywide, the general approach to heritage resource protection should include the following strategies: 1. Inventory and evaluate heritage resources; 2. Prevent or minimize adverse impacts on heritage resources; 3. Restore, enhance, and commemorate resources as appropriate.</li> </ul> <p>Strategy #1: Inventory and Evaluate Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 51: Inventories of heritage resources should be maintained as the basis for local decision making regarding such resources.</li> <li>▪ Implementation Recommendation C-RC(i)24: Update inventories and evaluations of heritage resources. Survey resources as necessary to augment existing inventories.</li> </ul> <p>Strategy #2: Prevent or Minimize Adverse Impacts on Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.</li> <li>▪ Policy C-RC 53: Cities should balance plans for urban redevelopment with the objectives of heritage resource preservation in such cases where potential conflicting interest may</li> </ul>

Plan and Policies	Summary
	<p>arise. Care should be taken to integrate heritage resources with new development wherever possible.</p> <ul style="list-style-type: none"> <li>▪ Implementation Recommendation C-RC(i)25: Review administrative procedures and enforcement for effectiveness.</li> <li>▪ Implementation Recommendation C-RC(i)26: Explore designation of historic districts to preserve character of areas rich in heritage resources.</li> </ul> <p>Strategy #3: Restore, Enhance and Commemorate Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 54: Heritage resources should be restored, enhanced, and commemorated as appropriate to the value and significance of the resource.</li> <li>▪ Policy C-RC 55: Public awareness and appreciation of existing heritage resources and their significance should be enhanced through community organizations, neighborhood associations, the educational system, and governmental programs.</li> <li>▪ Policy C-RC 56: Heritage resource acquisition, preservation, restoration, and interpretation projects eligible for funding with County Parks Charter Funds are identified in the "Santa Clara County Heritage Resources Inventory" adopted by the Board of Supervisors.</li> <li>▪ Implementation Recommendation C-RC(i)27: Publicize financial resources from ISTE A and federal income tax credits for restoration of designated resources.</li> <li>▪ Implementation Recommendation C-RC(i)28: Publish inventories of heritage resources.</li> <li>▪ Implementation Recommendation C-RC(i)29: Organize community organizations and constituencies for heritage resource preservation.</li> </ul> <p>Rural Unincorporated Area Issues and Policies: General Policies</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC81: Heritage resources within the rural unincorporated areas of Santa Clara County shall be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.</li> <li>▪ Policy R-RC82: The following strategies should provide overall direction to efforts to preserve heritage resources: <ul style="list-style-type: none"> <li>○ Inventory and evaluate heritage resources.</li> <li>○ Prevent, or minimize, adverse impacts on heritage resources.</li> <li>○ Restore, enhance, and commemorate resources as appropriate.</li> </ul> </li> </ul> <p>Strategy #1: Inventory and Evaluate Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC83: The County's Heritage Resources data base shall be maintained and used to review private development projects and guide the design of public projects.</li> <li>▪ Policy R-RC84: Heritage resource acquisition, preservation, restoration, and interpretation projects eligible for funding with County Parks Charter Funds are identified in the "Santa Clara County Heritage Resources Inventory" adopted by the Board of Supervisors.</li> <li>▪ Implementation Recommendation R-RC(i) 32: Update the listings of heritage trees in the Heritage Resources Inventory.</li> </ul> <p>Strategy #2: Prevent or Minimize Adverse Impacts on Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC85: No heritage resource shall knowingly be allowed to be destroyed or lost through a discretionary action (zoning, subdivision site approval, grading permit, building permit, etc.) of the County of Santa Clara unless: the site or resource has been reviewed by experts and the County Historic Heritage Commission and has been found to be of insignificant value; or there is an overriding public benefit from the project and compensating mitigation to offset the loss is made part of the project.</li> <li>▪ Policy R-RC86: Projects in areas found to have heritage resources shall be conditioned and designed to avoid loss or degradation of the resources. Where conflict with the resource is unavoidable, mitigation measures that offset the impact may be imposed.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy R-RC87: Land divisions in areas with heritage resources shall be encouraged to cluster building sites in locations which will minimize the impacts to heritage resources.</li> <li>▪ Policy R-RC88: For projects receiving environmental assessment, expert opinions and field reconnaissance may be required if needed at the applicant's expense to determine the presence, extent, and condition of suspected heritage resources and the likely impact of the project upon the resources.</li> <li>▪ Policy R-RC89: Demolition permits proposed for designated heritage resources shall be referred to the Historic Heritage Commission for review and recommendation to the Board of Supervisors.</li> <li>▪ Policy R-RC90: Heritage and old growth trees, particularly redwoods, should not be cut, except in instances where public safety is jeopardized.</li> <li>▪ Policy R-RC91: The application of historic district zoning to areas containing historic structures shall be encouraged.</li> <li>▪ Policy R-RC92: The participation of concerned citizens and professionals dealing with heritage resources in the identification of sites and the review and conditioning of projects by its boards and commissions shall be encouraged by the County. Strategy #3: Restore, Enhance, and Commemorate Resources</li> <li>▪ Policy R-RC93: Heritage resources should be restored, enhanced, and commemorated as appropriate to the value and significance of the resource. All historic rehabilitation activities should comply with the Secretary of Interior's Standards for Rehabilitation</li> <li>▪ Policy R-RC94: Public awareness and appreciation of existing heritage resources and their significance should be enhanced through community organizations, neighborhood associations, the educational system, and governmental programs.</li> <li>▪ Implementation Recommendation R-RC(i) 33: Utilize all financial resources available, including those from federal ISTEA and income tax credits for rehabilitation of designated heritage resources.</li> <li>▪ Implementation Recommendation R-RC(i) 34: Encourage and support efforts by local historians, educational institutions and others interested in recording oral histories and documenting the lives of the people of Santa Clara County who also make up an important but often overlooked part of the County's heritage.</li> </ul>
<b>City of Santa Clara 2010–2035 General Plan (2010)</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010, updated 2018)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> in November 2010. The plan includes the following goals and policies related to cultural resources:</p> <p><b>Goals and Policies</b></p> <p><b>Prerequisites</b></p> <ul style="list-style-type: none"> <li>▪ Policy 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.</li> </ul> <p><b>General Land Use Policies</b></p> <ul style="list-style-type: none"> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> </ul> <p><b>El Camino Real Focus Area Goals</b></p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 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.</li> <li>▪ Goal 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.</li> <li>▪ Goal 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.</li> </ul> <p><b>Discretionary Use Goals and Policies</b></p> <ul style="list-style-type: none"> <li>▪ Goal 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.</li> <li>▪ Policy 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.</li> </ul> <p><b>Historic Preservation Goals and Policies</b></p> <p>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.</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.1-G1: Preservation of historic resources and neighborhoods.</li> <li>▪ Goal 5.6.1-G2: Public awareness of the City’s historic preservation programs.</li> <li>▪ Goal 5.6.1-G3: Changes and maintenance of historic resources that retain the integrity of the property and its historic value.</li> <li>▪ Policy 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.</li> <li>▪ Policy 5.6.1-P2: Protect the historic integrity of designated historic properties and encourage adaptive reuse when necessary to promote preservation.</li> <li>▪ Policy 5.6.1-P3: Protect historic resources from demolition, inappropriate alterations and incompatible development.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 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.</li> <li>▪ Policy 5.6.1-P9: Facilitate public outreach, education and information regarding historic preservation through the City’s Historical and Landmarks Commission.</li> <li>▪ Policy 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.</li> </ul> <p><b>Areas of Historic Sensitivity Goals and Policies</b></p> <p>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).</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.2-G1: New development that is compatible with nearby historic resources.</li> <li>▪ Goal 5.6.2-G2: Preservation of the neighborhood context for historic resources.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> <li>▪ Policy 5.6.2-P3: Strengthen the character and historic context of the Old Quad historic neighborhood through streetscape design, amenities and street tree planting.</li> <li>▪ Policy 5.6.2-P4: Work with Santa Clara University to improve compatibility between University-owned properties and nearby historic resources.</li> <li>▪ Policy 5.6.2-P5: Work with off-campus housing providers to ensure that maintenance and operational provisions that protect nearby historic resources are implemented.</li> <li>▪ Policy 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.</li> </ul> <p><b>Archaeological and Cultural Resources Goals and Policies</b></p> <p>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.</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.3-G1: Protection and preservation of cultural resources, as well as archaeological and paleontological sites.</li> <li>▪ Goal 5.6.3-G2: Appropriate mitigation in the event that human remains, archaeological resources or paleontological resources are discovered during construction activities.</li> <li>▪ Policy 5.6.3-P1: Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.</li> <li>▪ Policy 5.6.3-P2: Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.</li> <li>▪ Policy 5.6.3-P3: Consult with California Native American tribes prior to considering amendments to the City’s General Plan.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> <li>▪ Policy 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.</li> </ul> <p><b>Appendix 8.9 - Historic Preservation And Resource Inventory</b></p> <p>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.</p> <p><b>Appendix 8.10 - Heritage Tree Inventory</b></p> <p>Heritage Tree Inventory as adopted by the City.</p>
<b>City of San Jose</b>	
<p><i>Envision: San José 2040 General Plan</i> (2011)</p>	<p>The City of San Jose adopted the <i>Envision: San José 2040 General Plan</i> in 2011. The plan includes the following goals, policies, and actions related to cultural resources:</p> <p>General Goals</p> <ul style="list-style-type: none"> <li>▪ Goal ER-10 Archaeology and Paleontology: Preserve and conserve archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity.</li> <li>▪ Policy ER-10.1 For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Policy ER-10.2 Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.</li> <li>▪ Policy ER-10.3 Ensure that City, State, and Federal historic preservation Laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.</li> <li>▪ Action ER-10.4 The City will maintain a file of archaeological and paleontological survey reports by location to make such information retrievable for research purposes over time.</li> </ul> <p>Historic Preservation</p> <ul style="list-style-type: none"> <li>▪ Goal LU-13 Landmarks and Districts: Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.</li> <li>▪ Policy LU-13.1: Preserve the integrity and fabric of candidate or designated Historic Districts.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-13.2: Preserve candidate or designated Landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If the City concurs that no other option is feasible, candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.</li> <li>▪ Policy LU-13.3: For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.</li> <li>▪ Policy LU-13.4: Require public and private development projects to conform to the adopted City Council Policy on the Preservation of Historic Landmarks.</li> <li>▪ Policy LU-13.5: Evaluate areas with a concentration of historically and/or architecturally significant buildings, structures, or sites and, if qualified, preserve them through the creation of Historic Districts.</li> <li>▪ Policy LU-13.6: Ensure modifications to candidate or designated landmark buildings or structures conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.</li> <li>▪ Policy LU-13.7: Design new development, alterations, and rehabilitation/remodels within a designated or candidate Historic District to be compatible with the character of the Historic District and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historic Building Code) and to applicable historic design guidelines adopted by the City Council.</li> <li>▪ Policy LU-13.8: Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.</li> <li>▪ Policy LU-13.9: Promote the preservation, conservation, rehabilitation, restoration, reuse, and/ or reconstruction, as appropriate, of contextual elements [e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.</li> <li>▪ Policy LU-13.10: Ensure City public works projects (street lights, street tree plantings, sidewalk design, etc.) promote, preserve, or enhance the historic character of Historic Districts.</li> <li>▪ Policy LU-13.11: Maintain and update an Historic Resources Inventory in order to promote awareness of these community resources and as a tool to further their preservation. Give priority to identifying and establishing Historic Districts.</li> <li>▪ Policy LU-13.12: Develop and encourage public/public and public/private partnerships as a means to support, expand, and promote historic preservation.</li> <li>▪ Policy LU-13.13: Foster the rehabilitation of buildings, structures, areas, places, and districts of historic significance. Utilize incentives permitting flexibility as to their uses: transfer of development rights; tax relief for designated landmarks and districts; easements; alternative building code provisions for the reuse of historic structures; and financial incentives.</li> <li>▪ Policy LU-13.14: Advocate for the continuation and appropriate expansion of Federal and State tax and/or other incentives for the rehabilitation and/or restoration of historically or architecturally significant buildings, structures, areas, and/or places.</li> <li>▪ Policy LU-13.15: Implement City, State, and Federal historic preservation laws, regulations, and preservation goals and policies and their implications early in the development process.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-13.16: Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.</li> <li>▪ Action LU-13.17: Amend the City's Historic Preservation Ordinance to specify that a Contributing Structure to a City Historic District is eligible for consideration of a Mills Act contract and to require Historic Preservation Permits and/or Adjustments for modifications to buildings, structures, and/or sites in a National Register Historic District.</li> <li>▪ Action LU-13.18: Explore establishing a grant program for historic preservation, potentially partnering with Preservation Action Council San Jose, History San Jose, or other organizations.</li> <li>▪ Action LU-13.19: Continue to identify landmarks, landmark districts and Conservation Areas on the Land Use/Transportation Diagram as Areas of Historic Sensitivity.</li> <li>▪ Action LU-13.20: Explore funding options and techniques to proactively conduct additional historic surveys and to maintain and update the City's Historic Resources Inventory. As funding allows, undertake comprehensive area-wide surveys of the City to identify potential Historic Districts. Cultural Landscapes at the City's edge, and significant buildings and/or structures, including Traditional Cultural Properties.</li> <li>▪ Action LU-13.21: Implement strategic General Plan and zoning changes as indicated by federal, state or municipal "Historic" or "Conservation Area" designations, in order to maintain neighborhood vitality and character and to preserve the integrity of historic structures located within those neighborhoods. To preserve predominantly single-family historic neighborhoods, rezone residential structures located in these areas to a single-family zoning designation.</li> <li>▪ Action LU-13.22: Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.</li> <li>▪ Action LU-13.23: Maintain a file of historic survey reports by location by the City of San Jose to make the information retrievable for research purposes.</li> <li>▪ Action LU-13.24: For vacant lands at the edge of the Urban Growth Boundary in the Almaden, Alviso, and Coyote Planning Areas, require investigation during the development review process to determine whether significant Cultural Landscapes or Traditional Cultural Properties eligible for the National Register of Historic Places may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Goal LU-14 Historic Structures of Lesser Significance: Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San Jose's past and contribute to a positive identity for the City's future.</li> <li>▪ Policy LU-14.1: Preserve the integrity and enhance the fabric of areas or neighborhoods with a cohesive historic character as a means to maintain a connection between the various structures in the area.</li> <li>▪ Policy LU-14.2: Give high priority to the preservation of historic structures that contribute to an informal cluster or a Conservation Area; have a special value in the community; are a good fit for preservation within a new project; have a compelling design and/or an important designer: etc.</li> <li>▪ Policy LU-14.3: Design new development, alterations, and rehabilitation/remodels in Conservation Areas to be compatible with the character of the Conservation Area. In particular, projects should respect character defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Policy LU-14.4: Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation re-use on the subject site, and/or relocation of the resource.</li> <li>▪ Policy LU-14.5: Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance and survival of all classes of the city's historic and cultural resources.</li> <li>▪ Policy LU-14.6: Consider preservation of Structures of Merit and Contributing Structures in Conservation Areas as a key consideration in the development review process. As development proposals are submitted, evaluate the significance of structures, complete non-Historic American Building Survey level of documentation, list qualifying structures on the Historic Resources Inventory, and consider the feasibility of incorporating structures into the development proposal, particularly those structures that contribute to the fabric of Conservation Areas.</li> <li>▪ Policy LU-14.7: Ensure City public works projects (street lights, street tree planting, sidewalk design, etc.) promote, preserve, or enhance the historic character of Conservation Areas.</li> <li>▪ Policy LU-14.8: Perform modifications to the exterior of any building or structure located in a Conservation Area in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.</li> <li>▪ Action LU-14.9: Amend applicable design guidelines and City policies to add flexibility in the development review process (for example, with regulations related to parking, independently accessible private open spaces, requirement for units to be attached, etc.) to encourage the preservation, conservation, rehabilitation, reuse, or relocation of historic resources consistent with the character and needs of the surrounding properties and uses.</li> <li>▪ Goal LU-15 - Public Awareness: Increase public awareness and understanding of the history of San Jose, historic preservation, and its importance to the economic and cultural vitality of the City.</li> <li>▪ Policy LU-15.1: Encourage widespread public participation in the identification and designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain the City's Historic Resources Inventory.</li> <li>▪ Policy LU-15.2: Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.</li> <li>▪ Policy LU-15.3: Encourage public accessibility and/or use of City Landmark, California Register, and National Register buildings, structures, areas, places, and sites, even if only for temporary or special events.</li> <li>▪ Policy LU-15.4: Educate/inform the public of the importance of San Jose's strong historic connections to past industry. To serve as a link between San Jose's present and past, preserve historical resources from agriculture to high-tech whenever possible, feasible, and appropriate.</li> <li>▪ Action LU-15.5: Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.</li> <li>▪ Action LU-15.6: Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San Jose.</li> <li>▪ Goal LU-16 Sustainable Practices: Preserve, conserve, and/or rehabilitate historic structures as a means to achieve the City of San Jose's environmental, economic, and fiscal sustainability goals.</li> <li>▪ Policy LU-16.1: Integrate historic preservation practices into development decisions based upon fiscal, economic, and environmental sustainability.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Policy LU-16.2: Evaluate the materials and energy resource consumption implications of new construction to encourage preservation of historic resources.</li> <li>▪ Policy LU-16.3: Encourage sustainable energy, water, and material choices that are historically compatible as part of the preservation, conservation, rehabilitation, and/or reuse of historical resources.</li> <li>▪ Policy LU-16.4: Require development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory to salvage the resource's building materials and architectural elements to allow re-use of those elements and materials and avoid the energy costs of producing new and disposing of old building materials.</li> <li>▪ Policy LU-16.5: Utilize the aesthetic and cultural qualities of historic resources of all types as means of promoting San Jose as a place to live, work and visit consistent with the City's economic development goals.</li> <li>▪ Action LU-16.6: Explore the revision of the Construction and Demolition Diversion Deposit (CDDD) program to eliminate the deposit requirement for projects proposing rehabilitation of a historic landmark, a property in a Historic District, or the conservation of more than 75% of a Structure of Merit or structure in a Conservation Area.</li> <li>▪ Action LU-16.7: Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities as an economic development tool.</li> </ul>
<p><i>Midtown Specific Plan (1992)</i></p>	<p>The City of San Jose adopted the <i>Midtown Specific Plan</i> in 1992. The plan includes the following objectives and policies related to cultural resources:</p> <p><b>Task Force Objectives</b></p> <ul style="list-style-type: none"> <li>▪ Land Use: (4) Introduce land uses that complement the existing character of adjacent single-family neighborhoods; ensure that new development immediately adjacent to these neighborhoods has a similar height, scale and orientation as the historic fabric of single-family homes; (7) Retain historic elements and features that convey the unique history and role of Midtown, and incorporate them within new development in a meaningful and viable manner.</li> </ul> <p><b>Land Use and Urban Design</b></p> <ul style="list-style-type: none"> <li>▪ Cahill East Subarea Policy 3.6: Cahill Station should be enhanced as a major historic and visual landmark within the Cahill East subarea.</li> <li>▪ Public/Quasi-Public (PQP) Designated Land Compatibility with Cahill Station: Special consideration should be given to ensure that all development located adjacent to Cahill Station employs architectural treatments and materials that are compatible and complementary with the historic Cahill Station.</li> <li>▪ Public Parking Facilities: Public parking structures built along Cahill Street should be designed in a manner compatible with the historic station structure, utilizing an architectural treatment on the building facade that screens views to automobiles and creates a complementary building rhythm.</li> <li>▪ Lincoln-Auzerais Subarea Policy 5.5: The Del Monte water tower should be preserved as a major visual landmark within the area.</li> </ul> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>▪ Objective 4: The preservation of historic resources should be encouraged wherever practicable.</li> <li>▪ Policy 4.1: The Midtown Specific Plan provides flexibility in use and density/intensity of uses to facilitate the preservation of historic resources, as set forth in Discretionary Alternate Use Policy #3 in the Horizon 2000 General Plan.</li> <li>▪ Policy 4.2: Businesses located in historic structures, whether designated a landmark or not, are encouraged to continue their operations</li> </ul>

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<p><i>Tamien Station Area Specific Plan</i> (1995)</p>	<p>The City of San Jose adopted the <i>Tamien Station Area Specific Plan</i> on March 21, 1995. The plan includes the following objectives and policies related to cultural resources:</p> <p><b>Task Force Objectives</b></p> <ul style="list-style-type: none"> <li>▪ Land Use Constraints: (2) Archaeological and cultural resources may limit the location and extent of new development to preserve or avoid damaging these resources.</li> </ul> <p><b>Implementation</b></p> <ul style="list-style-type: none"> <li>▪ Archaeological Resources Mitigation: New development on larger parcels should be required to conduct mechanical archaeological testing and, if necessary, more detailed in-field hand excavation and archaeological monitoring if resources are discovered.</li> <li>▪ Historic Preservation Mitigation: The Italian Gardens complex should be added to the City's Historic Resources Inventory. In addition, the Historic Landmarks Commission should consider designating this site as an Historic Landmark.</li> <li>▪ Italian Gardens – Historic Preservation: Any modification or removal of Italian Gardens complex buildings should be allowed only after the preparation of a more detailed Historic Resources Report which will expand on the initial analysis prepared for the specific plan EIR.</li> </ul>
<b>City of Morgan Hill</b>	
<p><i>Morgan Hill 2035 General Plan</i> (2016)</p>	<p>The City of Morgan Hill adopted the <i>Morgan Hill 2035 General Plan</i> on July 27, 2016. The plan includes the following goals, policies, and actions related to cultural resources:</p> <p><b>Healthy Community Element</b></p> <ul style="list-style-type: none"> <li>▪ Goal HC-8: Historic identity and cultural resources that are preserved for future generations.</li> <li>▪ Policy HC-8.1: Identify and Protect Resources. Identify and protect heritage resources from loss and destruction (South County Joint Area Plan 15.09).</li> <li>▪ Policy HC-8.2: Historic Structures. Encourage the preservation and rehabilitation of the City's historic structures.</li> <li>▪ Policy HC-8.3: Demolition. Prior to approving demolition or alteration of historically significant buildings, evaluate alternatives, including structural preservation, relocation, or other mitigation, and demonstrate that financing has been secured for replacement use.</li> <li>▪ Policy HC-8.4: Tribal Consultation. Consult with Native American tribes that have ancestral ties to Morgan Hill regarding proposed new development projects and land use policy changes.</li> <li>▪ Policy HC-8.5: Mitigation. Require that if cultural resources, including tribal, archaeological, or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.</li> <li>▪ Action HC-8.A: Update Inventory. Review and update the inventory of historic resources.</li> <li>▪ Action HC-8.B: Technical Assistance. Provide clear and easily accessible information to property owners and developers about design guidelines, financing options, assistance programs, and other technical issues involved in preserving and restoring historic buildings.</li> </ul>
<p><i>Morgan Hill Downtown Specific Plan</i> (2009)</p>	<p>The City of Morgan Hill adopted the <i>Morgan Hill Downtown Specific Plan</i> on November 4, 2009. The plan includes the following guidelines and policies related to cultural resources:</p> <p><b>Design Guidelines</b></p> <ul style="list-style-type: none"> <li>▪ Design Principle #2: Buildings along Monterey Road and Third Street should be designed in an architectural style compatible with traditional Main Street buildings.</li> <li>▪ Policy DG-A17: Follow the Secretary of the Interior's standards when renovating or modifying historic buildings.</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Policy DG-C3: Reflect the architecture of Morgan Hill in new buildings.</li> </ul> <p><b>Implementation and Plan for Investment</b></p> <ul style="list-style-type: none"> <li>▪ Historic Preservation: Provide loans/grants to preserve historic resources in Downtown, such as the Morgan Hill United Methodist Church property.</li> </ul>
<p><i>Code of Ordinances (City of Morgan Hill)</i></p>	<p>Chapter 18.75 of the City of Morgan Hill's Code of Ordinances focuses on Historical Resources. The purpose of this chapter is to promote the public health, safety and general welfare by providing for the identification, protection, enhancement, perpetuation and use of historical resources, including buildings, structures, signs, objects, features, sites, historic and prehistoric archaeological sites, places, districts, designed landscapes, cultural landscapes and areas within the city that reflect special elements of the city's architectural, artistic, cultural, engineering, aesthetic, historical, political, social and other heritage.</p>
<b>City of Gilroy</b>	
<p><i>City of Gilroy 2002–2020 General Plan (2002)</i></p>	<p>The City of Gilroy adopted the <i>City of Gilroy 2002–2020 General Plan</i> in 2002. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Strategic Direction</p> <p>The Strategic Direction section of the General Plan recommends that the Downtown Commercial district be subdivided into three sub-districts with differing uses, design character and planning requirements. One of the three proposed sub-designations for Downtown is a Downtown Historic District. Primary goals in this area are: restoration and adaptive reuse of historic buildings, compatibility of architectural styles, and enhancement of the area's overall visual character.</p> <p>The Strategic Direction section identifies historic preservation as an economic development opportunity, noting that historic preservation "is an important concern in the Downtown core, with the area's historic character providing a valuable asset for economic development.</p> <ul style="list-style-type: none"> <li>▪ Policy 3.30: Historic Preservation, Restoration, and Re-Use in the Downtown Area Community Design and Development Element</li> <li>▪ Goal 5: Historic Preservation - A strong sense of connection to Gilroy's past through historical, archaeological, and paleontological resources that are preserved, protected, enhanced, and commemorated for the benefit of current and future generations.</li> <li>▪ Policy 5.01: Encourage public and private efforts for the preservation of historic and architecturally significant buildings, archaeological sites, and other landmarks that give residents a tie with the past.</li> <li>▪ Policy 5.02: Seek state and federal funding for the preservation of buildings of historical merit and consider public/private partnerships for capital and program improvements.</li> <li>▪ Policy 5.03: Encourage preservation of older homes, other structures, and neighborhood districts to maintain and enhance the historic character of the city. In particular, encourage the retention and rehabilitation of older homes in and near the historic city center (roughly bound by First Street on the north, Princeville on the west, Tenth Street on the south, and Chestnut/Murray on the east) and ensure that rehabilitation activities are sensitive to the historic character of the building and/or site.</li> <li>▪ Policy 5.04: Designate a Downtown Historic District and promote the preservation of historic buildings within the district area to reinforce Downtown's historic character and scale. Provide incentives for the retention and rehabilitation of buildings with historic merit.</li> <li>▪ Policy 5.05: Promote adaptive reuse of buildings, especially in the Downtown Historic District, to preserve the buildings' historic character while encouraging development of an economically vital Downtown.</li> <li>▪ Policy 5.06: Allow non-conforming uses in designated Historic Structures. In some situations, a historic building can be retained only if it can be used for an activity that</li> </ul>

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	<p>would not normally be permitted under the zoning classification. The City may consider conditional use permits where the proposed use will not have a detrimental effect on the neighborhood and will be in keeping with the historic nature of the building, taking into consideration parking needs and compatibility of the use to neighboring uses.</p> <ul style="list-style-type: none"> <li>▪ Policy 5.07: Archaeological Resources. If archaeological resources or human remains are discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.</li> <li>▪ Implementing Action 5.A: Historic Preservation Designations - Continue to designate buildings, sites, features and districts based upon their historic value, and work towards their preservation. Two types of designations apply: 1. Historic Buildings and Sites, these are individual structures, sites, or features of historic value, whether or not they are located in a historic preservation district; 2. Historic Preservation Districts, these are areas that contain a significant number of structures, sites, or features worthy of preservation. Although each and every structure in such an area may not be historically significant, the structures collectively, together with other features such as mature trees, flower gardens, etc., constitute an area worthy of preservation. A Historic Preservation District may include a block or part of a block or may consist of an entire neighborhood.</li> <li>▪ Implementing Action 5.B: Review of Structural Modifications and Use Changes - For designated Historic Structures and of structures within a Historic Preservation District, submit proposed structural modifications that change the exterior appearance and proposed use changes to the Historic Heritage Committee and the Planning Commission for review and approval.</li> <li>▪ Implementing Action 5.C: Environmental Impact Reports for Historic Structures - Require an Environmental Impact Report (EIR) for any proposed demolition of a designated Historic Structure, with consultation of the Historic Heritage Committee in preparation of the EIR. For demolition of a structure within a Historic Preservation District, determination will be made by the Planning Division Manager on whether a negative declaration or EIR is appropriate. Following the Public Hearing of the EIR, the Planning Commission would pass the EIR and the request for demolition permit, along with its comments and recommendations, to the City Council for action. The Council would have the power to postpone, without undue delay, approval of a demolition permit for any structure in a Historic Preservation District or any designated Historic Structure to provide interested parties an opportunity to preserve the structure. In the case of historic structures heavily damaged by fire, earthquake, or other natural disaster, the EIR requirement for demolition may be waived.</li> <li>▪ Implementing Action 5.D: Design Review in Historic Preservation Districts - Evaluate projects in Historic Preservation Districts for compatibility with the surrounding neighborhood. Review and approval authority shall be with the Historic Heritage Committee.</li> <li>▪ Implementing Action 5.E: Survey of Historic Structures - Periodically update the City's Survey of Historic Structures.</li> <li>▪ Implementing Action 5.F: Public Information Program on Historic Preservation - Continue to provide public information to increase awareness of historic preservation.</li> <li>▪ Implementing Action 5.G: Mills Act Agreements - Support the development of Mills Act Agreements for historic properties to provide reductions in property taxes, in keeping with the City's adopted Mills Act Agreement Policy.</li> <li>▪ Implementing Action 5.H: Historic Preservation Ordinance - Adopt a Historic Preservation Ordinance and submit it for certification by the Secretary of the Interior so that owners of designated historic buildings can apply for tax relief.</li> <li>▪ Implementing Action 5.I: Archeological Assessments - Require an archeological assessment for all CEQA projects (i.e., projects requiring an environmental assessment)</li> </ul>

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	<p>in potentially sensitive archeological areas (as indicated on the City's Historic and Cultural Resources Map). The assessment shall consist of a preliminary survey and, if evidence of sites is found, a test-level investigation.</p>
<p><i>City of Gilroy Historic Sites Inventory (1986)</i></p>	<p>The City of Gilroy created an inventory of historic sites in 1986. Any buildings on the inventory that are assigned a rating of 3, 4, or 5 are considered to be significant. Major project proposals related to significant historic sites must be approved by the Historic Heritage Committee and Planning Commission through the architectural and site review processes.</p>
<p><i>Downtown Gilroy Specific Plan (2005)</i></p>	<p>The City of Gilroy adopted the <i>Downtown Gilroy Specific Plan</i> on November 21, 2005. The plan includes guidance related to cultural resources, including design guidelines for the Downtown Historic District zoning area; a recommendation to restore historic buildings Downtown to add to the area's unique character; and suggestions for historic preservation as incentive/public benefit.</p>
<p><b>San Benito County</b></p>	
<p><i>San Benito County 2035 General Plan (2015)</i></p>	<p>San Benito County adopted the <i>San Benito County 2035 General Plan</i> in 2015. The plan includes the following goals and policies related to cultural resources:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1: To maintain San Benito County's rural character and natural beauty while providing areas for needed future growth.</li> <li>▪ Policy LU-1.10: Development Site Suitability - The County shall encourage specific development sites to avoid natural and manmade hazards, including, but not limited to, active seismic faults, landslides, slopes greater than 30 percent, and floodplains. Development sites shall also be on soil suitable for building and maintaining well and septic systems (i.e., avoid impervious soils, high percolation or high groundwater areas, and provide setbacks from creeks). The County shall require adequate mitigation for any development located on environmentally sensitive lands (e.g., wetlands, erodible soil, archaeological resources, important plant and animal communities).</li> <li>▪ Goal LU-7: To preserve San Benito County's historic identity and rural community character.</li> <li>▪ Policy LU-7.1: Historic Communities and Structures - The County shall protect historic communities and structures by requiring new or remodeled development to respect their architectural and historical significance.</li> <li>▪ Policy LU-7.2: Historic Preservation - The County shall coordinate with property owners, neighborhood associations, and preservation groups to improve building facades and exteriors consistent with each community's unique history and visual character.</li> <li>▪ Policy LU 7.3: Adaptive Reuse - The County shall encourage the adaptive reuse of historic structures in order to preserve the historic resources, so long as the reuse of the structure is consistent with the individual history of each community.</li> <li>▪ Policy LU 7.4: New Development in Historical Areas - The County shall require new development in historical areas to be compatible with existing historic structures.</li> <li>▪ Policy LU-7.8: Signage Program - The County should develop, adopt, and maintain a unified signage and way-finding program that identifies historic communities and structures and directs residents and visitors to points of interest.</li> </ul> <p>Economic Development Element</p> <ul style="list-style-type: none"> <li>▪ Goal ED-5: To expand tourism opportunities in order to make the county a premier destination.</li> <li>▪ Policy ED 5.2: Heritage Tourism Promotion - The County shall coordinate with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities in the county. Heritage tourism refers to experiencing the places,</li> </ul>

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	<p>artifacts, and activities that authentically represent the stories and people of the past and present. This can include cultural, historic, and natural resources.</p> <p>Natural and Cultural Resources Element</p> <ul style="list-style-type: none"> <li>▪ Goal NCR-1: To preserve and enhance valuable open space lands that provide wildlife habitat and conserve natural, historical, archaeological, paleontological, tribal, and visual resources of San Benito County.</li> <li>▪ Policy NCR-1.1: Maintenance of Open Space - The County shall support and encourage maintenance of open space lands that support natural resources, agricultural resources, recreation, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.</li> <li>▪ Policy NCR-1.3: Open Space Overlay District - The County shall continue to protect and preserve the rural landscape and implement open space policies for: public health, safety, and welfare; continued agricultural uses; scenic viewscape preservation, including scenic highway corridors; park and recreation uses; conservation of significant natural resources; the containment and definition of limits to urbanization; and the preservation of the natural habitat for threatened and/or endangered plant and animal species.</li> <li>▪ Goal NCR-7: To protect, preserve, and enhance the unique cultural and historic resources in the county.</li> <li>▪ Policy NCR-7.1: Historic Districts - The County shall establish historic districts for the communities of Tres Pinos and New Idria to preserve the character of these historic communities.</li> <li>▪ Policy NCR-7.2: Commercial Recreational Uses - The County shall promote commercial recreational uses in underutilized historic structures.</li> <li>▪ Policy NCR-7.3: Assemble Information - The County shall cooperate with the Historical Society and other organizations to assemble information on historic areas of the county that should be preserved.</li> <li>▪ Policy NCR-7.4: Integrate Architectural Styles - The County shall protect existing historic structures by requiring nearby new development to use architectural styles that complement the historic structures and by striving to ensure roadway improvements enhance and do not detract from nearby historic resources.</li> <li>▪ Policy NCR-7.5: Preservation of Structures - The County shall require development proposals that would remove structures 100 years or older to demonstrate why preservation of the structures and integration of the structures into the development proposal is inappropriate or infeasible.</li> <li>▪ Policy NCR-7.6: Historic Consultant - The County shall retain an historic consultant at the developer's expense to evaluate the historic merits of existing structures, make recommendations for the new development, and, if necessary, to review building elevations for new development.</li> <li>▪ Policy NCR-7.7: Resource Identification and Preservation - The County shall maintain a register of historic properties that will be used during the design review process to protect the character of historic communities in the county.</li> <li>▪ Policy NCR-7.8: Adaptive Reuse of Historic Structures - The County shall encourage the adaptive reuse (e.g., converting a historic building to residential use) of historic resources when the original use of the resource is no longer feasible and when the new use is allowed by the underlying land use designation and zoning district.</li> <li>▪ Policy NCR-7.9: Tribal Consultation - The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements.</li> <li>▪ Policy NCR-7.10: Cultural Resources Education - The County shall educate the public regarding laws, codes, and ordinances that forbid collecting items associated with tribal,</li> </ul>

Plan and Policies	Summary
	<p>archeological, historical, and paleontological sites, and unique geological formations, particularly artifacts or other objects found in association with human remains.</p> <ul style="list-style-type: none"> <li>▪ Policy NCR-7.11: Prohibit Unauthorized Grading - The County shall prohibit unauthorized grading, collection, or degradation of Native American, tribal, archaeological, or paleontological resources, or unique geological formations.</li> <li>▪ Policy NCR-7.12: Archaeological Artifacts - The County shall require an archaeological report prior to the issuance of any project permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts and when the development of the project may result in the disturbance of the site. The report shall be written by a qualified cultural resource specialist and shall include information as set forth in the county's archaeological report guidelines available at the County Planning Department.</li> <li>▪ Goal NCR-8: To enhance and preserve the attractive visual qualities of scenic vistas and corridors in the county.</li> <li>▪ Policy NCR-8.1: Protect Scenic Corridors - The County shall endeavor to protect the visual characteristics of certain transportation corridors that are officially designated as having unique or outstanding scenic qualities.</li> <li>▪ Policy NCR-8.2: Sign Regulations within Scenic Corridors - The County shall require the elimination of signs within Scenic Corridors other than those identified in the permitted use section of the Zoning Ordinance.</li> <li>▪ Policy NCR-8.3: Grading within Scenic Corridors - The County shall review all projects involving grading within Scenic Corridors to protect valuable soil resources, preserve the natural environment, and avoid significant adverse impacts within scenic areas.</li> <li>▪ Policy NCR-8.4: Review Architectural Massing - The County shall review development proposals to ensure that the obstruction of views is minimized through architectural building massing and location that is compatible with scenic areas.</li> <li>▪ Policy NCR-8.5: Review Site Planning - The County shall review development proposals to ensure a reasonable and attractive appearance from the highway concurrent with a harmonious relationship with the existing landscape and shall require development that determined not to be in harmonious relationship with the existing landscape to be screened from view through planting or other forms of visual buffers.</li> <li>▪ Policy NCR-8.6: Regulate Building Height and Setback - The County shall regulate building height and setbacks to protect the field of vision within an officially designated Scenic Corridor. The County shall not approve building heights that exceed, nor setback requirements that are less, than those of the basic zoning district unless such variance has had the appropriate review and public comment.</li> <li>▪ Policy NCR-8.9: Hillside and Ridgeline Protection - The County shall use design review for development on hillsides and within Scenic Corridors to protect the hillsides and ridgelines that are a unique scenic resource in the County. The County shall prohibit development within 100 vertical feet of any ridgeline unless there are no site development alternatives.</li> <li>▪ Policy NCR-8.10: Sign Ordinance - The County shall maintain and implement the Sign Ordinance to control the locations and types of signs throughout the county in an effort to protect the county's scenic character.</li> <li>▪ Implementation Program NCR-G: Historic and Archeological Resources Information - The County shall prepare and distribute, as necessary, information related to inventories of historic resources in the county. This should include educational materials regarding the laws, codes, and ordinances that forbid collecting of items associated with archeological, historical, and paleontological sites, particularly artifacts or other objects found in association with human remains.</li> </ul> <p>Health and Safety Element</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal HS-3: To protect lives and property from seismic and geologic hazards.</li> <li>▪ Policy HS-3.5: Historic Structures - The County shall consider historic community resources in the abatement of unsafe structures and shall strive to preserve the essential qualities of historic buildings while improving structural safety.</li> </ul>
<b>Merced County</b>	
<p><i>2030 Merced County General Plan (2013)</i></p>	<p>Merced County adopted the <i>2030 Merced County General Plan</i> in 2013. The plan includes the following goals and policies related to cultural resources:</p> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Goal LU-5.B: Preserve and enhance the design, heritage, historic character, and quality of life of Urban Communities in Merced County.</li> <li>▪ Policy LU-5.B.9: Adaptive Reuse - Encourage and promote the presentation and adaptive reuse of locally, State, or Federally listed historic resources and structures in order to preserve Merced County’s historic heritage.</li> </ul> <p>Natural Resources Element</p> <ul style="list-style-type: none"> <li>▪ Program NR-F: Ongoing Inventory of Open Space Resources. The County shall maintain an open space and conservation inventory to delineate those areas that have significant open space or conservation value. Those areas include agricultural lands, native pasture lands, parks and recreation areas, historic resources, scenic highways, wetland, wildlife and vegetation habitat resources, mineral and energy resource areas, fire hazard areas, geologic and flood hazard areas, noise impacted areas and other resource and hazard areas.</li> </ul> <p>Recreation and Cultural Resources Element</p> <ul style="list-style-type: none"> <li>▪ Goal RCR-2. Protect and preserve the cultural, archaeological, and historic resources of the County in order to maintain its unique character.</li> <li>▪ Policy RCR-2.1: Archaeological Site and Artifact Protection. Require development projects that affect archaeological sites to avoid disturbance or damage to these sites.</li> <li>▪ Policy RCR-2.2: Historical Area Preservation. Support the preservation of historical structures and areas, particularly those listed on the National Register of Historic Places and the California Register of Historical Resources.</li> <li>▪ Policy RCR-2.3: Architectural Character Preservation. Require that the original architectural character of significant State- and Federally-listed historic structures be maintained in compliance with preservation standards and regulations.</li> <li>▪ Policy RCR-2.4: Park and Open Space Historic Resource Preservation. Require the preservation of historic resources located in parks and publically-owned open space areas.</li> <li>▪ Policy RCR-2.5: Human Remains Discovery. Require that, in the event of the discovery of human remains on any project construction site, all work in the vicinity of the find will cease and the County Coroner and Native American Heritage Commission will be notified.</li> <li>▪ Policy RCR-2.6: Historic Buildings and Areas. Identify and preserve buildings and areas with special and recognized historic, architectural, or aesthetic value during the Community Plan update process. New development should response architecturally and historically significant buildings and areas.</li> <li>▪ Policy RCR-2.7: Historic Preservation. Support the efforts of local preservation groups and community property owners to preserve or improve building facades and exteriors consistent with the historic and visual character of the specific building or area.</li> <li>▪ Policy RCR-2.8: Historical Preservation Area/Site Designations. Allow sites of historical and archaeological significance to be designated as historical preservation areas or sites during the Community Planning process or on individual sites in rural areas.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy RCR-2.9: Historical and Cultural Resources Investigation, Assessment, and Mitigation Guidelines. Establish and adopt mandatory guidelines for use during the environmental review processes for private and public projects to identify and protect historical, cultural, archaeological, and paleontological resources, and unique geological features.</li> <li>▪ Policy RCR-2.10: Tribal Consultation - Consult with Native American tribes regarding proposed development projects and land use policy changes consistent with Planning and Zoning Law at Government Code Section 65351, and the OPR Tribal Consultation Guidelines (2005).</li> <li>▪ Program RCR-B: Historic and Cultural Resources Investigation, Assessment and Mitigation Guidelines. Prepare and formally adopt guidelines and standards for the preparation of assessments of historical, cultural, archaeological, and paleontological resources, and unique geological features prepared pursuant to Policy RCR-2.9. At a minimum, the guidelines shall include resource survey guidelines covering personnel qualifications, research and field techniques, investigation and documentation, data collection and recordation, and resource preservation, avoidance, minimization, and mitigation strategies. The guidelines shall specify broad categories of acceptable mitigation consistent with Public Resources Code Section 21083.2 and State CEQA Guidelines Section 15126.4(b), as they may be amended for any identified adverse effects to historic and cultural resources, paleontological resources, or unique geological features.</li> </ul>

Sources: City of Gilroy 1986, 2002a, 2005; City of Morgan Hill 2009, 2016a; City of San Jose 1992a, 1995, 2011; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994.

HSR = high-speed rail

Authority = California High-Speed Rail Authority

FRA = Federal Railroad Administration

## Regional Growth

**Table 18 Regional and Local Plans and Policies Relevant to Regional Growth**

Policy Title	Summary
<b>Regional</b>	
<p><i>Plan Bay Area</i> (ABAG and MTC 2017)</p>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area as the Bay Area's long-term regional transportation and land use blueprint in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Target #2: House 100 percent of the region's projected growth (from a 2010 baseline year) by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents (Statutory requirement, per SB 375).</li> <li>▪ Target #6: Direct all nonagricultural development within the year 2010 urban footprint (existing urban development and urban growth boundaries).</li> <li>▪ Target #8: 8 Increase gross regional product by 110 percent — an average annual growth rate of approximately 2 percent (in current dollars).</li> </ul> <p>Plan Bay Area 2040 is an update to Plan Bay Area 2013. The Preferred Scenario for Plan Bay Area 2040 was adopted in December 2016, and the Final Plan Bay Area 2040 and Environmental Impact Report was adopted on July 27, 2017.</p>
<p><i>2035 Metropolitan Transportation Plan/Sustainable Communities Strategy</i> (AMBAG 2014)</p>	<p>The Association of Monterey Bay Area Governments adopted the <i>2035 Metropolitan Transportation Plan/Sustainable Communities Strategy</i>, which includes San Benito County, in 2014. The following themes and policies are relevant to the project:</p>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Economic vitality—Raise the region’s standard of living by enhancing the performance of the transportation system.</li> <li>▪ System preservation and safety—Preserve and ensure a sustainable and safe regional transportation system.</li> </ul> <p>AMBAG is developing a technical update to the current <i>2035 Metropolitan Transportation Plan/ Sustainable Communities Strategy</i>. The <i>2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy</i> is scheduled for adoption in June 2018.</p>
<p><i>San Joaquin Valley Blueprint Planning Process Summary Report</i> (San Joaquin Valley Regional Planning Agencies 2010)</p>	<p>The San Joaquin Valley Regional Planning Agencies published the <i>San Joaquin Valley Blueprint Planning Process Summary Report</i> (2010). The report is a plan for the future of the San Joaquin Valley. The following principles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Create a range of housing opportunities and choices</li> <li>▪ Make development decisions predictable, fair, and cost-effective</li> <li>▪ Mix land uses</li> <li>▪ Take advantage of compact building design</li> <li>▪ Enhance the economic vitality of the region</li> </ul>
<p><i>2014–2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County</i> (MCAG 2014)</p>	<p>The Merced County Association of Governments adopted the <i>2014–2020 Regional Transportation Plan and Sustainable Communities Strategy for Merced County</i> in 2014 and amended it in 2016. The following themes and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Support full-time employment with livable wages; i.e., support job creation &amp; economic vitality.</li> <li>▪ Support orderly and planned growth that enhances the integration and connectivity of various modes of transportation.</li> <li>▪ Policy 9.2: Plan future roads to accommodate land uses at a regional level.</li> <li>▪ Policy 12.1: Prioritize infill and growth in existing communities. Direct growth through infill strategies that promote increased investment in existing communities—prioritizing disadvantaged neighborhoods and communities - that provide a range of housing choices (affordable small, medium, large lot single family and multifamily housing) for existing and new residents. Direct housing and employment growth to existing cities and unincorporated communities rather than directing growth to new town development and sprawl.</li> </ul>
<b>County of Santa Clara</b>	
<p><i>Santa Clara County General Plan</i> (County of Santa Clara 1994)</p>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> in 1994. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Strategy #1: Promote Compact Urban Development Patterns</li> <li>▪ C-GD 1: Most of the future urban growth of Santa Clara County should be accommodated within the existing urban areas, through infill development, rather than through expansion of the urbanized area into hillsides and resource areas.</li> <li>▪ C-GD(i) 3: Continue support for city’s efforts to promote appropriate infill of existing vacant lands and redevelopment through their general plans, development regulations, specific plans, as well as other implementing mechanisms.</li> <li>▪ C-GD 30: Cities should make maximum use of vacant or underutilized lands within the existing urban area for application of compact and mixed use development principles. Wherever possible, expansion of the urbanized area should also incorporate such principles.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ C-GD 31: Mixed land use and compact developments should be encouraged in urban areas wherever appropriate and compatible with city plans and existing development for the purposes of enhancing community identity, creating more affordable housing, reduced auto dependency, trip reduction, and improved environmental quality.</li> <li>▪ C-GD 32: Mixed land use and compact development should be encouraged which clusters employment, residential, and the types of land uses, goods, and services customarily needed on a daily basis around transit stations, along transit corridors, and in other appropriate urban locations.</li> <li>▪ C-GD 38: Increases in employment should be consistent with the following: a. the rate of housing supply increase; b. the ability of cities and districts to provide needed urban services and infrastructure without lessening levels of service to existing neighborhoods; and c. the attainment of environmental quality standards.</li> <li>▪ C-GD 40: Improved balance between employment and housing opportunities should include the need for: a. increased overall supply and more varied types of housing; b. housing costs commensurate with household income distribution; and c. increased proximity of housing to employment centers.</li> <li>▪ C-EC(i) 9: Continue to monitor the impact of job growth in reducing unemployment and underemployment in the county.</li> <li>▪ C-EC 3: Diversification in the mix of local industry should be encouraged in Santa Clara County to achieve a broader base of industrial and commercial activities in order to insulate the local economy from possible future economic downturns and to provide more lower skilled jobs</li> </ul>

**City of Santa Clara**

<p><i>City of Santa Clara 2010–2035 General Plan (City of Santa Clara 2010)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.3.1-P13 Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.</li> <li>▪ 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.</li> </ul> <p>Commercial Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 5.3.5-P1 Work with existing Santa Clara businesses to retain and expand employment opportunities and strengthen the existing tax base.</li> <li>▪ 5.3.5-P2 Encourage existing businesses that may be displaced by new development to relocate within Santa Clara.</li> </ul>
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**City of San Jose**

<p><i>Envision San Jose 2040 General Plan (City of San Jose 2011)</i></p>	<p>The City of San Jose adopted the <i>Envision San Jose 2040 General Plan</i> in 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ IE-1.2: Plan for the retention and expansion of a strategic mix of employment activities at appropriate locations throughout the City to support a balanced economic base, including industrial suppliers and services, commercial/retail</li> </ul>
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Policy Title	Summary
	<p>support services, clean technologies, life sciences, as well as high technology manufacturers and other related industries.</p> <ul style="list-style-type: none"> <li>▪ IE-1.4: Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. Strive to achieve a minimum ratio of 1.3 jobs/employed resident to attain fiscal sustainability for the City.</li> <li>▪ IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.</li> <li>▪ Goal IE-2: Business Growth and Retention: Promote San José as an employment center. Nurture existing and attract new companies of all sizes (large anchor companies, emerging growth companies, small businesses) in industries that will drive the job and revenue growth for our City and regional economy.</li> <li>▪ IE-2.5: Provide business assistance and support to facilitate job creation, develop new businesses, spur private investment, and promote industry growth.</li> <li>▪ Goal IE-6: Broad Economic Prosperity: Provide widespread access to diverse employment and training opportunities in San José and strive to increase job growth, particularly jobs that provide self-sufficient wages and health care benefits, to allow the community to broadly share in the region’s prosperity.</li> <li>▪ FS-3.3: Promote land use policy and implementation actions that increase the ratio of Jobs to Employed Residents to improve our City’s fiscal condition, consistent with economic development and land use goals and policies. Maintain or enhance the City’s net total employment capacity collectively through amendments made to this General Plan in each Annual Review process.</li> <li>▪ FS-3.13: Encourage other cities within the region to take on a greater share of the region’s housing needs to promote an improved regional jobs-housing balance.</li> <li>▪ LU-1.1: Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City’s jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.</li> <li>▪ LU-2.1: Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</li> <li>▪ LU-2.2: Include within the Envision General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas: Downtown, Specific Plan Areas, North San José, Employment Lands, Urban Villages: BART/Caltrain Station Areas, Urban Villages: Transit / Commercial Corridors, Urban Villages: Commercial Centers, and Urban Villages: Neighborhood Urban Villages</li> <li>▪ LU-2.3: To support the intensification of identified Growth Areas, and to achieve the various goals related to their development throughout the City, restrict new development on properties in non-Growth Areas.</li> </ul>
<b>City of Morgan Hill</b>	
<p>2035 General Plan (City of Morgan Hill 2016)</p>	<p>The City of Morgan Hill adopted the 2035 General Plan in July 2016. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy CNF-2.1: Orderly Development. Promote the orderly development of the City, with concentric growth and infill of existing developed areas.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy CNF-2.2: A Balanced Community. Plan for the needs of all socioeconomic segments of the community, encouraging a balance and match in jobs and housing within the City.</li> <li>▪ Policy CNF-2.4: Changing Demographics. When considering future urban development, look at least five to ten years into the future to take into account changing local and regional demographics.</li> <li>▪ GOAL CNF-3: A growth management system that maintains a population cap, a metered pace of development, and high level of community amenities, and that is clear, fair, flexible, and streamlined.</li> <li>▪ Policy CNF-3.5: Rate of Growth. Maintain steady and predictable annual growth consistent with the population limit.</li> <li>▪ Policy CNF-3.7: Jobs/Housing Balance. Plan for residential growth that supports a healthy balance between residents and jobs located within Morgan Hill.</li> <li>▪ Policy CNF-4.1: Future Growth Areas. Use the current Urban Service Area and Urban Growth Boundary to identify future urban development areas based on adequacy and availability of municipal services.</li> <li>▪ Policy CNF-4.9: Orderly Growth. Urban growth should occur in an orderly and contiguous pattern, within the designated Urban Service Area, encouraging infill of vacant urban land.</li> <li>▪ Policy CNF-10.1: Range of Residential Densities. Continue to provide for a full range of residential land use densities and building types, within the General Plan and Zoning Ordinance.</li> <li>▪ GOAL CNF-21: Effective, stable growth of the South County.</li> <li>▪ GOAL ED-1: High quality jobs for residents that support household incomes in line with local housing costs and higher-education institutions that enhance skills and increase access to high-quality education.</li> <li>▪ Policy ED-1.2: Jobs/Housing Balance. Balance jobs and housing supplies to minimize traffic congestion, and commute times, and to optimize economic diversity and capacity to provide services.</li> <li>▪ Policy HE-1a: Adequate Land for New Development. Ensure that an adequate amount of land is available for new residential development, zoned for a range of residential densities.</li> <li>▪ Policy HE-1d: Variety of Housing. Encourage a variety of housing types and densities within the community.</li> </ul>
<b>City of Gilroy</b>	
<p><i>Gilroy 2020 General Plan</i> (City of Gilroy 2002)</p>	<p>The City of Gilroy adopted the <i>Gilroy 2020 General Plan</i> in June 2002. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 2.01: Location of Growth. Maximize existing infrastructure and service investments— and avoid premature investment for facility and service extensions—by directing new growth to vacant and under-utilized lands within the Urban Service Area. As a second-tier priority, direct new development to areas that border on existing urban development or are immediately adjacent to the Urban Service Area, prohibiting costly “leap frog” development and ensuring a compact development pattern.</li> <li>▪ Policy 2.02: Rate and Timing of Growth. Ensure that the rate of growth is controlled such that resource and system capacity constraints are not exceeded (e.g., water supply and sewage treatment) and necessary urban services (such as sewer, water supply, police, and schools) are funded, implemented and completed prior to occupation of new buildings.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 2.07: Urban Service Area. Establish and maintain an Urban Service Area that indicates the area of land that could potentially be developed in the next 5 years and to which the City is committed to providing basic infrastructure and services.</li> <li>▪ Policy 2.08: 20-Year Boundary. Establish a “20-Year Boundary” and display it on the Land Use Plan Map, indicating the area of land that could potentially be developed in the next 20 years.</li> <li>▪ Policy 3.01: Jobs and Revenues. Attract industrial, high-tech, and commercial office employers to provide a diversity of well-paid job opportunities for local residents and to broaden the City’s revenue base, ensuring adequate resources over time to support the provision of quality city services. Also, support the development, retention, and expansion of small and medium size businesses, agricultural businesses, and tourism-related businesses, recognizing their vital importance to the City’s economic future.</li> <li>▪ Policy 3.02: Economic Development Activities. Actively promote Gilroy as a place for business and industry, capitalizing on the City’s location and numerous amenities, to encourage new businesses to locate here and to retain existing businesses.</li> <li>▪ Policy 3.04: Industrial Growth. Encourage new industrial uses to locate in Gilroy that can provide jobs for Gilroy residents. Discourage industrial uses that create noxious or nuisance conditions, as well as industries that would substantially fuel housing and population growth and place excessive burdens on public services, facilities, and schools. Phase new industrial development according to the availability of local housing, public facility capacities, and provision of urban services.</li> <li>▪ Policy 3.25: Mix of Uses Downtown. Encourage a wide mix of uses in close proximity to each other in the Downtown area, including governmental services and facilities, cultural and recreational activities, a broad range of retail activities, financial and professional services, entertainment, transit services, and housing for residents. Encourage mixed use developments that integrate housing and commercial uses.</li> <li>▪ Policy 3.26: Business Development in the Downtown. Provide amenities that will make Downtown attractive to office users and retail businesses (e.g., convenient parking, an attractive and safe environment, access to regional transit services, high quality infrastructure, reliable services, etc.) and encourage new office and retail businesses and expansions of existing businesses in Gilroy to locate there.</li> <li>▪ Policy H-1.1: The City shall strive to ensure adequate land is available at a range of densities to meet Gilroy’s existing and projected housing needs.</li> </ul>
<b>San Benito County</b>	
<p><i>San Benito County 2035 General Plan (County of San Benito 2015)</i></p>	<p>San Benito County adopted the <i>San Benito County 2035 General Plan</i> in July 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LU-1.2: Sustainable Development Patterns. The County shall promote compact, clustered development patterns that use land efficiently; reduce pollution and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use; and encourage employment centers and shopping areas to be proximate to residential areas to reduce vehicle trips. Such patterns would apply to infill development, unincorporated communities, and the New Community Study Areas. The County recognizes that the New Community Study Areas comprise locations that can promote such sustainable development.</li> <li>▪ GOAL LU-5: To promote the development of regional, thoroughfare, and locally serving commercial uses at key opportunities sites in the unincorporated county.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ GOAL LU-6: To promote the development of new industrial and employment uses in the unincorporated parts of the county that are compatible with surrounding land uses and meet the present and future needs of county residents.</li> <li>▪ GOAL LU-8: To provide the option for New Communities to be considered as a way of accommodating planned growth in the unincorporated parts of San Benito County.</li> <li>▪ GOAL ED-1: To sustain the long-term economic wellbeing of the county by promoting economic sustainability and diversification.</li> <li>▪ ED-1.2: Jobs/Housing Balance. The County shall strive to improve the housing balance countywide by providing sufficient employment-based land uses.</li> <li>▪ ED-2.1: Business Expansion. The County shall encourage local and regional businesses to expand their operations, increase their employment opportunities, and increase their competitiveness in the regional market.</li> <li>▪ GOAL ED-4: To expand the county's wine and hospitality industries in order to ensure San Benito County becomes a regional leader in the wine industry and a premier tourist destination.</li> <li>▪ HOU-2A: The County shall encourage and assist the construction of a variety of housing types with varying densities and prices, for both sales and rental that are affordable to all income groups, particularly very low income and special needs groups</li> </ul>

**Merced County**

<p>2030 Merced County General Plan (County of Merced 2013)</p>	<p>Merced County adopted the 2030 Merced County General Plan in December 2013. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal ED-1 Support and promote growth and diversification of the County's economy.</li> <li>▪ Policy ED-1.8: Jobs/Housing Balance. Encourage all communities, and require new or expanded Community Plans, to include sufficient employment-based land uses to maintain a 1:1 jobs/housing balance.</li> <li>▪ Goal ED-3: Support and promote the retention and expansion of existing businesses.</li> <li>▪ Goal ED-4: Support and promote new business development and employment growth, including local-serving, high-technology, and sustainable businesses.</li> <li>▪ Goal LU-1: Create a countywide land use pattern that enhances the integrity of both urban and rural areas by focusing urban growth towards existing or suitably located new communities.</li> <li>▪ Policy LU-1.2: Rural Centers. Limit the amount of new growth within existing Rural Centers by allowing only agriculture-supporting residential and commercial uses.</li> <li>▪ Policy LU-1.10: Orderly Community Growth. Require the orderly, well planned, and balanced growth of the unincorporated communities consistent with the limits imposed by local infrastructure, services, public facilities, and their ability to assimilate growth.</li> <li>▪ Policy LU-5.A.3: Growth Limitations. Limit growth in existing Urban Communities that lack public sewer and water systems to only include land use designations and densities which can be accommodated by individual septic systems and/or wells.</li> <li>▪ Policy LU-5.A.5: Smart Growth. Promote the principles of smart growth in Community Plans for each Urban Community, including: a) creating safe, walkable neighborhoods; b) providing a mix of residential densities; c) creating a strong sense of place; d) mixing land uses; e) directing growth toward existing communities; f) building compactly; g) discouraging sprawl; h) encouraging infill; i)</li> </ul>
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Policy Title	Summary
	<p>preserving open space; and j) creating a range of housing opportunities and choices.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-5.A.6: Jobs/Housing Balance. Promote a jobs/housing balance by encouraging residential development near employment centers when preparing new or updating existing Community Plans and providing adequate land for employment generating land use.</li> <li>▪ Goal HE-1: To provide for a broad range of housing types and densities to meet the needs of all residents of the unincorporated area.</li> </ul>

Sources: ABAG and MTC 2017; AMBAG 2014; MCAG 2014; City of Gilroy 2002a; City of Morgan Hill 2016a; City of San Jose 2011; City of Santa Clara 2010; County of Merced 2013a; County of San Benito 2015a; County of Santa Clara 1994; San Joaquin Valley Regional Planning Agencies 2010.

ABAG = Association of Bay Area Governments

MTC = Metropolitan Transportation Commission

SB = Senate Bill

AMBAG = Association of Monterey Bay Area Governments

MCAG = Merced County Association of Governments

BART = Bay Area Rapid Transit

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