

4.9 LAND USE

This section describes the existing land uses along the project corridor which encompasses a 300- to 1,200-foot radius on both sides of the trackway. Land uses at the proposed station sites are described for a ½-mile radius around the stations and existing land use policies of the cities through which the alignment will travel are also discussed.

4.9.1 EXISTING LAND USES IN THE CORRIDOR

A broad range of land uses exist along the proposed alignment, including residential, commercial, retail and industrial uses. The BEP Alternative corridor extends from the City of Fremont in Alameda County through the City of Milpitas terminating at its southern edge in the City of San Jose in Santa Clara County. The SVRTP Alternative corridor uses the same alignment as the BEP Alternative from Fremont to the BEP Alternative terminus then continues through the City of San Jose, terminating in the City of Santa Clara in Santa Clara County.

Figures 4.9-1 to 4.9-6 show existing land uses at the station sites. Current land uses along the corridor are also evident on the plan and profile drawings in Appendices B and C. Existing land uses are described using the following standard categories:

- Low-density residential: Single-family and one- or two-story housing units.
- Medium-density residential: Apartments, condominiums, and duplex buildings.
- High-density residential: Residential buildings over three stories in height.
- Light industrial: Industrial parks, research and development, and automotive repairs.
- Heavy industrial: Manufacturing warehouses, industrial plants, and freight facilities.
- General commercial/office: Offices, business parks, small businesses, restaurants, clothing stores, and other vendors of general consumer goods.
- Public/civic/community center: Public venues and government-related buildings.
- School/educational: Colleges, universities, and other schools.
- Open space/parks: Public parks, waterway corridors, and other undeveloped areas.
- Airport/highway service/transit: Transit-related buildings and areas.

City of Fremont

Alignment

The BEP and SVRTP alternatives' alignment in Fremont extends from the Warm Springs Station to just north of Dixon Landing Road. The land uses along this area are primarily light industrial and office.

City of Milpitas

Alignment

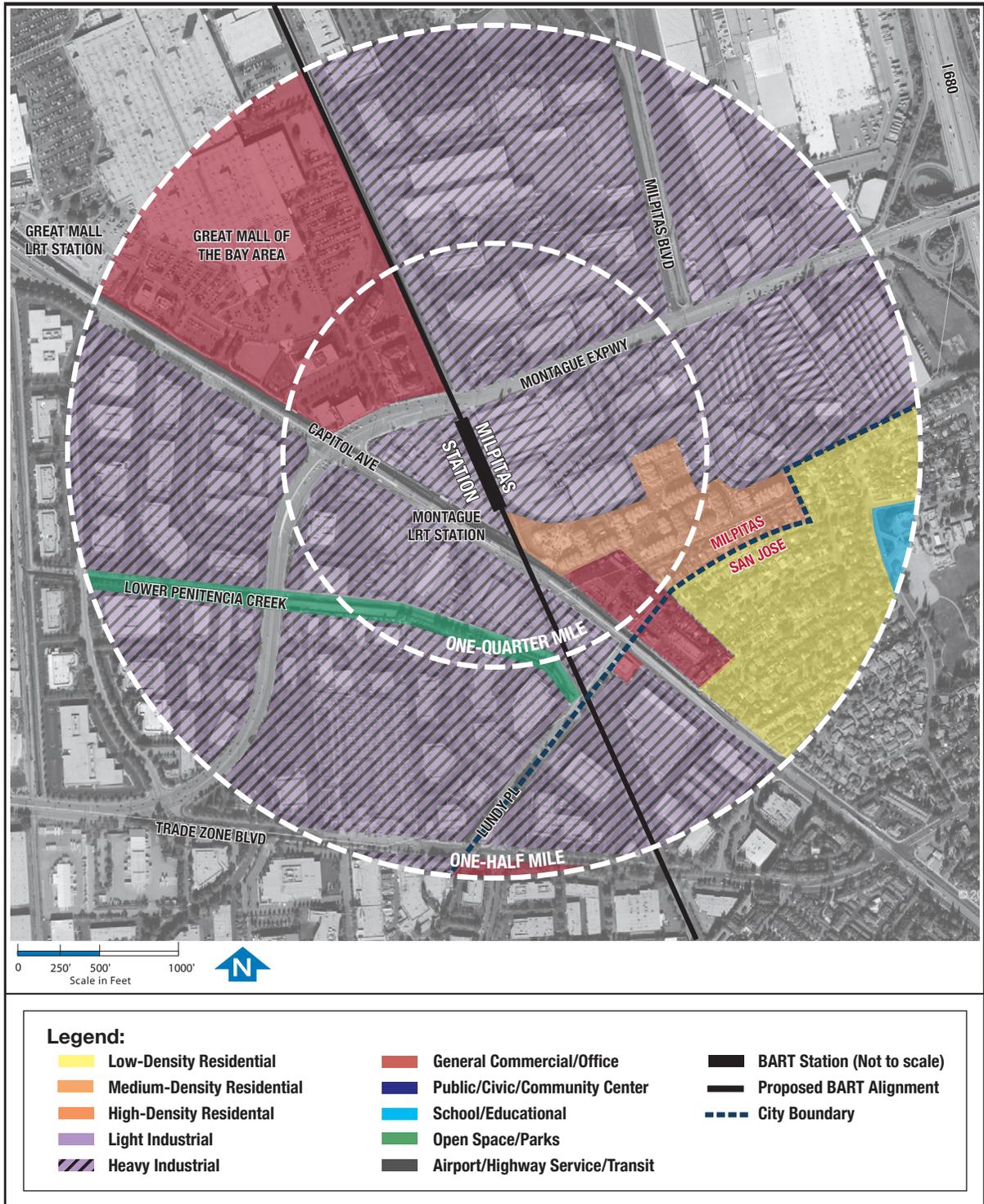
The BEP and SVRTP alternatives' alignment in Milpitas begins just north of Dixon Landing Road and extends to Trade Zone Boulevard. From Dixon Landing Road to East Calaveras Boulevard, land uses are primarily light industrial and office. Mixed residential uses begin around Dixon Landing Road and continue along both sides of the alignment to East Calaveras Boulevard. These uses include mobile home parks and single- and multi-family residential properties. Commercial and retail uses are interspersed throughout this section of the corridor.

From East Calaveras Boulevard to Trade Zone Boulevard, land uses along the east side of the alignment are primarily light industrial, including warehouses and related facilities. Along the west side, land uses proceed from industrial to residential, then to commercial uses. UPRR's Milpitas Yard is located just south of East Calaveras Boulevard. South of the yard is a new multi-family residential subdivision. The Great Mall and other commercial uses occupy the southern portion of the corridor in this segment. New low-rise office buildings occupy the west side from Montague Expressway to just south of Trade Zone Boulevard.

Station Locations

Milpitas Station Area

The Milpitas Station site (Figure 4.9-1) is to the south of the Great Mall in Milpitas. Land uses surrounding the station site are primarily light industrial and dominated by a number of trucking companies and related facilities. Commercial and educational uses are located to the northwest and southeast of the Milpitas Station. Light industrial uses are located to the northeast just south of the Montague Expressway. Two Marriott hotels are located north of the station site adjacent to Montague Expressway at the Great Mall. The VTA light rail line passes to the west along Capitol Avenue, with light industrial uses beyond to the southwest. A vacant lot is situated approximately ¼ mile south of the Milpitas Station along Capitol Avenue. Medium-density residential development is located immediately east of the proposed station. Low-density residential development is located directly east of the medium-density residential area.



Source: City of San Jose, 2006.

Figure 4.9-1: Milpitas Station Existing Land Uses

City of San Jose

BEP Alternative Alignment

The BEP Alternative alignment in San Jose is located from approximately Trade Zone Boulevard to just south of Mabury Road. Land uses along the east side of the alignment between Trade Zone Boulevard and Mabury Road are a mixture of high-density residential, commercial, new low-rise office and light industrial. South of Trade Zone Boulevard, the primary land use is single-family residential. Along the west side of the corridor, land uses are light industrial and commercial. The area between Trade Zone Boulevard and Hostetter Road is primarily industrial with some commercial uses. Single- and multi-family residential uses begin just south of Hostetter Road and continue along the west side of the rail line to the San Jose Flea Market. Industrial uses dominate the landscape on both sides of the alignment from Berryessa Road to U.S. 101. South of Las Plumas Avenue and East of North Kind Road, the land use is primarily residential. South of Lower Silver Creek the land uses are a mix of both industrial and residential.

SVRTP Alternative Alignment

The SVRTP Alternative alignment in San Jose also begins at Trade Zone Boulevard, but extends past Mabury Road through downtown San Jose to I-880. The land uses described for the BEP Alternative alignment would be the same for the SVRTP Alternative alignment. Along the east side of the railroad corridor between Mabury Road and East Julian Street, land uses are predominately industrial. US 101 crosses the railroad just north of Lower Silver Creek. Single-family residential uses continue south of the creek. A small area of industrial development is located just north of East Julian Street. Land uses along the west side of the railroad are primarily industrial, with some single-family residential uses north of East Julian Street. Uses along East Santa Clara Street from 28th to 19th Streets are generally commercial with residential to the north and south of the commercial corridor.

From 19th Street heading west into downtown San Jose along East Santa Clara Street to the new San Jose Civic Plaza, land uses are primarily commercial and retail. Older single-family residential neighborhoods are located beyond the commercial strip.

Land uses along the corridor between the Civic Plaza and Market Street are primarily commercial with some high-rise residential buildings between 3rd and 2nd Streets. Commercial uses continue between Market Street and the San Jose Diridon Caltrain Station. SR 87 crosses the corridor west of Almaden Boulevard. The Guadalupe River Park, which crosses under SR 87, provides recreational amenities along the banks of the Guadalupe River.

Commercial, light industrial, and residential uses are situated between the Diridon Caltrain Station and I-880. Land uses along Stockton Avenue are primarily industrial on the east side with single-family residential and light industrial uses interspersed along

the west side. Near Hedding Street, there are recreational uses along the west side of Stockton Avenue, including a baseball field and an outdoor track associated with Bellarmine College Preparatory School.

Station Locations

Berryessa Station Area

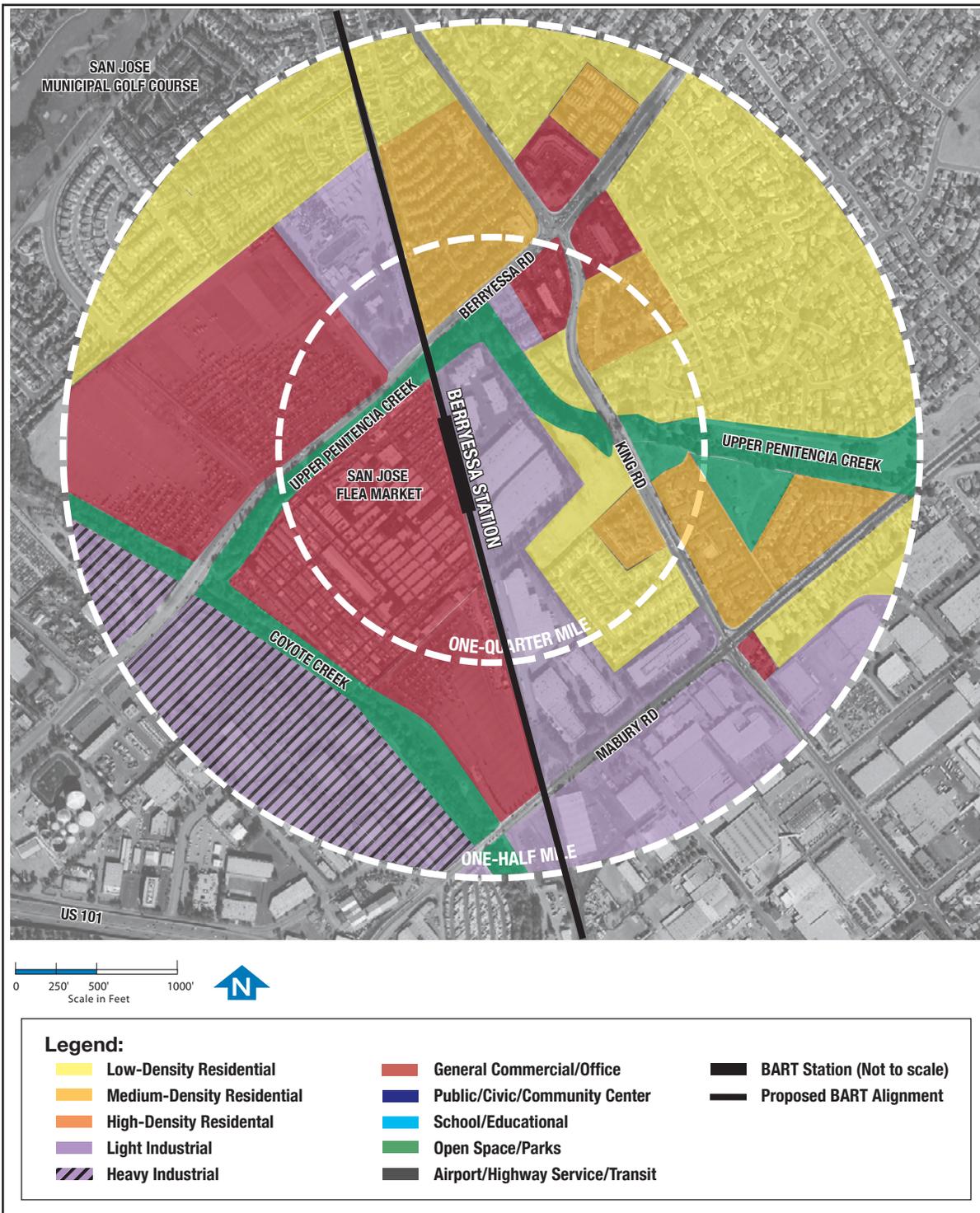
The Berryessa Station area (Figure 4.9-2) encompasses a portion of the San Jose Flea Market and the Berryessa Industrial Park. The flea market is located on the west side of the alignment. Other land uses in the vicinity of the station site include single- and multi-family residential uses, as well as a flea market parking lot located north of Berryessa Road and another parking lot located north of Mabury Road. Southeast of the site, the land use is predominately light industrial. Much of the land in this area is currently used to store cars and trucks.

Alum Rock Station Area

The Alum Rock Station (Figure 4.9-3) would be constructed underground, below an existing industrial area. Industrial uses are located along the railroad ROW and along the west side of US 101. Monarch Truck Dealership, SCS Contractor Service, Mission Concrete, and Granite Counters are located on the east side of the station site along US 101. Other industrial buildings, warehouses, and storage yards are located immediately west of the station site. Low and medium density residential uses are located to the north, west, and south of the station site. The Portuguese Band and Social Center is located on the west side of the site and the Five Wounds National Portuguese Church and Elementary School is located to the southeast. Commercial uses border the southwestern corner of the station site along East Santa Clara Street.

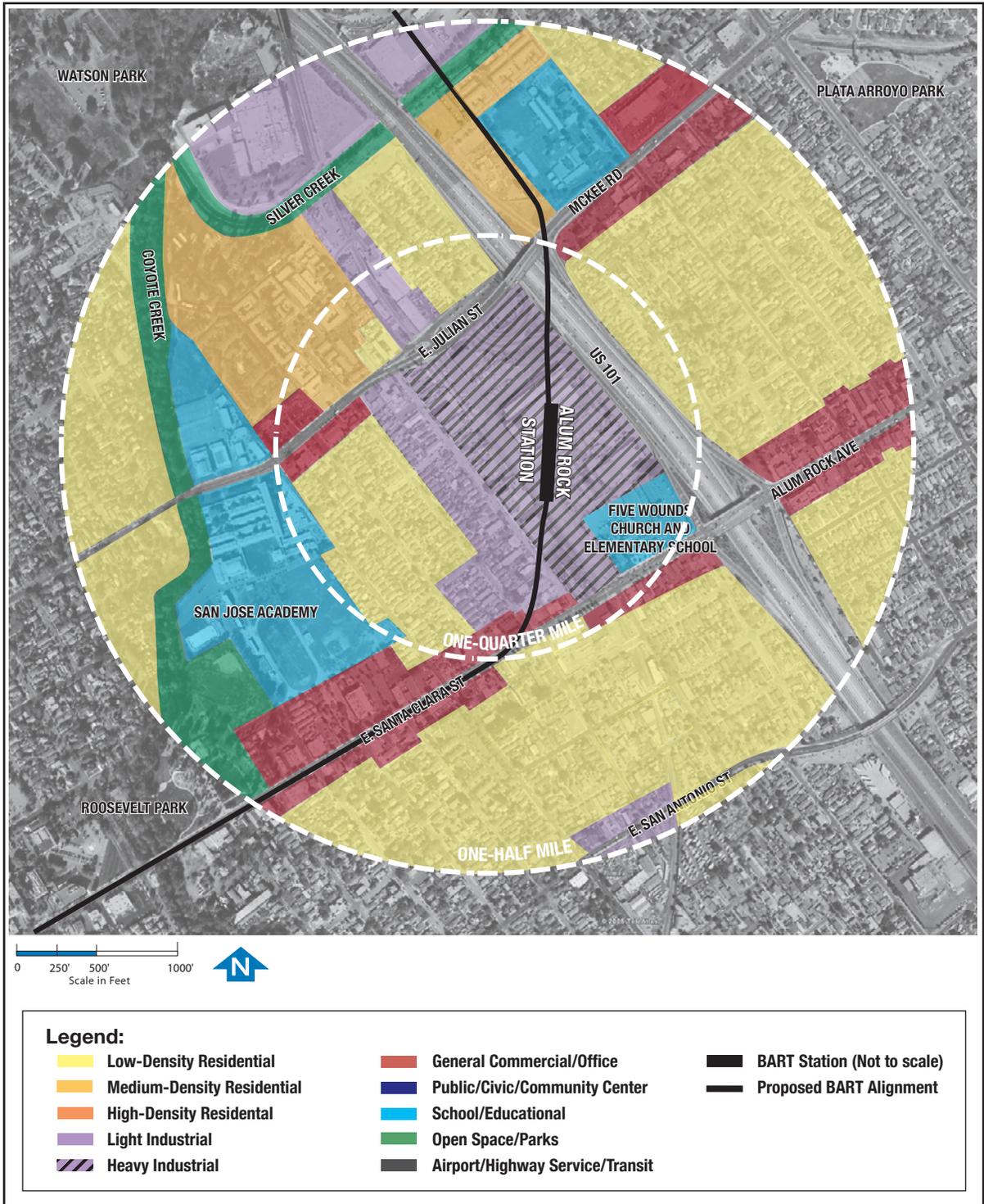
Downtown San Jose Station Area

The Downtown San Jose Station (Figure 4.9-4) would be located underground below the Santa Clara Street corridor, a busy retail, commercial, and business thoroughfare leading into downtown San Jose. High-rise office buildings lining East/West Santa Clara Street include first floor retail uses that serve employees, residents, and visitors in the downtown area. Land uses are characterized by a strip of retail uses along the street frontage, with older residential uses behind. The San Jose State University (SJSU) campus is located one block south of East Santa Clara Street between 4th and 10th Streets and is expected to generate a substantial percentage of the ridership entering and exiting this station. The new San Jose Civic Plaza, including the new San Jose City Hall, is located south of East Santa Clara Street between 4th and 6th Streets just east of the proposed Downtown San Jose Station. The station site is also located near the Museum of Art, Plaza de Cesar Chavez, St. Joseph's Cathedral, San Pedro Square, and several theaters and major hotels. Low and medium density residential uses are located to the northeast of the station site.



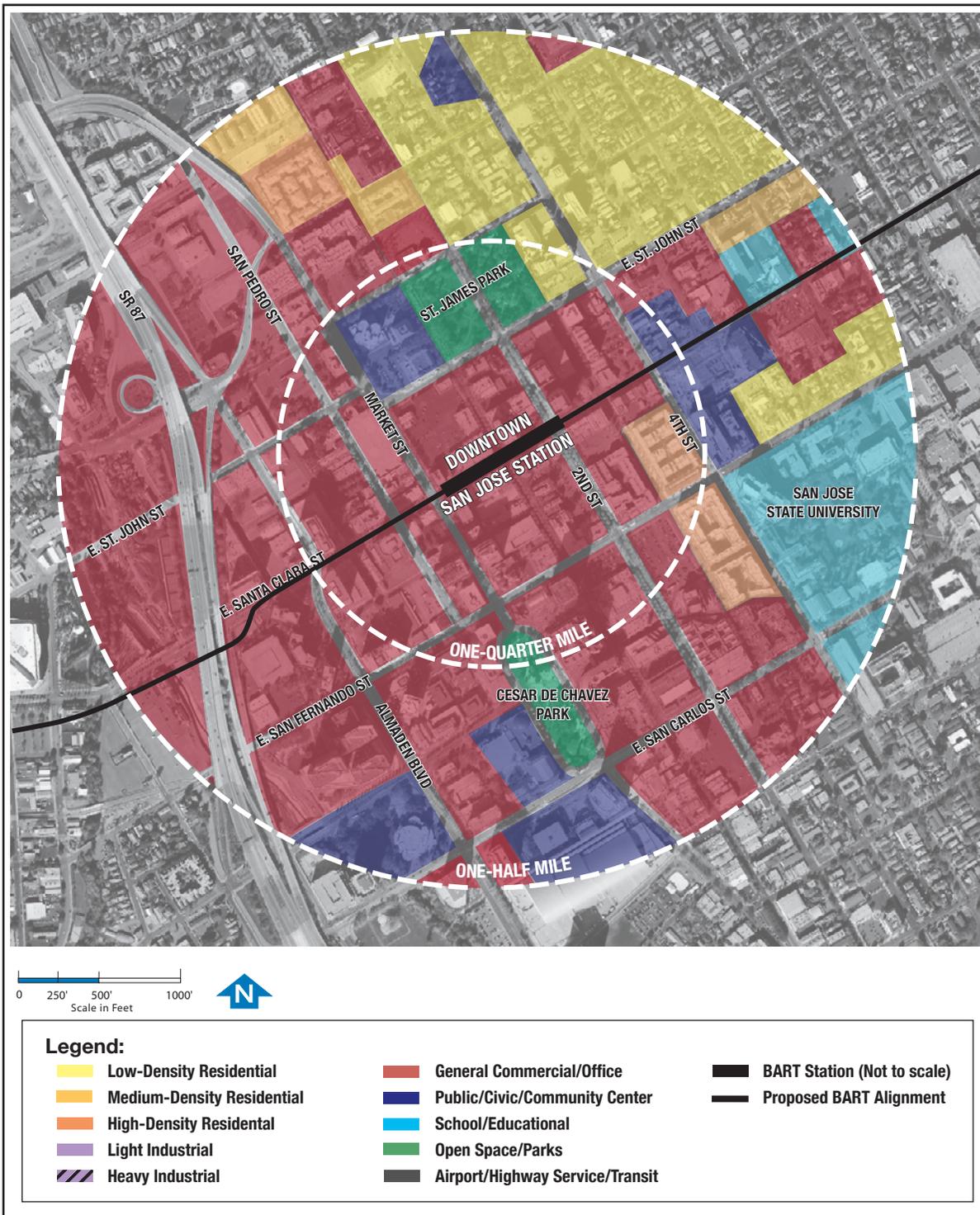
Source: City of San Jose, 2006.

Figure 4.9-2: Berryessa Station Existing Land Uses



Source: City of San Jose, 2006.

Figure 4.9-3: Alum Rock Station Existing Land Uses



Source: City of San Jose, 2006.

Figure 4.9-4: Downtown San Jose Station Existing Land Uses

Diridon/Arena Station Area

The Diridon/Arena Station (Figure 4.9-5) would be located underground on the west side of SR 87 and would provide an intermodal hub for other transit services in the vicinity. The station would provide convenient access to Caltrain, ACE, Capitols, and Amtrak, as well as VTA's light rail lines and buses. The HP Pavilion is located directly north of the station and is anticipated to draw substantial numbers of riders during entertainment and sporting events. Transportation related infrastructure dominates the landscape within the proposed footprint of the Diridon/Arena Station. Directly to the west of the station area, what was predominantly industrial has recently transitioned to primarily residential uses. Industrial uses are located to the south and residential uses are located to the southwest of the station area.

Yard and Shops Facility Location

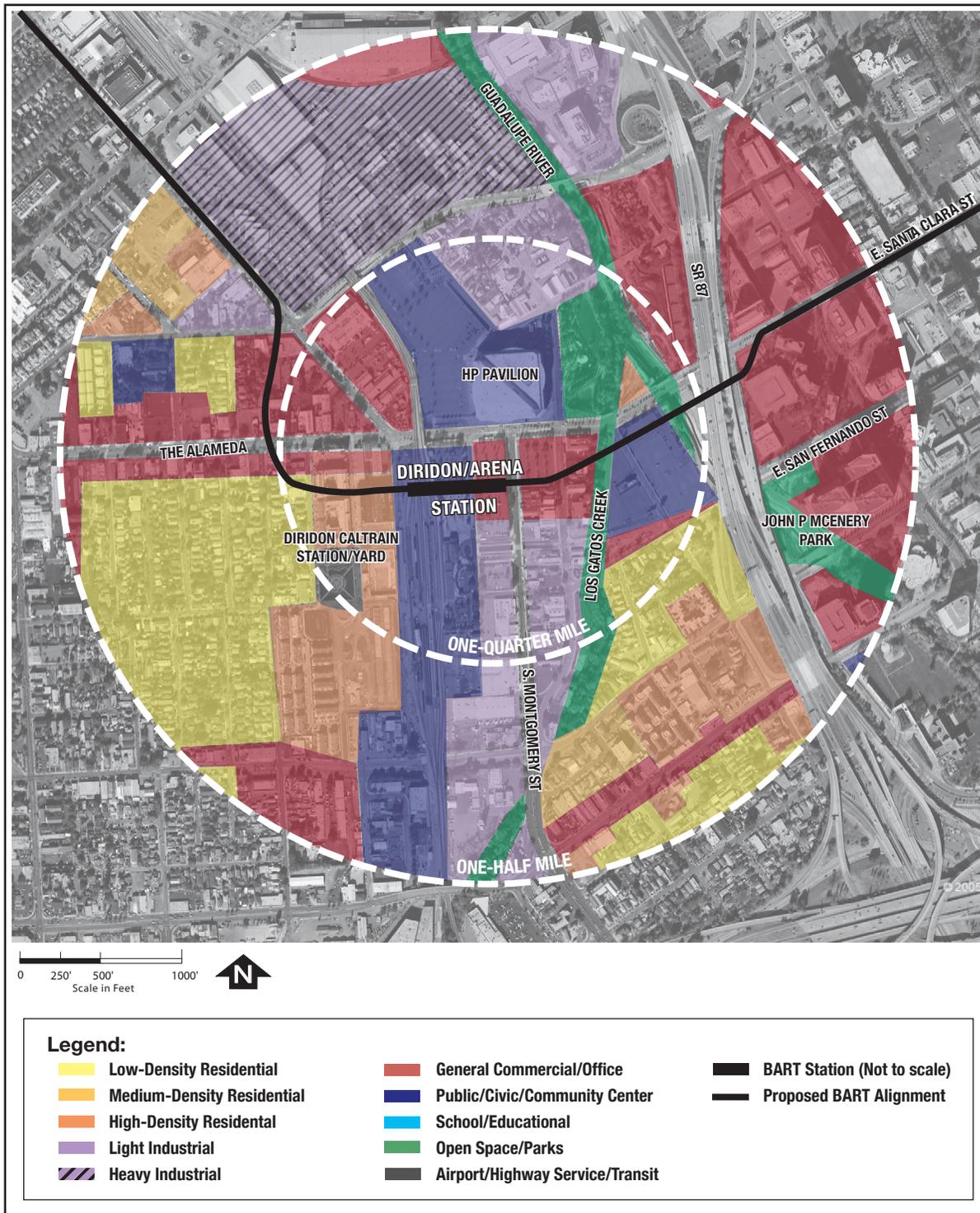
Las Plumas Yard Area

The Las Plumas Yard area would be located along Las Plumas Avenue near Nicora Avenue and extend to Lower Silver Creek, east of US 101. Figure 4.9-6 shows the existing land uses near the Las Plumas Yard area. The immediate vicinity is characterized by light industrial uses. Land uses in the footprint include light industrial uses such as Mantos Autobody, Signal Electric Construction Inc., and Trans-pak, Inc. (a crating packaging company); the San Jose Family Shelter at 590 Las Plumas Avenue; and San Jose Fire Station 34. Recreational vehicle (RV) storage, public storage, auto body shops, and business parks are located to the north. The San Jose Flea Market is located west of the site. Across Highway 101, south of the Las Plumas Yard area, land uses include an industrial complex on Eggo Way, two elementary schools, and Watson Park. Single and multi-family housing is located to the east of the Las Plumas Yard site.

City of Santa Clara

Alignment

The SVRTP Alternative corridor within the City of Santa Clara begins north of I-880 and extends to the Santa Clara Station. The land uses in this area are primarily industrial and include the San Jose International Airport and the UPRR Newhall Yard. North of I-880, the built-up, industrial landscape continues on the east side of the alignment, while single-family residences are located on the west side of the alignment. These newly developed residences are multi-story homes.



Source: City of San Jose, 2006.

Figure 4.9-5: Diridon / Arena Station Existing Land Uses



Legend:		
 Low-Density Residential	 General Commercial/Office	 Las Plumas Yard (Not to scale)
 Medium-Density Residential	 Public/Civic/Community Center	 Proposed BART Alignment
 High-Density Residential	 School/Educational	 City Boundary
 Light Industrial	 Open Space/Parks	
 Heavy Industrial	 Airport/Highway Service/Transit	

Source: City of San Jose, 2006; CirclePoint, 2008.

Figure 4.9-6: Las Plumas Yard Existing Land Uses

Station Location

Santa Clara Station Area

The Santa Clara Station (Figure 4.9-7) would be developed in an area of industrial and commercial uses. The station area is currently occupied by Federal Express warehouses, and smaller commercial/retail uses. Land uses along the southern and western boundaries of the station site include railroad facilities and the Santa Clara Police Station. The historic Santa Clara Caltrain Station is located west of the station site and the existing UPRR tracks. Light industrial uses are located immediately to the north and east and commercial and office uses are located to the south and west. Santa Clara University occupies a substantial portion of land to the southwest of the station area. There are also medium- and low-density residential developments to the southwest of the Santa Clara Station.

Yard and Shops Facility Location

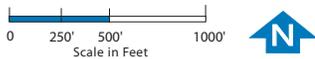
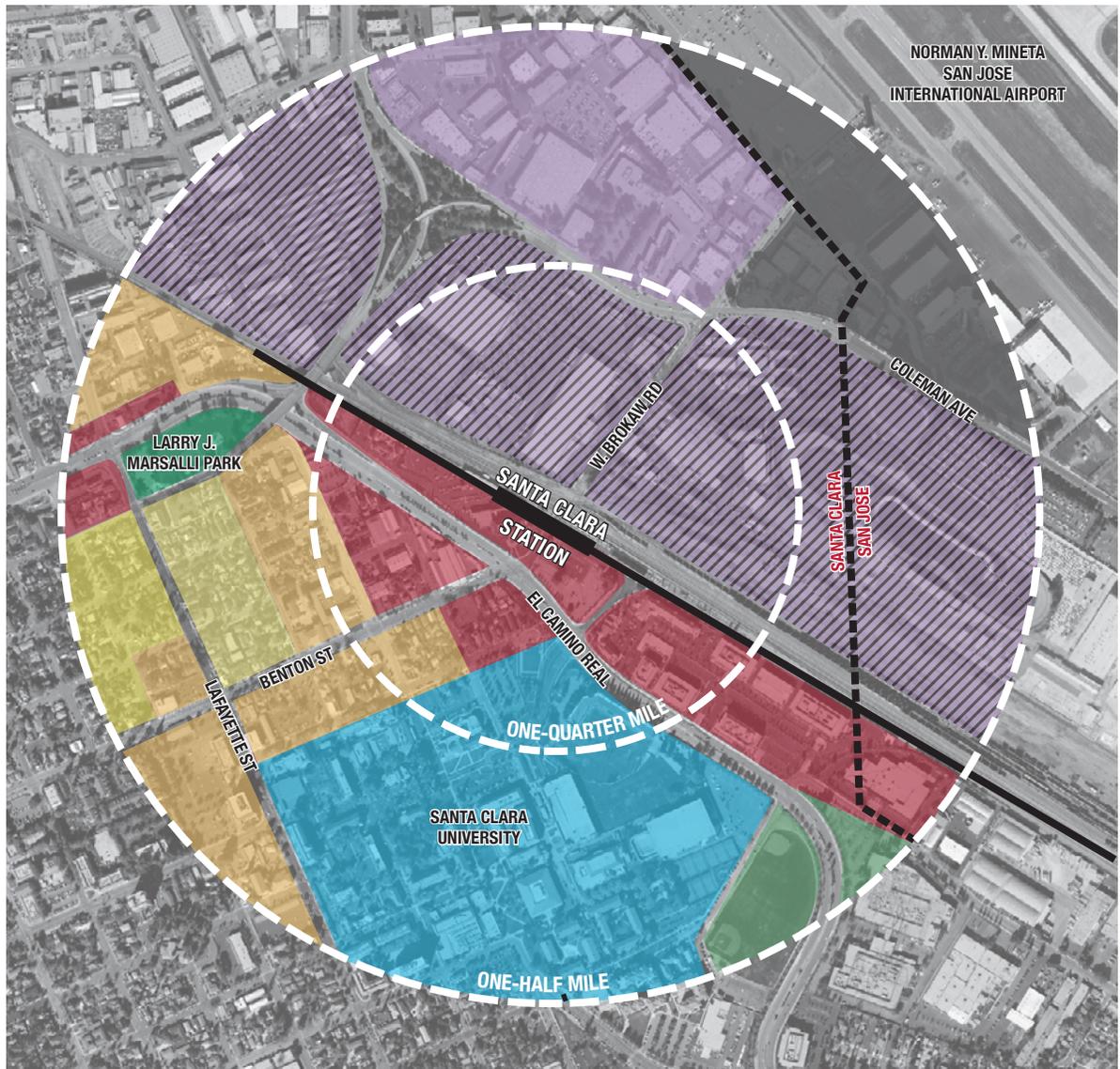
Newhall Yard and Shops Area

The Newhall Yard and Shops facility would be located near the Santa Clara Station area. The footprint would be in an area currently used for railroad uses. As shown in Figure 4.9-8, the surrounding area is characterized by industrial uses to the north and a mix of residential, educational, and commercial uses to the south. A mixture of light and heavy industrial uses, such as Federal Express and other warehouses, and the San Jose International Airport are north of the site. Single family and multi-family residential buildings are located to the south and southwest. New multi-family residential buildings are in various stages of completion south of the site. Santa Clara University, associated recreational facilities, and nearby commercial uses such as Bank of America and an office complex are located to the southwest.

4.9.2 REGULATORY CONSIDERATIONS

Local Development Plans and Policies

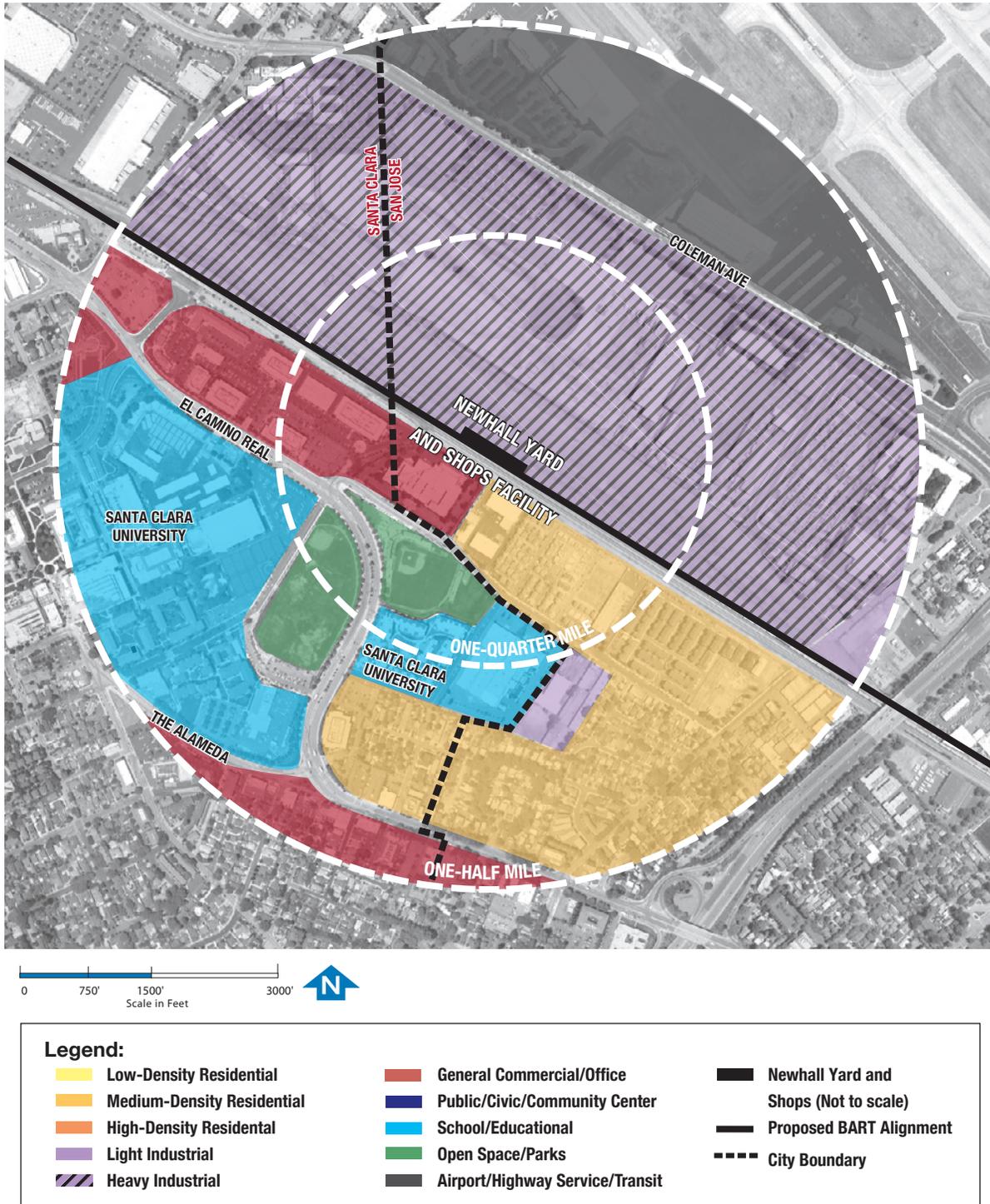
Applicable land use goals and policies from the cities of Fremont, Milpitas, San Jose, and Santa Clara; Alameda and Santa Clara counties; and VTA are described by jurisdiction. An analysis of the No Build Alternative, BEP Alternative, and SVRTP Alternative relative to these goals and policies is presented in Section 5.9, Land Use.



Legend:		
 Low-Density Residential	 General Commercial/Office	 BART Station (Not to scale)
 Medium-Density Residential	 Public/Civic/Community Center	 Proposed BART Alignment
 Light Industrial	 School/Educational	 City Boundary
 Heavy Industrial	 Open Space/Parks	
	 Airport/Highway Service/Transit	

Source: City of San Jose, 2006.

Figure 4.9-7: Santa Clara Station Existing Land Uses



Source: City of San Jose, 2006; CirclePoint, 2008.

Figure 4.9-8: Newhall Yard & Shops Facility Existing Land Uses

City of Fremont

City of Fremont General Plan

The City of Fremont General Plan (FGP), approved in May 1991, sets forth many of Fremont's goals, including development of a flourishing downtown, more jobs to match an existing resident workforce, and thriving commercial centers. The FGP also addresses the need for a satisfactory transportation system, affordable housing, a clean environment, and access to open space and recreation.

The following objectives, policies, and goals were taken from the Transportation chapter of the FGP:

- Establish a program encouraging the use of transit, ridesharing and other alternatives to commuting by single occupant vehicle.
- Convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality, and provide transportation choices to meet a variety of needs.
- Support a regional bus system serving commuters.
- Encourage continuation of express bus service to the Peninsula.
- Encourage the development of rail systems serving Fremont residents, workers and businesses.
- Actively support BART extension to the southern part of Fremont, with stations in Irvington, Warm Springs, and south Fremont.
- Work with BART in support of extension into Santa Clara County.
- Easy transfer from one type of transportation to another to promote the use of alternatives to the automobile.
- Provide facilities for transfers between different types of transportation.
- Encourage future rail transit facilities to include intermodal transfer facilities. Consider alternative City actions to assist in providing for such facilities.

Fremont's 2005 Bicycle and Pedestrian Master Plan

The 1991 City of Fremont General Plan identified potential bicycle trail routes within Fremont, including the Union Pacific Rail Trail. The Union Pacific Rail Trail was further described in the City of Fremont 2005 Bicycle and Pedestrian Master Plan (BPMP). The BPMP provides a blueprint for a system of citywide bike lanes, bike routes, bike paths, bike parking, support facilities, and bicycle programs to allow for safe, efficient, and convenient bicycle travel within Fremont and adjacent cities.

The proposed Union Pacific Rail Trail would follow current and future abandoned UPRR corridors between Warren Avenue in the south and Clark Drive to the north, for a total of 6.5 miles. The City of Fremont has retained Questa Engineering Corporation to complete an engineering feasibility study for the trail project, which will explore the opportunities and design constraints associated with construction of a Class I multi-use trail along this existing rail corridor (along the BEP and SVRTP alternatives' alignment within Fremont). The BPMP states that the proposed trail would improve bikeway continuity and connectivity to major activity centers and provide connection to all major east-west roadways in Fremont.¹

City of Milpitas

City of Milpitas General Plan

The City of Milpitas General Plan (CMGP) was updated in 1994 to provide more accurate information on existing conditions and policies. The following policy statement appears in the Circulation Element of the CMGP:

Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors.

Milpitas Midtown Specific Plan

The Milpitas Midtown Specific Plan (MMSP), approved in October 2002, provides a new vision for the Midtown area. The Milpitas Midtown area encompasses approximately 1,000 acres and is undergoing changes as part of its growing role as a housing and employment center. Development activity in recent years has included approval and/or construction of 1,200 units of housing, reinvestment in the Great Mall, and extension of the LRT. The overall vision for the Midtown area is that of a mixed-use community that includes high-density transit-oriented housing while maintaining needed industrial, service, and commercial uses.

The following policies were taken from the Land Use and Circulation sections of the MMSP:

- Provide for a significant component of new housing within the area in order to improve the vitality of the Midtown area, address local and regional needs, and reinforce the use of transit.
- Provide for a land-use mix that supports major transit facilities.
- Provide for higher-density residential development within the Transit Oriented Development Overlay Zone around Great Mall Parkway and Capitol Avenue.

¹ City of Fremont, 2005.

- Support the establishment of BART service on the Union Pacific Railroad line.
- Require a public access easement between the Montague LRT station and the Union Pacific Railroad right-of-way to provide a direct pedestrian connection between the LRT station and the potential future BART station.
- Work with the VTA and BART to allow the shared use of park-and-ride and transit station parking for off-peak users. In the future, design parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment.

Milpitas Transit Area Specific Plan

The Milpitas Transit Area Specific Plan focuses on an area of land extending north and south of Montague Expressway, between Main Street and Milpitas Boulevard. The City of Milpitas published the DEIR for the Transit Area Specific Plan on November 5, 2007. The Transit Area Plan involves the redevelopment of a 437-acre site that includes the Great Mall, McCandless Drive, Houret Drive, Centre Pointe Drive, Sango Court, Tarob Court, Gladding Court, Capitol Avenue, Montague Expressway, Piper Drive, and the future Milpitas BART Station and two VTA LRT stations. The plan proposes 7,109 dwelling units, 993,843 square feet of office space, 340 hotel rooms, and 287,075 square feet of retail space centered around the proposed Milpitas Station of the BEP and SVRTP alternatives. The land use plan, as adopted by the Milpitas City Council, would result in the creation of new residential and commercial uses near two VTA LRT stations and the future Milpitas BART station at Montague Expressway and Piper Drive.

The Transit Area Specific Plan includes a general plan amendment, zoning changes, development of design guidelines, and completion of a fiscal impact study and Environmental Impact Report.² The Draft EIR for the Transit Area Plan was published in November 2007 and is tentatively scheduled to go to City Council in late Spring 2008.

City of San Jose

Focus on the Future San Jose – 2020 General Plan

The San Jose 2020 General Plan (SJGP), adopted in August 1994, represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic, and environmental goals. The SJGP is designed to be the policy framework for decision-making on both private development projects and City capital expenditures as San Jose's population continues to expand. The City recently amended the SJGP, particularly for areas around some of the proposed SVRTP Alternative stations, to allow higher densities and mixed-use development supportive of transit.

² City of Milpitas, personal communication, November 14, 2007.

The following SJGP goals and policies are relevant to the proposed project:

- Higher densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the LRT stations, and along bus transit routes are preferable for higher-density housing.
- Employee-intensive uses should be encouraged to locate near transit facilities.
- The City should cooperate with the Santa Clara County Transit District³, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:
 - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
 - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
 - Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.
 - The City should cooperate with the Santa Clara County Transit District, Caltrain and other appropriate transit agencies in the development of park-and-ride lots to support public transit.
 - For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.
 - Preserve, protect, and restore riparian corridors and upland wetlands within the City of San Jose's Sphere of Influence.

The SJGP also allows for the establishment of Transit-Oriented Development Corridors and BART Station Area Nodes under the Land Use/Transportation Diagram. Transit-Oriented Development Corridors and BART Station Area Nodes are areas designated

³ In the San Jose 2020 General Plan, the "Santa Clara County Transit District" is the Santa Clara Valley Transportation Authority (VTA).

as Special Strategy Areas generally suitable for higher residential densities, more intensive non-residential uses, and mixed uses. These corridors are centered along existing or planned LRT lines and/or major bus routes and at future Bay Area Rapid Transit (BART) stations.

The SJGP identifies the Santa Clara Street/Alum Rock Avenue as one of six Transit-Oriented Development Corridors where higher intensities of development are encouraged. The SJGP also identifies a Berryessa, Santa Clara/28th Streets, and Downtown San Jose as BART Station Area Nodes. The general purpose of the BART Station Area Nodes is to direct transit-oriented and pedestrian friendly land use development in close proximity to BART Stations. BART Station Areas are suitable for higher residential densities, more intensive job generating uses, and mixed-use development, which in turn should support BART ridership. The greatest densities, preferably within mixed-use developments, should be adjacent to the station. The overall residential density should be a minimum of 20 DU/AC up to 55 DU/AC.

City of San Jose Riparian Corridor Policy Study

In May 1994, the San Jose City Council adopted the Riparian Corridor Policy Study to establish detailed direction on how to implement the Riparian Corridors and Upland Wetlands Policies included in the San Jose 2020 General Plan. The San Jose Riparian Corridor Policy Study includes development guidelines for development along creeks to help protect riparian habitat and minimize impacts to riparian resources. These guidelines include site design, building and fixtures design, landscaping, public recreation facilities (e.g. streamside trails), fire management, vegetation/habitat continuity, and techniques to protect water quality.

Strategy 2000 – The Greater Downtown San Jose Strategy For Development (February 2001)

Strategy 2000 serves as the action guide for development activities in Downtown San Jose for 2000 to 2010. It includes prioritized recommendations for growth and articulates a vision for downtown San Jose without identifying specific land uses or zoning. Strategy 2000 includes concepts that are supportive of transit improvements, such as improving and expanding transit services, upgrading transit stops, and encouraging higher densities and mixed land uses throughout the downtown area.

Diridon/Arena Strategic Development Plan

The City of San Jose Redevelopment Agency and VTA prepared a Strategic Development Plan for the Diridon/Arena area. Recognizing the area as a critical hub for regional transportation, the plan addresses the inter-modal connectivity of the various modes of transport, land uses, access, and circulation. The plan seeks to identify preferred strategies for the development of the area surrounding Diridon Caltrain Station, roughly from SR 87 to Stockton Avenue, and from Park Avenue to Cinnabar Street. The plan seeks to promote the development and expansion of downtown San Jose by creating an integrated Diridon transportation hub, encouraging transit ridership,

providing an appropriate level of parking, protecting adjacent neighborhoods from negative impacts, and creating new public amenities for residents and workers in the area. The plan identifies six broad categories of development for the Diridon/Arena area: commercial, mixed-use, incremental infill, transportation, office, and parking.

Midtown Specific Plan

The City of San Jose prepared the Midtown Specific Plan, which is designed to guide the conversion of older industrial uses to the development of high-density residential, commercial, industrial, and open space. It includes densities and implementation policies supportive of transit.

Local Neighborhood Plans

As part of the City of San Jose's Strong Neighborhoods Initiative (SNI), several local neighborhood plans have been prepared for local communities. Along the proposed SVRTP Alternative within San Jose, the plans include the Five Wounds/Brookwood Terrace Neighborhood Improvement Plan, the Thirteenth Street Neighborhood Improvement Plan, the University Neighborhoods Revitalization Plan, the Market-Almaden Neighborhood Improvement Plan, the Delmas Park Neighborhood Improvement Plan, and the Burbank/Del Monte Neighborhood Improvement Plan.

The Five Wounds/Brookwood Terrace Plan recommends the construction of a linear park to strengthen pedestrian and visual connections between East Santa Clara Street, a town square, and Julian Street. The linear park offers flexibility for future accommodation of station entrances and ventilation shafts associated with an underground BART station. The plan also recognizes the importance of BART parking, although it recommends that any parking structure should minimize disruption to walking and neighborhood livability.

The Thirteenth Street Plan supports the City of San Jose's General Plan designation of East Santa Clara Street as a Transit-Oriented Development Corridor allowing for high-intensity new residential development with ground floor retail. Such high-density residential development would add new housing to the downtown neighborhoods compatible with public transit investments such as the SVRTP Alternative and VTA's Downtown East Valley project.

The University Neighborhoods Revitalization Plan Update identifies six vacant and underutilized properties as candidates for new development. Recognizing the proximity of the community to the SVRTP Alternative and the Downtown East Valley Project, the plan encourages the development of high-density or mixed-use projects on most of these properties.

The Market-Almaden Neighborhood Improvement Plan encourages mixed-use development on Market Street with an emphasis on retail, commercial, and/or institutional uses on lower levels and high-density residential use on upper levels. The Delmas Park Neighborhood Improvement Plan envisions a neighborhood that will

become, over time, more pedestrian and transit-oriented, with community-focused commercial corridors and well-lit, tree-lined streets. Existing residential areas are to be preserved and enhanced through implementation of the plan. The Burbank/Del Monte Neighborhood Improvement Plan recommends the reconfiguration and consolidation of parking lots in the community, to encourage mixed-use development for ground level commercial frontage and upper level office and/or residential use consistent with the character of Transit-Oriented Development Corridors.

City of Santa Clara

City of Santa Clara General Plan 2000-2010

The current City of Santa Clara General Plan (SCGP), adopted in 2002, sets forth a framework of principles, standards, policies, and programs to guide future land use decisions. The primary objective of the city is to create a desirable environment for living, working, and recreation. The following policies and regulations are from the Transportation Element of the SCGP:

- Minimize the number of automobiles used in commuting.
- Support a transit system that provides enhanced commuter service.
- Support a coordinated transit system that circles the South San Francisco Bay (South Bay) and the Peninsula.
- Support the County's effort to provide transit service to dependent populations such as the disabled, elderly, children, and those who cannot drive.
- Support LRT and Capital Corridor connections to the East Bay BART Line.
- Encourage as a long-range objective, rail extension between the East Bay and San Jose, Santa Clara and beyond.

Santa Clara Station Area Plan

The Santa Clara Station Area Plan proposes a new mixed-use urban center surrounding the Santa Clara Transit Center, which is projected to be one of the busiest multi-modal transit stations in the Bay Area by 2030. The Transit Center is currently served by VTA bus lines and Caltrain, Altamont Commuter Express (ACE), and Capitol commuter rail lines. Future service to the Transit Center will include the terminus station of the BART extension from Fremont to Silicon Valley, which is currently underway; as well as an Automated People Mover system that would connect the San Jose Norman Y. Mineta International Airport with the Transit Center and VTA Metro/Airport light rail station. The Planning Area around the Transit Center encompasses 432 acres of land in the cities of San Jose and Santa Clara, incorporating land within a half-mile radius of the Transit Center as well as adjacent under-utilized and vacant land. The Plan proposes a mix of transit-supportive land uses, including up to 2,450 new housing units;

five million square feet of office, commercial, and hotel space; and seven acres of new park space. The Draft Plan and is currently underway and will be finalized in late February/early March to coincide with the completion of the Draft EIR.

The following guiding principles were developed for the Santa Clara Station Area Plan:

- A landmark gateway and destination that integrates the old with the new
- Higher-intensity, transit supportive development
- Development that respects the scale and character of surrounding neighborhoods
- A mix of uses, including residential, east of the UPRR corridor
- Improved east-west connectivity
- A place for connections, a connected place

Santa Clara County

Santa Clara County General Plan – Charting a Course for Santa Clara County’s Future: 1995 – 2010

By 2010, Santa Clara County’s population is projected to grow by 197,115, bringing the county’s population to almost 1.9 million⁴. In anticipation of this growth, the county adopted a General Plan in December 1994 in an effort to balance community needs and objectives. The vision of the General Plan is expressed through a series of goals under four basic themes: balanced growth, livable communities, responsible resource conservation, and social and economic well-being.

The following policies and regulations were taken from the Growth and Development, Economic Well-Being, and Transportation chapters of the General Plan:

- Land use and development patterns that enhance the cost effectiveness of transportation and other urban infrastructure investments should be encouraged.
- 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.
- 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.

⁴ ABAG *Projections 2005*

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- Local government, as part of an overall economic development program, should work to maintain and improve the overall quality of life in Santa Clara County by improving our transportation network and facilitating alternative transportation modes.
 - 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:
 1. Develop urban land use patterns that support travel alternatives;
 2. Manage travel demand, system operation, and congestion levels;
 3. Expand system capacity and improve system integration; and
 4. Support new transportation technologies.
 - Appropriate urban densities, mixed-use development patterns, and other aspects of urban development which support use of travel alternatives and reduce auto-dependency should be employed along planned transportation corridors, within designated “urban activity centers,” and within redeveloping areas of existing cities.
 - 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:
 1. Accessibility to transit and transit facilities;
 2. Pedestrian and bicycle pathways and facilities, both on and between individual sites; and
 3. Building design, orientation, on-site services and amenities, which support the use of, travel alternatives.
 - Encourage cities to apply Transit-Oriented Development Guidelines to all new development within ½-mile of a transit stop along a major transit corridor.

Alameda County

The East County Area Plan: A portion of the Alameda County General Plan (Volume 1 – Goals, Policies and Programs 2002)

In May of 2002, the Alameda County Board of Supervisors adopted amendments to the East County Area Plan in response to Measure D of 2000 – The Save Agricultural and Open Space Lands Initiative. The initiative included a revised Urban Growth Boundary,

subjected future General Plan Amendments impacting total growth and density to voter approval, and imposed other growth related limitations. The original East County Area Plan was adopted in 1994 and subsequently revised in 1996, 1998, and 2002.

The Transportation Systems element of the plan includes an overall goal: “Create and maintain a balanced, multimodal transportation system that provides for the efficient and safe movement of people, goods, and services.” This Public Transit Goal seeks “to increase investment in and the use of transit.” Specific policies supporting transit include:

- The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate the movement of commercial goods. This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety.
- The County shall promote the use of transit, ridesharing, bicycling, and walking through land use planning as well as transportation funding decisions.
- The County shall support investment in transit as an alternative to automobile-intensive transportation improvements.
- The County shall work with transit providers to complete transit improvements to meet the demand for existing and future development.
- The County shall encourage high-intensity development in locations convenient to public transit facilities and along transit routes.
- The County shall encourage BART to locate new BART Stations in areas that can be developed at high densities and intensities to maximize transit patronage.
- The County shall work with East County cities to designate high density and high intensity uses along major arterials and within walking distance of transit stops. The County shall work with cities to designate land near proposed BART stations for high density residential uses and personal services (e.g., child care).

Santa Clara Valley Transportation Authority

Valley Transportation Plan (VTP 2030)

As the appointed Congestion Management Agency for Santa Clara County, VTA developed VTP 2030, a countywide transportation plan that includes policies and programs for roadways, transit, Intelligent Transportation Systems (ITS), bicycle and pedestrian facilities, and land use. The goal of the VTP 2030 is to “Provide transportation facilities and services that support and enhance the county’s continued success by fostering a high quality of life for Santa Clara County’s residents and continued health of Santa Clara County’s economy.”

Community Design and Transportation Program

VTA's Community Design and Transportation Program, approved by the VTA Board of Directors in 2002, emphasizes a series of best practice principles that, when implemented concurrently, help establish community character and identity, and encourage residents and workers to walk, bike, and use transit. Relevant principles include:

- Target growth to cores, corridors, and station areas
- Intensify land use and activities
- Provide a mix of uses
- Focus on existing areas
- Create a multimodal transportation system
- Design for pedestrians
- Manage parking
- Integrate transit

Regional Development Plans and Policies

Applicable land use goals and policies from MTC, ABAG, and BART are described below by agency. An analysis of the No Build Alternative, BEP Alternative, and SVRTP Alternative relative to these goals and policies is presented Section 5.9, Land Use.

Metropolitan Transportation Commission

2005 Regional Transportation Plan for the San Francisco Bay Area (T-2030)

The MTC is the agency responsible for planning, coordinating, and financing transportation in the nine-county San Francisco Bay Area. MTC is responsible for developing a program of projects for the RTP, a master strategy for rail and bus transit expansion in the Bay Area.

It is the responsibility of MTC to review requests from local agencies for state and federal grants for transportation projects to evaluate their compatibility with the RTP (MTC 2005). According to the MTC's 2005 update of the RTP of proposed transit projects, the SVRTP Alternative has been identified as a priority project, which is a level of funding priority.

The criteria used to evaluate proposed projects for the RTP include the following goal, which is directly relevant to the land use implications of the BEP and SVRTP alternatives, as well as the MOS scenarios:

- Community Vitality – Promote vital and livable communities.

Resolution 3434

On November 9, 2001, the Commission's Planning and Operations Committee released for public comment an updated criteria evaluation and a recommended program of rail and transit projects. Resolution No. 3434, detailing a list of priority projects and funding agreements, was adopted on December 19, 2001.

Resolution 3434 identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional express bus program, new ferry service, plus eight enhancement programs to existing rail and bus corridors. The BART to San Jose Project is identified in Resolution 3434 as a priority project.

Resolution 3434's TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

Transportation for Livable Communities and Housing Incentive Program

MTC sponsors two funding incentive programs that promote densification and concentrated development around transit nodes. The Transportation for Livable Communities (TLC) program encourages redevelopment efforts that add housing and economic vitality to older business and community centers throughout the Bay Area. The program supports projects that:

- Encourage pedestrian, transit, and/or bicycle trips;
- Provide for compact development of housing and downtowns/regional activity centers;
- Are part of a community's development or redevelopment activities; and/or

- Enhance a community's mobility, identity, and quality of life.

The Housing Incentive Program (HIP) awards TLC capital grants to cities and counties that build high-density housing within $\frac{1}{3}$ -mile of a major transit station or transit corridor with peak period service intervals of 15 minutes or less. Housing projects must be built to a density of at least 25 units per acre; larger grants are awarded to higher-density developments.

Supportive Land Use Policies from the Transportation and Land Use Platform

In December 2003, during Phase One of the adoption of the Transportation 2030 Plan, MTC adopted the Transportation and Land Use Platform, which states the following goals:

- Promote development of land uses adjacent to major transit extensions, to support ridership markets that will make these investments economically feasible.
- Condition the award of regional discretionary funds under MTC's control for resolution 3434 expansion projects, on the demonstration by local government that plans are in place supporting some level of increased housing/employment/mixed use density around transit stations/transfer centers.

Association of Bay Area Governments

Focusing our Vision: Smart Growth and Sustainable Development

"Focusing Our Vision" (FOCUS) is a Bay Area-wide effort to promote compact and equitable development that protects and enhances quality of life, and preserves open space and agricultural resources. FOCUS seeks to strengthen existing city centers, locate more housing near existing and future rail stations and quality bus lines, encourage more compact and walkable suburbs, and protect regional open space.

The FOCUS Program Goals were developed with significant input from Bay Area stakeholders, including local governments, regional agencies, transportation agencies, advocacy groups, community-based organizations, and the public. These goals, and the related supportive strategies, help to shape decision about future growth and development in the region.

The following FOCUS policies are relevant to the project:

- Promote opportunities for transit use and alternative modes of transportation including rail, bus, high occupancy vehicle (HOV) systems, ferry services, as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation including improved rail, bus, ride share, ferry services, as well as walking and biking.

- Enhance community livability by promoting in-fill, transit-oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.
- Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation.
- Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.
- Promote and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality.
- Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

San Francisco Bay Area Rapid Transit District

BART Strategic Plan: A New Era of Partnership

The BART Strategic Plan adopted in 1999 encourages transit-oriented development (TOD) and acknowledges that TOD can be achieved only through new community partnerships. The Strategic Plan was updated in 2003. Relevant goals include:

- Maximize transit ridership and balance transit-oriented development goals with community desires.
- Promote transit ridership and enhance the quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations.

These goals relate to property BART owns and to the areas around BART stations. However, there has also been considerable interest in a third broader focus defining an advocacy role for BART in region-wide transit-supportive land use policies.

BART System Expansion Policy and Criteria

On December 5, 2002, with BART's Strategic Plan policies as a foundation, the BART Board of Directors adopted System Expansion Criteria with a defined process and criteria for project development. The criteria consider ridership in the context of project cost, surrounding land use, good pedestrian and bicycle access, connections with other transit systems, effects on the existing BART system, and the degree of partnering and community support.

The System Expansion Criteria are designed to contend with the pressures of growth in the Bay Area and to address the dispersal of jobs and housing while reinvesting in BART and other transit systems to maximize service. BART, as a steward of public funding for transportation investments that enhance the Bay Area's environment and quality of life, will apply the adopted criteria to meet the following goals:

- Enhance regional mobility, especially access to jobs.
- Generate new ridership on a cost-effective basis.
- Demonstrate a commitment to transit-supportive development.
- Enhance multi-modal access to the BART system.
- Develop projects in partnership with the communities that will be served.
- Implement and operate technology-appropriate service.
- Ensure that all projects address the needs of the District's residents.

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