



MEMORANDUM

Campbell • Cupertino • Los Altos • Los Altos Hills • Los Gatos • Milpitas • Monte Sereno • Mountain View • Palo Alto
San Jose • Santa Clara • Saratoga • Sunnyvale • Santa Clara County • Santa Clara Valley Water District

TO: Chris Augenstein
Valley Transportation Authority

FROM: Carina Chen, Program Staff

REVIEWED BY: Wendy Edde and Jill Bicknell

DATE: June 7, 2005

SUBJECT: Overview of Alternative Transportation Section
SCVURPPP Development Policies Comparison Project

INTRODUCTION

The Santa Clara Basin Watershed Management Initiative Land Use Subgroup (LUS) and the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) were tasked under the Copper Action Plan¹ with investigating the role of stormwater agencies in regional congestion management planning and implementation and examining the issue of traffic congestion reduction from a stormwater perspective. This memorandum provides a summary of the alternative transportation related items from the Development Policies Comparison Project (April 2003) and Site Design Standards Review (September 13, 2003) prepared by each municipality in the Santa Clara Valley, the municipalities' responses and recommendations from these studies, and the status of implementation if applicable. The information related to alternative transportation may be of use to your agency and therefore we are transmitting it to you with this memorandum.

BACKGROUND

The Development Policies Comparison Project began in response to a 1997 Regional Water Quality Control Board annual review of the Urban Runoff Program. To complete this analysis objectively, Program staff together with the Santa Clara Basin Watershed Management Initiative's Land Use Subgroup (LUS) developed a multi-section Policy, Code, and Ordinance worksheet based upon the 1998 Center for Watershed Protection's manual "Better Site Design: A Handbook for Changing Development Rules In Your Community," (Silver Spring, MD, 1998). The handbook includes model site planning/development principles and a Code and Ordinance comparison worksheet to assist municipalities to compare their development policies against the model development principles. The LUS made modifications to the worksheet to tailor it to the Santa Clara Basin (for example, adding campus developments) and to cover the areas that the Program and WMI were interested in: erosion and

¹ See Baseline Copper Control Action Item numbers CB-6 and CB-7 of the Copper Action Plan, Appendix B of the SCVURPPP stormwater NPDES permit. The Copper Action Plan was developed from the Copper Dialogue that listed ongoing and potential transportation-related control measures as a way to reduce copper loading to the San Francisco Bay. Attachment A includes the portion of the Copper Action Plan that provides a summary of activities being performed to control copper originating from transportation sources; and the transportation related control measures described in the Copper Dialogue.

sediment controls; imperviousness reduction and post-construction BMPs; drainage design; other stormwater pollution controls; natural resources; and policies to promote alternative transportation.

After the Development Policies Comparison Project was created, the Program developed a separate Site Design Standards Review submittal in accordance with SCVURPPP's NPDES Permit Provision C.3.j., Site Design Measures Guidance and Standards Development, that also addressed some transportation related areas. Site design measures integrate basic stormwater management and hydrological concepts into site planning to create developments with reduced impact on stormwater quality. For example, these measures include working with the natural topography, locating the development on the least sensitive portions of a site while protecting sensitive areas, and using design techniques to minimize and infiltrate runoff. Municipalities are currently implementing many of the design standards and policies developed as a result of the Site Design Standards Review.

RESULTS

The results of the Development Policies Comparison Project showed that many of the Cities in the Santa Clara Valley have policies to promote alternative transportation through: pedestrian and bike trail corridors in a well-connected network of streets and pathways, convenient regional and local linking of mass transit, participation in a regional transportation process, promotion of high density and mixed-use land uses near mass transit, flexibility to promote reduced number of car trips via carpooling or telecommuting, ease of freight routes in the planning or zoning of commercial/industrial areas, promotion of greenbelts with walkways and bikepaths, and use of street layouts that reduce the oval surface area and/or trip length. For a more detailed description of the results please refer to Appendix A, which includes the alternative transportation sections of the Development Policies Comparison Project's Policy, Code, and Ordinance Worksheet, alphabetically by city.

Appendix A

Alternative Transportation Sections of the Development Policies Comparison Project's Policy, Code, and Ordinance Worksheets

**Santa Clara Valley Urban Runoff Pollution Prevention Program
Policy, Code & Ordinance Worksheet for the Santa Clara Basin**

	Answer	Recommendations	Comments
Campbell			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		General Plan Circulation Element Policy 10. The City shall continue to develop bicycle trails as shown on the Circulation Element Map.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan. Strategy LUT-2.1k: <u>Transit Schedule Integration</u>: Support the integration of light-rail, bus and shuttle schedules and multi-modal transit stations to reduce the loss of time associated with using public transportation. Site and Architectural Review Attachment A. Items to Be Provided on Plans. A. Plot Plan clearly showing... 15. Indicate public transit stops and bicycle/motorcycle facilities where appropriate.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Circulation Element Goal 4: To cooperate with other jurisdictions in regards to transportation planning. Policy 6: The City shall work with adjacent and regional jurisdictions to determine the best alternative for a rapid transit system. 7. The City shall review the Circulation Element periodically to determine its consistency with the Transit District's plans for mass transit.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan. Policy LUT-1.5a: <u>Transit -Oriented Developments</u>: Encourage transit oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity , and mix of land uses with transportation resources, such as Light Rail.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan. Strategy LUT 1.4a: <u>Alternative Work Habits</u>: Encourage a decrease of transportation system demand by encouraging alternative work habits such as home occupations, high speed internet access, bicycling, and live-work units. Strategy LUT-1.5e: <u>Shuttle Services</u>: Encourage major employers to develop shuttle services connecting employment areas with multi-modal or regional transit facilities and business districts.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		General Plan. Strategy LUT-2.2c: <u>Truck Movements</u>: regulate truck movements in a manner that balances the efficient movement of goods with the small town character of Campbell's street system. 03/01/02 Meeting: Near freeways. Del Avenue areas is near railroad. The heavy rail line has been converted to light rail.

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g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan. Strategy LUT-7.2k: Multi-use Trails: Design multi-use trails that are wide enough to accommodate safe two way passage for bikes and bike trailers. Strategy LUT-11.1e: Bicycle and Pedestrian Connections Between Neighborhoods: Facilitate the construction of connected pedestrian and bicycle facilities (e.g. bridges, pathways, sidewalks and bike lanes) between and within neighborhoods that are attractive, well-lit, comfortable, tree lined and safe, especially within one-half mile of major activity centers, schools and parks.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan. Strategy LUT-2.2b: Street Capacity: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Strategy LUT-2.2e: Variety of Alternate Routes: design and maintain the City street network to provide a variety of alternate routes, so that traffic loads on any one street are minimized. 03/01/02 Meeting: City promotes through streets.
Cupertino			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		General Plan Policy 4-8 (4): Coordinate bicycle route planning with surrounding cities and the County in order to provide for the commuting needs of workers, shoppers and students and the travel needs of park users. (5): Require grade separated thoroughfare construction to provide adequate design and width to accommodate bicycle lanes and pedestrian crossings.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Policy 4-1: City Participation in Regional Transportation: Participate actively in developing regional approaches to meeting the transportation needs of residents of the Santa Clara Valley. General Plan Policy 4-8 (8): Consider the possibility of creating a shuttle service to link a proposed bus transfer station in Vallco Park with Town Center and North De Anza Blvd. Reassess the feasibility of requiring car or van pooling.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Policy 4-1: Participate actively in developing regional approaches to meeting the transportation needs of residents of the Santa Clara Valley.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan Policy 4-1 Strategy 3b. Focus higher development intensities along the corridors and orient the design of such developments to serve future transit patrons and pedestrians.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan p. 5-17: Transportation Energy Consumption Practices - Major industrial development approvals have required experimental employee van pooling. A major bus system transfer facility is planned for Vallco Shopping Center to encourage commute trips.

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	Answer	Recommendations	Comments
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	NA		01/08/02 Meeting: The city has minor industrial development existing and do not plan for any new industrial development.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes, partially	Continue efforts to promote bike paths and greenbelts/ connected parkways.	General Plan Policy 2-1 Strategy 2. Link Public Open Space Nodes in Neighborhoods. Open space nodes within individual neighborhoods should be linked visually and physically to their surroundings to facilitate pedestrian and bicycle access and to help defeat the barrier effect of travelways. General Plan 5-46. Park Walking distances-- make sure 1/2 mile form park. Although not like Davis' greenbelt system, each area of City must have a park. 01/08/02 Meeting: When developed creekside, City placed Bridge over creek and approved 200 feet of trail to promote pedestrian use to City Hall to Valeo; and trying to promote bike paths.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan p. 4-8: Cupertino uses site planning criteria to control development, thus obtaining a more efficient street system.

Los Altos

VI.1. Policies to Promote Alternative Transportation

a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes	Nicely laid out goals. City staff are encouraged to review status of meeting General Plan Goals 7.4 and 8.5 and continue work to develop and implement the bikeways plan, including incorporation of links with bike pathways of surrounding communities.	General Plan Goal 7.4: Develop and promote a pathways system within the City which also connects to open space in surrounding areas. Goal 8.5 (34): Bikeways Plan - an overall system of trails and all-weather bikeways/bike lanes - 8.5 (34) Integrate bikeways, trails, and pedestrian way plans and funding to implement. Municipal Code Section 14.48.150 Design Control (CRS) Downtown Commercial Retail Sales District. H.... Evaluation of design approval shall consider one or more of the following factors: ...3. enhancement of the pedestrian environment through the use of pathways, plantings, trees, paving, benches, or other amenities.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes	City staff are encourage to review status of meeting General Plan Goal 8.6 and to continue work in this area.	General Plan 8.6 (29) The City shall promote convenient and direct service to regional transit connections (BART, Caltrain, etc.) to airports and to activity centers.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Goal 8.2 (16): The City shall cooperate with regional agencies to promote area-wide transportation solutions, and actively participate in area-wide planning studies and agencies.

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	Answer	Recommendations	Comments
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		As it pertains to above question. General Plan Goal 8.2: Maintain a system of major streets and roadways bounding but not penetrating residential areas, supplemented by a system of accessible regional rapid transit, highways, expressways, and freeways. 01/16/02 mtg: The City encourages high density housing along El Camino Real and where they have transit along San Antonio.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Goal 8.2 (14): The City shall support installation of a county wide commuter lane network and shall encourage rideshare programs. See page 130.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes/NA		General Plan 4: The North Entry and El Camino Real corridor are the only areas designated for Thoroughfare Commercial. The North Entry is easily accessible as it is an entryway to the community. 01/16/02 mtg. The City is built out and does not have an industrial area. But freight routes use El Camino Real and San Antonio. City has a permit process for hauling (Larry Lind).
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes	Continue efforts through long-range planning for redevelopment.	General Plan 8.5 (26) The City shall provide for safe and convenient pedestrian connections to Downtown, other commercial districts and major activity centers in the community. (35) Work with schools to continue to provide for the designation of safe bicycle and pedestrian routes to all schools.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes / No / NA	Examine promoting street layouts that reduce overall impervious surface areas for El Matero, and review the shoulder paving policy from the standpoint of reducing impervious surface area.	General Plan 8, programs 17, p. 131. Street design standards. Revise and/or adopt street design standards, focused on safety, landscaping, neighborhood character, and pedestrian use and scale. 01/16/02 mtg.: The City is on a grid systems; A lot of grids are blocked off to promote traffic calming. As part of stormwater permit requirements, City will look at shoulder paving policy. El Matero has potential land and City will examine promoting street layouts that reduce overall imperious surface area. Most of city is already built out.

Santa Clara Valley *Urban Runoff* Pollution Prevention Program
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	Answer	Recommendations	Comments
Los Altos Hills			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		Site Development Ordinance. Article 6. Pathway Dedication, Maintenance, and Improvement. Section 10-2.601. Purposes. The purposes of this article are to insure that provision is made for public pathways to provide pedestrian, equestrian, and bicycle access for Town residents; to implement the Master Pathway Plan of the General Plan of the Town of Los Altos Hills; and to prevent damage to the Town's pathways from activities that occur on private property. General Plan. Circulation and Scenic Roadways Element. Goal C-8. Objective 3. A circulation system that provides better and safer access for pedestrians, equestrians and bicyclists. Policy 2. The town shall encourage regional bikeway connections to major roads. Policy 3. The town shall emphasize safe bikeway and path connections to schools.
			Pathways Element. Goal G1. All residents of the Town shall have immediate access adjacent to or across the street from their residence to a pathway or pathway, for safe and convenient pedestrian and other non-vehicular travel along Town roads and to schools and community facilities, and for recreational enjoyment of the natural amenities of the community. Goal G2. Pathways shall also serve to provide access to and from neighborhoods in the event of an emergency. Policy B1. Off-road paths shall be located on private property on easements which have been dedicated to the Town, or over public lands. They provide connections between neighborhoods and provide direct routes to schools and open space. Cul-de-sacs should have off-road paths which connect the end of the street to adjoining neighborhoods.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Not specified	Consider policy to promote linking local transit to regional mass transit.	<i>Not specified in resources provided.</i> Town is not located in an area with significant mass transit. General Plan. Circulation and Scenic Roadways Element. Goal C-8. Implementation Measure 2. Promotes shuttles for special events (for example, at Hidden Villa, private parties, Fremont Hills Country Club)
c. Does the municipality participate in and locally support a regional transportation process?	Yes	(See recommendation above)	General Plan. Circulation and Scenic Roadways Element. Goal C-9. Policy 1. The Town shall work with regional transportation agencies to coordinate roadway planning. Policy 2. Los Altos Hills will work with neighboring cities and other agencies to review the environmental impacts of proposed projects, especially in terms of circulation, on the Town. The Town will actively negotiate to reduce those impacts to a level of insignificance. Implementation Measure 1. Support the efforts of the Metropolitan Transportation Commission to coordinate transit planning and transit services for the Mid-Peninsula and the Bay Area. Implementation Measure 2. Support efforts by Caltrans and the Santa Clara Valley Transportation Authority Congestion Management Program to reduce congestion and improve traffic flow on freeways. This program should also be used to monitor effects on Town roads from actions by Palo Alto or Los Altos.

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d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Not specified	Consider linking local transit to mass transit staging areas at Town's activity centers.	<i>Not specified in resources provided.</i>
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes	Within local government, consider offering flexibility for carpooling, telecommuting, etc.	General Plan. Circulation and Scenic Roadways Element. Goal C-8. Implementation Measure 2. Promotes shuttles for special events (for example, at Hidden Villa, private parties, Fremont Hills Country Club) Implementation Measure 8. Encourage the school districts to reinstate the use of school buses.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Not specified, may be NA	For future development of any Commercial/Industrial areas, consider ease of access to freight routes.	<i>Not specified in resources provided.</i>
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes, pathways		General Plan. Pathways Element. Goal G1. All residents of the Town shall have immediate access adjacent to or across the street from their residence to a pathway or pathway, for safe and convenient pedestrian and other non-vehicular travel along Town roads and to schools and community facilities, and for recreational enjoyment of the natural amenities of the community.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		<i>Town promotes loop roads, and pathways off of cul-de-sacs; promotes narrow roads with off street parking.</i>

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	Answer	Recommendations	Comments
Los Gatos			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes	Consider expanding to encourage alternative transportation to social centers (e.g., downtown) as opportunities become available.	General Plan Transportation Element T.P.1.10. Incorporate plans for all users motor vehicles, transit vehicles, bicyclists and pedestrians) when constructing or modifying a roadway. L.G.7.6 To encourage pedestrian amenities, scale and design. T.P.1.15. Bicycle Loops Provide bicycle sensitive loops at all future and any retrofitted signalized intersections in accordance with VTA technical guidelines. T.P.1.16. Gap Analysis: Complete a gap analysis of hte trails and bike networks. L.P.7.10 New landscaping, streetscape as well as new development shall be designed to encourage pedestrian use. T.P.4.2. Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities. T.P.5.1. Encourage the enhancement and development of multiple use trails within the Town.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Vasona Light Rail and Route 85 Element V.I.1.1. Cooperate and coordinate with all appropriate agencies to facilitate construction of mass transit. Transportation Element T.I.4.9. In collaboration with regional transportation agencies, investige options to provide a town wide shuttle or other transit system to connect the major residential and commercial areas of Town with each other and with regional transportation facilities.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Transportation Element T.P.1.13. Actively initiate and participate in regional efforts to meet regional transportation needs. T.I.4.2. Mass Transit. Support State and County efforts at reducing automobile use and providing improvedc mass transit systems. T.I.4.5. Support VTA: Facilitate VTA services in Los Gatos through the provision of a bus station, bus shelters, and other means.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Partial	Consider also as a goal arranging mixed-use and activity centers with mass transit, as applicable.	General Plan Transportation Element T.P.4.1. Make land use decisions that encourage walking, bicycling and public transit use. T.I.4.9. In collaboration with regional transportation agencies, investigate options to provide a town wide shuttle or other transit system to connect major residential and commercial areas of town with each other and with regional transportation facilities. Vasona Light Rail and Route 85 Element 5.3 Guiding Principles "...The overarching principle guiding land use planning for hte area is that development shall be community oriented, pedestrian oriented, and transit oriented and designed and scaled to maintain a small town character..."

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	Answer	Recommendations	Comments
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Transportation Element T.G.4.1. To reduce reliance on the automobile. T.G.4.2. To promote alternative modes of transportation in the transportation system. T.P.4.3. Encourage bicycling and walking as energy conserving, non polluting alternatives to automobile travel. T.I.4.6. Shuttles: Investigate local connections to railway and airport services and encourage hotel/inn shuttles. T.I.4.9. In collaboration with regional transportation agencies, investigate options to provide a town wide shuttle or other transit system to connect major residential and commercial areas of town with each other and with regional transportation facilities. Vasona Light Rail and Route 85 Element V.I.1.3. Transportation Alternative: Development shall provide Transportation Alternative programs or facilities that help link development and mass transit. These programs may include providing bicycle racks, shower and locker facilities, transit passes to employees, etc. ..
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Partial		General Plan Vasona Light Rail and Route 85 Element V.P.1.3. Circulation planning for the Town shall recognize the potential for mass transit connections via Route 85 and the Vasona Light Rail.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan Land Use Element L.I.3.3. Protect existing residential areas from adjacent nonresidential uses by assuring that buffers are developed and maintained. Buffers shall be required as conditions of approval and may consist of landscaping, sound barriers, building setbacks or open space. L.G.7.6 To encourage pedestrian amenities, scale and design. T.P.5.13. Promote pedestrian connections between neighborhoods by eliminating artificial barriers.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan Transportation Element T.P.1.1. Design and implement the transportation system to be consistent with environmental goals and policies, energy conservation, land use and small town character.
Milpitas			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		General Plan 3.7 Circulation Principles and Policies 3.d-G-1: Provide a system of sidewalks and bikeways that promotes safe walking and bicycle riding for transportation and recreation. 4.9 Open Space/Conservation Principles and Policies 4.a-G-2: Develop a diversified trail system along streamsidess and other public rights of way to provide recreational opportunities and link facilities. 4.a-I-3: Provide a system of hiking and riding trails and pathways connecting the Valley Floor Area to Ed Levin Park. 4.a-I-5: Provide an extensive visually stimulating system of "people paths" by developing park chains along Coyote River and the Hetch Hetchy right-of-way.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan 3.7 Circulation Principles and Policies 3.c-G-1: Promote measures that increase transit use and lead to improved utilization of the existing transportation system. 3.c-G-2: Cooperate with other agencies to promote local and regional transit serving Milpitas.

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c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan 3.7 Circulation Principles and Policies 3.c-G-2: Cooperate with other agencies to promote local and regional transit serving Milpitas. 3.c-I-1: Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors. 3.d-I-2: Implement the bikeway system depicted in Figure 3-1 by 6) Working with the County and other agencies to implement a regional bikeway system.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Not specified	Promote arranging mass transit with higher density, mixed-use land uses and activity centers in General Plan policies, Zoning ordinances, and in practice.	<i>Not specified in the resources provided.</i>
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Partial	Consider developing programs to promote reduced number of car trips by providing incentives for carpooling, telecommuting and/or delivery services.	General Plan 2.6 Land Use Principles and Policies 2.b-G-1: support jobs/housing balance programs at the local and regional scale intended to reduce the distance needed to commute.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Not specified.	Consider ease of access to freight routes when planning or zoning for commercial/industrial areas.	<i>Not specified in the resources provided.</i>
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan 2.6 Land Use Principles and Policies 2.a-G-5: A park like setting will be created by a series of local parks, school sites, and a greenway system laced throughout all living areas.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan 3.7 Circulation Principles and Policies 3.b-G-1: Develop a street network integrated with the pattern of living, working and shopping areas, and which provides for safe, convenient, and efficient vehicular movement within the City and to other parts of the region.

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	Answer	Recommendations	Comments
Monte Sereno			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Partial	Consider promoting a well-connected network of pathways for pedestrian and bicycle use within the city and with other communities.	General Plan Policy 16.1 The feasibility of construction of a bike trail along Hwy. 9 should be investigated and promoted if it is possible to maintain adequate separation so users are not placed in hazardous situations.
			Municipal Code Title 13 Subdivisions 13.02.110 Blocks, pedestrian ways and bicycle facilities. B. Pedestrian ways of practical width and bicycle facilities may be required to provide access to school sites, parks, transportation facilities and other public areas recommended by city engineer, pedestrian ways may be accepted by the City for maintenance, but not as part of the city street system. Such facilities must be designed so as to offer users more protection from motor vehicles. 01/14/02 Meeting (Scott): The City just finished the Davis Avenue School "Safe Routes to School" project. The City has not worked with nearby cities, but does deal with the countywide bicycle plan. There are pedestrians that walk to town.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan 16.2 Support an expanded bus transit system in correspondence with Municipal Code.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan. Goal 17: Ongoing participation in regional transportation and congestion management planning.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	NA	Consider planning high density residential areas near mass transit routes.	01/14/02 Meeting (Scott): The City is only residential.

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e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan. Policy 17.1 City shall encourage ride-sharing, car and van pooling, park-and-ride, and other alternative modes of transportation to the single occupant automobile. (Intergovernmental Coordination, Local Transit Plan, City newsletter)
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	NA		
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	No	Consider promoting neighborhood greenbelts in future general plan updates for redevelopment areas as appropriate.	01/14/02 Meeting (Scott): City's development of single-family residences is mostly on a lot by lot basis. The City does not have larger subdivisions.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	No	Consider including through-paths and bicycle paths to promote pedestrian and bike traffic by offering shorter routes which would pair well with the traffic calming measures the City currently promotes.	General Plan Policy 14.1: Residential neighborhoods shall be protected from the intrusion of disruptive and excessive through traffic to the extent reasonably possible. 14.2: Roadway improvements and traffic control devices shall be considered to discourage through traffic on residential streets when other methods have failed.
Mountain View			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		General Plan Circulation Chapter Goal I Policy 22. Provide and maintain a safe and comprehensive bicycle system that connects all parts of the City.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Circulation Chapter Goal G. Action 17.a Continue to work with employers on planning and running shuttle service between train stations and major employment centers.

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	Answer	Recommendations	Comments
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Circulation Chapter Goal A. Policy 1. Participate actively in regional planning efforts and programs at the Bay Area, County, and subregional level. Action 1.a Continue to provide Council and staff representation on regional transportation planning groups.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan Community Development Chapter Goal H Action 18.a Continue to locate major public city facilities in a central location Downtown close to transit and adequate parking. General Plan Community Development Chapter Goal Q. Coordinate the location, intensity, and mix of land uses with transportation resources. Action 44.a Encourage mixed-use projects and the city's highest density residential projects along major transit lines and around stations.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Circulation Chapter Action 7.a Consider requiring developers of residential projects, retail centers, and other activity centers to prepare TDM plans, including mechanisms to ensure the TDM programs remain in effect after the project is complete. Action 8.b Consider establishing incentives for new developments to provide showers, cafeterias and lunchrooms, and other on-site employee services that will encourage alternatives to driving alone. General Plan Circulation Chapter Goal G. Action 17.a Continue to work with employers on planning and running shuttle service between train stations and major employment centers.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		01/29/02 Meeting: Not mentioned in General Plan. All of the commercial/industrial zoned areas are near Hwy 101, 85 or the railway.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan Circulation Chapter Goal J. Policy 27. Ensure that pedestrian paths are included within major new developments and public facilities. Environmental Management Chapter Goal B. Policy 3. Develop a system of urban trails in Mountain View
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan Circulation Chapter Goal B. Coordinate transportation and land use planning. 01/29/02 Meeting: The City revised the street standards two years ago, and promote efficient layouts based on a grid system. The new street standards decrease curb width from 42 to 32 feet and maintain a 50 foot right of way.

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	Answer	Recommendations	Comments
Palo Alto			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes	Exemplary	General Plan Policy L-67: Balance traffic circulation needs with the goal of creating walkable neighborhoods that are designed and oriented towards pedestrians. L-68: Integrate creeks and green spaces with the street and pedestrian/bicycle path system. T-14: Improve pedestrian and bike access to and between local destinations T-15: acquisition of easements for bikes & pedestrian paths through private developments T-16: connecting paths between dead end streets T-17: cooperation with surrounding communities to maintain paths & trails. City maintains a locally funded shuttle service
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Policy T-4: provide local transit in Palo Alto T-6: improve public transit access to regional destinations including those within Palo Alto T-7: plans for fast rail encircling the Bay T-8: Encourage employers to develop shuttle services connecting employment areas with the multi-modal transit stations and business districts. T-9: Work towards integrating public school commuting into the local transit system. T-10: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety. T-11: Support efforts to integrate train, bus, and shuttle schedules at multi-modal transit stations to make public transit use more time-efficient. T-12: Support efforts to decrease wait times for intercity transit to a maximum of 20 minutes between 6 a.m. and 10 p.m.. Design for a maximum wait time of 12 minutes for intra-city transit if feasible.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Policy T-49: lead and participate in initiatives to manage regional traffic T-51: support the efforts of the MTC
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use - higher density and mixed use patterns generally translate into higher transit usage and pedestrian activity

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	Answer	Recommendations	Comments
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Policy T-3: Support the development and expansion of comprehensive, effective programs to reduce auto use at local and regional levels. Joe Teresi: City reserves parking spots for electric car--mostly in city-owned parking structures (2 new city-owned parking structures will be open in April 2002). The City has a locally-funded (through the City) neighborhood shuttle service that brings residents downtown, to schools and to the community center. City provides bike parking at Caltrain.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes, in past; NA, now		12/18/01 Meeting: Commercial areas are already zoned near major arterials. Steve Turner: The City considers this during the preconstruction and construction phases. Commercial areas are located close to arterials. Research facilities are located near 280.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Partial		General Plan Policy L-15: Preserve and enhance public gathering spaces within walking distance of residential neighborhoods L-17: Treat residential streets as both public ways and neighborhood amenities - continuous sidewalks, healthy street trees, benches, etc. to favor pedestrians
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		12/18/01 Meeting: City is planned on a grid system utilizing multiple direct routes.

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	Answer	Recommendations	Comments
San Jose			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		<p>General Plan (99) p. 68 Policy 19. In the Downtown Core Area, a pedestrian orientation should be fostered by appropriate design techniques, including...</p> <p>General Plan (99) 2020 Services and Facilities Transportation p. 87. Pedestrian Facilities. 16. Pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.</p> <p>Transportation Systems Management/Transportation Demand Management... 19. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferred parking and staggered work hours/flextime, as well as bicycling and walking by all employees.</p> <p>General Plan 2020 p. 88 Bicycling. The City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks, and transit facilities, and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.</p>
continued a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?			<p>Provisions to Accommodate Bicycle Traffic (for larger streets, width of one travel lane in each direction expanded by 5 feet for bikes). I. Wider sidewalks in pedestrian-oriented areas.</p> <p>Residential Design Guidelines p. 45L and p. 80C . Attached unit projects that do not include enclosed garages should provide secure bike facilities (1 bike space/2 units) to encourage bike use. See also pedestrian and transit via Transit Oriented Development Controls.</p>
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		<p>Residential Design Guidelines p. 79 A. Access to transit facilities. New residential projects should be designed with a pedestrian circulation element that provides a direct connection from project units to adjacent transit facilities such as bus stops and light rail stations.</p> <p>General Plan 2020, p. 87. Transportation System Management/ Transportation Demand Management 18. 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.</p>
c. Does the municipality participate in and locally support a regional transportation process?	Yes		<p>General Plan 2020, p. 87. Transportation System Management/ Transportation Demand Management 20. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.</p>

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	Answer	Recommendations	Comments
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		Residential Design Guidelines p.125 Location criteria: "Mixed use development is particularly appropriate in settings that are intended to promote pedestrian activities and/or transit use." General Plan 2020. 2000 Text Amendments p. 2 Transit Oriented Development Corridors and Housing Initiative Special Strategy Areas that foster pedestrian-oriented, high density residential or mixed residential/commercial development to support transit use.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan 2020 Service and Facility Transportation 19. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/ flextime, as well as bicycling and walking, by all employers. General Plan (2000 review, Adopted Text Amendments, p.15): The efficient use of land, infrastructure, and urban services in becoming increasingly important as the City matures and vacant land is absorbed by urban development. The General Plan contains policies to encourage the efficient use and reuse of lands for housing, directing more intensive residential development to key locations, including Downtown and the Transit-Oriented Development Corridors. Municipal Code Section 20.90.540 Reduction of (Parking) Requirement. A. The total parking required for a project may be reduced by up to fifty percent (50%) as part of the issuance of a special use permit or a conditional use permit upon a finding that the reduced number of spaces will be adequate to meet the parking demand generated by the project. B. This finding shall be based on a parking demand analysis which may include, without limitation, alternate peak use of parking spaces, shared parking, transit pass subsidies, convenient availability of public transit van/carpool parking and drop-offs, bicycle facilities/storage and showers.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		General Plan 2020 Services and Facilities/Transportation...22. Industrial and commercial development should be planned so that access through residential areas is avoided. Truck travel on neighborhood streets should be minimized.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		"A pedestrian way may be required through the approximate middle of each block exceeding twelve hundred feet in length to provide access to a street for land devoted to any of the following uses: schools, parks , shopping centers and commercial uses (prior code 9273) General Plan 2020 p. 99 Trails and Pathways "The many creeks and streams traversing San Jose which connect many of the areas ' large regional parks offer an unparalleled opportunity to create a network of trails and pathways... this recreational opportunity for nearby residents and employees, plus the aesthetic advantages of the natural riparian setting... Trails and Pathways Goal: Provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of both commuting and reaching regional parks and other natural areas. (+ 9 policies)

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	Answer	Recommendations	Comments
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		Residential Design Guidelines p. 31 A. Continuity of Streets. Public streets should be aligned so that they are continuous through adjacent existing and planned residential development, creating a network of neighborhood streets. General Plan 2000 Annual Review of General Plan Adopted Text Amendments p.19 "The hill should retain its original profile and a grid street pattern... The gridiron pattern supports neighborhood interaction, provides long vistas and allows for efficient siting of high density residential development. Amendments on p. 16 and 17. Support higher density near transit corridors.
Santa Clara			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		Bay Trail Plan: proposes development of a regional network of hiking and bicycling trails around the perimeter of San Francisco Bay. The Bay Trail will provide connections to existing recreation facilities and create links to transportation facilities in such a way as to avoid adverse effects on environmentally sensitive areas. General Plan Transportation Element Program (xxviii) Support construction of the Bay Trail system within Santa Clara including connector trails such as along Saratoga/ San Tomas Aquino Creek and the Guadalupe River. (Ongoing, Planning Div.)
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Transportation Element Program xxi: Encourage feeder services to carry commuters to transit stations. Within the Bayshore North area, a privately operated shuttle service should connect major attractions, hotels, and commercial services to rail service. General Plan Transportation Element Program xviii: Support Light Rail and Capital Corridor connections to the East Bay BART line.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Transportation Element Policy 7: Support a coordinated transit system that circles the South Bay and the Peninsula. Program xvi: Support upgrading of service on the CalTrain line, the Light Rail line, and the Capital Corridor line.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan 1.1.1 Major Themes of the General Plan. . . Within the Office/Research and Development areas north of the Bayshore Freeway, there will be a seventy foot height limit for buildings except when the City allows higher buildings on a future case by case basis in conjunction with a project's environmental review. This change is seen to encourage the concentration of employment in areas where access to transit such as the Light Rail is greatest. General Plan Land Use Element Policy 16: Minimize traffic by concentrating higher density employment near designated transit nodes.

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	Answer	Recommendations	Comments
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Land Use Element Policy 17: Reduce the number of automobile trips by providing services to employees. General Plan Transportation Element Program xii: Encourage new development to incorporate Transportation Demand Management measures through site design guidelines, including preferential carpool and vanpool parking, flex time, transit ticket sales, enhanced pedestrian access, bicycle storage and on-site eating and recreation facilities.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		<i>Not specified in the General Plan Land Use Element or Zoning Ordinance Article 17. Neighborhood Commercial Zoning Districts, Article 18. Community Commercial Zoning Districts, Article 19. Thoroughfare Commercial Zoning Districts, Article 20. Downtown Commercial Zoning Districts, Article 21. Commercial Park Zoning Districts, Article 22. Commercial Recreation Zoning Districts, Article 23. Planned Industrial Zoning Districts, Article 24. Light Industrial Zoning Districts, Article 25. Heavy Industrial Zoning Districts.</i> 01/24/02 Meeting: Industrial areas are zoned near freeways, expressways or railways.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan Environmental Quality Element 5.10. In the long range plan for regional parks, the County has included a Saratoga Creek Trail that would run through the residential area of Santa Clara and another park chain along the Guadalupe River. (no pertinent policies or programs)
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		<i>Not specified in the General Plan Transportation Element .</i> 01/24/02 Meeting: Planned Development zones promote street layouts conducive to efficient travel. The Rivermark project is an example (narrow streets reduce overall impervious surface area). PD developments have different standards than the city standard.

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	Answer	Recommendations	Comments
Santa Clara County			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		<p>General Plan Transportation Chapter Policies and Implementation C-TR 34 Bicycling and walking should be encouraged and facilitated as energy conserving, non polluting alternatives to automobile travel. 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. 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>Parks and Recreation Chapter Policies and Implementation C-PR 20 A countywide system of trails offering a variety of user experiences should be provided that includes: trails within and between parks and other publicly owned open space lands; trails that provide access from the urban area to these lands; trails that connect to trails of neighboring counties; trails that connect to transit facilities; trails that give the public environmentally superior alternative transportation routes and methods; trails that close strategic gaps in non-motorized transportation routes; trails that offer opportunities for maintaining personal health; trails that offer opportunities for outdoor education and recreation; and trails that could serve as emergency evacuation routes.</p>
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		<p>General Plan Transportation Chapter Policies and Implementation C-TR(i) 2. Develop coordinated land use/transportation plans for activity centers to be served by a major transit facility which include transit connections between the centers and circulation within the centers. 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. C-TR 24 Support the use of a rail system by establishing a feeder system that would enable travelers to access rail stations without the use of their private vehicle. C-TR(i) 21 Facilitate the construction of multi-modal transit stations to link the local transit system with regional and inter-regional systems.</p>
c. Does the municipality participate in and locally support a regional transportation process?	Yes		<p>General Plan Transportation Chapter Policies and Implementation C-TR 17 Development of the local transportation system should be coordinated with regional and inter-regional transportation systems to ensure that they are fully integrated. C-TR 21 Local transit systems should be integrated with the local and regional transit systems of adjacent counties.</p>

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	Answer	Recommendations	Comments
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan Transportation Chapter Policies and Implementation C-TR 7 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. 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 jurisdiction, to provide adequate: a. accessibility to transit and transit facilities; b. pedestrian and bicycle pathways and facilities, both on and between individual sites; and building design, orientation, on-site services and amenities which support the use of travel alternatives. C-TR(i) 1 Provide financial and other incentives for creating growth nodes for higher density development at transit centers. Encourage the development of housing at all income levels at each node.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Transportation Chapter Policies and Implementation. C-TR 6: Increase the proximity between housing and major employment areas to reduce commute distances and automobile-dependency by: c. encouraging developers and employers to build on-site or near-site housing for potential workers at a planned commercial or industrial site, the cost of which is matched to the workers' wages. C-TR 14 Reduce the number of workers who must drive by increasing the opportunities to telecommute; support and encourage the development and implementation of employer-based telecommuting programs.
			C-TR(i) 24 Encourage and facilitate student use of public transit where it is available and convenient and encourage employee transit use and ridesharing by actively working with private employers and public agencies to: a. Distribute route schedule information to employees and school districts; b. Establish company and school outlets for the sale of transit passes; c. Purchase transit passes in quantities and provide them to employees at a discount; d. Provide connecting shuttle buses or vans between company parking lots and express bus stops or commuter train stations; e. Examine innovative approaches to reducing single-driver commuting such as shuttle buses at lunch hour, parking fees on employee lots, revised zoning ordinances that will discourage auto usage and encouraging industry to locate for convenient access to transit routes.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes / No / NA		<i>Not specified in the resources provided.</i>
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan Transportation Chapter 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.

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	Answer	Recommendations	Comments
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes / No / NA	When planning street layouts, consider how best to reduce vehicle miles traveled.	<i>Not specified in the resources provided.</i>
Saratoga			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes		1977 Master Trails and Pathways Plan General Plan Open Space Element Goal 12: To provide and maintain a trail system which links open spaces, schools, public facilities, the Saratoga Village, and historic sites. General Plan Open Space Element Trail System Policy 20. Regional Trails Network A regional system of hiking, bicycling and horseback riding trails shall be encouraged which includes trails within and between all City, County, State and regional parks, and other publicly owned open space lands, as well as trails providing access from the City of Saratoga to these lands.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Goal CI.1.0: Promote a balanced transportation system in Saratoga with attention to energy efficient transportation. General Plan Policy CI.1.1: The City shall encourage and participate in the County-wide implementation of a variety of modes of transport to serve Saratoga.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Implementation Measure CI.1.2: Coordinate with County Transit on City efforts necessary to increase transit availability.
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		<i>Not specified in the General Plan or Municipal Code</i> 01/29/02 Meeting: Via the Housing element, the only way to meet the numbers are with mixed uses on arterials with mass transit available among cities.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan V. Draft Goals, Policies, and Implementation Measures Transit Implementation Measure CI.4.8 Encourage local businesses to provide employees with transit passes or other financial incentives to use transit to commute to and from the workplace.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		General Plan Implementation Measure CI.2.4: Circulation design guidelines should be developed to be distributed to commercial, industrial and institutional developers.

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	Answer	Recommendations	Comments
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		General Plan V. Draft Goals, Policies, and Implementation Measures. Bicycle, Pedestrian and Equestrian Facilities Policy Cl.5.6: Provide safe and direct pedestrian routes and bikeways between and through residential areas linking transit centers and important community centers such as the Village. 01/29/02 Meeting: The city has built some neighborhood greenbelts consisting of walkways/bikepaths.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes		General Plan V. Draft Goals, Policies, and Implementation Measures. Street System and Standards of Service Policy Cl.2.1: Make efficient use of existing transportation facilities and strive to reduce the total number of vehicle miles traveled through the arrangement of land uses, improved alternative modes, and enhanced integration of various transportation systems.
Sunnyvale			
VI.1. Policies to Promote Alternative Transportation			
a. Does the municipality promote comprehensive pedestrian and bike trail corridors through a well-connected network of streets and pathways?	Yes	Consider preparing a comprehensive bike and pedestrian master plan which designates certain existing thoroughfares as bike routes that are signed to promote driver awareness and safety. The master plan could also envision neighborhood greenbelts with trails/pathways separated from streets when opportunities arise in the future. (e.g. redevelopment)	City-Wide Design Guidelines. I. Site Design - Setting A.8: Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access. A.9: Provide pedestrian links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian activities. Industrial Design Guidelines I. Site Design - Open Space C.4: Convenient employee access to the nearby public parks and trail systems should be provided when feasible.
b. Are there policies to promote convenient regional and local linking of mass transit opportunities?	Yes		General Plan Land Use and Transportation Element C3.5.8: Work to improve bus service within the City, including linkages to rail. C3.6.1: Develop clear, safe, and convenient linkages between all modes of travel; including, access to transit stations and stops, and connections between work, home and commercial sites.
c. Does the municipality participate in and locally support a regional transportation process?	Yes		General Plan Land Use and Transportation Element R1.2: Support coordinated regional transportation planning and improvements. R1.8: Support statewide, regional, and subregional efforts that provide for an effective transportation system.

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	Answer	Recommendations	Comments
d. Does the municipality promote arranging mass transit with higher density, mixed-use land uses and activity centers?	Yes		General Plan Land Use and Transportation Element R1.7.1: Locate higher intensity land uses and developments so that they have easy access to transit services. R1.7.2: Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage. R1.10.3: Encourage mixed uses near transit centers.
e. Does the municipality offer flexibility or incentives to promote reduced number of car trips via carpooling, telecommuting or delivery services?	Yes		General Plan Land Use and Transportation Element R1.7: Contribute to efforts to minimize region-wide average trip length and single-occupant vehicle trips. R1.9.1: Support state and regional efforts to provide High Occupant Vehicle lanes, ridesharing, mass transit service, bicycling, and Intelligent Transportation Systems. R1.9.2: Promote modes of travel and actions that reduce single occupant vehicle trips and trip lengths. N1.14.1: Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods. 1995 Legislative Action Policies E.1: Support incentive for ridesharing and transit use including, but not limited to, vanpooling credits and ridesharing tax credits. Municipal Code Title 19. Zoning Chapter 19.48 Off Street Parking and Loading 19.48.025 (a) Where a car pool or similar program designed to promote the sharing of rides and joint use of motor vehicles is required as a mitigating measure in connection with an environmental review or as a condition of a use permit, special development of design permit, specially marked spaces for use by participants in such programs shall be provided in a location convenient to building entrances and such spaces shall be set forth on the approved plans.
f. Does the municipality consider ease of access to freight routes when planning or zoning for commercial/industrial areas?	Yes		General Plan Land Use and Transportation Element N1.8: Cluster high intensity industrial uses in areas with easy access to transportation corridors.
g. Does the municipality promote neighborhood greenbelts with walkways and bikepaths?	Yes		City-Wide Design Guidelines. I. Site Design - Setting A.9: Provide pedestrian links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian activities. General Plan Land Use and Transportation Element C3.5.7: Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. N1.3.3: Design streets, pedestrian paths, and bicycle paths to link neighborhoods with services. N1.13.5: Provide pedestrian and bicycling opportunities to neighborhood commercial services.
h. Do street standards promote street layouts that reduce overall impervious surface area and/or trip length?	Yes / No / NA		<i>Not specified in the General Plan Land Use and Transportation Element</i>

Notes:

This worksheet was adapted with appreciation from the Center for Watershed Protection's "Code and Ordinance Worksheet" in *Better Site Design: A Handbook for Changing Development*. Unlike the Center for Watershed Protection's worksheet, this worksheet does not contain a point system for rating the municipalities. The questions are in no particular order and some

Those questions in **bold** are relevant to implementation of Provision C.3 of SCVURPPPs NPDES permit.