

September 12, 2017

Dear City of Santa Clara Mayor, Vice Mayor, and Councilmembers -

We understand that the City of Santa Clara is holding a study session on the City of San José's Urban Village strategy tonight. To support your discussions at this Study Session, the City of San José would like to provide you with the additional background information below, as well as discuss the on-going transportation planning efforts in West San José.

The City of San José's Urban Village Plans Align with Regional Goals

The Bay Area, including Santa Clara County, is one of the strongest economies in the world. The Bay Area's regional plan, Plan Bay Area, projects the Bay Area population to grow by 25% between 2015 and 2040. The strategy adopted in the latest Plan Bay Area update concentrates much of that growth into the three major urban areas of the Bay Area: San Francisco, Oakland, and San José. To accommodate this growth, Plan Bay Area establishes Priority Development Areas (PDAs) as areas for investment, new homes, and job growth. PDAs are the foundation for sustainable regional growth in the Bay Area.

Many of San José's Urban Villages are PDAs, including the Stevens Creek Boulevard, Santana Row/Valley Fair, and Winchester Boulevard Urban Villages (The Tri-Villages). To support comprehensive planning of these three key PDAs in San José, the Metropolitan Transportation Commission (MTC) awarded the City of San José a grant to fund the preparation of Urban Village Plans for them. The Urban Village Plans for the Tri-Villages further Plan Bay Area's PDA strategy by focusing significant housing and employment growth into infill locations served by quality transit.

The City of San José's Urban Village Plans Align with Local Goals

In 2002, the VTA developed the Community Design and Transportation (CDT) Program and CDT Manual of Best Practices for Integrating Transportation and Land Use in partnership with member agencies, developers, designers, and the community. The CDT Program is intended to integrate transportation and land use planning and development decisions, and it is designed for application in major transportation corridors, community cores, and transit station areas.

As can be seen in the attached map of VTA Cores, Corridors, and Station Areas, within the City of Santa Clara the one core identified by the CDT program is Santana Row / Valley Fair, and the three corridors identified are Stevens Creek Boulevard, El Camino Real, and the Tasman light rail line. This core and these corridors were identified because they are areas where concentrated development is a priority for VTA to support walkability, bikeability, and transit use.

In 2003, the cities of San José and Santa Clara both adopted Resolutions endorsing VTA's CDT Program and Manual of Best Practices for Integrating Transportation and Land Use. A copy of Santa Clara's Resolution is attached. Among other statements aligned with San José's Urban Village plans, this Resolution states: "That the City recognizes the cores, major transportation corridors, and station areas as identified in the CDT Manual of Best Practices for Integrating Transportation and Land Use and by the City as key areas to target future growth and implement the CDT concepts, principles, practices and actions."

The City of San José's Urban Village Plans Address both Local and Regional Transportation Issues

The mix, location, and intensity of land uses affect transportation demand and vehicle-miles-traveled. Land use patterns with dense mixes of complementary uses decrease automobile transportation demand and result in less vehicle-miles-travelled (VMT) per capita. Less VMT leads to less costly and more space-efficient transportation infrastructure that must be built to accommodate transportation demand. In addition, land use patterns with dense mixes of complementary uses and quality urban design create more walkable, bikeable, and transit-friendly communities.

The significant vehicle miles traveled in the Bay Area and Santa Clara County, and resulting traffic congestion, are largely a result of an imbalance of jobs and housing, both in terms of the amount of jobs relative to housing, and the location and segregation of the jobs and housing. San José's Urban Village Strategy and the Tri-Village Plans provide a policy framework to reduce vehicle miles traveled by integrating the jobs and housing growth into walkable, transit-supportive mixed-use communities, where people can drive less to get to work and can meet many of their daily needs without driving.

In addition to reducing travel demand through the integration of land uses, the Tri Village and other Urban Village plans establish a framework to develop a convenient, comfortable, and safe multimodal transportation network that will facilitate travel by walking, biking, and transit. Recognizing that many people will still drive in the future, Urban Village plans address improved traffic operations by implementing new roadway configurations and technology improvements like signal timing, signal coordination, and new signal technology.

New Development is Required to Mitigate Traffic Impacts and Conform to Transportation Policies

The City of San José has various transportation policies that apply to development in different parts of the City. In West San José, the City requires mitigations and offsets based on Council Policy 5-3, which includes Protected Intersections, and the I-280/Winchester Boulevard Transportation Development Policy (TDP), which establishes a fee to fund I-280/Winchester Boulevard interchange improvements. All developments have been, and will continue to be, required to conform to these policies until a new policy is adopted. The City of San José is currently evaluating programs to implement transportation improvements in West San José that are consistent with the Urban Village Plans.

Impacts on Protected Intersections Result in Transportation Improvements

Protected Intersections are intersections determined by the San José City Council to be built to their maximum planned capacity, meaning that the intersection cannot be widened without unacceptably impacting sidewalks, bike lanes, bus stops, or trees. When a new development is expected to impact a Protected Intersection, it must implement offsetting transportation improvements that improve transportation system capacity and/or enhance non-auto travel modes. Examples of offsetting transportation improvements required of new development due to impacts to Protected Intersections include enhanced pedestrian crossings, installing missing curb-ramps, lighting in freeway undercrossings, bikeways, bus stop improvements, and signal technology improvements.

Transportation Planning in the Vicinity of these Urban Villages is Ongoing

Early next year VTA will initiate a new transit corridors study, which will examine the feasibility of implementing light rail transit, or other high capacity transit, in potential transit corridors around the county, including the Stevens Creek corridor. This study is expected to be completed by mid-2019.

The cities of San José, Santa Clara, and Cupertino are also working with VTA to initiate multi-jurisdictional transit and complete streets studies in the vicinity of the recently adopted Tri-Village plans. A Memo from VTA Vice-Chair Luccardo and Directors Jones, O'Neill, Vaidhyanathan, and Yeager to VTA General Manager Nuria Fernandez and the VTA Board of Directors that documents this coordination is attached.

Furthermore, as a follow-up to the recently adopted Tri-Village plans, San Jose is also developing a West San José Multimodal Transportation Improvement Plan (WSJ MTIP) for the Stevens Creek Boulevard, Winchester Boulevard, Santana Row/Valley Fair, South Bascom Avenue and West San Carlos Street Urban Villages. This Plan is intended to create a prioritized list of more detailed and implementable projects and programs. The City of San José has already initiated working with the City of Santa Clara and other neighbor cities on this effort and intends to work more closely with the City of Santa Clara and our other neighbor cities as this work progresses.

We appreciate your consideration of this information, and we look forward to working collaboratively with the City of Santa Clara on transportation planning efforts in West San José.

Sincerely,

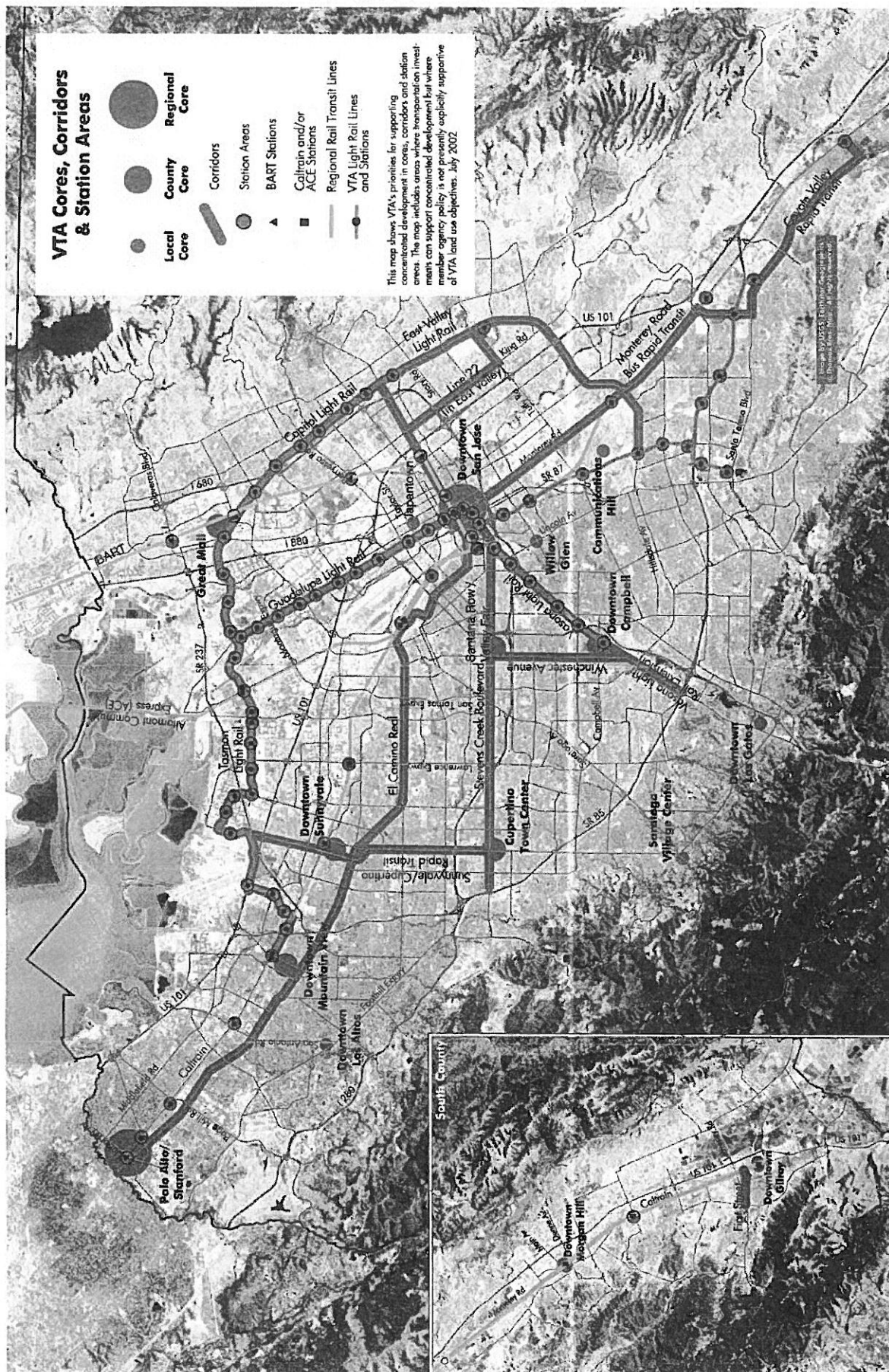


Norberto Dueñas
City Manager

Attachments:

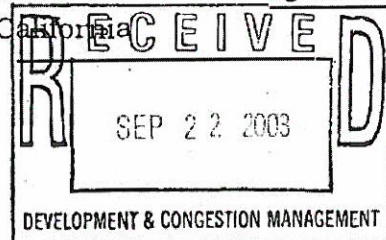
1. VTA Community Design and Transportation (CDT) Program Cores, Corridors, and Station Areas Map
2. City of Santa Clara Resolution No. 7072: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, ENDORSING VALLEY TRANSPORTATION AUTHORITY'S COMMUNITY DESIGN AND TRANSPORTATION PROGRAM AND ITS MANUAL OF BEST PRACTICES FOR INTEGRATING TRANSPORTATION AND LAND USE
3. VTA Memo: Stevens Creek and Lawrence Expressway Studies

Cc: Rajeev Batra, City of Santa Clara City Manager
Ruth Shikada, City of Santa Clara Assistant City Manager
Andrew Crabtree, City of Santa Clara Community Development Director



Meeting Date: 9-16-03**AGENDA REPORT**Agenda Item # 14E

City of Santa Clara, California

**DATE:** August 15, 2003**TO:** City Manager for Council Action**FROM:** Director of Planning and Inspection and Director of Public Works**SUBJECT:** Request for City Endorsement of Valley Transportation Authority's (VTA) Community Design and Transportation Program**EXECUTIVE SUMMARY:**

The VTA Board of Directors adopted Valley Transportation Plan (VTP) 2020 in December 2000. VTP 2020 is a long-range plan for Santa Clara County that calls for the development of programs to integrate VTA transportation projects with city and County land use planning and development decisions. In response, VTA developed the Community Design and Transportation (CDT) Program and CDT Manual of Best Practices for Integrating Transportation and Land Use, in partnership with member agencies, developers, designers and the community. A copy of the CDT Manual has been placed in the Council offices.

The CDT Program is designed for application in major transportation corridors, community cores and transit station areas. Within Santa Clara, the Program identifies one core, Valley Fair/Santana Row, and three corridors, Tasman Light Rail, El Camino Real and Stevens Creek Boulevard. Station areas are along the Light Rail, Caltrans and ACE routes. The Program involves:

- Establishing a long-range vision for growth in the County that enhances the quality of life for residents and workers.
- Incorporating best practices of integrating transportation and land use in planning and development activities.
- Identifying the steps that VTA and Member Agencies can take to implement these principles and practices, including changes to policies, technical standards and planning practices.
- Building political momentum for innovative, high-quality development through continuing education, outreach and advocacy.
- Awarding planning grants to member agencies for projects that implement the best practices principles through changes in local plans and regulations.
- Awarding capital grants to member agencies to assist with the development of more livable, pedestrian-oriented communities.
- Linking aspects of VTA's capital grants program to implementing the ideals of the CDT Program.
- Implementing best practices in VTA planning, design and construction projects, and uniting under one program VTA land use activities.

The CDT manual is a toolkit supporting the CDT Program and has been prepared to assist Member Agencies to effectively integrate transportation and land uses. The manual documents proven practices and actions in development design and transportation planning that support VTA's and local jurisdictions' investment in their communities. The manual provides strategies for designing planning and development processes that support alternative travel modes and efficient automobile use. The CDT manual is a living document designed to adapt to new information, input from Member Agencies, and policy, planning and design innovations.

RESOLUTION NO. 7072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SANTA CLARA, CALIFORNIA, ENDORSING VALLEY
TRANSPORTATION AUTHORITY'S COMMUNITY
DESIGN AND TRANSPORTATION PROGRAM AND ITS
MANUAL OF BEST PRACTICES FOR INTEGRATING
TRANSPORTATION AND LAND USE

CERTIFIED AS A TRUE COPY

J. E. Bocyan
CITY CLERK
CITY OF SANTA CLARA

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA,
CALIFORNIA, AS FOLLOWS:

WHEREAS, the Santa Clara Valley Transportation Authority (VTA), in partnership with the cities, towns and County of Santa Clara, has developed a Community Design and Transportation (CDT) Program and a guiding Manual of Best Practices for Integrating Transportation and Land Use; and,

WHEREAS, on November 7, 2002, the Valley Transportation Authority (VTA) adopted the CDT Program (Resolution No. 02.11.35) as its primary program for integrating transportation and land use, and the CDT Manual of Best practices for Integrating Transportation and Land Use as the programs guiding document; and,

WHEREAS, the City participated in the development of the CDT Program and the Manual of Best Practices for Integrating Transportation and Land Use; and,

WHEREAS, the City recognizes that, to effectively meet the current and future needs of its changing communities, transit, pedestrian, and multimodal roadway facilities must play increasingly important roles in the City's total transportation system; and,

WHEREAS, to better meet the current and future needs of its communities, the City desires a strengthened "transportation consciousness" between VTA and the City that is reflected within the City's individual departments and actions by the Council; and,

WHEREAS, to optimize the City's investments in, and utility of, transportation and urban services infrastructure, mixed-use, pedestrian-oriented developments should be located in urban cores, major transportation corridors, and transit station areas; and,

WHEREAS, the purpose of this endorsement is to convey on behalf of the City and Council a strong spirit of support for the concepts, principles, practices and actions conveyed in VTA's CDT Program's *Manual of Best Practices for Integrating Transportation and Land Use*.

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:

1. That it shall be the policy of the City to consider the concepts, principles, practices and actions conveyed in the CDT Manual of Best Practices for Integrating Transportation and Land Use in its planning, public works, and redevelopment projects, and in its project development, review, and approval processes; and,
2. That the City will consider the identification and evaluation of opportunities to provide an integrated and interconnected system of transit services, pedestrian facilities, bicycle routes, and multimodal roadways in the preparation of the General Plan, Specific Plans, Community Plans, District Plans and similar planning documents; and,
3. That the City will identify and consider opportunities for creating multimodal streets and implementing alternative street design standards and strategies, as defined in VTA's Community Design and Transportation Program, and as identified and developed by City staff, in the preparation of the General Plan, Specific Plans, District Plans, Community Plans, and similar planning documents; and,

4. That the City will identify and consider existing and proposed train stations, bus stops, and transit centers as "opportunity areas" for pedestrian, bicycle, and transit infrastructure improvements; and,
5. That the City recognizes the cores, major transportation corridors, and station areas as identified in the CDT Manual of Best Practices for Integrating Transportation and Land Use and by the City as key areas to target future growth and implement the CDT concepts, principles, practices and actions; and,
- 6.* That the City recommends that the area between the Santa Clara Caltrains Station and the Franklin Square be recognized in the CDT Program as a local core; and,
7. That the City recognizes the public value in identifying and preserving right-of-way for transportation facilities such as streets, transit stops and stations, transit preferential facilities, and pedestrian and bicycle facilities in its planning and programming process, as applicable, practicable and as opportunities permit; and,
8. The City recognizes that need for, and benefits of, multi-jurisdictional coordination, cooperation, and participation in projects and processes that address transportation issues having cross-border or regional significance; and,
9. That the City will seek opportunities for partnerships with VTA and neighboring jurisdictions to identify and pursue mutually beneficial studies, projects, and funding agreements; and,
10. Constitutionality, severability. If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City Council hereby declares that it would have passed

this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 16th DAY OF September 2003, BY THE FOLLOWING VOTE:

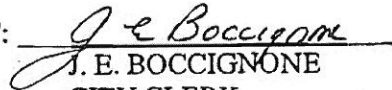
AYES: COUNCILORS: Caserta, Diridon, Matthews, Kolstad, McLemore and Parle and *Mayor Mahan [Mayor Mahan abstained from voting on Paragraph 6 (City request that VTA recognize Franklin Square as a local core) because of the proximity of her residence to Franklin Square]

NOES: COUNCILORS: None

ABSENT: COUNCILORS: None

ABSTAINED: COUNCILORS: See above.

ATTEST:


J. E. BOCCIGNONE
CITY CLERK
CITY OF SANTA CLARA

I:\DATA\WP\RESOLUTION\TA CDT Program 09-16-03.doc

13. PUBLIC PRESENTATIONS:

This portion of the meeting is reserved for persons desiring to address the Council on any matter not on the agenda. The law does not permit Council action on, or extended discussion of, any item not on the agenda except under special circumstances. The Council, or its staff, may briefly respond to statements made or questions posed and may request the City Manager to report back at a subsequent meeting. Please submit to the City Clerk your name and subject matter on forms available by the door in the Council Chambers.

- A. Stephen Hazel: Request for the next Ethics Ordinance Committee meeting to be 1½ hours to allow for public presentations.

14. REPORTS FOR COUNCIL ACTION:

- A. Request for acceptance and appropriation of a \$10,000 donation from Heart of the Valley, Services for Seniors, Inc. to fund infrastructure improvements at 1550 El Camino Real. Dir. Public Works, Dir. Finance

• **ACTION: Approved**

- B. Request for approval to create a new Capital Improvement Project entitled "Pavement Repair Program 02/03 to 06/07" with an appropriation and revenue of \$374,910 from the State Traffic Congestion Relief Fund and authorization to appropriate future Assembly Bill 438 Program Fund allocations. Dir. Public Works,
Dir. Finance

• **ACTION: Approved**

- C. Request for approval to transfer \$5,000 from the Friends of Parks and Recreation Trust account to cover the Youth Activity Center Teen Zone as-needed labor staffing costs. Dir. Parks, Dir. Finance

• **ACTION: Authorized**

- D. Request for consideration of the holding of the Council meeting of October 7, 2003 as scheduled or canceling the meeting due to the Statewide Special (Recall) Election. City Clerk

• **ACTION: Continued to September 30, 2003.**

- E. Request for adoption of a Resolution endorsing the Valley Transportation Authority's Community Design and Transportation Program and recommending that the City's downtown area be designated as a local core. Dir. Planning

• **ACTION: Adopted Resolution No. 7072.**

15. BILLS AND CLAIMS/PROGRESS PAYMENTS: (Lists are available in the Council Office and the City Clerk's Office.)

- A. Request for approval of Bills and Claims and Progress Payments. Dir. Finance

• **ACTION: Approved**

16. REPORTS OF COUNCILORS AND SPECIAL COUNCIL COMMITTEES:

Meeting Date: 9-16-03
Santa Clara



AGENDA REPORT

City of Santa Clara, California

Agenda Item # 14E



DATE: August 15, 2003

TO: City Manager for Council Action

FROM: Director of Planning and Inspection and Director of Public Works

SUBJECT: Request for City Endorsement of Valley Transportation Authority's (VTA) Community Design and Transportation Program

EXECUTIVE SUMMARY:

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- Establishing a long-range vision for growth in the County that enhances the quality of life for residents and workers.
- Incorporating best practices of integrating transportation and land use in planning and development activities.
- Identifying the steps that VTA and Member Agencies can take to implement these principles and practices, including changes to policies, technical standards and planning practices.
- Building political momentum for innovative, high-quality development through continuing education, outreach and advocacy.
- Awarding planning grants to member agencies for projects that implement the best practices principles through changes in local plans and regulations.
- Awarding capital grants to member agencies to assist with the development of more livable, pedestrian-oriented communities.
- Linking aspects of VTA's capital grants program to implementing the ideals of the CDT Program.
- Implementing best practices in VTA planning, design and construction projects, and uniting under one program VTA land use activities.

The CDT manual is a toolkit supporting the CDT Program and has been prepared to assist Member Agencies to effectively integrate transportation and land uses. The manual documents proven practices and actions in development design and transportation planning that support VTA's and local jurisdictions' investment in their communities. The manual provides strategies for designing planning and development processes that support alternative travel modes and efficient automobile use. The CDT manual is a living document designed to adapt to new information, input from Member Agencies, and policy, planning and design innovations.

Attached is the summary of the ten best practice principles to implement the CDT Program. Three of the Best practice principles may raise questions: 1. Target growth to cores, corridors and station areas; 2. Intensify land use and activities; and 10. Manage parking. Our General Plan does encourage mixed use along El Camino Real and around transit stations. The CDT Program recognizes that densities will vary from city to city although the upper ends are very high compared to current development in Santa Clara. The parking principle encourages reductions in parking requirements. Again, along El Camino, in shopping centers and in large apartment complexes, Santa Clara has often allowed less parking than required.

The proposed CDT Program does not recognize Santa Clara's downtown area as a local core. To make this area eligible for VTA funds as it develops in the future, the City should recommend that it be added as a local core.

The VTA is requesting that the City endorse the CDT Program and develop policies that support the principles and practices outlined in the Program. This would imply that some changes might be made in our General Plan and probably our Zoning Ordinance.

ADVANTAGES AND DISADVANTAGES OF ISSUE:

Endorsement of the VTA's CDT Program would provide funding opportunities of planning and capital projects that integrate transportation and land use. Four grant funds have been established through the CDT Program that would be eligible to Member Agencies that endorse the CDT Program. The following program funds have been established to aid Member Agencies with development and implementation of planning and capital improvement projects consistent with the CDT Program:

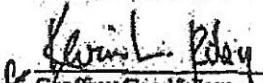
- Community Design and Transportation Planning Grant Program - New program to fund planning projects that implement CDT Program principles through local plans, changes to policies, codes, ordinances and design.
- Livable Communities and Pedestrian Program - Funds capital projects to construct pedestrian facilities and improvements.
- Local Streets and County Roads Program - New program to fund capital roadway projects that provide multimodal facilities, increase connectivity, provide operational improvements, implement Intelligent Transportation Systems, and improve community livability.
- Bicycle Program - Funds new or significantly altered bicycle projects on the adopted ten-year Bicycle Expenditure Program list.

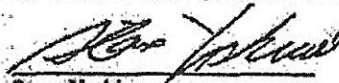
ECONOMIC/FISCAL IMPACT:

There is no additional cost to the City other than staff time and expense. Endorsement of the CDT Program is required to be eligible to apply for the above VTA funding programs.

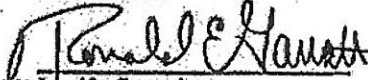
RECOMMENDATION:

That the Council adopt the attached resolution endorsing the VTA's Community Design and Transportation (CDT) Program and recommending that the City's downtown area be designated as a local core.


Geoffrey Goodfellow
Director of Planning and Inspection


Steve Yoshino
Director of Public Works

APPROVED:


Jennifer Sparacino
City Manager

Documents Related to this Report:

1. Ten Best Practice Principles
2. Resolution endorsing CDT Program

PLANNING3001CC-CA-VTA CDT App Report

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARA,
CALIFORNIA ENDORSING VALLEY TRANSPORTATION AUTHORITY'S
COMMUNITY DESIGN AND TRANSPORTATION PROGRAM AND ITS MANUAL
OF BEST PRACTICES FOR INTEGRATING TRANSPORTATION AND LAND USE**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA,
CALIFORNIA, AS FOLLOWS:**

WHEREAS, the Santa Clara Valley Transportation Authority (VTA), in partnership with the cities, towns and County of Santa Clara, has developed a Community Design and Transportation (CDT) Program and a guiding Manual of Best Practices for Integrating Transportation and Land Use;

WHEREAS, on November 7, 2002, the Valley Transportation Authority (VTA) adopted the CDT Program (Resolution No. 02.11.35) as its primary program for integrating transportation and land use, and the CDT Manual of Best practices for Integrating Transportation and Land Use as the programs guiding document;

WHEREAS, the City participated in the development of the CDT Program and the Manual of Best Practices for Integrating Transportation and Land Use;

WHEREAS, the City recognizes that, to effectively meet the current and future needs of its changing communities, transit, pedestrian, and multimodal roadway facilities must play increasingly important roles in the City's total transportation system;

WHEREAS, to better meet the current and future needs of its communities, the City desires a strengthened "transportation consciousness" between VTA and the City that is reflected within the City's individual departments and actions by the Council;

WHEREAS, to optimize the City's investments in, and utility of, transportation and urban services infrastructure, mixed-use, pedestrian-oriented developments should be located in urban cores, major transportation corridors, and transit station areas; and

WHEREAS, the purpose of this endorsement is to convey on behalf of the City and Council a strong spirit of support for the concepts, principles, practices and actions conveyed in VTA's CDT Program's *Manual of Best Practices for Integrating Transportation and Land Use*;

**NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE
CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:**

1. That it shall be the policy of the City to consider the concepts, principles, practices and actions conveyed in the CDT Manual of Best Practices for Integrating Transportation and Land Use in its planning, public works, and redevelopment projects, and in its project development, review, and approval processes;

2. That the City will consider the identification and evaluation of opportunities to provide an integrated and interconnected system of transit services, pedestrian facilities, bicycle routes, and multimodal roadways in the preparation of the General Plan, Specific Plans, Community Plans, District Plans and similar planning documents;
3. That the City will identify and consider opportunities for creating multimodal streets and implementing alternative street design standards and strategies, as defined in VTA's Community Design and Transportation Program, and as identified and developed by City staff, in the preparation of the General Plan, Specific Plans, District Plans, Community Plans, and similar planning documents;
4. That the City will identify and consider existing and proposed train stations, bus stops, and transit centers as "opportunity areas" for pedestrian, bicycle, and transit infrastructure improvements;
5. That the City recognizes the cores, major transportation corridors, and station areas as identified in the CDT Manual of Best Practices for Integrating Transportation and Land Use and by the City as key areas to target future growth and implement the CDT concepts, principles, practices and actions;
6. That the City recommends that the area between the Santa Clara Caltrains Station and the Franklin Square be recognized in the CDT Program as a local core;
7. That the City recognizes the public value in identifying and preserving right-of-way for transportation facilities such as streets, transit stops and stations, transit preferential facilities, and pedestrian and bicycle facilities in its planning and programming process, as applicable, practicable and as opportunities permit;
8. The City recognizes that need for, and benefits of, multi-jurisdictional coordination, cooperation, and participation in projects and processes that address transportation issues having cross-border or regional significance;
9. That the City will seek opportunities for partnerships with VTA and neighboring jurisdictions to identify and pursue mutually beneficial studies, projects, and funding agreements; and
10. Constitutionality, severability. If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City Council hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION
PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA,
CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE ____ DAY OF
_____, 2003, BY THE FOLLOWING VOTE:

AYES:	COUNCILORS:
NOES:	COUNCILORS:
ABSENT:	COUNCILORS:
ABSTAINED:	COUNCILORS:

ATTEST: _____
J. E. BOCCIGNONE
CITY CLERK
CITY OF SANTA CLARA

\\PLANNING\K\CC-CAVTA CNT Resolution.doc

chapter 2

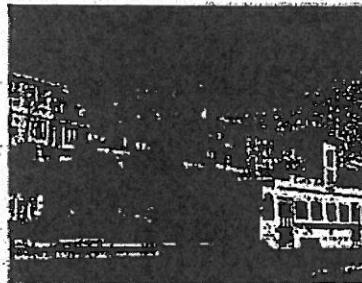
BEST PRACTICE PRINCIPLES
FOR INTEGRATING TRANSPORTATION
AND LAND USE

The Community Design and Transportation (CDT) Program vision is comprised of 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 take transit. These time-proven best practice principles build upon and expand the big picture, key concepts for the CDT Program described in Chapter 1, and create the foundation for the design practices presented in the following chapters. By their nature, these principles overlap and are designed to be implemented in conjunction with the others—no single principle is meant to be carried out in isolation. The success of best practices rests upon the synergy created as the principles are implemented together throughout Santa Clara county communities.

Principle 1. Target growth to cores, corridors and station areas

Local governments should target new growth to cores, corridors and station areas (see map in Chapter 1) in order to capitalize on existing investments in infrastructure including roads and highways, transit and other public facilities such as water and sewer lines. This principle, used in conjunction with the principles below, such as intensifying land use and mixed-use development, provides a variety of benefits for cities.

First, focusing growth around transit stops reduces the need for residents to drive. A Transit-Based Housing Survey conducted by VTA and the Silicon Valley Manufacturing Group (SVMG) revealed that Light Rail corridor residents use light rail and bus combined as their



Intell development around transit can reduce traffic congestion and direct growth from the urban fringe.

predominant commute mode more than five times as often and have lower car ownership rates compared with residents countywide. Another study found that people living near Bay Area Rapid Transit (BART) stations were five times as likely to commute on transit than the average resident of that community. Secondly, infilling and redeveloping existing areas diverts growth away from the urban fringe, conserving open space. Finally, focusing growth to these areas may reduce the need for local governments to build—and then maintain—costly new infrastructure. In these ways, focusing growth on cores, corridors, and station areas is about doing more with less.

Principle 2. Intensify land use and activities

High density is a key feature of places that are vibrant, functional, and walkable. While not appropriate everywhere, placing a higher intensity of uses on less land in strategic

The mixed activities
for space is density,
concentrated and the
rebuilding of centers. In
center, lodging
restructures.
Edson, Eason, Gory
and Korman, 1992.
Urban, East from the Edge:
New life for downtown

BEST PRACTICE PRINCIPLES

neighborhood—a necessary ingredient for bringing activity and vibrancy to places.

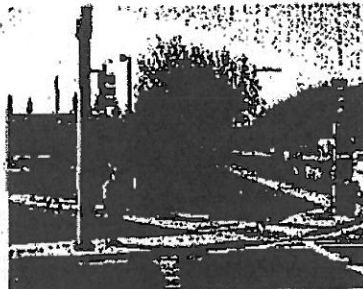
There are examples of successful new and old mixed-use buildings and neighborhoods within Santa Clara County. The downtowns of Mountain View and Palo Alto, and neighborhoods such as Willow Glen, are walkable mixed-use areas developed around transit and have maintained a prominent sense of community over time. A key to providing a mix of uses is to allow for mixed-use projects in the first place, which often means revising restrictive zoning codes and development standards, or creating new ones altogether.

Principle 4. Design for pedestrians

The hallmark of great places is the ability to walk between destinations. Therefore, a central principle of the CDT Program is to design for pedestrians. The county's transportation system and built environment currently focus on cars rather than people. But the beginning and end of every trip involves walking, regardless of the mode used in between.

The CDT Program aims to design the entire built environment, from streets and sidewalks to buildings and civic spaces, for human-scale movement. This principle, coupled with a diverse mix of uses and quality design, again helps to create synergy. Pedestrian-oriented places encourage walking and exploration, enlivening public spaces. Transit stops are public spaces, too, and safe, direct and visually interesting connections to and from stops encourage more transit use and reduce the need for driving.

Designing for pedestrians means designing buildings that people can easily and comfortably access on foot. Such design features include orienting buildings and entrances to the street from where pedestrians, including transit riders, are likely to come, minimizing setbacks to create an engaging streetscape, and placing uninter-



Even simple design features such as connections to public sidewalks can make development more friendly to pedestrians.



Safe and comfortable pedestrian spaces, such as tree-lined sidewalks, encourage walking.

esting parking lots at the rear of buildings. Other pedestrian-oriented design elements include safe and direct walking routes, wide sidewalks, and amenities such as street trees, lighting and benches. These design elements can benefit parking lots as well as streetscapes.

The future of our civilization depends upon our ability to select and control our heritage from the past, to plan our present attitudes and habits, and to project fresh forms into which our energies may be freely poured.

Lewis Mumford



Date: August 25, 2017

TO: General Manager Nuria Fernandez

FROM: Vice-Chair Liccardo, and Directors Jones, O'Neill,
Vaidhyanathan, and Yeager

SUBJECT: Stevens Creek and Lawrence Expressway Studies

The area of Stevens Creek/West San Carlos is experiencing significant growth with a corresponding impact on traffic and the quality of life. Therefore, we request that the Santa Clara Valley Transportation Authority (VTA) scope studies for transit options and complete street implementation on the Stevens Creek/West San Carlos Corridor from Highway 85 to Diridon Station, and Lawrence Expressway from Saratoga Avenue to Hwy 237.

There will be significant investment in Lawrence Expressway contemplated under 2016 Measure B, but the implementation of a dedicated transit lane should also be considered as part of this requested scoping. The resulting studies could include a range of rapid transit options including but not limited to bus and light rail. In addition to transit, use of specific lanes for HOV and/or autonomous vehicles could also be considered. The study should also include recommendations for operational changes to make ridership on these new routes efficient. We would request that the proposed scope and potential funding options for the studies return to the full Board in Fall 2017.

The scope should include collaboration and coordination with cities that along the corridors and/or share substantial portion of their borders, including San José, Cupertino, Santa Clara, Sunnyvale and Mountain View, as well as the County of Santa Clara. The scope should consider complete street multi-modal coordination along the Stevens Creek corridor similar to what VTA is currently doing with the multi-agency Tasman and Bascom Corridor studies currently underway.

cc: VTA Board of Directors

