



2035 GENERAL PLAN

CITY OF MORGAN HILL | ADOPTED JULY 27, 2016





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ADOPTED JULY 27, 2016

CITY COUNCIL RESOLUTION NO. 16-128



MORGAN HILL 2035 GENERAL PLAN

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INTRODUCTION

1

PURPOSE OF THIS GENERAL PLAN

The General Plan represents the community's collective vision for what Morgan Hill will look and feel like through the year 2035. **The overarching goal of this General Plan is to maintain Morgan Hill's family-friendly character and strong sense of community while the community grows and prospers.** This overarching goal is supported by a framework of more detailed goals, policies, and actions to guide the City's decisions over the next two decades. Decisions consistent with the General Plan will grow and preserve the community consistent with residents' shared values.

PLANNING CONTEXT

Morgan Hill is proud of its small town character, strong sense of community, abundant access to open space and recreational amenities and ever growing participation in the Silicon Valley economy and seeks to promote these desirable qualities through thoughtful land use planning. The community takes pride in being a regional leader in providing affordable housing, preserving open space and hillsides, and being a leader in environmental stewardship.

Moving forward, the City seeks to build upon its previous success by maintaining a steady, well-defined, and responsible rate of growth, providing housing to support the region, while also maintaining the City's jobs-housing balance. City policies support the ongoing revitalization and intensification of the City's Downtown, including new higher density housing, commercial and mixed-use projects. At the same time, the General Plan supports the continued development of new, single-family residential neighborhoods along with the development of the City's employment districts.



GENERAL PLAN BIG IDEAS

These “big ideas,” developed and refined throughout the General Plan Update process, highlight the changes since the previous General Plan was adopted in 2001 and distill the City’s major priorities and strategies.

- Provide a mix of housing types and sizes, including universal design concepts, while maintaining a majority of single-family housing.
- Offer and improve services, amenities, educational opportunities, and improvements that encourage an active, healthy lifestyle.
- Regulate development through a clear, fair, flexible, and streamlined growth management system.
- Preserve viable agricultural land, important habitat areas, and recreational open space.
- Support and connect all modes of transportation.
- Support a diverse local economy and an expanded tax base by preserving our existing job-generating land.
- Promote high-quality internet connectivity.
- Protect environmental resources for future generations.
- Require high-quality design in all development.
- Allow some residential growth on undeveloped land to fill in the gaps in our boundaries.
- Focus more intensive, mixed-use development in and near downtown.
- Transform Monterey Road into a revitalized mixed-use corridor.
- Provide open space in new developments.
- Preserve a connection with the past through history sites.



CITY PROFILE

LOCATION

Morgan Hill is a City of 13 square miles located in the southern part of Santa Clara County. The City is located approximately 20 miles south of downtown San José and approximately 10 miles north of Gilroy, as shown in Figure I-1.

Highway 101 bisects the City and provides north-south access to San José to the north and Gilroy to the south. Morgan Hill is served by a Caltrain Station located in its Downtown, and regional bus systems provide transit connections to destinations north and south of Morgan Hill.

LANDSCAPE

Morgan Hill's urban character must be understood in terms of its natural setting. A large portion of Morgan Hill is within the Santa Clara Valley, which is surrounded by the Santa Cruz Mountains to the west and the Diablo Range to the east, and extends from the San Francisco Bay shoreline to the northern boundary of San Benito County. The majority of Morgan Hill lies within a valley characterized by a relatively flat topography that transitions to steep slopes along the western and eastern foothills.

This location along the valley floor, embraced by grassy and wooded hillsides to the east and west, defines the City's friendly atmosphere and provides a visual connection to the natural world from almost any vantage point. The strong connections between Morgan Hill's developed neighborhoods, natural setting, and agricultural surroundings establish the feeling of a traditional, family oriented, high quality, progressive, and active small town removed, though easily accessible, from the crowded, fast-paced Silicon Valley communities to the north.

The area has a Mediterranean climate, which is characterized by mild air temperatures that rarely drop below freezing in winter. Summers are typically dry and the majority of the rain falls in the winter.



Figure I-1 **Regional Location**



Source: City of Morgan Hill; PlaceWorks, 2015; ESRI 2015.

- Morgan Hill Sphere of Influence
- City Boundary
- Highway

HISTORY AND ECONOMY

The land where the City of Morgan Hill currently exists was first inhabited by Native Americans known as the Ohlone (Costanoan). Spanish colonists began arriving in the west central region of California in 1769, and among the earliest settlements were a presidio and mission at Monterey (1770) and a mission and civilian town at Santa Clara (1777). The road connecting these two missions survives today as Monterey Road. In 1835, the Mexican government granted 9,000 acres of Mission Santa Clara lands to Juan Maria Hernandez, as the Rancho Ojo de Agua de la Coche. Martin Murphy, an Irish-born pioneer, purchased the land in 1845 through a friend, Charles Weber, who had established Mexican citizenship and could legally own property. Ownership was conveyed to Murphy in 1846..



The first settlements in the southern Santa Clara Valley were established in the 1850s along Monterey Road, largely in response to the Gold Rush in the San Francisco Bay region. Santa Clara County also ranked as one of the region's earliest and most productive agricultural centers, famed for its grains, fruits, and vegetables. The Santa Clara & Pajaro Valley Railroad opened its first rail line through the area, from San Jose to Gilroy, in 1869.

In 1882, 4,500 acres of the original Mexican land grant were passed down to Diana Murphy, granddaughter of Martin Murphy Sr. That same year, she married Hiram Morgan Hill, a San Francisco socialite; they entertained lavishly with trains often stopping at the ranch to let off guests. The stop became known informally as "Morgan Hill." In 1892, the Hills disposed of Morgan Hill Ranch in parcels of 5 to 100 acres. A downtown was established as well as a train station named "Huntington Station." In 1906, upon reaching the required population of 500 people, the City was incorporated and named, "Morgan Hill".

Following World War II, the Santa Clara Valley sustained rapid growth as agricultural lands gave way to residential, commercial and industrial development. Monterey Road continued to be developed as the City's major commercial corridor, while industrial activity continued along the railroad tracks. With the



opening of U.S. Highway 101 in the late 1970s, southern Santa Clara County became more attractive to suburban commuters.



Although the City's economy once thrived on the cultivation of stone fruits, pears, apples, and nuts, the City has since become urban, diversified, and modern. Manufacturing and health and educational services are Morgan Hill's largest employment sectors, and the leisure and hospitality industry has represented a growing share of employment in recent years. The industries located in Morgan Hill are largely similar to those in Santa Clara County overall, indicating that the economic activity in Morgan Hill is closely tied to the Silicon Valley economy. Nevertheless, agriculture is still an important asset to the region, as evidenced by the surrounding vineyards, orchards, row crops, and greenhouses, which boost the region's economy and tourism industry.

DEMOGRAPHICS

As of 2015, Morgan Hill had 41,779 residents and 13,868 housing units. Between 2001, when the last General Plan was adopted, and 2015 the City's population and number of households increased by approximately 10 percent. This rate of growth was faster than those reflected by Santa Clara County and the State of California.

Morgan Hill has larger proportions of children under the age of 18 and of adults between the ages of 45 and 64, and smaller proportions of young adults, in comparison to Santa Clara County or California. The age cohort of 55- to 64-year-olds has been the fastest-growing group over the past decade. If these residents age in place, the 65- to 84-year-old age group may be Morgan Hill's most rapidly growing age group in the next two decades, during the life of this General Plan.

Morgan Hill and Santa Clara County are more affluent than California overall. In 2013, median household incomes in Morgan Hill (over \$90,000) were over 55 percent higher than the State median (\$58,724).



GENERAL PLAN ORGANIZATION AND CONTENT

This General Plan includes the Introduction and seven separate elements that establish goals, policies, and actions for each given topic. The elements cover the topics required by California State Government Code Section 65302 as well as topics of particular interest to Morgan Hill. Appendix A describes the process to prepare this General Plan.

A brief explanation of each General Plan element is provided below.

- **City and Neighborhood Form Element.** The City and Neighborhood Form Element discusses growth management, land use, and urban design. The purpose of the element is to ensure that Morgan Hill retains its rural atmosphere while accommodating sensible, orderly growth that will promote the local economy and fit within the City's ability to provide adequate public services.
- **Housing Element.** The Housing Element fortifies the development, preservation, and improvement of housing for all residents, and is updated every eight years, according to State law. It analyzes existing housing conditions and provides policies and actions to meet projected housing needs.
- **Economic Development Element.** The Economic Development Element establishes policy guidance to support the community's economic well-being. Its strategies include diversifying the local economy, increasing the quality and quantity of available job opportunities, decreasing the need for commuting, creating a thriving Downtown, and enhancing Morgan Hill's appeal as a tourist destination.
- **Healthy Community Element.** The Healthy Community Element addresses the elements of Morgan Hill's built environment that contribute to the overall health and well-being of Morgan Hill's residents. These include access to services and recreation, and an urban form that supports healthy lifestyles.



- **Transportation Element.** The Transportation Element offers mechanisms to make Morgan Hill a safe and efficient place to travel, whether by train, bus, car, bike, or foot. It aims to ensure safe and appropriate operation of the transportation system, solve existing traffic and parking problems, and expand transit and non-motorized travel opportunities.
- **Natural Resources and Environment Element.** The Natural Resources and Environment element advocates preserving open space, agricultural uses, hillsides, riparian areas, wildlife habitat and other natural features. Policies seek to establish a greenbelt around the City, preserve El Toro Mountain, conserve resources and protect the City's cultural heritage to help Morgan Hill retain its rural atmosphere as it continues to grow.
- **Safety, Services, and Infrastructure Element.** The Safety, Services, and Infrastructure Element intends to protect people from detrimental impacts associated with development, including noise impacts, by requiring new construction to avoid hazardous areas and materials and/or provide adequate mitigation.



HOW TO USE THIS GENERAL PLAN

The General Plan is a document intended to be used by a variety of people. Some of the key groups that will use the General Plan include elected and appointed City officials, City staff, City residents and individuals proposing new development projects. For all of these users, the policies in this General Plan are intended to provide clear guidance to the City for its decision-making processes and how Morgan Hill will grow, change, and stay the same.

In general, policies that use the words “require,” “prohibit,” or “shall” are mandatory. Policies that use the words “encourage,” “promote,” “discourage,” “consider,” or “should” are not mandatory; these policies provide guidance to the City, but the City is not required to follow them if they find that the policy is not appropriate for a particular situation or if there are other

factors, such as budget limitations, that would make it difficult to follow the policy direction.

Some policies in this General Plan are also required as a means to mitigate environmental impacts under the California Environmental Quality Act (CEQA). These policies all use imperative words and in all cases are mandatory. These policies are marked with an asterisk (*).

As described in Appendix A, the Morgan Hill 2035 process involved a wide variety of stakeholders and interests. As a result, this General Plan is intended to meet multiple, and sometimes competing, policy objectives. Therefore, the City may not be able to strictly adhere to every policy in every decision that it makes to implement the overall goals, policies, and actions of this General Plan. The City Council will have discretion over prioritizing overall policy objectives to implement this General Plan in instances in which there are competing policy objectives affecting a single decision.

GOALS, POLICIES, AND ACTIONS

Each element of this General Plan contains background information and a series of goals, policies, and actions. Figure I-2 illustrates that policies and actions are at the same level of importance, and are all intended to implement goals. In most cases, goals have both implementing policies and actions. However, it is also possible for a goal to be implemented exclusively through policies or actions. The following provides a description of goals, policies, and actions and explains the relationship between them:

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of its General Plan.
- A **policy** is a specific statement that sets standards to guide decision-making as the City works to achieve a goal. Such policies, once adopted, represent statements of City regulation. A policy is on-going and is implemented by City staff, the Planning Commission, and City Council in their



Figure I-2 General Plan Components

review of land development projects and in decision-making about City actions.

- An **action** is an implementation measure, procedure, or technique intended to help achieve a specified goal. The City must take additional steps to implement each action in the General Plan. An action is something that can and will be completed in a specific timeframe during the General Plan planning period.

These goals, policies, and actions provide guidance to the City on how to direct change and manage its resources over the next 20 years.

THE GREEN LEAF SYMBOL



Since the last General Plan Update, the issue of climate change has gained importance at the local, State, national, and international level. In an effort to reduce the City's greenhouse gas (GHG) emissions, the City of Morgan Hill participated in a Countywide Climate Action Plan process that included the County of Santa Clara and seven jurisdictions within the county. Policies and actions denoted with the green leaf symbol comprise the City's plan to reduce GHG emissions. These policies and actions will help the City meet its GHG reduction target, in support of similar State and regional efforts.

THE REGIONAL COORDINATION SYMBOL



Some crucial aspects of Morgan Hill's future, including transportation, water supply, and open space preservation, are affected by the actions and decisions of agencies outside the City. Policies and actions that support ongoing coordination with regional agencies are spread throughout the General Plan and are integrated with other policies and actions addressing the same topic. Each policy or action that guides regional coordination is denoted by the circular RC symbol in the margin.

The majority of the policies intended to ensure a regional approach to growth management in southern Santa Clara County

originated in the South County Joint Area Plan, which was jointly adopted by Morgan Hill, Gilroy, and Santa Clara County in 1989 with a planning horizon of 2005. Many of those policies remain relevant today and are incorporated throughout the plan; the South County Joint Area Plan is listed as the source in parentheses.

GENERAL PLAN AMENDMENTS

California Government Code Section 65358(b) limits amendments of mandatory elements of a General Plan to four times per year. Although the majority of the General Plan represents regulatory guidance and is subject to this limitation, other items in the General Plan are for informational purposes only. Items included for illustrative purposes, such as photographs, figures, and Appendix A, do not establish General Plan policy and do not require a formal General Plan amendment to update or revise. Similarly, typographical corrections and parcel line changes may be made without a formal General Plan amendment. However, regulatory guidance such as the goals, policies, actions would require a General Plan amendment to update or modify. In addition, modifications to figures that reflect State or City regulation, such as the General Plan Land Use Map (Figure CNF-3) or Circulation System map (Figure TR-1) would also require a General Plan amendment.

VISION

2

The General Plan provides a vision for the future and establishes a framework for how Morgan Hill should grow and change over the next two decades. While embracing change, this General Plan also establishes goals, policies, and actions that empower the City and the community to maintain the goals and values that make Morgan Hill the thriving and friendly place it is today.

VISION STATEMENT

Morgan Hill is unique among Silicon Valley communities for its family-friendly character and strong sense of community. The General Plan envisions Morgan Hill keeping its small-town feel while offering new opportunities for businesses, jobs, and amenities for residents and visitors. Agriculture will continue, and new housing for a range of family sizes, ages, and incomes will be accommodated in a variety of locations. Incentives will foster infill development instead of sprawl while accommodating sustainable change to growth boundaries that are uniform and logical. The highest-density land uses will be focused around the Downtown.

The General Plan calls for focusing major shopping centers that attract shoppers from outside Morgan Hill around the freeway interchanges and expanding Downtown and neighborhood shopping areas.

New commercial enterprises will be concentrated Downtown, in neighborhood shopping centers, at key intersections, and at freeway interchanges, while avoiding isolated, auto-dependent strip malls and generic big box architecture that detract from an inviting community character.

The General Plan encourages neighborhood-scale shopping near residential neighborhoods to foster walking and biking and to avoid car trips.



The role of Downtown as the heart of the community will be strengthened by improving pedestrian and bicycle access through a well-maintained bike and pedestrian trail network, roads and adequate parking, adding streetscape amenities, encouraging restaurants and specialty retail, and adding a mix of uses: housing, public events, and other place-making activities and amenities that will attract residents and visitors. A new park Downtown will reinforce Downtown's role as a community gathering place.



Morgan Hill accommodates a variety of jobs for local residents. To help diversify the local economy, the General Plan will promote light industry, business parks, and research and development. New businesses will increase employment opportunities and generate revenues for the City.

Employers will be attracted to Morgan Hill as a complete community that offers a range of housing for employees at all levels and quality of life amenities, including access to recreational programs and facilities, and a high-quality local school system.



Morgan Hill will leverage its rural charm, Silicon Valley location, wine industry, restaurants, recreational opportunities, and agricultural heritage to delight residents and visitors, and help local business thrive and promote Morgan Hill as a great place to live and visit. To support business and leisure travelers, the General Plan will accommodate a variety of locations for lodging opportunities, including locations in the Downtown area.

The General Plan foresees preserving the structures that tell the story of our past, scenic hillsides, and viable, active agricultural lands within and around the city to provide a sense of place, balancing public access to actively enjoy open spaces while respecting the property rights of land owners who chose not to develop their land.

Enhancing landscaping and gateways to the city including the Madrone area, south Monterey Street, freeway interchanges, and train station is a high priority.

Unfinished street connections will be completed to improve circulation, improve emergency response and reduce traffic congestion. Improvements to roadway landscaping will make driving, walking, and bicycling more pleasant, and uses along major transportation corridors – railroad, highway, busy streets – will be shielded from noise through a combination of innovative construction measures, landscaping, and/or setbacks.

Commercial design standards will be updated and expanded as necessary to improve the appearance and connectivity of the city. High-quality, aesthetically pleasing sustainable architecture/design will be encouraged.

Residents and visitors will move around Morgan Hill easily on an interconnected network of safe, landscaped, and well-maintained streets, sidewalks, bikeways, trails, and transit.

The General Plan anticipates improving regional transportation by working with regional transportation authorities to relieve traffic impacts on city streets, and by strongly encouraging alternative transportation, supporting the commuter rail system, adding express lanes to the freeway, and widening the freeway if necessary.

The City will remain actively engaged in discussions regarding high speed rail through Morgan Hill to ensure that negative impacts to residents and businesses are minimized and the design of the project is consistent with the community's character and long-range plans.

The City will coordinate a range of additional joint planning efforts with Santa Clara County, nearby cities, and other agencies as appropriate to stay informed and involved in anticipated development that could impact Morgan Hill.

Morgan Hill will be planned as a healthy community that supports an active lifestyle. Residents of all ages will find engaging activities and inviting facilities to enjoy. Public facilities that foster a sense of community, representing history, and make the city more accessible and vibrant will be encouraged. Opportunities include new park (active and passive) and



recreational facilities, pedestrian features such as sidewalks and walkways, and fully accessible multi-purpose trails connecting local and regional systems. Existing facilities will be maintained and expanded as needed, including the Community and Cultural Center, public library, Villa Mira Monte, Aquatics Center, Outdoor Sports Center, Centennial Recreation Center, and senior and youth centers.

Public infrastructure investments will be energy efficient, protect the environment, promote public health, keep people and property safe from hazards, and maintain services to support people with different levels of mobility.

Families will seek out Morgan Hill for its excellent schools, and the City will play an active role in planning and coordinating with the School District to maintain a high-quality local educational system.

Residents will have access to health care facilities as well as important community health amenities.

Morgan Hill will be a resilient and adaptive city that has planned ahead to reduce the community's environmental impacts and ecological footprint and to respond to a changing climate.

The overall combination of actions envisioned by the General Plan will help Morgan Hill grow and prosper while balancing quality of life, economic development, tourism, fiscal sustainability, high-quality planned development, and preservation of habitat, the natural environment, and viable agriculture, without compromising its historic and enduring rural charm.



CITY AND NEIGHBORHOOD FORM

3

CHAPTER PURPOSE

The City and Neighborhood Form Element discusses growth management, land use, and urban design. It contains goals and policies intended to ensure that Morgan Hill retains its rural atmosphere while accommodating sensible, orderly growth that will promote the local economy and fit within the City's ability to provide adequate public services. Such growth will include increased residential and commercial development, as well as an influx of new industrial uses, that together will result in a variety of uses with minimum conflict and maximum protection of the community's quality of life.

CITY BOUNDARIES

Growth in Morgan Hill is guided by the following planning boundaries: Sphere of Influence, Urban Growth Boundary, Urban Service Area, and City limit. The planning boundaries are described below, summarized in Table CNF-1, and shown in Figure CNF-1.

TABLE CNF-1 PLANNING BOUNDARIES

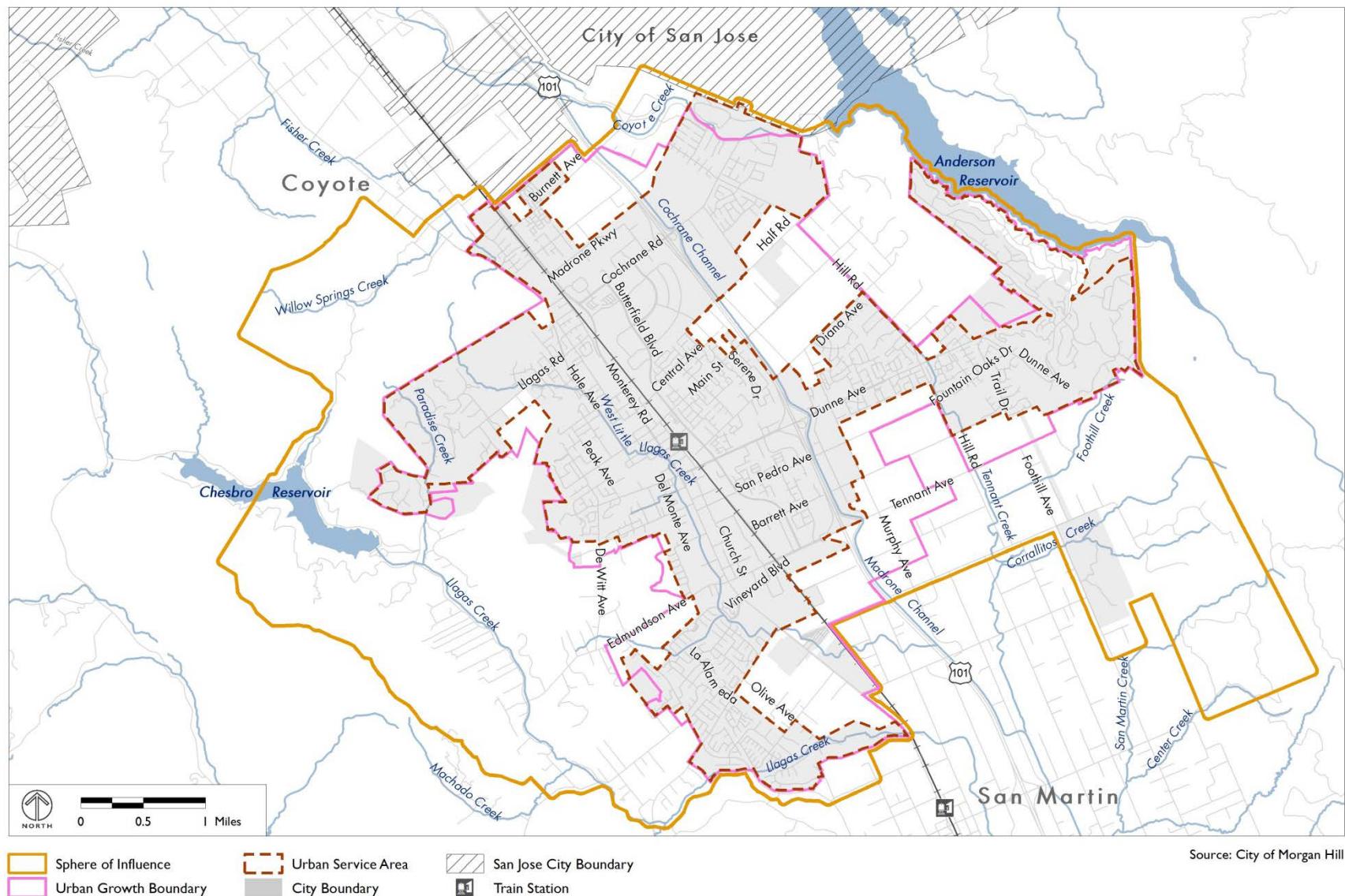
Planning Boundary	Size (Square Miles) ^a
Sphere of Influence	31
Urban Growth Boundary	15
Urban Service Area	12
City Limit	13

^a Numbers have been rounded.

Source: City of Morgan Hill and PlaceWorks GIS, June 2015.



Figure CNF-1 City Boundaries



CITY LIMIT

The City limit boundary encompasses the land over which the City of Morgan Hill has jurisdictional authority. The current City limit covers approximately 13 square miles. As shown in Figure CNF-1, Morgan Hill's northern boundary touches the extreme southern boundary of San Jose's City limits. Apart from this, the remainder of the City limits adjoin land in unincorporated Santa Clara County.

URBAN SERVICE AREA

The Urban Service Area refers to the area within the Urban Growth Boundary where utilities, such as gas, water, sewer, and electricity, and public services, such as police, fire, schools, and parks and recreation, are and will be provided by the City or other service provider agencies. The extension of urban services beyond the Urban Service Area is not allowed, except in the event that 1) the City has entered into a mutual aid or reciprocal emergency agreement for police, fire, or other emergency services to be provided by the City on County land; or 2) the extension is to address the failure of an existing septic system or well that would have a direct adverse impact on public health and safety without the expansion of the service.

The Community and Neighborhood Form Element calls for the City to consider land available for urban development only if it is within both the Urban Service Area and the Urban Growth Boundary.¹ In addition to delineating areas that are currently provided with urban services, facilities, and utilities, the Urban Service Area includes areas proposed to be annexed into the city within the next five years in order to be developed and receive such services. Proposed changes to the Urban Service Area are subject to LAFCO review and approval. The Urban Service Area encompasses approximately 12 square miles. It covers a slightly

¹ City of Morgan Hill General Plan, Community and Neighborhood Form Element, Development Patterns Policy CNF-1.3.

smaller area than the existing City limits since it does not extend to the golf course, nor cover the entirety of some hillside parcels.

URBAN GROWTH BOUNDARY

In 1996, Morgan Hill and Santa Clara County jointly adopted a long-term Urban Growth Boundary (UGB) and associated policies. The UGB is encompassed within the Sphere of Influence (SOI) and is intended to be the ultimate limit to urbanization within which all future urban development in Morgan Hill should occur. It is designed to encourage compact, efficient infill development and discourage more costly development at the edge of the City. The UGB also helps to ensure that urban services provided by the City to existing neighborhoods will not be reduced by service demands of new urban development at the City's fringe.

SPHERE OF INFLUENCE

The SOI is a boundary that identifies land that the City may annex in the future, and for which urban services, if available, could be provided. Under State law, the SOI is established by the Santa Clara County Local Agency Formation Commission (LAFCO) with input from the City, and its purpose is to identify areas where future urban development can be best accommodated in an orderly and efficient manner. The current SOI is approximately 31 square miles in size.

EXISTING LAND USE PATTERN

Morgan Hill is largely comprised of single-family residential neighborhoods. In addition, multi-family residential uses, such as condominiums and apartments, are dispersed primarily in the area west of Butterfield Boulevard between Cochrane Road and south of Watsonville Road, and east along Monterey Road. Retail, dining, and service uses are located along major transportation corridors throughout the City, including in Morgan Hill's Downtown. There are also two main employment centers: the business parks north and south of Cochrane Road, and the light industrial area west of 101 between Dunne and Tennant Avenues.

Land uses surrounding Morgan Hill primarily consist of rural residential areas, agriculture, and open space. These uses, including nurseries, orchards, and vineyards, provide a buffer between urbanized parts of San José to the north and Gilroy to the south. Areas east and west of Morgan Hill primarily consist of undeveloped hillsides, open space areas, and reservoirs, including Anderson Lake, Anderson Lake County Park, and Coyote Lake to the east and Uvas Reservoir and Chesbro Reservoir to the west.

GROWTH MANAGEMENT

The City of Morgan Hill controls population growth through implementation of the Residential Development Control System (RDCS). The RDCS establishes a voter-approved population limit, which is managed by metering the number of residential units that can be built on an annual basis. Developers or property owners who wish to build housing units (and do not meet any of the RDCS exemptions described below) are required to compete for housing allocations. This General Plan establishes the broad policy framework for the RDCS, and the details of the RDCS are codified in Chapter 18.78 of the Morgan Hill Zoning Code.

Individual single-family homes, replacement of existing homes, secondary dwelling units, assisted living/nursing homes, and the conversion of an existing single-family home into a duplex are all exempt from the RDCS process. In addition, there are two voter-approved exemptions to the RDCS; both are in the Downtown area. Measure F, approved by voters in November 2006, allows 100 residential unit allotments for projects up to 25 units within the Downtown. Measure A, passed in May 2009, allows up to 500 allotments for the 20-block area, as shown on Figure CNF-2.



Figure CNF-2 Downtown

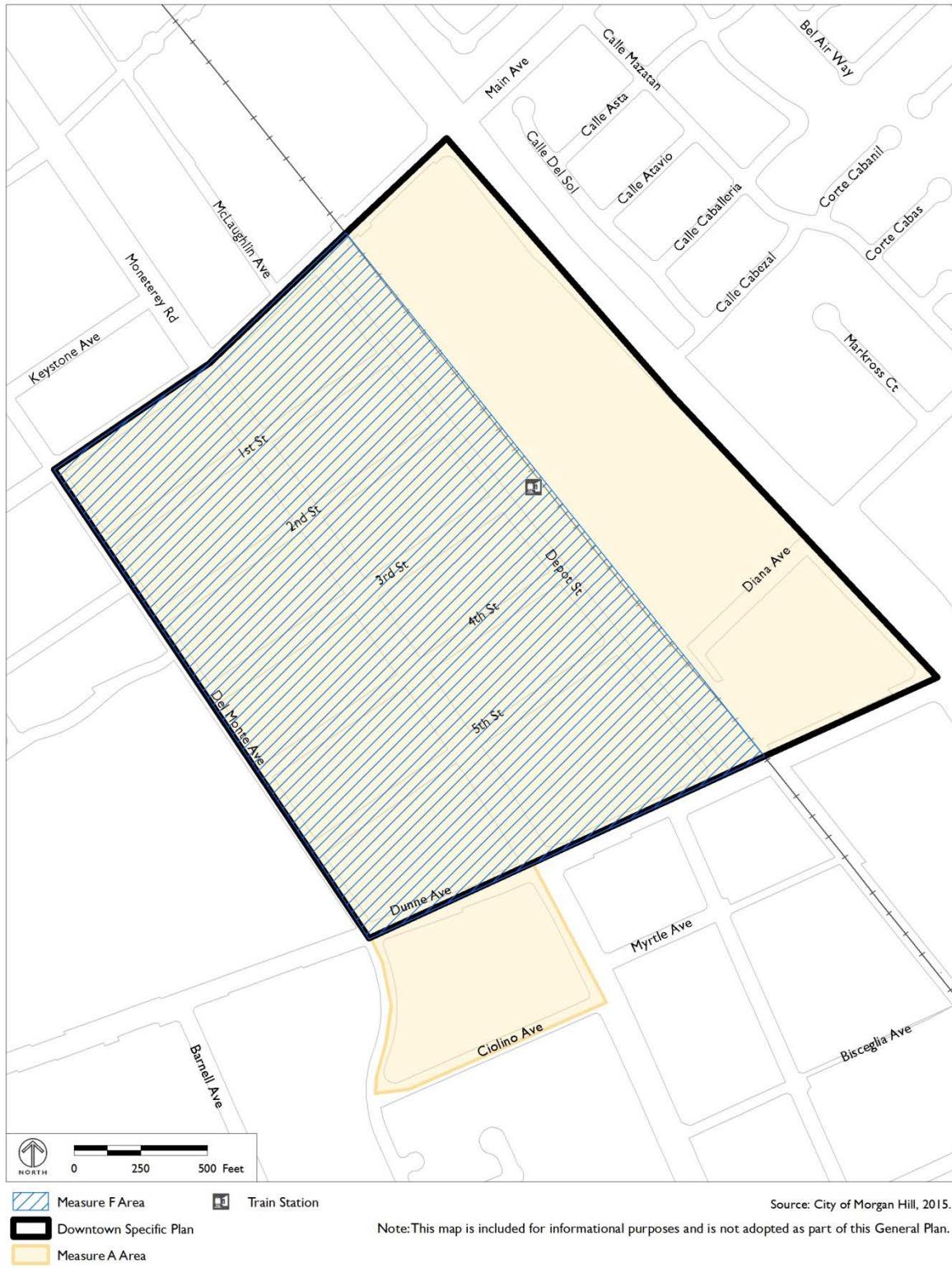
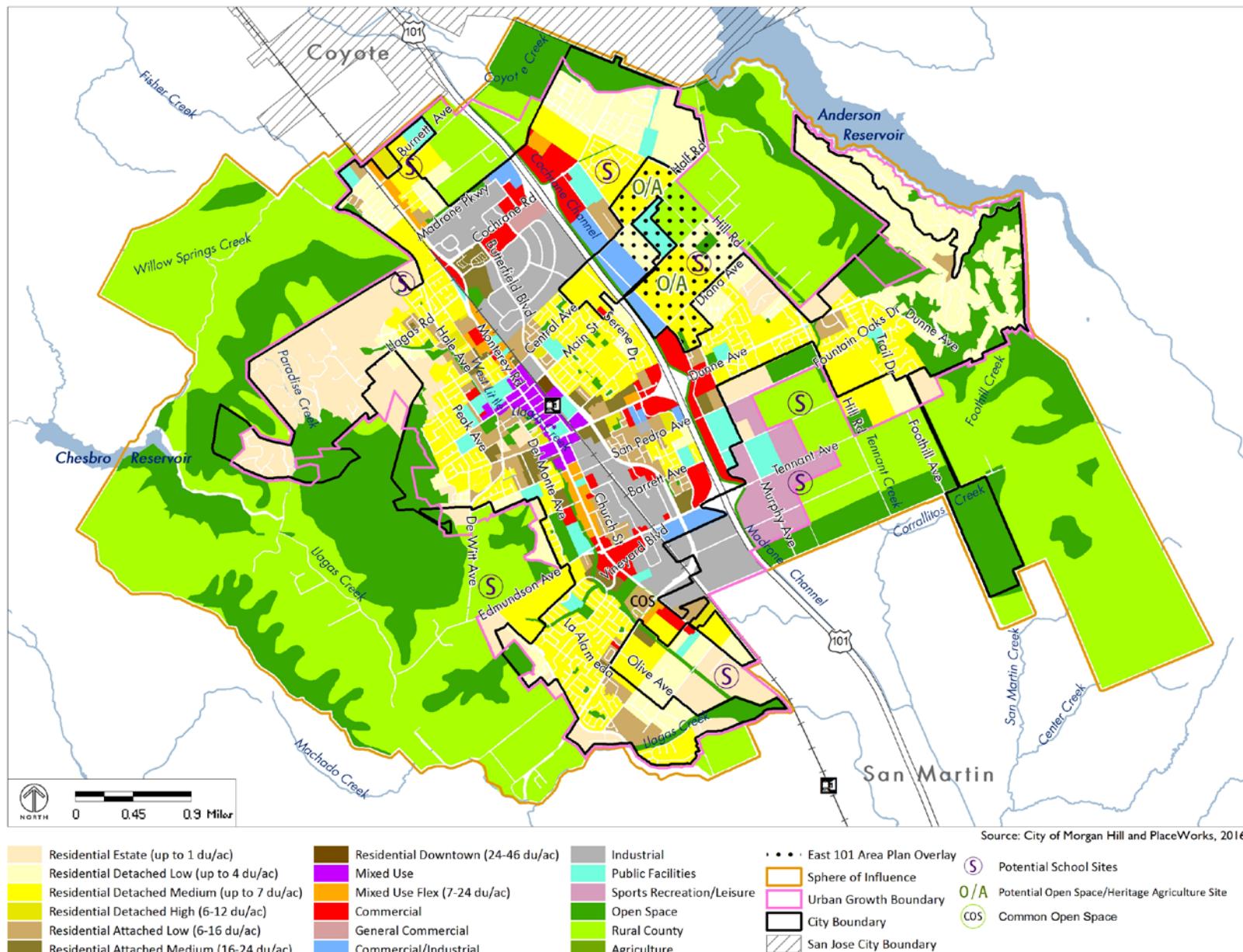


Figure CNF-3 General Plan Land Use Map



LAND USE MAP AND CATEGORIES

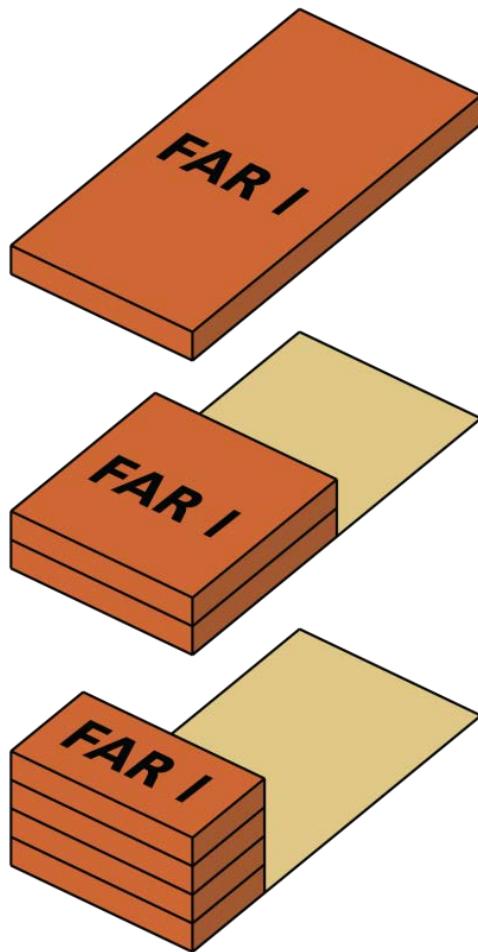
LAND USE MAP

The Land Use Map designates the general distribution of land uses, including housing, business, industry, open space, and public facilities within the City's SOI as shown on Figure CNF-3. These designations identify the locations in the City where specific types of land uses may occur. While the designations are implemented (carried out on a day-to-day basis) by the specific rules provided for each zoning district in the City's Zoning Ordinance, the General Plan provides the overall parameters of density and intensity for urban land use designations, as shown in Table CNF-2.

In this General Plan, standards of building intensity for residential uses are stated as the allowable range of dwelling units per net acre. Net acre is that portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for: exterior boundary streets; flood ways; public parks; and utility corridors.

The number of units permitted will be further modified by the zoning district and/or any applicable overlay district.

Standards of building intensity for non-residential uses are stated as maximum *floor-area ratios (FAR)* based on gross acreage. FAR is a ratio of the gross building square footage permitted on a lot to the gross square footage of the lot. For example, on a site with 10,000 square feet of land area, a FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. This could take the form of a two-story building with 100 percent lot coverage, or a four-story building with 50 percent lot coverage. A FAR of 0.4 would allow 4,000 square feet of floor area.



Examples of floor-area ratio (FAR) and building coverage.

LAND USE CATEGORIES

RURAL DESIGNATIONS

 **Rural County.** This designation applies to land outside the City limit, but in the SOI. Lots with the Rural County designation are generally 5 to 20 acres in size with one single-family home and/or agricultural operation per parcel. The minimum acceptable lot size for new development is generally 5 acres.

 **Open Space.** This designation applies to land in the City limits and SOI, and includes public parks, private golf courses, and large parcels of land generally 50 acres or more in size. Land designated Open Space is generally meant to remain unimproved and devoted to the preservation of natural resources, managed production of resources, or public health and safety, as well as to complement adjacent, higher density residential and commercial development. Allowed uses include agriculture, outdoor recreation, and a secondary dwelling unit. One single-family home per parcel is allowed, with appropriate permit.

 **Agriculture.** The Agriculture designation identifies lands intended for long-term preservation for agricultural use and intended for a variety of agricultural uses, including grazing, dairying, raising of livestock, orchards, row crops, nursery stock, flower growing, ancillary residential uses, ancillary commercial uses such as **fruit stands**, agricultural research and the storage and processing of agricultural products. This designation supports open space uses such as preservation of natural resources, outdoor recreation and public health and safety, including infrastructure (such as infiltration ponds) that is similar to other open space uses. The designation also supports agricultural commercial uses such as roadside stands, wineries, farm-based tourism, u-pick, rodeos, farmers markets and crop-based seasonal

TABLE CNF-2 SUMMARY OF LAND USE DESIGNATIONS

Designation	Primary Uses	Net Density Range
Residential Estate	Detached homes	Up to 1 unit/acre
Residential Detached Low	Detached homes	Up to 4 units/acre
Residential Detached Medium	Detached homes	Up to 7 units/acre
Residential Detached High	Detached homes	6-12 units/acre
Residential Attached Low	Detached & attached homes	6-16 units/acre
Residential Attached Medium	Attached homes	16-24 units/acre
Residential Downtown	Attached homes	24-46 units/acre
Mixed Use	Attached homes mixed with retail, office, services	Per adopted DTSP
Mixed Use Flex	Attached homes mixed with retail, office, services	7-24 units/acre
Commercial	Retail, office, services	0.5 FAR
Commercial General	Retail, office, services	Comm. 0.5 FAR Ind. 0.6 FAR
Commercial/Industrial	Retail, office, services or warehouses, offices, manufacturing	0.6 FAR
Industrial	Warehouse, offices, manufacturing	0.2 FAR
Public Facilities	Publicly owned	0.5 FAR
Sports Recreation Leisure	Commercial, retail, and public/quasi-public sports-recreation leisure themed uses	N/A

Notes: R&D = research and development

Source: City of Morgan Hill, 2015.

events. Building intensity in this designation will be greatly limited. The minimum parcel size in areas designated as Agriculture is generally 20 acres; the designation however supports the clustering of existing development potential in order to preserve larger agricultural sites. Please note at the time of publication of this General Plan, the Agriculture designation had not been applied to any parcels.

RESIDENTIAL DESIGNATIONS

Definitions of the specific housing types described in these designations can be found in the Glossary at the back of this General Plan.

 **Residential Estate.** This designation is intended to promote and encourage a suitable environment for families living on relatively large parcels of land. Concentrated along the western and southern City borders, the Residential Estate designation allows single-family homes, secondary dwelling units, appropriate agricultural uses, and associated community services and facilities. The maximum allowable density is 1 unit per acre.

 **Residential Detached Low.** The Residential Detached Low designation is intended to accommodate families in suburban single-family homes, including manufactured homes on medium-sized parcels. Secondary dwelling units are allowed under this designation. The highest concentrations of the Residential Detached Low designation are at the eastern City limit, especially in the hills near the Anderson Reservoir. This designation allows up to 4 units per net acre.

 **Residential Detached Medium.** Residential Detached Medium areas allow detached homes on smaller lots, including courtyard homes, manufactured homes, and small-lot single-family homes. Secondary dwelling units are allowed under this designation. Up to 25 percent of the total number of units in a project in the Residential Detached Medium designation may be duets. The Residential Detached Medium designation is dispersed throughout the City, often providing a transition from non-residential areas to lower-density neighborhoods. The largest areas with this designation are centered around East Dunne Avenue and West Main Avenue between Highway 101 and the railroad. This designation allows up to 7 units per net acre.

 **Residential Detached High.** The Residential Detached High designation is intended to accommodate detached single-family homes on small lots at a density of 6 to 12 dwelling units per acre. This land use is meant to serve as a transition between single-family and multi-family land uses. Up to 25

percent of the total number of units in a project in the Residential Detached High designation may be duets.

 **Residential Attached Low.** The Residential Attached Low designation is primarily meant to accommodate attached homes including duplexes/duets, courtyard homes, townhomes, and garden apartments. Up to 25 percent of a Residential Attached Low site may include small-lot single family detached homes when those units are located adjacent to an existing single family detached neighborhood. Residential Attached Low areas generally are located in or next to existing residential neighborhoods and close to commercial corridors, including West Dunne Avenue and Monterey Road. This designation allows 6 to 16 units per net acre.

 **Residential Attached Medium.** This designation allows attached housing types including townhomes, garden apartments, and stacked flats. Pockets of Residential Attached Medium are primarily centered around the Downtown. Frequently found near commercial areas that in part serve the adjacent residents, this designation accommodates 16 to 24 units per net acre, most of which are townhomes, apartments, or condominiums.

 **Residential Downtown.** Small pockets of Residential Downtown, the highest-density residential designation is centered around Downtown and the commuter rail station. Development within this area must be supportive of transit oriented design. This designation allows 24 to 46 units per net acre, most of which are apartments or condominiums.

MIXED USE DESIGNATIONS

 **Mixed Use.** Applied in accordance with the Downtown Specific Plan, this designation applies to the majority of the parcels in and around the core of the Downtown area, especially parcels along Monterey Road and all the parcels between Monterey Road and Depot Street. It is intended to encourage a mixture of retail uses and residences. Consistent with the adopted Downtown Specific Plan, the Mixed Use designation generally allows a density between 8 to 20 units per net acre,

except for the Central Business District (CBD), where there is no maximum or minimum density.

 **Mixed Use Flex.** The Mixed Use Flex designation, which is primarily applied to properties along the Monterey Road corridor north and south of downtown, allows for a mix of residential, commercial, and office uses applied either vertically (i.e., one structure with multiple uses) or horizontally (i.e., structures with different land uses located adjacent to one another). Density should transition from higher to lower at the ends of Monterey corridor. The Mixed Use Flex designation allows 7 to 24 units per acre and a maximum FAR of 0.5 and a maximum commercial building height of 35 feet. Prior to development of Residential or Mixed-Use projects within the Mixed Use Flex designation a block level master plan is required to identify how commercial uses will be incorporated within the development of the block and how individual development projects will connect with each other. Commercial development may process without preparation of a block level master plan consistent with the Commercial designation.

NON-RESIDENTIAL DESIGNATIONS

 **Commercial.** The Commercial designation is primarily located along arterial roadways west of Highway 101 and along the eastern freeway frontage. This designation is intended to allow a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The largest concentrations of this designation are found along Monterey Road and at the freeway interchanges, where retail stores are emphasized. The Service Commercial overlay along Monterey Road north of Wright Avenue allows auto-related uses, except for sales. The Commercial designation allows a maximum FAR of 0.5 and a maximum building height of 30 feet.

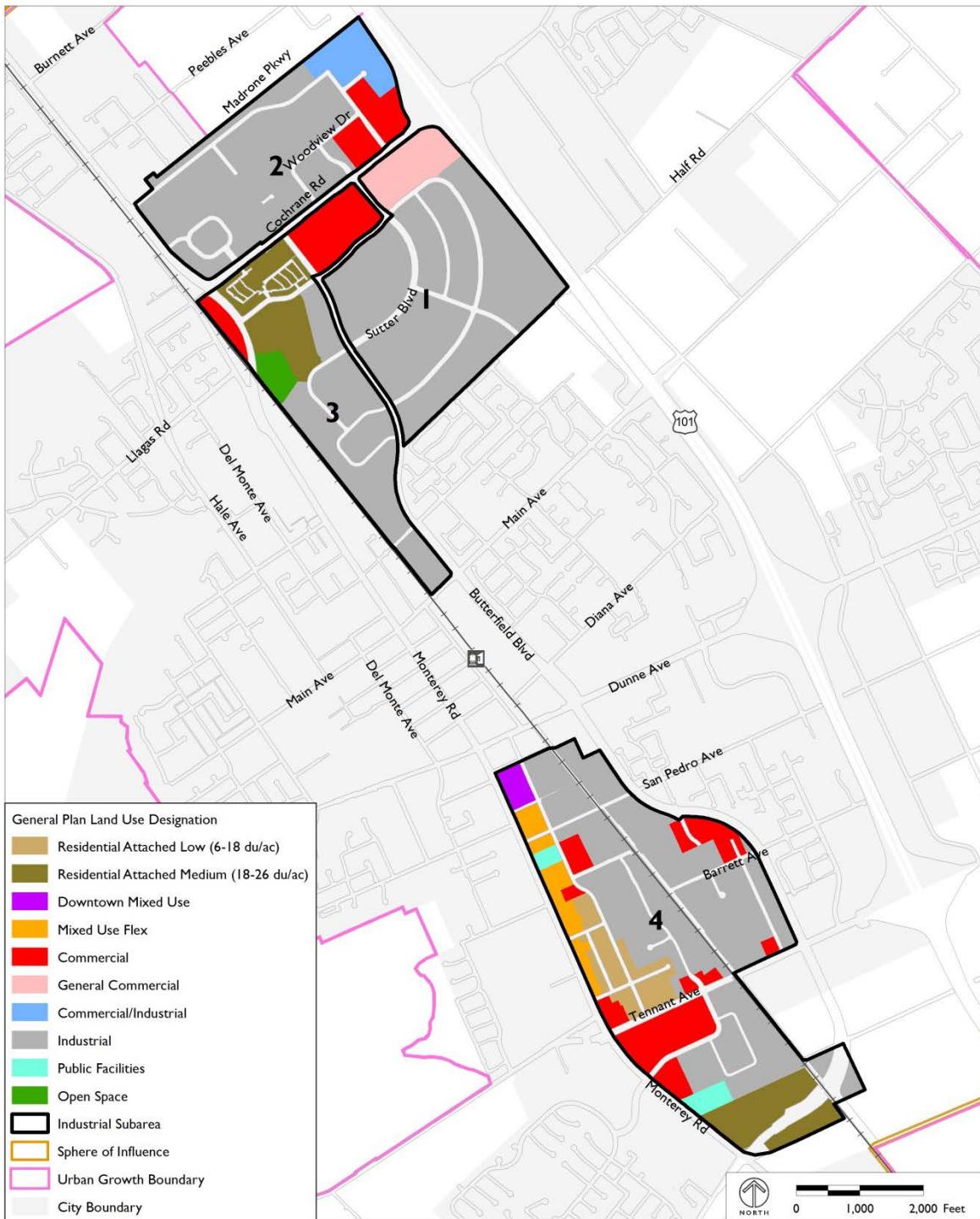
 **General Commercial.** This designation is applied to Cochrane Plaza on the south side of Cochrane Road at the freeway. The General Commercial designation is intended to allow a variety of commercial uses. It was established by voter initiative and cannot be changed without a public vote. This

designation allows a maximum FAR of 0.5 and a maximum building height of 35 feet.

 **Commercial/Industrial.** The purpose of the Commercial/Industrial designation is to promote job-generating development of lands, generally located along Highway 101, by allowing greater flexibility in terms of allowing a varied mix of industrial, office, and commercial uses that are compatible with existing development. Specifically, this designation would allow office, research and development, light industrial uses, and similar uses, and would also allow amenities, such as retail services, restaurants, and lodging to support the primary job-generating uses within business park settings. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail commercial and warehouse forms and uses. This designation allows a maximum FAR of 0.5 and a maximum building height of 30 feet for commercial uses and a maximum FAR of 0.6 and a maximum building height of 50 feet for industrial uses.

 **Industrial.** The Industrial designation allows a variety of research, warehouse, manufacturing, service commercial, and other job-generating uses. This designation allows a maximum FAR of 0.6 and a maximum building height of 50 feet. Industrial employment lands are located in four major subareas as shown in Figure CNF-4. Subareas 1 and 3 are located south of Cochrane Road between Highway 101 and Monterey Road. Subarea 2 is located north of Cochrane Road between Highway 101 and Monterey Road. Subarea 4 is located south of Dunne Avenue between Butterfield Boulevard and Monterey Road. Subareas 1, 2, and 3 are considered Core Employment Areas, which include many of the City's largest employers and will continue to be the strongest location for future employment growth with an emphasis on R&D, light manufacturing, office, and supporting uses. Subarea 4 is the City's Established Employment Area and contains heavier industrial uses and provides future opportunities for a diverse range of industrial uses, including manufacturing, materials processing, and indoor storage.

Figure CNF-4 Industrial Subareas



Source: City of Morgan Hill, 2015.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

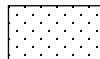


Public Facilities. The Public Facilities designation is applied to land used by public or quasi-public agencies and organizations including the City, hospitals, utility companies, and the Morgan Hill Unified School District. This designation allows a maximum FAR of 0.5 and a maximum building height of 35 feet.



Sports Recreation Leisure. The Sports-Recreation Leisure designation allows a wide range of private commercial, retail, and public/quasi-public sports-recreation leisure themed uses, at a scale that creates a destination area for both regional and local users, and offers a high-quality attractive, health-oriented, fun destination for regional and local users in a manner that supports the City's economic development, City identity, and greenbelt goals. This designation is intended to support local agriculture and sustainable economic development providing jobs for local residents and markets for locally produced goods. This designation allows a maximum FAR of 0.4 and a maximum building height of 40 feet.

OVERLAY



East of 101 Area Plan Overlay. The East of 101 Area Plan Overlay applies to the area roughly between Half Road and Diana Avenue to the north and south and Condit Road and Hill Road to the west and east. The purpose of this overlay is to require the preparation of a comprehensive master plan when new residential development is proposed to create well-planned, cohesive neighborhoods. Development within the East of 101 Area Plan Overlay shall:

- Employ high-quality site planning, architecture, and design that reflects the rural and agricultural history of the area, following traditional town design principles, and support green building methods that reduce the environmental impact of new development.
- Seek to preserve the agricultural heritage of the area and integrate ongoing agricultural uses into future development, as indicated by the Agriculture/Open Space overlay symbol.

- Include a variety of residential housing types as permitted by the underlying General Plan land use designation.
- Include services and amenities to serve new residents so daily needs can be met close to home.
- Provide an easily accessible, fully connected street and trail network that encourages walking and biking and provides access to existing community amenities such as Live Oak High School and Nordstrom Elementary School.

LAND USE MAP SYMBOLS

The General Plan land use map includes three “floating” symbols that indicate that a certain type of use is desired in the future in a general area, but that specific site has not yet been identified. Exact locations for these uses will be determined in the future as part of site- or project-specific planning.



School: The circled S indicates the general area where a future school should be accommodated to serve existing and future development. Consistent with policies under Goal HC-1 in the Healthy Communities Element, the City will coordinate with Morgan Hill Unified School District to site future schools. Appendix C, Possible School Sites, provides additional detail on elementary, middle, and high school boundaries and the corresponding potential sites.



Open Space/Agriculture: This symbol indicates that open space and agricultural uses should be integrated into future development in areas with a strong agricultural heritage.



Common Open Space: Future development on land with this symbol shall incorporate usable common open space. This symbol is used in locations where specific site constraints limit development capacity; areas of the site that cannot feasibly be urbanized should be preserved as usable common open space.

AREAS OF SPECIAL CONSIDERATION

This section provides an overview of special planning areas in the City. These are areas that anticipate new growth and/or have undergone special planning studies.

DOWNTOWN

Downtown includes the commercial area around Monterey Road from Main Avenue to Dunne Avenue, and from Del Monte Avenue to Depot Street, as shown on Figure CNF-2. The 2009 Downtown Specific Plan, which establishes the City's vision and goals for the land use and the aesthetic character of the area. Downtown has been carefully planned as the social and civic center of Morgan Hill. The Downtown Specific Plan encourages the creation of an urban village by intensifying retail, restaurant, and entertainment uses and encouraging high-density residential development.

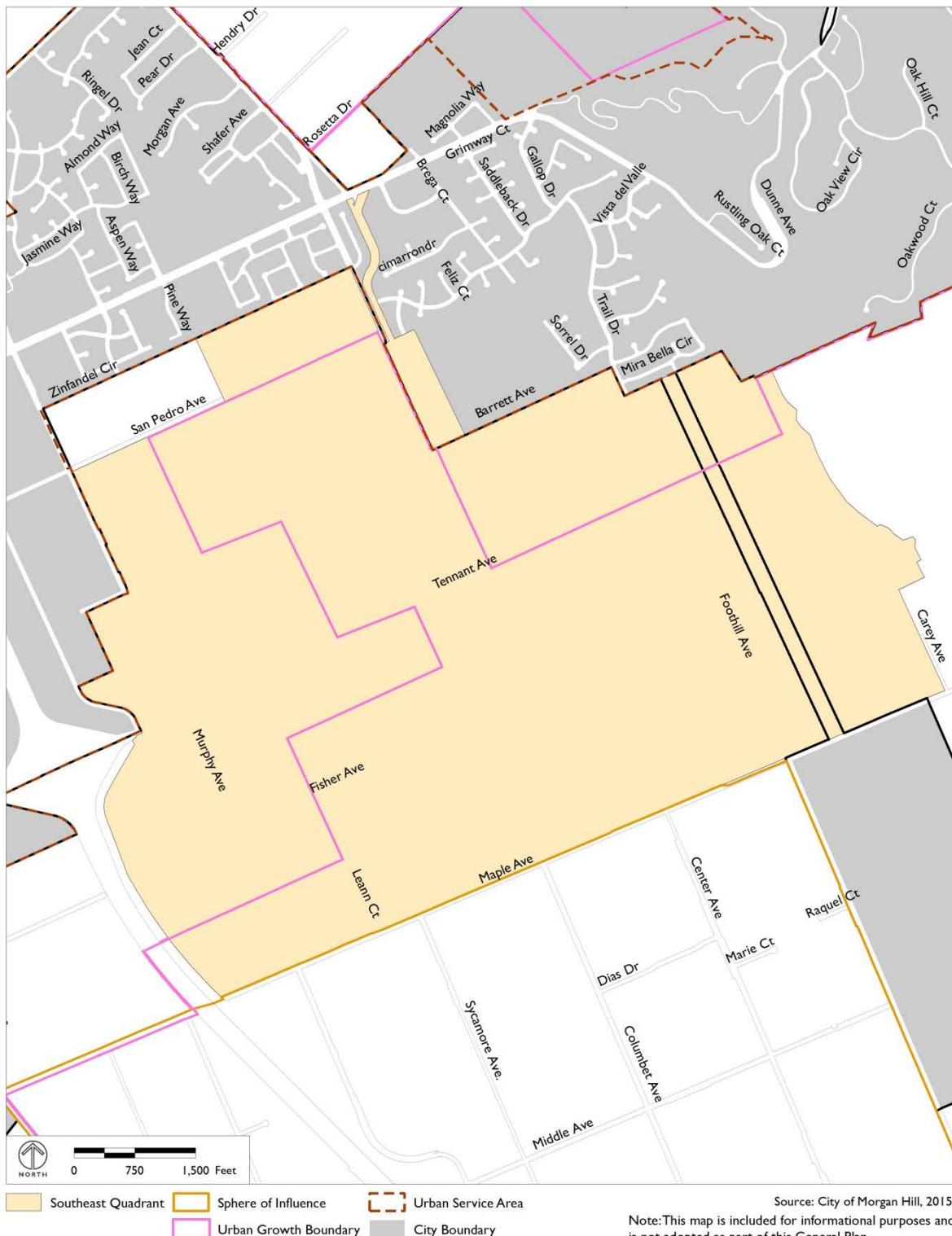
MONTEREY CORRIDOR

The General Plan envisions that the Monterey Road corridor north and south of Downtown will transform from its current predominantly strip commercial character to a vibrant mixed use corridor that encourages walking and biking. Buildings will front onto the street and a range of commercial and office uses will be located within close proximity to attached residential units. Density will decrease with distance from Downtown.

SOUTHEAST QUADRANT

The Southeast Quadrant (SEQ) is approximately 1,300 acres, generally bounded by Condit Road and Highway 101 to the west, San Pedro Avenue to the north, Carey Avenue to the east, and Maple Avenue to the south, as shown in Figure CNF-5. The City has adopted an Agricultural Lands Preservation Program to permanently preserve agricultural lands with the SEQ and Citywide.

Figure CNF-5 Southeast Quadrant



Source: City of Morgan Hill, 2015.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

EAST OF 101 AREA

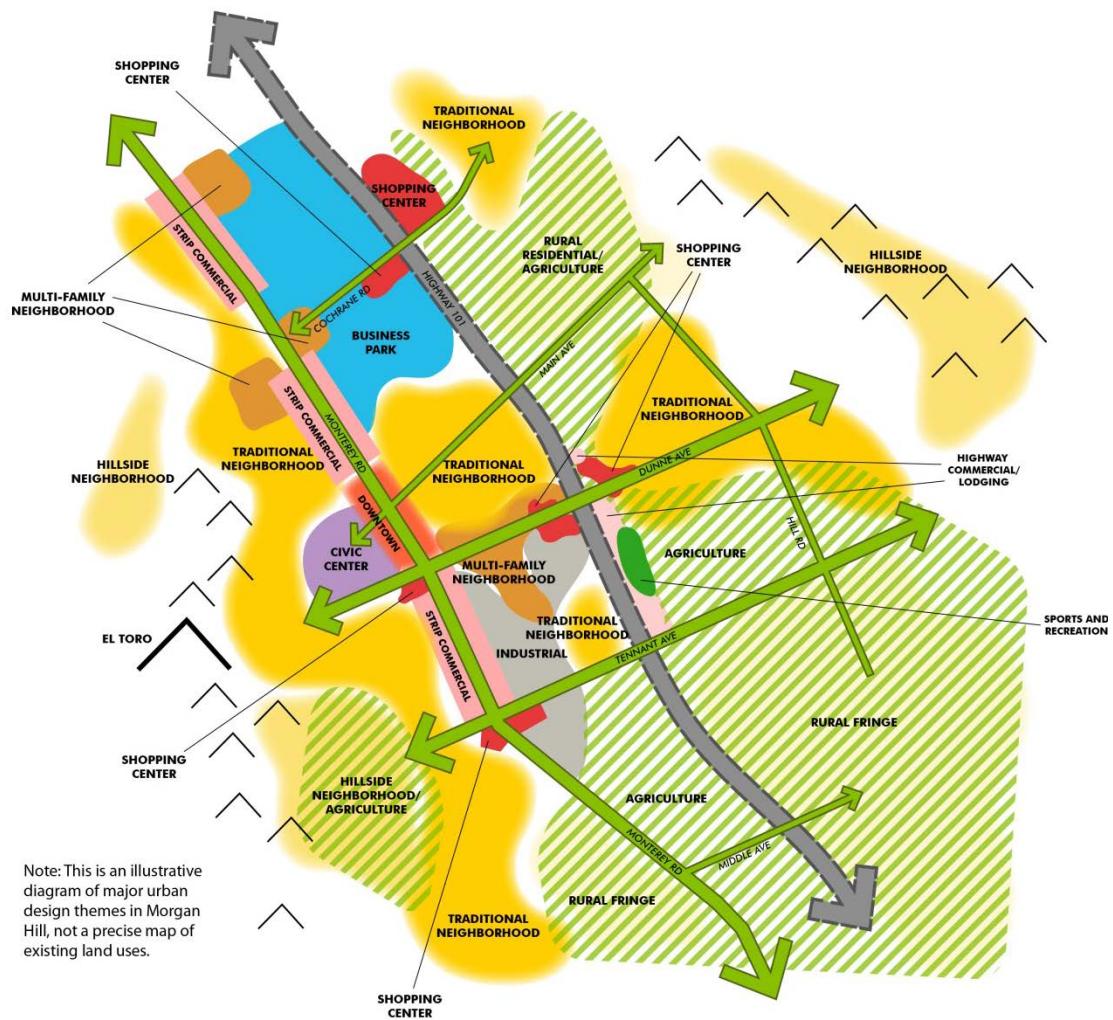
The East of 101 Area is roughly between Half Road and Diana Avenue to the north and south and Condit Road and Hill Road to the west and east. It is covered by the East of 101 Area Plan Overlay (described above). The General Plan envisions walkable, complete, and livable residential neighborhoods being developed in this area under a single cohesive plan based on the principles of sustainable development, including a diversity of housing types as well as services, parks, trails, and amenities and preserve/incorporate/integrate agricultural uses that reflect the history of the area.

Urban Form Morgan Hill's urban character must be understood in terms of its natural setting. The City's location along the valley floor, with views of grassy and wooded hillsides to the east and west, defines and embraces the City's friendly atmosphere and provides a visual connection to the natural world from almost any vantage point. The strong connections between Morgan Hill's developed neighborhoods, natural setting, and agricultural surroundings establish the feeling of a traditional, family oriented, high quality, progressive and active small town removed, though easily accessible, from the crowded, fast-paced Silicon Valley communities to the north.

Morgan Hill can be divided into areas characterized by broadly similar land uses and urban design types. These areas are shown on Figure CNF-6 and described as follows:

- **Traditional Neighborhood.** Traditional neighborhoods are characterized by single-family houses one to two stories that are setback 20 to 30 feet from the street oriented along curvilinear streets with off-shooting cul-de-sacs.
- **Hillside Neighborhood.** Hillside neighborhoods are characterized by one- to two-story single-family houses, loosely spaced from one another and from the street, and are situated along curvilinear streets occasionally interrupted by short cul-de-sac offshoots.

Figure CNF-6 Existing Urban Design Types



- **Multi-Family Neighborhood.** Multi-family neighborhoods are characterized by two- and three-story buildings surrounded by parking lots and an interior network of driveways with a central open space or recreation area. Access to the multi-family neighborhood is usually by one or two major right-of-ways that bound the site.
- **Rural Fringe.** Rural fringe areas are characterized by working farms and fallow land with one single-family home or properties with little to no development abutting

residential parcels. Houses in these areas are generally located near the street-side property line and are situated along a larger, grid street network with large blocks and no sidewalks or street trees.

- **Downtown.** Downtown buildings are typically two to three stories directly abutting the street. Parking is found at the rear of the buildings to allow for an uninterrupted street with 600-foot blocks that fosters a pedestrian-friendly environment. Extensive street and median planting, arcaded walkways, and ample street furniture provide for a pleasant visual and pedestrian experience.
- **Shopping Center.** Major shopping centers in Morgan Hill typically consist of “big box” style buildings with large footprints supported by retail shops of smaller scale. Buildings are often oriented to maximize visibility from Highway 101 and arterial roads. Circulation within the shopping center is via sidewalks and parking lots. Most shopping centers have access off of two streets.
- **Strip Commercial.** Strip commercial buildings are typically one-story and face major arterial roads with an ample amount of parking between the buildings and sidewalks.
- **Business Park.** Business parks include single-or multi-story buildings with large footprints found at the center of a parcel, surrounded by expansive parking. Business parks are found along curvilinear streets with lengthy blocks and few intersections.
- **Industrial.** Industrial areas in Morgan Hill are typified by one-and two-story buildings with large building footprints. Buildings are generally located in the center of the parcel, with parking lots surrounding them on all four sides. Industrial buildings are located along large blocks with minimal street intersections.

GATEWAYS

Gateways are the key locations where people enter and leave the City and distinct districts and neighborhoods. They act as a point

of distinction between different areas, and contribute to a sense of arrival to one place from another. As gateways convey a sense of arrival and provide initial and lasting impressions, they should be attractive and identifiable. Gateways can express a pleasant welcome through architectural features, landscaping, and art. Signage can also help define City gateways uniformly.

GOALS, POLICIES, AND ACTIONS

LAND USE DECISIONS

GOAL CNF-1 An improved, effective, efficient, fair, equitable, flexible, and user-friendly planning and decision-making process.

- POLICY CNF-1.1 **Coordinated Planning Decisions.** Ensure that City decisions regarding planning are reached in a comprehensive, coordinated manner.
- POLICY CNF-1.2 **Annual General Plan Review.** Review the General Plan annually to determine what progress is being made toward achieving the General Plan's goals and policies.
- POLICY CNF-1.3 **Regional Coordination.** Continue working cooperatively with other governmental agencies to reach a coordinated approach to future community development tasks.
- POLICY CNF-1.4 **Pipeline Provisions.** For a period of up to 24 months following the adoption date of the Morgan Hill 2035 General Plan, zoning amendment and discretionary development permit applications may be considered for General Plan conformance to the land use designations shown on the final adopted version of the 2001 General Plan Land Use Map. All of the "Pipeline" applications benefitting from this policy must have been submitted to the City,

including full payment of fees, prior to adoption of this General Plan and their review must be completed within this same 24-month period.

GROWTH MANAGEMENT

GOAL CNF-2 An improved, orderly, and efficient pattern of urban development.

POLICY CNF-2.1 **Orderly Development.** Promote the orderly development of the City, with concentric growth and infill of existing developed areas.

POLICY CNF-2.2 **A Balanced Community.** Plan for the needs of all socioeconomic segments of the community, encouraging a balance and match_in jobs and housing within the City.

POLICY CNF-2.3 **Quality of Life.** Maintain Morgan Hill's high quality of life for existing and future residents.

POLICY CNF-2.4 **Changing Demographics.** When considering future urban development, look at least five to ten years into the future to take into account changing local and regional demographics.

POLICY CNF-2.5 **Morgan Hill 2035 EIR Projections.** Monitor the projected growth as analyzed in the Morgan Hill 2035 Environmental Impact Report (EIR). When approved development within the city reaches the maximum number of residential units or any of the non-residential square footages projected in the Morgan Hill 2035 EIR, the Community Development Director shall require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the Morgan Hill 2035 EIR's projections. This does not preclude the City, as lead agency,

from determining that an EIR would be required for any development in the Urban Growth Boundary to the extent required under the relevant provisions of CEQA (e.g., Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any specific plan, all in accordance with these requirements.

GOAL CNF-3 A growth management system that maintains a population cap, a metered pace of development, and high level of community amenities, and that is clear, fair, flexible, and streamlined.

POLICY CNF-3.1 RDCS Purpose. Maintain a Residential Development Control System (RDCS) to manage the amount, rate, type, and location of residential development in Morgan Hill.

POLICY CNF-3.2 Relationship to General Plan. Require the RDCS to implement the goals, and policies of the General Plan as they relate to residential development in Morgan Hill through 2035.

POLICY CNF-3.3 Basic Principles. Require the RDCS to be guided by basic principles of fairness, efficiency, predictability, and transparency.

POLICY CNF-3.4 Population Limit. Plan for a January 1, 2035 population of 58,200 residents.

POLICY CNF-3.5 Rate of Growth. Maintain steady and predictable annual growth consistent with the population limit.

POLICY CNF-3.6

Adequate Services and Infrastructure. Allow residential growth only if it is within the ability for the City to provide adequate public services and infrastructure for new development and the community at large.

POLICY CNF-3.7

Jobs/Housing Balance. Plan for residential growth that supports a healthy balance between residents and jobs located within Morgan Hill.

POLICY CNF-3.8

Allotments Required. Require a building allotment in order to construct residential units, except for exempt units specified in the RDCS Ordinance.

POLICY CNF-3.9

Annual Allotments. Limit the number of allotments available each year so that as of January 1, 2035 the population of Morgan Hill does not exceed 58,200.

POLICY CNF-3.10

Multi-Family Housing. Maintain an adequate supply of allotments available for multi-family and affordable housing consistent with the City's adopted Housing Element.

POLICY CNF-3.11

Competition for Allotments. Require residential projects to compete for available allotments each year, except for projects exempt from the RDCS competition. The City shall award allotments to projects receiving the highest scores using criteria specified in the Municipal Code.

POLICY CNF-3.12

Weighting of Points. Award a specific number of points for criteria that reflect community goals, values, and priorities such as promoting infill, affordable housing, high quality design, and encouraging green building.

POLICY CNF-3.13

Downtown Set-Asides. Set aside at least 500 allotments for housing within the Downtown Specific Plan boundaries through 2035. Downtown projects do not compete in the RDCS competition – projects consistent with the Downtown Specific Plan, General Plan, and Zoning Code receive allotments on a first-come-first-serce basis.

POLICY CNF-3.14

Agricultural Preservation Set-Asides. Set aside at least 300 allotments for housing that may be applied anywhere in the City through 2035. Recipient projects must directly establish permanent agricultural conservation easements within the City Limits or within the City's Priority Agricultural Conservation Area.

POLICY CNF-3.15

Voluntary Features. Allow project applicants to incorporate features into projects to receive points on a voluntary basis. These features must exceed the minimum requirements that apply to all development as specified in the General Plan and Zoning Code.

POLICY CNF-3.16

Policy CNF-3.16 Competition Criteria. Award points to projects using criteria that relate to the following:

- Schools
- Location
- Affordable Housing
- Housing Diversity
- Parks and Open Space
- Environmental Protection
- Transportation
- Infrastructure and Services
- Project Quality

GOAL CNF-4 Orderly and limited expansion of City boundaries.

POLICY CNF-4.1

Future Growth Areas. Use the current Urban Service Area and Urban Growth Boundary to identify future urban development areas based on adequacy and availability of municipal services.

POLICY CNF-4.2

Urban Growth Boundary. Maintain a long-term Urban Growth Boundary that:

- a) provides greater stability of future land use patterns than is currently provided by the existing "short term" urban service area (USA) boundaries;
- b) indicates the preferred extent and direction of the City's future urban expansion and capital improvements planning;
- c) encourages compact and concentric urban growth and development;
- d) promotes fiscal responsibility, cost-effective service delivery, and the City's ability to plan for and adequately maintain urban services over time;
- e) provides for an adequate land supply necessary for sustainable economic growth;
- f) compensates for the impacts of the City's historical patterns of urban growth;
- g) achieves greater compatibility of land use planning and decision-making for lands of mutual interest to the City and County; and
- h) provide additional certainty to rural landowners needed for purposes of planning investments and maintaining viable agricultural operations.

POLICY CNF-4.3

Prerequisites for Urban Development. Consider land adjacent to the City as available for urban development only when it is included within the Urban Service Area and Urban Growth Boundary, can be developed in a manner that will be cost-effective to the City, and will be served by adequate public services and facilities.

POLICY CNF-4.4

Adding Developed Lands into Urban Growth Boundary. Include developed unincorporated lands in the UGB when they provide for a logical extension of the boundary and are consistent with established planning criteria, findings, or prerequisites.

POLICY CNF-4.5

Urban Growth Boundary Modifications. Require consistency of all future proposals to modify the UGB with applicable policies of the City's and County's General Plan, particularly concerning Countywide urban growth management.

POLICY CNF-4.6

City/County Role in Urban Growth Boundary Modifications. Offer County staff and decision-makers adequate opportunity to participate in the evaluation of proposals to modify the City's UGB. The relative level of County participation should be in keeping with the geographic scale or impact of the proposed UGB changes (i.e., major revisions imply more significant role for joint City/County coordination; very minor or insignificant modifications would imply a potentially less significant role for joint City/County coordination).

POLICY CNF-4.7

Urban Growth Boundary Modification Criteria.

Significant modifications to the UGB are strongly discouraged in order to ensure the long term stability of the boundary by directing urban growth to areas of the city that are urbanized or planned for urbanization.

a) Significant modifications to the UGB, or significant modifications to the General Plan text supporting the boundary, will only be considered in the context of a major, comprehensive update of the General Plan which fully considers all of the implications of expanding the limits of urbanization.

b) Minor modifications to the UGB may be considered during an annual General Plan review. To qualify as a minor modification a proposed modification of the UGB must meet the following criteria:

- Be no larger than 5 acres in size; or
- If the modification includes both areas of expansion and areas of contraction, the net expansion area is no larger than five acres in size; and
- The expansion area must be located contiguous to lands with an urban land use designation on the City's General Plan Land Use Map.

c) All proposed modifications must:

- Demonstrate consistency with the applicable goals and policies in the General Plan and the surrounding General Plan Land Use designations.
- Demonstrate a fiscally neutral effect on City finances at the time of development in the future.

- Be adequately served by public services and infrastructure without decreasing City adopted level of service standards.
- Demonstrate a public benefit such as the preservation of sensitive habitat or prime farmland, provision of affordable housing, provision of public park or open space land, or a public benefit established by the Morgan Hill City Council.

ACTION CNF-4.A **Urban Growth Boundary Modification Procedures.** Modify the City's Zoning Code to include detailed procedures for evaluation and consideration of UGB modification requests.

Urban Service Area

POLICY CNF-4.8 **Land Supply.** Include enough land within the Urban Service Area to provide for a rate, amount, and type of development consistent with the General Plan; review and modify the Urban Service Area boundaries as needed.

POLICY CNF-4.9 **Orderly Growth.** Urban growth should occur in an orderly and contiguous pattern, within the designated Urban Service Area, encouraging infill of vacant urban land. (South County Joint Area Plan 1.09 & 1.10)

POLICY CNF-4.10 **Urban Service Area Expansions.** Base expansion of urban service areas and annexations on the General Plan, consistent with the City's schedules for development and extension of services. (South County Joint Area Plan 1.11 & 1.12)

POLICY CNF-4.11 **Urban Service Area Expansions Within UGB.** Allow Urban Service Area expansions only within the long-term UGB and for lands with urban designations; the timing and extent of Urban

Service Area expansion shall remain consistent with established Urban Service Area expansion policies and ordinances.

GOAL CNF-5 Efficient development of County land within the UGB consistent with the City's long-term development strategy.

POLICY CNF-5.1



Land Use Conflicts. Support the County's policy to avoid land uses and development in the unincorporated areas which would potentially conflict with future annexation and the optimal utilization of lands within the UGB.

POLICY CNF-5.2



Road and Infrastructure Extensions. Support the County's policy to avoid premature road and infrastructure extensions in the unincorporated areas which would potentially conflict with optimal street configurations and development patterns within the UGB.

GOAL CNF-6 High-quality services and facilities that keep pace with community needs and standards.

POLICY CNF-6.1

Services to Serve Growth. Manage and schedule urban growth consistent with the ability to provide a full array of urban services and facilities, such as sewer capacity, water, transportation, schools, public safety and other urban services. (South County Joint Area Plan 1.08)

POLICY CNF-6.2

Service Standards. Ensure that facility/service standards can be met for new development by the time of occupancy.

POLICY CNF-6.3

New Public Facilities. Ensure that plans for public facilities (e.g., parks, City offices, fire stations) reflect the anticipated location, amount, and type of new development.

POLICY CNF-6.4

Public Facilities Upgrades. Evaluate the need for improvements to existing public facilities based on such factors as the location and extent of new residential, commercial and industrial development, residential densities, and neighborhood development patterns.

POLICY CNF-6.5

Development Review Procedure. Require all City projects to go through the same development review procedure as private projects.

POLICY CNF-6.6

Urban Level of Public Services. Fully utilize existing strategies to achieve an urban level of public services throughout the City, including by a) requiring that the timing and location of future urban development be based upon the availability of public services and facilities; b) requiring new development to pay all the incremental public service costs which it generates; and c) requiring developers to dedicate land and/or pay to offset the costs relating to the provision and expansion of public services and facilities. (South County Joint Area Plan 5.01)

POLICY CNF-6.7

Impacts on City Infrastructure. Require all development that may result in a substantial impact on City infrastructure and/or services to be analyzed to determine the extent of that fiscal burden.

POLICY CNF-6.8

Service and Utility Plans. Develop detailed service and utility plans for a 6-year time span.

ACTION CNF-6.A

Level of Service Standards. Identify and adopt a set of level of service standards for major public facilities and services (roads, police, fire, sewer, water, drainage) that identify accepted service standards for development in Morgan Hill.

ACTION CNF-6.B

Municipal Service and Capital Improvement Program. Develop a comprehensive municipal service and capital improvement program for 6-year time periods.

ACTION CNF-6.C

Energy Needs. Determine the City's future energy needs and develop strategies to ensure that adequate energy resources are available when needed.

GOAL CNF-7

Preservation of viable agricultural lands and publicly-accessible open space uses on unincorporated lands outside the UGB

POLICY CNF-7.1

County General Plan Policies. Promote the maintenance of current County General Plan policies encouraging low-density uses, including large lots and agriculture, for County projects adjacent to the UGB. Encourage the County to retain large minimum parcel sizes, and promote agricultural and open space uses on unincorporated lands.

POLICY CNF-7.2

Rural Landowner Home Occupation. Support the County's effort to promote the use of expanded home occupations for rural landowners and agriculturists, within the parameters of the County's zoning ordinance.

POLICY CNF-7.3

Rural Land Uses. Land uses in rural areas should be low-intensity and limited in number, and public services to rural areas should be appropriately limited. (South County Joint Area Plan 1.07)

POLICY CNF-7.4

Agricultural Land Use Conflicts. Work with Santa Clara County to minimize potential land use conflicts between urban uses within the UGB and rural lands adjacent to the growth boundary.

POLICY CNF-7.5

Inter-Jurisdictional Support for Agriculture.

Coordinate measures to enhance the economic viability of agriculture in conjunction with other inter-jurisdictional planning in the South County.

ACTION CNF-7.A

Economic Viability of Agriculture Measures.

Explore and implement various measures to enhance the economic viability of agriculture, including by maintaining the City's Right-to-Farm Ordinance.

ACTION CNF-7.B

Roadside Services Land Uses. Support the County's policy to prohibit the introduction of Roadside Services land use designations on unincorporated lands within the City's Sphere of Influence.

ACTION CNF-7.C

Compatible Agricultural and Residential Land Uses. Investigate potential conflicts between future residential development and existing agricultural operations and identify methods of resolving such conflicts prior to development.

URBAN FORM

GOAL CNF-8 A visually attractive urban environment.

POLICY CNF-8.1

High Quality Design. Require all development to feature high quality design that enhances the visual character of Morgan Hill.

POLICY CNF-8.2

Design Features. Encourage design features and amenities in new development and redevelopment, including, but not limited to:

- Highly connected street layouts, supporting multiple paths of travel for all modes.
- Cluster buildings to create useable open space.
- Abundant landscaping.

- Attractive transitions between uses.
- Comfortable pedestrian facilities that promote a high level of pedestrian activity.
- Distinctiveness and variety in architectural design.

POLICY CNF-8.3

Changes in Building Scale. Discourage abrupt changes in building scale. A gradual transition between low-rise to mid-rise buildings should be achieved by using the low-rise buildings at the edge of the project site. Consider the relationship of buildings to the street, to one another and to adjacent structures and land uses.

POLICY CNF-8.4

Architectural Quality. Optimize architectural quality by encouraging the use of quality materials, particularly as accents and authentic detailing, such as balconies and window trims.

POLICY CNF-8.5

Building Façade. On all sides of buildings, require the incorporation of quality architectural design elements for all building façades and stepping back upper floors in order to reduce bulk and mass and to break up monotonous wall lines.

POLICY CNF-8.6

Franchise Architecture. Discourage the use of “franchise architecture.”

POLICY CNF-8.7

Design Sensitivity. Ensure that new development is sensitive to the character of adjacent structures and the immediate neighborhood.

POLICY CNF-8.8

Blighted Buildings. Rehabilitate or replace rundown, blighted buildings and developments, including trailer courts.

POLICY CNF-8.9



Commercial Landscaping. Encourage new commercial development to provide outdoor areas and landscaping and tree canopy to enhance the surroundings.

POLICY CNF-8.10

Public Landscaping. Landscape medians and public areas along major streets using drought-tolerant plant materials, and encourage Caltrans to use drought-tolerant plants along Highway 101.

POLICY CNF-8.11

Pedestrian Spaces. Encourage the design of attractive outdoor pedestrian spaces that encourage impromptu public gathering places with features such as plazas, interior walkways and paseos, ornamental gates, trellises, lighting, trees and landscaping, seating and fountains.

POLICY CNF-8.12

Visual Impact of Parking. Require parking areas associated with development to be located and designed to minimize visual impact to the greatest extent feasible. This may include locating parking behind buildings street frontage, below grade, or screening through the use of natural landscaping.

POLICY CNF-8.13

Permeable Surface Materials. Encourage construction of parking areas, trails, and access roads with permeable materials where appropriate.

POLICY CNF-8.14

Sound Walls. Minimize the use of sound walls to situations where they are required to meet noise standards and other forms of mitigation are not available. Use techniques less visually disturbing than sound walls, including but not limited to earth berms and intervening placement of non-sensitive buildings when requiring noise impact mitigation of new and/or expanded development.

- POLICY CNF-8.15 **Streetscape Improvement Maintenance.** Ensure adequate maintenance of streetscape improvements.
- POLICY CNF-8.16 **Undergrounding of Utilities.** Require the undergrounding of all utilities, or a deferred improvement agreement, in conjunction with new construction and encourage the undergrounding of existing utilities where feasible.
- POLICY CNF-8.17 **Public Art.** Encourage installation of public art in new and renovated non-residential projects.
- POLICY CNF-8.18 **Monterey Road Development Form.** Ensure that development along West Little Llagas Creek incorporates the creek as an amenity.
- POLICY CNF-8.19 **Incompatible Uses.** Use setbacks, natural and man-made barriers such as streams, park land, and drainage ways, and other mitigation to separate incompatible uses whenever possible.
- POLICY CNF-8.20 **Nighttime Lighting.** Require nighttime lighting to be designed to minimize light spillage to adjacent properties.*
- POLICY CNF-8.21 **Nighttime Lighting Technology.** Require nighttime lighting to use current lighting technology to minimize lighting intensity and downshielded to reduce light pollution.*
- ACTION CNF-8.A **Architectural Review Handbook.** Update the Architectural Review Handbook as needed to reflect the City's requirements for high-quality design.

ACTION CNF-8.B



Parking Lot Lighting Efficiency Retrofit Ordinance. Develop a parking lot lighting retrofit ordinance requiring property owners or managers to replace inefficient parking lot or parking structure lighting with high-efficiency lighting technologies where feasible.

ACTION CNF-8.C

Public Art. Develop a plan and standards to encourage the inclusion of public art in new and renovated non-residential projects.

GOAL CNF-9 Appropriate transitions between urban land uses and surrounding undeveloped areas.

POLICY CNF-9.1

Density Feathering from High to Low Densities. Encourage feathering from higher urban densities to lower rural densities to occur within the City limits. Feathering should begin as development nears the Urban Growth Boundary.

POLICY CNF-9.2

Density Feathering West of Highway 101. West of Highway 101 and north of the Madrone Industrial Park, feather residential uses toward the northern Sphere of Influence boundary with San Jose.

POLICY CNF-9.3

Density Feathering in South Morgan Hill. Maintain existing residential feathering south of Watsonville Road and west of Monterey Road.

RESIDENTIAL NEIGHBORHOODS

GOAL CNF-10 A variety of housing types and densities available to all residents.

POLICY CNF-10.1

Range of Residential Densities. Continue to provide for a full range of residential land use densities and building types, within the General Plan and Zoning Ordinance.

POLICY CNF-10.2

Single-Family and Multi-Family Housing Ratio.

Plan for an approximate 70/30 ratio of single-family to multi-family housing for all future residential development.

POLICY CNF-10.3

Adequate Supply of Multi-Family Housing.

Provide for an adequate supply of multi-family housing, located convenient to shopping, services, and transportation routes.

POLICY CNF-10.4

Single-Family Housing Supply. Support actions

to maintain an adequate supply of single-family housing throughout the community, including provision of affordable single-family housing to those persons who work within the community.

POLICY CNF-10.5

Affordable Single-Family Housing. To the

maximum extent possible, emphasize single-family units in affordable housing allocations, rental and ownership housing assistance projects, and rehabilitation programs to improve the existing housing stock.

POLICY CNF-10.6

Density Near Infrastructure. Encourage higher

residential densities at locations where convenient access and adequate infrastructure is readily available.

POLICY CNF-10.7

Range of Parcel Sizes. Utilize a full range of

parcel sizes and land use categories in the City's Zoning Ordinance to provide for a variety of residential densities and housing types.

GOAL CNF-11 High quality, aesthetically pleasing, livable, sustainable, well-planned residential neighborhoods, well-connected to neighborhood services.

POLICY CNF-11.1 **Preservation of Single-Family Neighborhoods.** Encourage preservation and rehabilitation of single-family neighborhoods within the City.

New Subdivisions

POLICY CNF-11.2 **Well-Designed Residential Neighborhoods.** Design residential neighborhoods so they are distinct and buffered from conflicting non-residential uses.

POLICY CNF-11.3 **Appropriate Residential Transitions.** Provide for an acceptable transition in lot size and density between adjacent residential areas.

POLICY CNF-11.4 **Internal Connectivity.** Encourage the street network in new subdivisions to feature a high level of internal connectivity. This may be accomplished through frequent intersection of internal streets, blocks averaging 400 to 600 feet in length.

POLICY CNF-11.5 **Outside Connections.** Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include:

- Providing multiple points of entry into the project for motorists, bicyclists and pedestrians.
- Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of streets to which they connect.
- Installing landscaping and street improvements at the edge of subdivisions that appear as common amenities shared with adjacent neighborhoods.

- Minimizing the use of gates, fences, and walls that separate the subdivision from the surrounding community.
- Planning for future connections to adjacent undeveloped property.

POLICY CNF-11.6

Open Space Connections. Use existing and planned drainage/flood control and linear park system elements, as well as other publicly owned or restricted land, to connect residential neighborhoods.

POLICY CNF-11.7

Clustering of Residential Units. Encourage the clustering of residential units to provide open space and recreation areas, and to provide buffer areas between different land uses (e.g., industrial and residential).

POLICY CNF-11.8



Multi-Modal Transportation System. Require new subdivisions to contain a network of streets, sidewalks, trails, and transit facilities that accommodate all modes of transportation. Methods to achieve this may include:

- Incorporating complete streets designed for low vehicle speeds.
- Planting trees along both sides of streets.
- Installing bus stops, shelters, and benches in or adjacent to the project.
- Providing safe walking and bicycling routes to schools, parks, and other youth destinations.

POLICY CNF-11.9

Continuous Sidewalks. Require continuous sidewalks along both sides of the street frontage.

POLICY CNF-11.10 **Open Space.** Require new subdivisions to feature integrated common open spaces, parks, and community facilities that serve as social and design focal points. Open spaces should be a close walking distance from all residents and should be large enough to be useful for residents.

POLICY CNF-11.11 **Mix of Housing Types.** Encourage a mix of housing types and lot sizes within residential projects with five or more lots or units.

POLICY CNF-11.12 **Design Variation.** Require new residential subdivisions to feature variation in lot and building design to create visually interesting and distinctive neighborhoods. This may be accomplished by:

- Limiting repetition of home models, particularly on adjacent lots.
- Utilizing a cohesive architectural theme but incorporating variation in architectural details.
- Providing variation in one and two-story building elements.
- Providing variation in front, side, and rear setbacks.
- Providing variation in the width and size of lots.

POLICY CNF-11.13 **Active Public Realm.** Require new subdivisions to feature an active and pedestrian-friendly public realm. This may be accomplished through locating front entries to face the street or other public space, designing porches and front yards to enhance the social role of streets, and incorporating alleys to allow for rear-loaded units.

General Residential Design

- POLICY CNF-11.14 **Residential Development.** Avoid monotony in the appearance of residential development.
- POLICY CNF-11.15 **Architectural Style.** Allow the design of homes in a diverse range of styles. However, buildings should strive for the authentic implementation of established architectural styles (See “A Field Guide to American Houses” by Virginia and Lee McAlester.)
- POLICY CNF-11.16 **360-Degree Design.** Require residential buildings to be well articulated on all sides. Side and rear facades shall maintain the architectural design, level of detail, and materials consistent with the front facade.
- POLICY CNF-11.17 **Architectural Details.** Require residential buildings to feature architectural details such as eaves, bay windows, porches, and balconies that emphasize their residential and pedestrian-scale character.
- POLICY CNF-11.18 **Orientation to the Street.** For residential buildings adjacent to a street, orient entrances to that street.
- POLICY CNF-11.19 **Parking and Driveways.** Require the design and location of parking and vehicle circulation facilities of residential buildings to support a pedestrian-friendly environment. This may be accomplished by:
- Locating parking and driveways toward the rear or side of buildings and away from the public streets and sidewalks.
 - Including driveways shared by multiple dwelling units.

- Utilizing rear-loaded building types with garages facing the rear of the property or an alley.
- Minimizing the number and frequency of driveways intersecting sidewalks.
- Locating front yard driveways at the edge of the parcel rather than the center.
- Screening parking areas adjacent to streets with low fences and landscaping.
- Providing vehicle drop-off areas to the side or rear of multi-family buildings.

POLICY CNF-11.20 **Infill Compatibility.** Require residential infill development to complement existing development patterns and minimize impacts on neighboring properties. This may be accomplished by:

- Matching prevailing front and side setbacks on developed blocks.
- Breaking up large buildings into smaller forms reflective of the scale of nearby structures.
- Stepping back upper stories of taller structures.
- Using porches or balconies to counteract the vertical emphasis of taller buildings.
- Using trees and landscaping to soften scale differences, particularly in areas where trees and vegetation are unifying aspects of community character.

POLICY CNF-11.21 **Neighbor Privacy.** Require new residential development to consider the privacy needs of neighboring properties. This may be accomplished by careful placement and design of windows, stepping back upper portions of buildings, and landscape design.

Attached Single-Family and Multi-Family Design

POLICY CNF-11.22

Minimized Mass and Scale. Minimize the perceived mass and scale of attached single-family homes and multi-family housing to appear consistent with Morgan Hill's small town residential character. This may be accomplished by:

- Breaking larger buildings up into multiple masses and adding visual breaks in building volumes.
- Providing separation between individual buildings within a single project.
- Including paseos, courtyards, plazas and other forms of open space that help to break up building mass.
- Utilizing landscaping that helps to soften the visual impact of larger buildings.

POLICY CNF-11.23

Individual Units. Require attached single-family homes and multi-family housing to appear as individual residences or small groups of units. This can be accomplished by:

- Incorporating separate building volumes or façade protrusions.
- Utilizing window bays or balconies, porches, and entrance vestibules.
- Providing individual roof volumes, variation in roof heights, and other roof articulation.
- Adding variation in building colors and materials.
- Including narrow façade widths.

POLICY CNF-11.24

Ground Level Entries. Require attached single-family homes and multi-family housing to provide as many private, ground level entries to individual units as possible.

- POLICY CNF-11.25 **Prominent Entries.** Require attached single-family homes and multi-family housing to feature building entries that are prominent and visible. Building entrances shall feature human-scale porches, front stoops, or other methods to accentuate ground level entries of individual units.
- POLICY CNF-11.26 **Multi-Family Entrances.** Require multi-family buildings that do not have ground floor entrances for individual units to feature a prominent ground or first floor entry, such as a highly visible lobby or atrium.
- POLICY CNF-11.27 **Ground-Floor Transition Zones.** Require the ground floor of attached single-family homes and multi-family buildings to include transition zones between private and semi-public spaces through the use of landscaping, fences, trellises, walls, or a change in floor elevation.
- POLICY CNF-11.28  **Bicycles and Pedestrians.** Require attached residential sites to be designed to accommodate the needs of bicyclists and pedestrians. This may be accomplished by:
- Providing bicycle and pedestrian connections to adjacent uses with paseos, trails, sidewalks, paths, and similar amenities.
 - Creating attractive connections through landscaping, lighting, benches, other amenities to create safe and visually interesting spaces.
 - Installing bicycle racks and lockers near building entrances, integrated into the design of the project and screened with appropriate landscaping.

POLICY CNF-11.29

Multi-Family Open Space. Require attached single-family homes and multi-family housing to provide open spaces that are inviting places, useful to occupants, and encourage resident activity and interaction. This may be accomplished by:

- Providing open space areas of sufficient size to be used by residents.
- Defining the edge of common open space with buildings, fences, and walls.
- Locating open space areas so that they are visible from individual units.
- Landscaping open space to create an attractive and comfortable environment.
- Incorporating lighting into open spaces as needed for public safety.
- Including amenities such as seating areas and walkways to promote resident gathering and interaction.

NEIGHBORHOOD CENTERS

GOAL CNF-12 Distinctive neighborhood centers.

POLICY CNF-12.1

Neighborhood Center Design. Allow neighborhood centers within future residential neighborhoods. Neighborhood centers are envisioned as nodes or focal points that offer neighborhood-serving services and amenities within a reasonable walking distance from adjoining residential areas. These centers should be designed to increase the accessibility of goods and services within existing residential neighborhoods, particularly for the benefit of senior citizens and those with limited mobility, and to offer opportunities for socialization.

POLICY CNF-12.2

Well-connected Neighborhood Centers. Provide for safe and convenient pedestrian and bicycle connections as well as transit access to support existing neighborhood centers, including shopping centers, medical offices, sports fields, and the Centennial Recreation Center.

POLICY CNF-12.3

Neighborhood-serving Retail in Neighborhood Centers. Encourage neighborhood-serving retail and service uses that promote community health, social interaction within neighborhood centers, such as small grocery stores, cafés, or recreational uses.

POLICY CNF-12.4

Neighborhood Center Requirements. Require future neighborhood centers to meet the following requirements:

- The design of neighborhood center should provide a sense of place, promote casual interaction, and enhance overall well-being.
- The design of neighborhood center should complement the residential character of its immediate surroundings, including site design, access, building style, building materials, signage, lighting, and landscaping.

MIXED USE FLEX

GOAL CNF-13 Mixed use flex developments that include a variety of uses and forms to foster a dynamic urban environment.

POLICY CNF-13.1

Mixed Use Flex Development. Encourage a mix of uses, either vertically or horizontally, to allow residents and employees to meet daily needs without the use of the private automobile.

POLICY CNF-13.2

Density Feathering. Encourage the feathering of land use densities and intensities from high to low along Monterey Road with higher intensity land uses located adjacent to Downtown.

POLICY CNF-13.3

Maximize Land Use. Encourage mixed use flex development to maximize allowed densities and intensities adjacent to Downtown.

POLICY CNF-13.4

Block-level Master Plans. Require mixed use flex developments to prepare block-level master plan to ensure well-planned development.

ACTION CNF-13.A

Monterey Road Infrastructure. Provide infrastructure improvements, as appropriate, to stimulate development along Monterey Road.

DOWNTOWN

GOAL CNF-14 A vibrant, identifiable Downtown enlivened by public events, place-making activities, residences and businesses, taking advantage of the train station.

POLICY CNF-14.1

Mixture of Uses Downtown. Encourage a mixture of uses in the Downtown that will promote its identity as the cultural and activity center of the City.

POLICY CNF-14.2

Downtown as Local Retail Destination. Prioritize uses that support Downtown as the primary local retail destination.

POLICY CNF-14.3

Downtown Specific Plan. Support the implementation of the Downtown Specific Plan.

- POLICY CNF-14.4 **Downtown Retail Uses.** Encourage a mix of retail uses in the Downtown, such as specialty retail, office, entertainment, and other retail uses, with offices located away from Monterey Road or on upper floors along Monterey Road.
- POLICY CNF-14.5 **Downtown Residential Uses.** Encourage residential uses on upper floors above commercial uses in the Downtown area.
- POLICY CNF-14.6 **RDCS to Support Downtown Residential.** Use the Residential Development Control System to foster residential uses above commercial uses.
- POLICY CNF-14.7 **Pedestrian-Oriented Downtown.** Enhance the positive, friendly atmosphere of the Downtown by encouraging proposed development to expand pedestrian-oriented design and amenities east of Monterey Road to Butterfield Boulevard.
- POLICY CNF-14.8 **Downtown Streetscape.** Continue the Downtown streetscape and pedestrian-oriented design theme along Monterey Road for at least one block north of Main Avenue and at least one block south of Dunne Avenue, and from Monterey Road east to Butterfield Boulevard between Main and Dunne Avenues, to provide a transition from downtown adjoining commercial areas.
- POLICY CNF-14.9 **Downtown Transit Stops.** Locate transit stops convenient to the Downtown and housing, focusing on transit- and pedestrian-oriented development.
- POLICY CNF-14.10 **Adequate Downtown Parking.** Require adequate parking for all businesses within the downtown.

POLICY CNF-14.11

Downtown Parking Sharing. Consider allowing Downtown land uses with night and weekend peak parking demands to share parking spaces with uses that have daytime and weekday peak parking demands.

POLICY CNF-14.12

Downtown Transportation Improvements. Ensure that Transportation Element and road improvement programs provide efficient access to the Downtown at a level of service not intended to accommodate regional pass-through traffic.

POLICY CNF-14.13

Downtown Special Events. Provide community assistance and support for Downtown activities and special events - festivals, art shows, farmers' markets, collector car shows, museum exhibits, craft fairs, etc.

POLICY CNF-14.14

Relocation of Industrial Uses from Downtown. Encourage industrial uses to relocate from the downtown and into more appropriate industrial areas within the City. Use these vacant parcels to expand activities and uses conducive to the pedestrian-oriented Downtown environment.

ACTION CNF-14.A

Downtown Streetscape Improvements Budget. Review and revise as necessary the budget for maintaining downtown streetscape improvements.

COMMERCIAL AND OFFICE

GOAL CNF-15 Sufficient, sustainable, and concentrated commercial and office uses.

POLICY CNF-15.1

Mix of Commercial Uses. Encourage a variety of commercial and office development to meet the needs of City residents.

- POLICY CNF-15.2 **Successful Commercial Uses.** Ensure the viability of Downtown and other recognized shopping areas, and discourage isolated and sprawling commercial activities along major roads.
- POLICY CNF-15.3 **Retail Uses at Major Intersections.** Encourage retail sales use at major intersections as the focus of clustered commercial development.
- POLICY CNF-15.4 **Commercial Uses Along Monterey Road north of Watsonville Road.** Encourage commercial development and concentrate community shopping uses along Monterey Road north of Watsonville Road, but discourage commercial activities south of Watsonville Road.
- POLICY CNF-15.5 **Office Development.** Encourage new regional and local-serving office development at appropriate locations.

- POLICY CNF-15.6 **Preservation of Homes Along Monterey Road.** Encourage preservation of older homes along Monterey Road north of Central Avenue for commercial and office use.

GOAL CNF-16 Freeway-oriented major shopping centers concentrated around interchanges and designed to convey a positive image of Morgan Hill.

- POLICY CNF-16.1 **Tourist and Sub-regional Uses at the Northeast Cochrane and Southwest Tenant Freeway Interchange.** Encourage tourist-oriented and sub-regional retail uses at the northeast Cochrane and southwest Tennant freeway interchanges (also see Economic Development Element).

POLICY CNF-16.2

Ancillary Commercial Uses Limitations. Limit repetitive ancillary commercial uses, such as fast-food restaurants and service stations, on lands around all interchanges.

INDUSTRIAL

GOAL CNF-17 Adequate land for maintaining and focusing industrial development in economically and geographically strategic locations.

POLICY CNF-17.1

Industrial Land Conversion. Discourage the conversion of property designated for industrial to non-industrial uses.

POLICY CNF-17.2

Industrial Land Use Conflicts. Ensure proposed new uses adjacent to industrial uses do not introduce land use conflicts that would adversely impact industrial activities.

POLICY CNF-17.3

Buffer between Industrial and Incompatible Uses. Ensure that all industrial uses are well sited and buffered from incompatible uses; buffers may include offices adjacent to sensitive uses, landscaping, berms, etc.

POLICY CNF-17.4

Property between Monterey Road and UPRR Tracks. Allow a mix of uses on the property located on the east side of Monterey Road south of the Union Pacific train trestle. Require designs for new development to recognize the significance of this portion of Monterey Road as the northerly entrance to downtown and the necessary limitations on use due to its single point of access.

POLICY CNF-17.5

Industrial Design Standards. Require all new industrial development to be consistent with the design and landscaping standards set forth in the Architectural Review Handbook.

ACTION CNF-17.A

Industrial Land Supply Evaluation. Evaluate periodically the amount of industrial land available for development within the Urban Service Area, and propose expansion or adjustments in General Plan industrial land categories and related zoning as necessary.

COMMERCIAL/INDUSTRIAL

GOAL CNF-18 Integrated job-generating centers that offer workers and businesses a range of services to meet their daily needs.

POLICY CNF-18.1

Vibrant Job Centers. Encourage land with a Commercial/Industrial designation to develop with job-generating uses with amenities that support workers and businesses, such as restaurants, lodging, fitness centers, and hair salons.

POLICY CNF-18.2

Thoughtful Design. Encourage integrated and appropriate commercial uses on lands with a Commercial/Industrial designation that relate to and support surrounding businesses.

POLICY CNF-18.3

Compatible Industrial Uses. Require Planned Development overlay zones (PD) for the industrial and/or commercial development along the side of Highway 101 (south of Cochrane Road and north of Diana Avenue) and the area west of Highway 101 and south of Tennant Avenue to ensure that issues such as circulation, allowable uses, neighborhood compatibility, high visibility,

and development standards are properly addressed.

POLICY CNF-18.4

Commercial/Industrial Area East of Highway 101.

Require the commercial/industrial area east of Highway 101 to develop in no more than three PDs. The boundary between the PDs, should two or three be proposed, would be Half Road and Main Avenue. The PDs will need to address such issues as traffic circulation, design, allowable uses and impacts on surrounding areas. Mitigation of impacts on nearby residential areas shall be a high priority in planning for and development of the PDs. Allowable uses within these PDs shall include, in addition to industrial uses, retail services, lodging, medical facilities, hospitals, and educational facilities.

GATEWAYS

GOAL CNF-19 Distinct, attractive, inviting, and improved gateways to the community.

POLICY CNF-19.1

Unique Gateways. Develop welcoming gateway areas that emphasize the unique qualities of Morgan Hill.

POLICY CNF-19.2

Visual Integrity of Gateways. Enhance the visual integrity of the gateways to the City such as the Madrone area north of Cochrane Road, the Cochrane Road/Monterey Road intersection, Monterey Road south of Watsonville Road, the Cochrane, Dunne, and Tennant freeway interchanges, and the Caltrain station.

POLICY CNF-19.3

Freeway Gateway Design Standards. Apply gateway design standards to all freeway commercial development.

- POLICY CNF-19.4 **Landmark Buildings.** Require high quality design for buildings at visually significant locations in gateway areas.
- ACTION CNF-19.A **Union Pacific Railroad Crossing Gateway.** Work with Union Pacific and the California Public Utilities Commission to improve the appearance of the railroad overcrossing (a secondary gateway to the City) and land along the railroad.

AREAS OF SPECIAL CONSIDERATION

GOAL CNF-20 Sustainable growth in the East of 101 Area Plan Overlay district.

- POLICY CNF-20.1 **East of 101 Area Land Use Planning.** Require the preparation of a comprehensive master plan when new residential development is proposed in the East of 101 Area Plan Overlay district.
- POLICY CNF-20.2 **East of 101 Area Land Use Mix.** Require new neighborhoods in the East of 101 Area Plan Overlay district to have an integrated, connected street network that encourages walking and biking.
- POLICY CNF-20.3 **East of 101 Area Design.** Require new residential development to be designed to minimize adverse impacts on adjacent residential and agricultural uses.
- POLICY CNF-20.4 **East of 101 Area Integrated Agriculture.** Strongly encourage new development to preserve existing agricultural uses as feasible and integrate agricultural features into new development to reflect the history of this area.

POLICY CNF-20.5

East of 101 Area Community Park. Plan for a community park facility within the East of 101 Area that is well-connected to surrounding neighborhoods by bicycle and pedestrian facilities.

JOINT LAND USE PLANNING IN THE SOUTH COUNTY

GOAL CNF-21 Effective, stable growth of the South County.

POLICY CNF-21.1



County Land Use Policies. Support the continuation of adopted County land use policies for the unincorporated areas in order to: a) promote a productive, primarily agricultural rural area; and b) balance the needs of rural residents and landowners and the needs for effective natural resource management, enhanced rural scenic quality, and lands for planned urban growth, rural activities, and long-term open space. (South County Joint Area Plan 17.01)

POLICY CNF-21.2



City and County Land Use Policies. Promote the long-term stability of City and County policies for land use and urban growth so that individuals, organizations, and appropriate entities can make rational decisions about long-term land use and investment. (South County Joint Area Plan 17.02)

POLICY CNF-21.3



City/County Land Use Policy Referral Process. Refer proposed major changes in City land use policy and major projects or expansions that could affect the unincorporated area in the SOI to Santa Clara County to offer them an opportunity for review and comment. The County's review should focus on areawide objectives, such as jobs-housing balance, open space protection, and provision of infrastructure. (South County Joint Area Plan 17.04)

POLICY CNF-21.4

RC

Incorporation. If it is determined that a use proposed for the unincorporated area is needed in the South County but would be more appropriately located in a city, then the use should be located in a city, providing there is or could be sufficient and appropriately zoned land. (South County Joint Area Plan 17.06)

MORGAN HILL 2035 GENERAL PLAN
CITY AND NEIGHBORHOOD FORM

City of Morgan Hill

Housing Element

Adopted February 18, 2015

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HOUSING ELEMENT

1.1 BACKGROUND AND INTRODUCTION

1.1.1 PURPOSE OF THE HOUSING ELEMENT

The Housing Element of the General Plan is Morgan Hill's comprehensive statement of its housing needs and goals. It identifies actions to meet the housing needs of the full spectrum of city residents at all income levels. The policies contained in this Element are a local expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family." The Housing Element reflects the concerns of the community such as protecting the unique character of the city, discouraging developments outside the city's urban service area, and preserving a greenbelt legacy for future generations, all key objectives of the City's Residential Growth Control System ordinance (RDCS). The purpose of the Housing Element is to establish specific goals, policies, and objectives relative to the provision of housing for all income levels, and to adopt an action plan toward this end. In addition, the Element identifies and analyzes housing needs, as well as resources and constraints related to meeting those needs.



This Housing Element builds on the City's past Housing Element, which was certified by the State Department of Housing and Community Development in 2010. The current Housing Element, focused on the 2015-2023 planning period, meets the City's Regional Housing Needs Allocation (RHNA) determined by the Association of Bay Area Governments (ABAG). The element is based on three strategic goals: (1) provide an adequate supply of housing to meet future needs, (2) preserve the existing housing supply, and (3) provide adequate housing for groups with special needs.

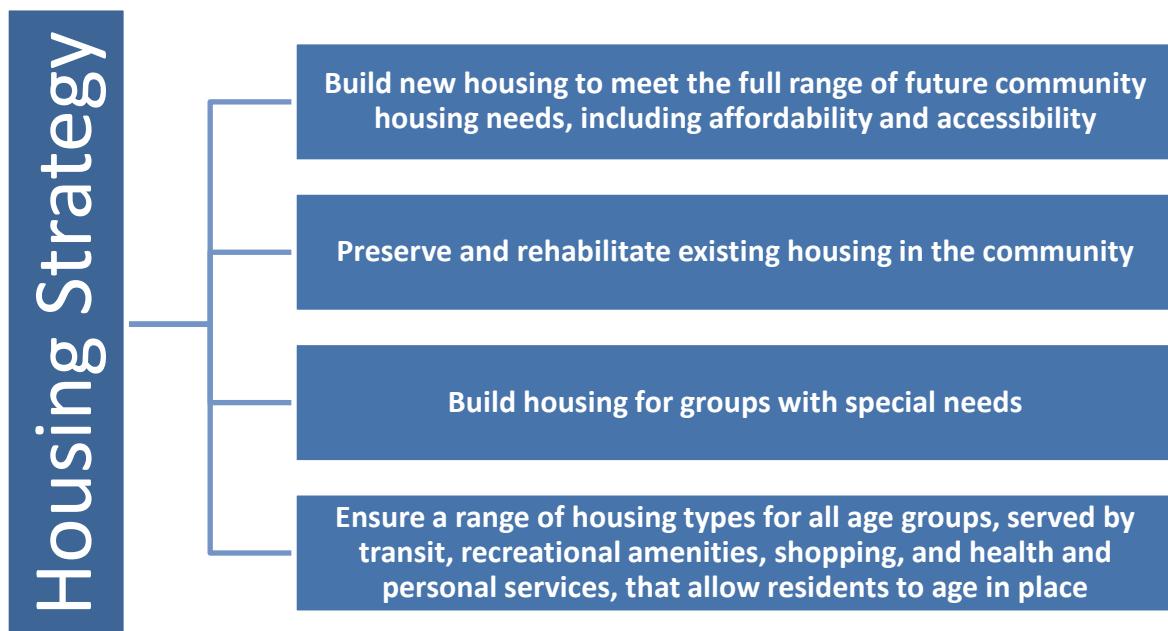
In accordance with State law, the Housing Element must be consistent and compatible with other General Plan elements. Additionally, the Housing Element should provide clear policy and direction for making decisions pertaining to zoning and development standards, subdivision approvals, housing allocations under the RDCS, and capital improvements. The Housing Element must contain:

- An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs.
- A statement of the community's goals, quantified objectives, and policies relevant to the maintenance, improvement and development of housing.

- A housing action program that sets forth an eight-year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the Housing Element. The structure of Morgan Hill's housing strategy involves policies and actions that facilitate the goals shown in Figure 1-1.

Figure 1-1

Structure of Morgan Hill's Housing Strategy



The housing action program must also identify adequate residential sites available for a variety of housing types for all income levels; assist in developing adequate housing to meet the needs of lower and moderate income households; address governmental constraints to housing maintenance, improvement, and development; conserve and improve the condition of the existing affordable housing stock; and promote housing opportunities for all persons.

Although the Housing Element must follow State law it is by nature a local policy document. The focus of the updated Housing Element is on the needs, desires, and vision of Morgan Hill residents.

1.1.2 PROCESS OF PREPARING THE HOUSING ELEMENT

The 2015 update of the Housing Element builds upon the 2010 update, which involved an extensive community process. During the 2010 update, the Morgan Hill City Council created a twelve-member Housing Element Update Task Force to provide guidance and technical assistance throughout the update

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process. The Task Force met nine times in 2008 and 2009. The initial focus of Task Force meetings was an analysis of the current Housing Element and the identification and discussion of potential changes, followed by discussion of specific policy options. All of the Task Force meetings were noticed and open to the public.

The 2014 update is intended for Streamlined Review by the California Department of Housing and Community Development, which encourages targeted updates to the Housing Element rather than a wholesale revision. While this update has not necessitated the creation of an entirely new housing advisory Task Force, the City has solicited community feedback. The City is currently in the process of updating the entire General Plan at the same time as this Housing Element update, and has been able to take advantage of the community participation elements created for that process. Morgan Hill 2035 has provided a forum for community and policymaker input into this Housing Element Update.

These opportunities for community input have taken the form of:

- Two series of stakeholder interview focus groups, soliciting ideas from local business leaders, retail brokers, property owners and developers, housing advocates and builders, government partners, residents, and non-profit partners. One interview series specifically addressed housing issues. For both interviews, the City emailed an invitation to a list of over 75 local housing advocates, developers, and interested residents, including the Housing Trust of Silicon Valley, the Housing Action Coalition, the Santa Clara County Housing Authority, Neighborhood Housing Services, South County Housing, Eden Housing, EAH Housing, Habitat for Humanity, ROEM, KB Homes, the Lewis Group, the Dahlin Group, Barry Swenson Builders, Summerhill Homes, DR Horton, and Signature Homes.
- A General Plan Advisory Committee (GPAC), which is appointed by the City Council and provides guidance on the General Plan Update process, including the Housing Element. The GPAC meetings are publicly noticed meetings, and are publicized throughout the community, so that stakeholders not appointed to the GPAC itself may participate and give input. In March 2014, the GPAC held a meeting specifically focused on changing demographics in Santa Clara County and resulting changes in housing needs for senior citizens and Millennials.
- A Spanish-language meeting held immediately after the Spanish-language Mass at St. Catherine's Parish at the Parish community room. A native Spanish speaker from City staff facilitated the meeting, which solicited input on a wide range of General Plan topics. Participants expressed concerns that there is not enough rental housing in Morgan Hill; that housing prices are unaffordable; and that there is not enough variety in the housing stock. They also noted that the list to receive housing assistance or be considered for a below-market-rate (BMR) unit is too long. A community workshop at which community members provided input into the vision and goals for the updated General Plan, including the Housing Element. Specifically, the community suggested that a new goal addressing housing needs for an aging population be added to the Housing Element.

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- Joint Study Sessions involving the Planning Commission and City Council to consider vision statement components and growth scenarios that impact future housing development.

The context for housing in Morgan Hill has not significantly changed since the 2010 update. Accordingly, the community input resulted in minimal change to the Housing Element goals, other than clarifying and strengthening the impact of existing goals. The one additional goal the community suggested has been added to the Housing Goals, Policies, and Actions: supporting residents to age in place by providing services, facilities and transit for all age groups.

The concurrent General Plan Update also has repercussions for the Housing Element. The City has worked with the GPAC, Planning Commission, City Council, and community to prepare a set of alternative land use scenarios for the General Plan. The land uses selected as part of the General Plan will impact the location, type and quantity of housing that will be developed in Morgan Hill. This Housing Element's analysis of land available for housing, shown in Section 1.4 (Available Land Inventory), takes these alternative scenarios into account.

1.1.3 CONSISTENCY WITH THE MORGAN HILL GENERAL PLAN

The City of Morgan Hill is a General Law City and is subject to the requirements of State law. One of the State's planning law requirements is that all of the goals and policies of the City's General Plan elements must be internally consistent. Internal consistency of Morgan Hill's General Plan has been achieved by ensuring that all elements are mutually supportive. Further, consistency is provided by assuring that all elements of the General Plan meet State law requirements. The Housing Element addresses all State requirements, including relevant legislation enacted subsequent to adoption of the previous Element. It contains information on housing constraints and actions to deal with constraints; and reflects recent population, housing, land use, environmental, and employment data.



The Housing Element includes information on the number of units required to meet Morgan Hill's housing needs, and its share of the regional housing need (RHNA). Sites with development potential that align with

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the City's housing needs are evaluated, consistent with the land use designations contained in the General Plan. The entire General Plan, including this revised Housing Element, reaffirms City goals by: (1) acting as a guide for municipal decisions which affect the quality and quantity of housing; and, (2) maintaining Morgan Hill's present quality of life by balancing the availability of housing with other considerations.

The Housing Element is also consistent with Morgan Hill's Downtown Specific Plan, which was adopted in November 2009.

1.2 KEY FINDINGS OF THE BACKGROUND ANALYSIS

1.2.1 DEMOGRAPHIC AND HOUSING TRENDS

Morgan Hill today is a suburban bedroom community that is located approximately 20 miles south of downtown San Jose and the major employment centers of Silicon Valley. Its housing stock is made up primarily of single-family homes and small-to-medium sized rental apartment complexes. Many growing families call it home, and it is not unusual to find many people who have lived in the community for decades.



Morgan Hill experienced dramatic growth in the late 1960s through the late 1970s, which caused its residents to enact a managed growth voter initiative to ensure that growth of population did not outpace growth in school, sewer, and other infrastructure capacities. Since that time Morgan Hill has grown at a more planned and sustainable pace. Based on current estimates, the City will continue to accommodate growth projections. Growth will likely be at a slower pace in the near-term due to the current economic and market conditions. Over time, Morgan Hill has developed vibrant employment centers and the General Plan calls for additional employment growth, with an overall goal of achieving a balance of jobs and housing so that it is less of a bedroom community.

In general, housing is slightly more affordable in Morgan Hill compared to many places in Santa Clara County, but it is still more expensive than state or national averages. While the city's housing stock is meeting the needs of many community members, there are still some areas that need attention. Needs of particular interest include seniors, special needs populations (such as people with disabilities), affordability, and sustainability. Key points are summarized below, with full details of the Housing Needs Assessment contained in Appendices A-E of this document.

1.2.1.1 DEMOGRAPHIC TRENDS AND CONDITIONS

- The City's population (as of 2013) is just over 40,000 people. The annual population growth rate was approximately 1.5 percent between 2000 and 2013. The growth rate has fallen since the average annual rate of 4 percent in the period between 1990 and 2000, but has remained steady in recent years.

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- Morgan Hill is a city predominately comprised of families. Approximately 28 percent of the population is under the age of 18, and 79 percent of households are families, higher rates than Santa Clara County as a whole.
- The majority of Morgan Hill residents tend to be well-educated and work in white-collar fields. Approximately 70 percent have attended some college and more than half work in white collar or higher paying occupations. However, manufacturing accounted for the largest share of employment within the City itself, comprising 21 percent of all jobs in Morgan Hill. Consistent with trends throughout the county and state, educational and health services has become an increasingly significant employment sector in Morgan Hill over time, a trend that is likely to continue. The leisure and hospitality industry has represented a growing share of employment in Morgan Hill in recent years, suggesting that the City's recreational and visitor amenities are becoming increasingly significant local employers.
- Approximately 61 homeless individuals were counted in Morgan Hill in 2013, a decrease from 211 counted in 2009. See Appendix C-9 for more information.
- There are more jobs than housing units. Employment opportunity is increasing in Morgan Hill, as reflected by the ratio of jobs to employed residents. According to the Association of Bay Area Governments (ABAG Projections 2009), in 2000 the jobs/employed residents balance was 0.8. In 2035, ABAG projects it will be 0.98. (A jobs/employed residents balance of 1 means there is an equal ratio of employed residents to local jobs.) The largest employers (as of 2011) include Anritsu, Comcast, the Morgan Hill Unified School District, and Safeway.
- The city's senior population is expected to grow quickly in the coming years as the "baby boomer" generation ages and life expectancies increase. Between 2013 and 2018, the number of seniors 65+ in Morgan Hill's population is projected to increase from 10.8 percent of the population to 12.7 percent. Because income tends to decline with age, overpayment for housing is a concern for the majority of seniors.

1.2.1.2 HOUSING TRENDS AND CONDITIONS

- Housing affordability decreased dramatically from 1998 to 2005. In 1998, the median household could afford the median priced home, but by 2005 housing prices were several hundred thousand dollars too expensive for households earning the median income. From 2008 to 2010, as a result of the "Great Recession" and subsequent housing market and lending crises, housing prices became more affordable due to foreclosures and short sales affecting available inventories. In January 2010, the median home price was approximately \$485,000, which is nearly affordable to a median income buyer. However, by 2012 the median had risen to \$500,000.

- Rental prices in Morgan Hill are relatively affordable and have not changed much in recent years when adjusted for inflation. Many moderate income households, and even some low income households, can afford market rate rents that are at or slightly below calculated moderate income affordable housing cost ranges.
- Approximately 72 percent of households own their homes. Vacancy rates for rental units tend to be low, ranging from less than one percent to just over four percent over the last ten years, as documented by the City's bi-annual rental vacancy surveys.
- Construction has begun again after slowing during the recession. In 2012, 431 housing permits were issued, more than had been issued for the preceding four years.
- Most houses in Morgan Hill are single-family detached, traditional suburban homes. In recent years, the number of single-family attached homes has grown quickly. Of the permits that were issued in 2012, 59 percent were for single-family units (both attached and detached), and 41 percent were for multifamily housing of five units or larger.

1.2.2 FUTURE HOUSING NEEDS

ABAG develops a Regional Housing Need Allocation (RHNA) to distribute the region's share of the statewide housing need to the cities and counties within the region, based on demographic projections, as shown in Table 1-1. The current RHNA is for the 2014-2022 time-period, and is broken into housing needs for various income levels.

With the adoption of Plan Bay Area in July of 2013, ABAG has given increased emphasis in its allocations of housing growth to areas along major transit corridors and to where there are a high number of existing jobs as well as anticipated employment growth. The method for distributing the latest regional housing needs is intended to allocate fewer units to more suburban outlying areas, in order to reduce development pressures on agricultural lands and areas further from major job centers. Benefits of this approach include reduced vehicle miles traveled and reduced greenhouse gas (GHG) emissions. This approach has resulted in a lower "fair share" Regional Housing Need Allocation for Morgan Hill than in previous cycles. This number is further reduced based on new permits issued in 2014. See Section 1.4 (Available Land Inventory), for more information. Lower income households (those making less than \$84,900 for a family of four) represent 46 percent of the total RHNA for 2014-2022.



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TABLE 1-1 ABAG DEMOGRAPHIC PROJECTIONS 2010-2035

Bay Area	2010	2015	2020	2025	2030	2035	2010-2035 Change
Population	7,150,739	7,461,400	7,786,800	8,134,000	8,496,800	8,889,000	1,738,261
Household Population	7,003,059	7,307,400	7,623,700	7,961,900	8,313,900	8,690,400	1,687,341
Households	2,608,023	2,720,410	2,837,680	2,952,910	3,072,920	3,188,330	580,307
Persons Per Household	2.69	2.69	2.69	2.70	2.70	2.73	0.04
Employed Residents	3,268,680	3,547,310	3,849,790	3,949,620	4,052,020	4,198,400	929,720

Santa Clara County	2010	2015	2020	2025	2030	2035	2010-2035 Change
Population	1,781,642	1,877,700	1,977,900	2,080,600	2,188,500	2,303,500	521,858
Household Population	1,751,292	1,845,800	1,944,800	2,045,800	2,152,100	2,263,900	512,608
Households	604,204	639,160	675,670	710,610	747,070	782,120	177,916
Persons Per Household	2.90	2.89	2.88	2.88	2.88	2.89	-0.01
Employed Residents	802,030	881,770	968,790	1,003,550	1,039,330	1,085,880	283,850

Morgan Hill	2010	2015	2020	2025	2030	2035	2010-2035 Change
Total Population (Jurisdictional Boundary)	37,882	39,900	41,900	43,900	46,100	48,400	10,518
Household Population (Jurisdictional Boundary)	37,496	39,400	41,400	43,400	45,600	47,900	10,404
Households	12,326	12,950	13,590	14,200	14,860	15,500	3,174
Persons Per Household	3.04	3.05	3.05	3.06	3.07	3.09	0.05
Employed Residents	16,870	18,510	20,270	20,940	21,650	22,580	5,710

Source: ABAG Projections 2013.

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Bay Area	2010	2015	2020	2025	2030	2035	2010-2035 Change
Agriculture & Natural Resources	24,520	24,870	25,070	25,270	25,470	25,490	970
Construction	213,930	230,970	250,750	278,150	302,180	326,420	112,490
Manufacturing & Wholesale	550,640	588,110	633,360	670,830	716,270	759,610	208,970
Retail	347,400	370,880	399,950	453,870	491,310	529,530	182,130
Transportation & Utilities	166,540	175,570	185,650	190,340	197,690	207,920	41,380
Information	158,710	170,620	186,710	212,010	233,730	253,640	94,930
Financial & Leasing	272,580	289,540	310,840	341,980	368,640	398,190	125,610
Professional & Managerial Services	494,280	534,650	582,710	648,860	707,900	768,070	273,790
Health & Educational Services	638,110	695,010	757,260	804,250	880,850	956,750	318,640
Arts, Recreation & Other Services	482,590	521,110	565,390	598,830	649,080	702,990	220,400
Government	126,540	133,260	143,000	155,510	165,610	178,780	52,240
Total Jobs	3,475,840	3,734,590	4,040,690	4,379,900	4,738,730	5,107,390	1,631,550

Santa Clara County	2010	2015	2020	2025	2030	2035	2010-2035 Change
Agriculture & Natural Resources	4,500	4,500	4,500	4,500	4,500	4,500	0
Construction	45,090	49,800	55,070	63,450	71,140	78,170	33,080
Manufacturing & Wholesale	245,750	262,300	282,730	296,870	317,530	339,040	93,290
Retail	83,620	89,170	97,420	114,670	126,820	139,530	55,910
Transportation & Utilities	27,170	28,210	29,560	30,170	31,660	33,810	6,640
Information	42,990	47,300	52,540	60,230	66,520	73,080	30,090
Financial & Leasing	39,570	42,110	46,240	52,400	57,430	63,490	23,920
Professional & Managerial Services	125,790	138,450	154,200	177,640	198,500	219,430	93,640
Health & Educational Services	127,740	141,510	157,310	170,260	191,050	211,220	83,480
Arts, Recreation & Other Services	141,780	154,120	167,050	179,030	197,020	217,030	75,250
Government	22,270	23,760	25,360	28,300	30,320	33,320	11,050
Total Jobs	906,270	981,230	1,071,980	1,177,520	1,292,490	1,412,620	506,350

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Morgan Hill	2010	2015	2020	2025	2030	2035	2010-2035
							Change
Agriculture & Natural Resources	100	100	100	100	90	80	-20
Manufacturing & Wholesale	5,430	5,600	5,770	5,690	5,610	5,590	160
Retail	1,760	1,870	1,980	1,990	2,000	2,030	270
Financial & Professional Services	3,420	3,750	4,110	4,250	4,400	4,600	1,180
Health, Educational & Recreational Services	3,890	4,380	4,930	5,190	5,460	5,800	1,910
Other Jobs	2,970	3,120	3,280	3,320	3,360	3,420	450
Total Jobs	17,570	18,820	20,170	20,540	20,920	21,520	3,950

Source: ABAG Projections 2013

1.2.3 AFFORDABLE HOUSING DEFINITIONS

As shown in Table 1-2, approximately 46 percent of the RHNA is required to be affordable to lower income households. However, most of what the State calls affordable housing is better thought of as workforce housing. For example, a family household that the State labels as low income might have annual income over \$80,000.

The State limits for the very low, low, and moderate income categories are derived from the income limits updated annually by the U.S. Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD). The income limits are based on the median income for the County and are adjusted for household size. Very low income means households earning less than 50 percent of the median income. Low income means households earning 50-80 percent of the median income. Moderate income means households earning 80-120 percent of the median income.



In the context of Housing Elements, affordable housing generally focuses on housing for very low, low and moderate income households, but may also address housing for above moderate income households. Generally, housing that costs no more than 30 percent of household income is considered affordable. This is especially true for lower income families.

So how much do extremely low, very low, low and moderate income households earn and who are they? Below are definitions. The current median income for a four-person household in Morgan Hill (and Santa Clara County) is \$105,500.

- **Extremely low income households** earn less than 30 percent of the median household income – or less than \$31,850 in 2013 for a four-person household.
- **Very low income households** earn less than 50 percent of the median household income – or less than \$53,050 in 2013 for a four-person household.
- **Low (Lower) income households** earn less than 80 percent of the median household income – or less than \$84,900 in 2013 for a four-person household.
- **Moderate income households** earn less than 120 percent of the median household income – or \$126,600 in 2013 for a four-person household.

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- **Above moderate income households** earn more than 120 percent of the median household income, or more than \$126,600 in 2013 for a four-person household.

TABLE 1-2 MORGAN HILL REGIONAL HOUSING NEEDS ALLOCATIONS (2007-2014 AND 2014-2022)

Income Level	2007-2014		2014-2022	
	Units	Percent	Units	Percent
Extremely Low	159	12%	137	14.6%
Very Low	158	12%	136	14.4%
Low	249	19%	154	17%
Moderate	246	19%	185	20%
Above Moderate	500	38%	316	34%
Total	1,312	100%	928	100%

Source: Association of Bay Area Governments, 2013.

1.3 CURRENT HOUSING ELEMENT REVIEW AND ACCOMPLISHMENTS

1.3.1 ACCOMPLISHMENTS OF THE CURRENT HOUSING ELEMENT

This section highlights some of the key accomplishments during the previous Housing Element cycle, from 2007 to 2014. This Housing Element builds upon the success of the previous Housing Element since the City completed many of the implementing action programs set out in that document. While in some cases, limited resources, the dissolution of the Redevelopment Agency (RDA), and the economic recession hindered the accomplishment of some programs, most programs have been implemented. For a full review of the previous Housing Element, see Appendix A.



Overall, a significant number of housing units have been built, particularly for seniors. Morgan Hill achieved its quantified housing production objectives for total units and above moderate income units. The City did not accomplish its objectives for extremely low, very low and low income housing during the previous Housing Element cycle. Contributing to this was the dissolution of Morgan Hill's Redevelopment Agency, which had assisted in the production of over 750 affordable ownership and rental units from 1999 until its dissolution in 2011.

In the absence of the Redevelopment Agency, the City continues to encourage and support affordable housing. The City has responded to the difficulty of creating new rental housing complexes by establishing a separate set-aside in the City's Residential Development Control System (RDCS) selection process to allow apartment complexes to have their own competition, adjusting scoring criteria further to facilitate multi-family development, adopting the Downtown Specific Plan, and facilitating Measure A, which exempts 500 units from the RDCS restrictions. The City is also supporting Senate Bill 391, the California Homes and Job Act, which, if enacted, will provide funding for affordable housing statewide.

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TABLE 1-3 QUANTIFIED OBJECTIVES (2007-2014) COMPARED TO ACTUAL ACCOMPLISHMENTS

	Extremely Low Comp/Obj	Very Low Comp/Obj	Low Comp/Obj	Moderate Comp/Obj	Above Moderate Comp/Obj	Total Comp/Obj
New Construction	9 / 66	89 / 158	100 / 249	36 / 246	1,027 / 500	1,261 / 1,219
Rehabilitation	5 / 56	36 / 56	9 / 56	0 / 56	N/A	50 / 224
Conservation	0 / 176	59 / 213	35 / 51	N/A	N/A	94 / 440

Note: comp = completed; obj = objective.

Source: City of Morgan Hill, 2013.

Some of the particularly noteworthy accomplishments of the current Housing Element include the following:

- Met Moderate and Above-Moderate Housing Objectives.** Provided for the orderly creation of new housing, with 1,261 new housing units created since 2007. Approximately 16 percent of the units built have been affordable to very low and low income residents. In the previous housing cycle the City more than met its objectives in all income categories with the help of its active Redevelopment Agency. The affordable units that have been built during the most recent cycle are largely attributable to the City's work establishing affordable and special needs housing as a high priority in the City's RDCS.
- Maintained an Active Redevelopment Agency Until its Dissolution.** The Morgan Hill Redevelopment Agency provided housing set-aside funds and applied for funds from State programs to assure sufficient funding for affordable housing projects, helping finance over 750 units and allocating over \$32 million for housing. Some of these include the Viale Teacher Housing development on the Northwest corner of Watsonville Road; Calle Sueno; Jasmine Square; Royal Court; Madrone Plaza Phase I, a 95-unit ownership project with 71 units affordable to low and moderate income households; The Crossings, a 24-unit rental apartment acquisition and rehabilitation project; and Horizons, a 49-unit senior apartment project. The Redevelopment Agency was dissolved in 2011. Its Successor Agency has transferred its remaining properties to the City.
- Annually Reviewed the Residential Development Control System (RDCS) to Ensure Its Effectiveness.** Recent changes include creating a multi-family rental competition to encourage a more diversified housing stock, incorporating green building/sustainable incentives, variable pricing for BMR units by housing types/zoning, and a senior housing competition.
- Provided Downpayment Assistance to Homebuyers.** Downpayment assistance was provided to 40 households through the City's Downpayment Assistance Program, although this program has now been defunded due to Redevelopment Agency dissolution.
- Provided Assistance to Acquire, Rehabilitate, or Preserve 144 Housing Units, Ensuring They Remain Affordable.** Since 2010, the City has assisted the Horizons, EAH Housing, and Crest

Avenue Rehabilitation projects, as well as the Crossings, a 24 unit acquisition and rehabilitation project. In Fiscal Year 2010-2011, there were five rehab loans totaling \$155,780. Since that time, the Rehabilitation Loan Program has been disbanded because Redevelopment funding has ended.

1.3.2 HOUSING ELEMENT PROGRAM REVIEW

The goals, policies, and programs contained in the current Morgan Hill Housing Element remain current as the City moves forward during the next planning period (2015-2023). The overview below focuses primarily on those programs implemented by the Housing Division of the City of Morgan Hill and Santa Clara County to address housing problems in Morgan Hill.



1.3.2.1 CITY OF MORGAN HILL PROGRAMS

Although the goals, policies, and programs remain current, accounting for the updating of dates and quantified objectives, the viability of funding for Morgan Hill's housing programs is uncertain. During the first part of the previous housing cycle, the Morgan Hill Redevelopment Agency provided housing set-aside funds for affordable housing projects, including housing rehabilitation loans, senior housing and mobile home repair grants, below market rate housing, and new development/major rehabilitation/special programs. In 2011, Redevelopment Agencies were dissolved at the State level, and as a result, many of these programs are now unfunded and have been placed on hold. The City is seeking other funding sources. In the meantime, there is \$4 million in housing funds remaining from the former Redevelopment Agency, and another \$6 million in Supplemental/Educational Revenue Augmentation Funds (SERAF/ERAF) funds will come back to the city from the former agency.

The following descriptions discuss both programs that are currently in operation and those that are currently unfunded and on hold while the City searches for sources of funding to replace the funding eliminated with the dissolution of the Redevelopment Agency. In addition to the remaining \$10 million mentioned above, one hope for a continuing source of funding is Senate Bill 391, the California Homes and Jobs Act, which would provide statewide funding for affordable housing.

1.3.2.2 ONGOING PROGRAMS

The *Below Market Rate Housing (BMR) Homeownership Program* helps qualifying buyers obtain affordably priced homes. The homes are typically provided by developers based on Development Agreement commitments

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they make as part of the annual building allotment competitions, resulting from the City's Residential Development Control System approved by voter initiative in November 1977 and subsequently extended and amended in 1990, 2004, 2006 and 2009. Between 1990 and 1997, 185 new BMR housing units were produced in Morgan Hill, of which 93 were lower income, 86 were median income, and six were moderate income units. Since 1998, 67 units were constructed under the BMR program including 61 lower income units and six median income units. A total of 252 units have been constructed under this program since 1990. The City currently has over 500 first time homeowners in the program.

Participating homebuyers must be income eligible and be pre-approved to be able to financially qualify for a fixed-rate, fixed-term mortgage, and must have a minimum 3 percent down payment from their own funds in order to purchase a home. Eligible applicants are placed on a waiting list until the opportunity to purchase a unit becomes available either through new construction or resale of an existing unit.

Priority on the waiting list is provided for buyers who live or work within the city limits. This program helps low and moderate income households purchase homes that are affordable and adequate to their needs. It also prevents affordable homes from being sold to persons with little or no income obstacles, maintaining a larger base of affordable homes in the area. Home prices range from \$264,000 for a low income, two-bedroom home to \$439,000 for a moderate income, four-bedroom home. At the time of sale, properties will have a resale/owner occupancy/option to purchase restriction recorded on the title in order to preserve the long term affordability of the unit.



Without a funding source to potentially preserve BMR units via acquisition, as was the practice when there were funds available from the Redevelopment Agency, more units with affordability covenants will be lost from the program. The City currently receives approximately \$300,000 annually in loan repayments, which can serve to fund new loans and help fund loan administration with the City's remaining funds.

In addition to the BMR Homeownership Program, the City offers the *Below Market Rate Housing (BMR) Rental Program*, which provides rental assistance to lower income households. The BMR Rental Program currently has 45 units, in addition to over 1,300 affordable rental units created through RDGS competitions. Like the City's BMR Ownership program, the BMR rental units result from developments that have obtained allocations from the RDGS competitions. BMR Rental Program applicants must be income eligible and be a resident of Santa Clara County or employed in Morgan Hill. Eligible participants are placed on a waiting list and referred to rental complexes when a BMR rental unit becomes available. Eligible participants must also meet the individual leasing requirements of the participating apartment complexes to receive housing. These requirements may include a credit check, a criminal background check, a security deposit (first and last months' rent), references, etc. to assure the owner/property manager that a potential tenant is responsible.

Referred tenants must be re-certified annually. Current BMR rental rates range from \$625-\$818 for a one-bedroom unit rented to a very low income household, to \$1,475 to \$1,519 for a four-bedroom unit rented to a lower income household. Most rents include utilities.

As with the BMR Homeownership Program, the City is required to administer the program. The City is searching for other funding sources to sustainably fund the costs of administration.

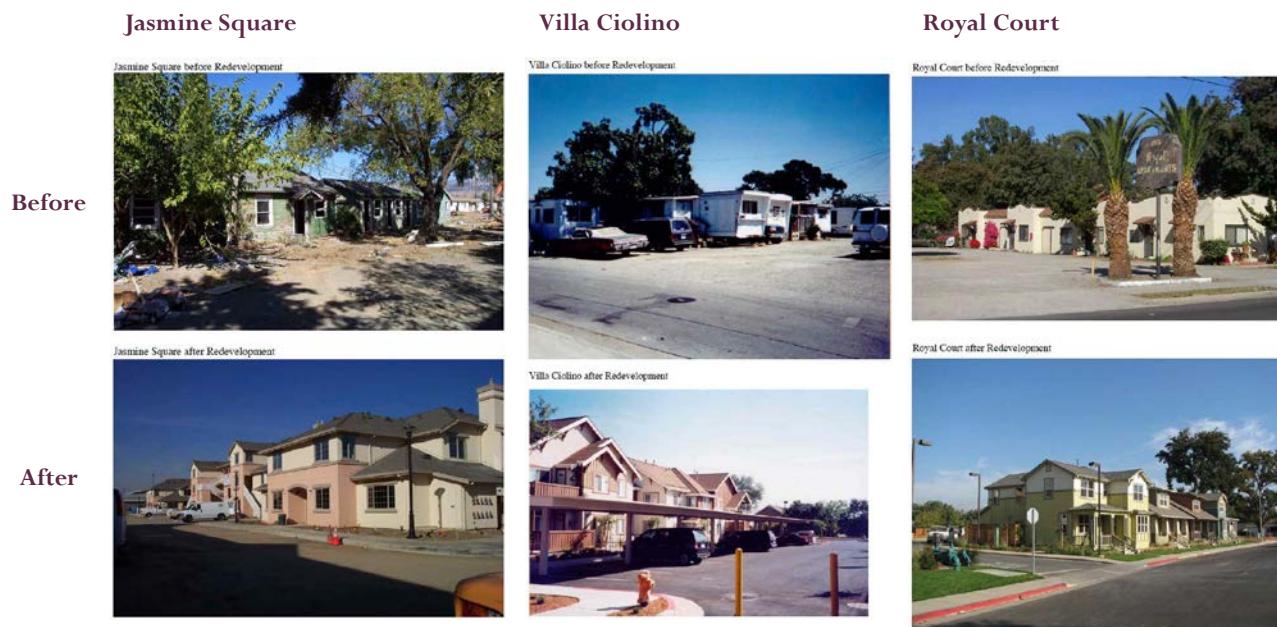
To replace the *Blight Busters* program that was defunded due to the dissolution of the Redevelopment Agency, the City is starting a *Below Market Rate Rehabilitation Program*, expected to be operational in Spring of 2014. This program will provide assistance to BMR homeowners and seniors who need help with repairs.

1.3.2.3 PROGRAMS WITH UNCERTAIN FUNDING

The City has historically offered a *Housing Rehabilitation Loan Program* in order to maintain and improve housing conditions and Morgan Hill's stock of affordable housing. This program provided loans to lower income owner-occupants of single-family dwellings and owners of rental housing with income-qualified renters. The loans were available to qualifying homeowners and owners of rental properties in which at least 51 percent of the rental units were occupied by lower income tenants. Loans could be used for accessibility upgrades, emergency repairs, plumbing and heating, electrical and lighting work, earthquake retrofitting, fire prevention, security and safety items, roofing, handicapped accessibility, termite and dry rot repair, and other improvements approved by the City. Loans typically ranged up to \$40,000 without separate City Council approval of individual projects, depending on the work needed and the type of unit being repaired. Interest rates typically ranged from 3.0 percent to 7.0 percent. The maximum loan term was typically 55 years, and could be amortized or deferred.

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Before and After Examples of Rehabilitation Projects



Rehabilitation loans were financed through Redevelopment Agency 20 Percent Set-Aside Funds and CDBG monies. Five loans were granted in the amount of \$155,780 during Fiscal Year 2010/2011, the last year that the program was in operation. The housing rehabilitation loan program has been effectively eliminated due to the dissolution of the Redevelopment Agency.

The *Minor Home Repair Grant Program* was broken into two subprograms: the *Senior/Special Needs Housing Repair Program* and the *Mobile Home Repair Program*. The Business Assistance and Housing Services Department administered both programs. Although eligibility requirements differ slightly, both programs allowed eligible applicants to receive a home repair grant of up to \$7,500. Eligible persons were required to meet homeownership, age, disability, and income requirements for the Senior/Special Needs Housing Repair Program or mobile home ownership and income limits for the Mobile Home Repair Program. Eligible repair work included: accessibility upgrades, emergency repairs, plumbing and heating, electrical and lighting work, earthquake retrofitting, fire prevention, security and safety items, roofing, termite and dry rot repair, and other improvements approved by the City.

The Redevelopment Agency's Affordable Housing Set-Aside Funds funded approximately 828 grants for mobile home and senior home repair, and clean-up/paint. This program has been defunded due to dissolution of the Redevelopment Agency.

1.3.2.4 SANTA CLARA COUNTY HOUSING PROGRAMS

The Housing Authority of Santa Clara County administers the Section 8 Housing Assistance Payments Program (Section 8). This program links landlords with tenants eligible for rental assistance. Section 8 guarantees landlords fair market rent while providing subsidies for tenants in rental properties. Section 8 tenants are those elderly, handicapped, or very low or extremely low income families needing help to secure decent housing. Morgan Hill is participating in this program to encourage landlords to accept Section 8 vouchers, and will be on the list of cities in the rent subsidy program. The County has four Federal grant programs to assist eligible persons seeking permanent, transitional, or emergency housing-related services. Currently, 272 Morgan Hill households use Section 8 housing choice vouchers. There are 252 households on the waiting list for vouchers from Morgan Hill. However, this number underestimates need because the waiting list was last opened in 2005 for one week.



Community Development Block Grants (CDBG)

Morgan Hill participates in the **Santa Clara County CDBG Urban County Program** that provides funding to urban county cities and nonprofit agencies to enable them to offer housing and housing-related services to eligible lower income persons including seniors, persons with disabilities, the homeless, and battered spouses. The program provides approximately \$130,000 annually in funding for each participating city for the acquisition, construction, or rehabilitation of affordable housing, public facilities, and services for lower income persons. Each of the Urban County cities develops its own local funding priorities based on the overall community needs and goals documented in the County's Consolidated Plan. In previous years, the CDBG loan program has been used to assist with home improvements for applicants who meet the income guidelines.

HOME Program (Home Investment Partnership Act)

The federal **HOME Program** is administered by the County Office of Affordable Housing and provides loans and grants to nonprofit organizations to assist with financing to develop permanently affordable housing through acquisition, construction, or rehabilitation.

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Shelter Plus Care

Shelter Plus Care (S+C) is another Housing Authority program that provides a five-year rent subsidy to homeless/disabled individuals and their families to assist them in securing permanent affordable rental housing. Applicants must be currently homeless and must be diagnosed with one of the following disabilities: mental illness, HIV/AIDS, or a drug and/or alcohol dependency. In addition to rent subsidy, the program also arranges for various treatment services and case management. S+C clients are required to pay 30 percent of their monthly income towards rent; S+C pays the balance.

1.4 AVAILABLE LAND INVENTORY

1.4.1 OVERVIEW

This Housing Element ensures there is adequate available land to meet future needs for all income levels. Because the City has nearly 300 vacant and unconstrained acres zoned for residential development and a Downtown Specific Plan that encourages dense housing in the City's core, this is easily accomplished. A full list of all undeveloped and underdeveloped parcels can be found in Appendix F.

1.4.2 DEVELOPMENT UNDER THE DOWNTOWN SPECIFIC PLAN

The Downtown Specific Plan, adopted in 2009, amended the City of Morgan Hill General Plan and Zoning Ordinance for the downtown area and modified the relevant plans, policies, and design guidelines that guide and regulate development in the area. The Downtown Specific Plan includes existing and planned land uses, circulation, parking, urban design guidelines, signage guidelines, infrastructure, and an implementation plan.

The Downtown Specific Plan, which covers 115 acres and 18 blocks, is based around the following vision statement:

"Strengthening downtown as the gathering place, a connecting force, the social and activity heart of Morgan Hill, is the overriding aspiration of this Plan — a place where residents from all segments of the community can live, work, meet, shop, dine and participate in public celebrations, and share in the richness of Morgan Hill's community life. It will be a place like nowhere else — a place with its own scale, character and uses."

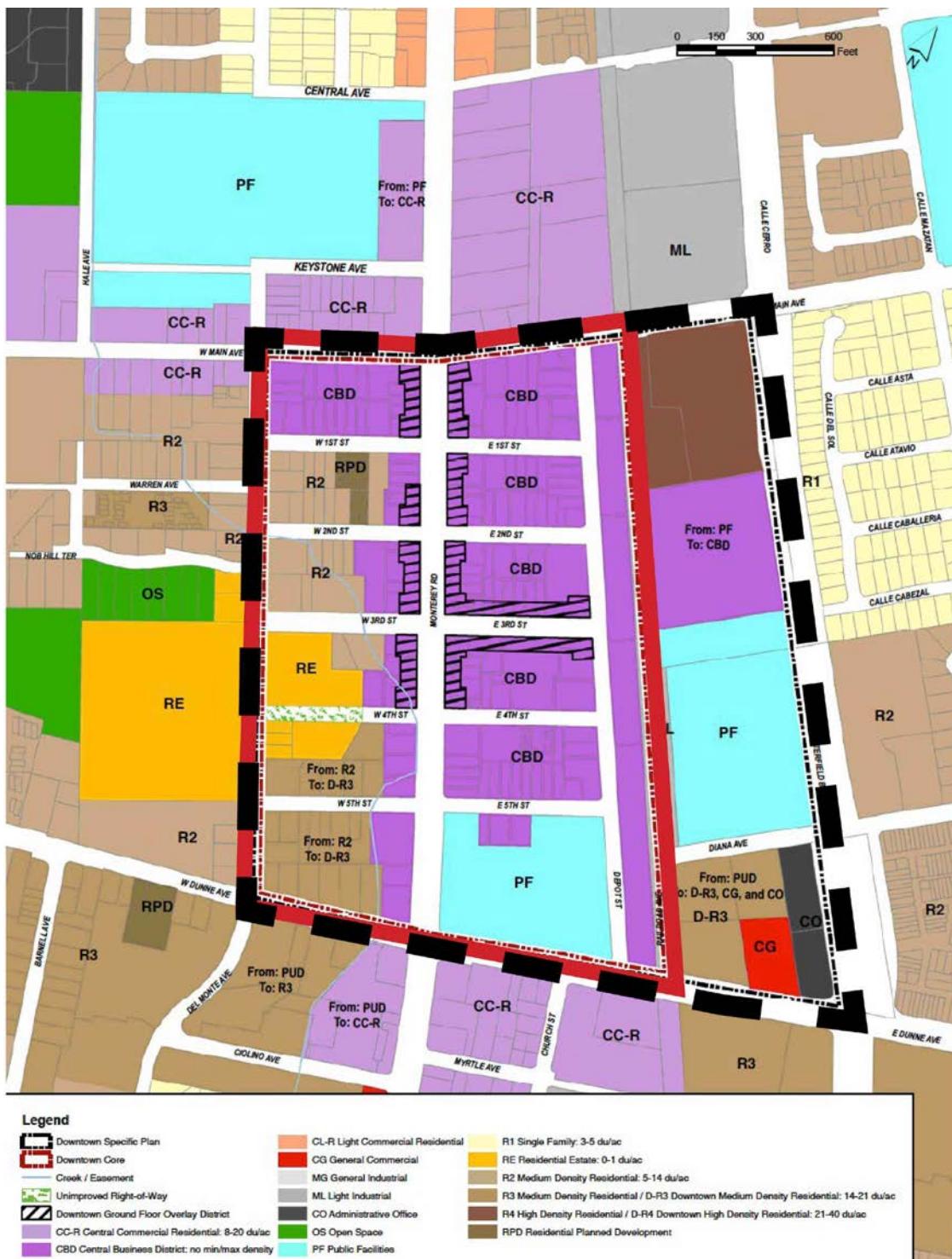
Downtown Morgan Hill is unique in that it has a commuter rail station within easy walking distance of a variety of retail, office, and residential uses, as well as special uses such as the Morgan Hill Community and Cultural Center. The Downtown Specific Plan encourages housing in this transit-rich, walkable core by:

- Adding a Mixed Use land use designation and Central Business District (CBD) zoning designation. Parcels with these designations make up the majority of the area along Monterey Road and between Monterey Road and the railroad tracks, and allow for unlimited residential density.



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Figure 1-2 Downtown Specific Plan Zoning Map¹



¹ See the Downtown Specific Plan for detailed zoning and other recommendations.

- Proposing a variety of residential densities for a majority of the area west of Monterey Road and in the northeast and southeast corners.
- Removing the requirements for residential units to provide guest parking.

The City has taken steps to create a positive, pro-active development environment to ensure that the development goals of the Downtown Specific Plan are realized. Morgan Hill is reducing developers' predevelopment risk and costs and providing more certainty as to project time-to-market by:

- Implementing flexible zoning.
- Streamlining permitting for projects within the Specific Plan's parameters to only a Design Permit and Building Permit once site control has been secured.
- Providing environmental clearance via a companion Master Environmental Impact Report.
- Providing Sewer Impact Fee credits.
- Investing \$25 million in Downtown public improvements, including development of a new 275-space parking structure, two new parks, a hilltop trail, and streetscape improvements.
- Exempting 600 units in the Downtown from the Residential Development Control System (RDCS) competition.

For projects within the Plan's parameters, only a Design Permit and Building Permit would be required, once site control has been secured. Developers should therefore anticipate reduced predevelopment risk and costs, as well as more certainty as to project time-to-market.

Prior to its dissolution, the Redevelopment Agency held 17 properties downtown. Three of these properties have been transferred to the City of Morgan Hill for redevelopment, while the remaining 14 are intended, according to the November 2013 Long-Range Property Management Plan, to be sold for private development to further the goals of the Downtown Specific Plan. These goals include enhancing Morgan Hill's economic vitality by increasing the number of housing units in the downtown core.

Housing types envisioned include for-sale condominiums (from two-bedroom, two-bath to four-bedroom, three-bath, and sized from 900 to 1,500 square feet); for-rent apartments (there is a range of studios and one-to three-bedroom units, sized from 400 to 1,300 square feet). To make development more likely, units will not be required to provide guest parking, but will still need to meet on-site parking requirements in accordance with the Specific Plan.

As part of the Downtown Specific Plan process, Morgan Hill conducted a block by block analysis of redevelopment potential. In the downtown area it found potential for a net gain of 1,190 new units (1,393

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gross), 93,490 square feet of retail and 85,591 square feet of office/service. Approximately 850 of those units are expected by 2015. The sites selected for the 2015 Development Projection generally have residential allotments through the Residential Development Control System (RDCS) and have property owners or developers who are actively evaluating and preparing development plans.

The 2015 residential development projections assume 255 units within blocks 1-20 (allocations awarded March 2006), an additional 100 residential units provided by Measure F (November 2006 ballot measure), and 495 additional units provided by Measure A (May 2009 ballot measure) for a total of 850 residential units. The City has recently released a Request for Proposals (due December 18, 2014) to developers selected from an RFQ process for four downtown sites based on these assumptions and expects that responses to this RFP will likely result in around 200 new units in the Downtown.

For the purposes of this Housing Element, it is estimated that 850 units will be constructed, which is based on a block by block analysis of current uses, ownership, market potential, etc. A number of these lots are far along the entitlement process and are expected to break ground soon. Details for the 209 units that have started the entitlement process are below, by block. Blocks are shown in Figure 1-3.

TABLE 1-4 DOWNTOWN DEVELOPMENT BY BLOCK

Block Number	Anticipated Units	Zoning	Notes
1	13	CBD Mixed Use	Likely to redevelop because part of the lot is currently vacant and the remainder is underutilized as a parking lot.
2	59	CBD Mixed Use	Agency owned. RFQ released and responses received. The Agency has selected a development partner.
3	115	CBD Mixed Use	The projected redevelopment occurs primarily along Third Street and includes ground-floor retail uses with offices or condominiums/apartments on the upper floor(s). The Agency has an option to purchase the property at the northwest corner of Depot and Third Street.
4	232	CBD Mixed Use	This is a high priority for development. Most of the block is vacant, and has been awarded RDCS allocations (and based on Measure A is now exempt from RDCS.) City has provided significant investment for redeveloping Third Street including replacing infrastructure and making streetscape improvements, making this area ripe for new housing.
7	46	Mixed Use	Owner has the vacant parcel available for sale as a residential development. The parcel has an allocation of units based on the density prior to the adoption of the Specific Plan. The Granary project, on a portion of block 7 is entitled with 30 condo units; scheduled to begin construction December 2014.
13	14	Multi-family medium, and CBD Mixed Use	The increase in density and units being exempt from RDCS should encourage the redevelopment of the underutilized site and older structures.

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Block Number	Anticipated Units	Zoning	Notes
14	35	Multi-family medium, and CBD Mixed Use	Developer has expressed interest in developing the predominantly vacant properties. The Agency is installing major road street improvements along the frontage and has agreed to not require the Developer to reimburse the Agency for the improvements if the property is developed in a timely manner.
15	134	Multi- family High/R4	Phase I of a new 134-unit housing development, Huntington Square, is in construction. Price points are between \$350,000 and \$475,000. City is providing down payment assistance for low and moderate income buyers.
18	80	Commercial, Office Industrial, and Multi-family Medium (R3)	EAH (nonprofit housing corporation) owned vacant site. 80 allocations (40 for very low seniors and 40 market rate town houses). The market rate units will be developed by a for-profit developer. \$3.2 million in RDA acquisition and pre-development financial assistance. Project sponsors are applying for tax credits and other subsidies.
20	90	Mixed Use and Multi-family medium	The projected redevelopment offers the potential for mixed use development east of the creek easement and medium density residential units west of the creek easement, to total approximately 90 dwelling units and 17,000 square feet of ground-floor retail uses on the block.
Total	850		

Note: 32 units were not assigned to a specific block.

Source: City of Morgan Hill, 2014.

There are a number of other potential projects in the early stages of development. Based on conversations with developers and others, as well as material submitted through the RDCS, estimated sales and rental prices and affordability levels are summarized below. Note: Because the City is making down payment assistance available for downtown, these units will be more affordable than implied by the calculations below.

TABLE 1-5 APPROVED DOWNTOWN DEVELOPMENTS WITH AFFORDABILITY

Name of Development	Price for 2 brdms	Price for 3 bdrms	Affordability	Low	Mod	Above Mod	Total
Church-Alcini/ Rancho Del Pueblo (04-15)		\$400K (mid)	Moderate		14		14
E. Main-Ahlin (MC-05-06) Huntington Square	\$300k (mid)	\$300k (mid)	Moderate		99		99
E. Third-Glenrock (MC-05-11)	\$650,000	\$600,000-\$750,000	Above moderate		57		57
Monterey-Sherman House (MF-07-01)	\$238,500	\$264,000	Low	23			23
TOTAL				23	113	57	193

Note: Rental affordability is based on 30 percent of income. Owner affordability based on calculations at Mortgageloan.com assuming 5.2 percent interest, 30 year, 20 percent down payment, one percent taxes, 0.5 percent insurance, and no other costs, and a family of four. The maximum price for a lower income unit is \$348,000, and a moderate unit is \$500,000.

Source: City of Morgan Hill, 2014.

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Figure 1-3 Downtown Blocks

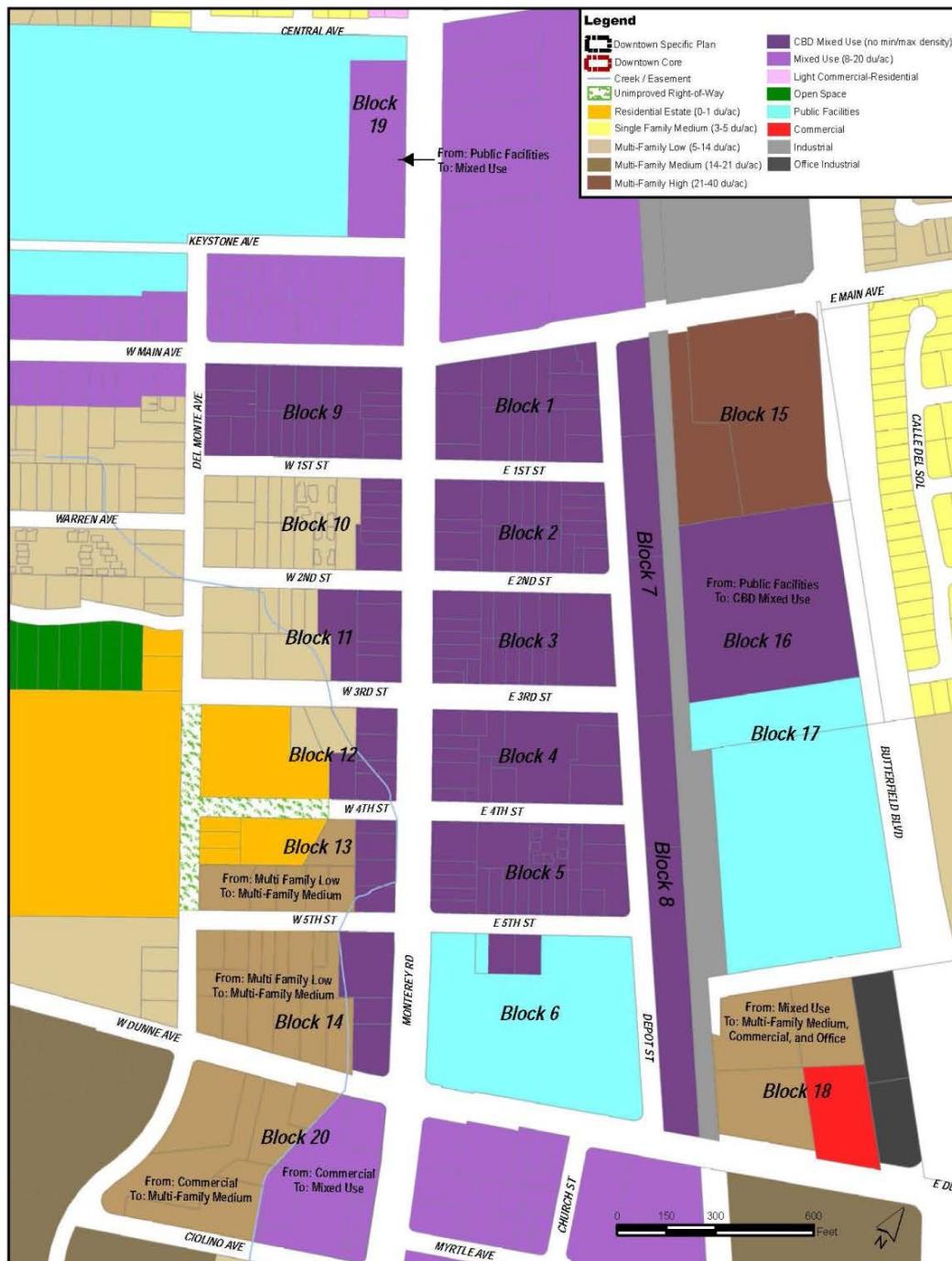


Figure 4

1.4.3 RESIDENTIAL DEVELOPMENT CONTROL SYSTEM

The voters of Morgan Hill first passed the City's Residential Development Control System (RDCS) in 1977. That initiative, Measure E, has been updated and extended a number of times. Parts of the initiative have been codified in the City's General Plan while other parts have been included in the City Zoning Ordinance. The provisions of the initiative can only be changed by the affirmative vote of the City electorate. The initiative applies to all residential development except for secondary dwelling units and one-dwelling-unit developments that are not part of larger projects.

The RDCS gives the City flexibility to ensure that new housing meets the needs of residents. The existing RDCS awards points to projects that best satisfy and accomplish goals of the General Plan, and specifically the Housing Element, as well as related City goals as they evolve to meet changing community needs. The criteria are reviewed annually and adjusted accordingly. For example, because in recent years there was concern that rental units were not able to compete effectively in the RDCS, the City created a multi-family rental category. This resulted in the first applications for rental housing in over a decade. The City has also used the RDCS competition to promote sustainable housing, and has created competition categories for senior housing and for the Central Commercial Residential (CC-R) and Light Commercial/Residential (CL-R) zoning districts that are located along transportation corridors near downtown.

The RDCS is not an obstacle to the production of housing or affordable housing. On the contrary, the system has resulted in the orderly production of thousands of housing units, many at prices affordable to all income levels. RDCS allocations, which average approximately 200 to 250 per year, are more than necessary to meet the current RHNA of 918 units (1,800 to 2,000 allocations are expected in this housing element cycle, as shown in Table 1-6). In fact, the RDCS promotes housing by counteracting potential NIMBY concerns. Pre-RDCS, when growth rates were over ten percent per year, there was considerable opposition to new projects. With the RDCS, there is more widespread support for orderly growth.

The RDCS is the City's primary tool for encouraging the development of affordable housing. Among other objectives, Morgan Hill has used and modified the RDCS to provide sufficient housing for local workers, foster the development of a balanced community, and ensure compliance with State housing laws.



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Affordable housing has been given its own competition category, in which 20 percent of total allotments have generally been set aside for affordable housing units. Any kind of development producing more than 75 percent affordable housing in a single development can compete in this category. Other developments not meeting the affordability threshold compete for the remaining 80 percent of allotments in “Open Market” competitions. The Open Market pool has been further subdivided into competition categories such as “Small” or “Vertical Mixed-Use.” At least 33 percent of allotments must go toward single-family unit development. Affordable housing developers are encouraged to submit their proposals for any competitions that they choose (open market, small, etc.) and there is no percentage limit on the number of allocations that can be affordable.

TABLE 1-6 RANGE OF ANTICIPATED ALLOCATIONS UNDER RDCS, 2015-2023

Estimate	Allocations per year	Total Allocations Over 8 Years
Below Current Average	175	1,400
Current Average	225	1,800
Above Current Average	250	2,000

Source: City of Morgan Hill, 2013.

Of the 1,258 units approved in the 2006 to 2013 competitions, approximately 5 percent were designated for extremely low or very low income residents, 27 percent to low income residents and 6 percent to moderate income residents. (In reality, the moderate income number is higher because some open market units are affordable to moderate income residents.)

Morgan Hill builds more housing than its RHNA requirement and more than many other communities. While the RDCS slowed growth from the extremes of the 1970s, Morgan Hill is growing faster than the county as a whole. From 2000 to 2013, the number of households in Morgan Hill grew 16.9 percent, while households in the county grew seven percent. Furthermore, there are over 1,000 units from previous competitions that are eligible to be built at any time.

Exemptions to the RDCS for downtown (and for second units) also contribute to affordability and provide even more flexibility for development. Downtown has the highest densities and is the most likely place for developers to build housing that is affordable. In total, 600 units have been exempted for downtown housing development, more than equal to the very low and low income targets for RHNA.

RDCS competitions are held annually or biannually, through a competitive process involving all projects proposed for development for a given year. That process utilizes an objective point system to evaluate such

aspects of development as design, diversity of housing types, the provision of affordable housing, and the potential impact on public facilities, traffic, infrastructure, and public services. The affordable housing factor grants additional points to projects that commit 5 to 10 percent of the total number of project units to be deed-restricted affordable to persons/families of low or moderate income. The greater the percentage of affordable units (up to 10 percent) and the greater level of affordability provided, the greater the number of points awarded. To qualify for points, for-sale projects must incorporate units that are affordable to persons/families of low or moderate income and rental projects must incorporate units that are affordable to persons/families of very low or low income.

The City's RDCS has been amended to make it easier for higher density residential and vertical mixed use downtown projects to compete for residential building allocations against the detached single-family residential projects. In 2005, the City held a competition for projects in the area in and around downtown, resulting in 363 residential building allocations awarded in fiscal year 2009/2010. Of the 363 units, 255 were located within the 18-block boundary of the Downtown Specific Plan.

1.4.4 OVERVIEW OF AVAILABLE LAND FOR HOUSING BY 2014

Morgan Hill has approximately 230 acres of vacant, unentitled land that is unconstrained by environmental or other factors and available for residential development, in addition to underutilized land that could become available for development in the future. This vacant land has the potential for nearly 1,400 housing units.

Table 1-7 shows the number of acres of residentially zoned land available and suitable for development, as well as the number of units that could potentially be developed on them given their density. The details of the methods used to calculate the number of potential housing units, as well as detailed information about each parcel, are available in Appendix F. HCD considers parcels zoned for 20 dwelling units per acre to be suitable for housing affordable with to residents with low and very low incomes. The City's Regional Housing Needs Allocation (RHNA) is also shown in Table 1-7, as well as the surplus of units that could be produced over and above the allocation.



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1.4.4.1 VACANT LAND

TABLE 1-7 VACANT LAND INVENTORY

Income Level	Acres	Potential Units	RHNA	Surplus
Low and Very Low Income	29	468	427	41
Moderate Income or Above	229	910	501	409
Total	258	1,378	928	450

Source: City of Morgan Hill, 2013.

Because the Morgan Hill 2035 General Plan is being developed concurrently with and slightly behind the schedule of the Housing Element, the alternatives being evaluated in that process were taken into consideration in calculating the number of potential units. Some downtown parcels are opportunity sites undergoing consideration as of February 2014 as alternatives in the Morgan Hill 2035 General Plan. For these sites, the allowed density that was the lowest of the three alternatives was used to calculate the number of potential units.

Downtown will be a significant source of new development in future years. Since the last Housing Element update, Morgan Hill has added new zoning categories that will facilitate dense residential development:

- CBD Central Business District (mixed-use, no minimum or maximum density)
- D-R3 Downtown Medium-Density Residential (14-21 du/ac)
- D-R4 Downtown High-Density Residential (21-40 du/ac)

The majority of Morgan Hill's capacity for developing new housing is in the Central Business District (CBD) mixed use zone, which has no maximum density and is expected to develop at more than 20 units per acre. The *minimum* density for affordable housing, 20 dwelling units per acre, was used to calculate the number of potential units on CBD/Mixed Use parcels, shown in Table 1-8. This was done to provide a conservative estimate of the units that could potentially be built during this housing cycle. Because these zones have the capacity for unlimited density, parcels in these areas of the downtown actually have higher capacity for housing than indicated in Table 1-8. Table 1-8 summarizes by zoning type the vacant, residentially-zoned land that is available for development in Morgan Hill, as well as the housing units that could potentially be built on that land.

HOUSING ELEMENT**TABLE 1-8 VACANT AVAILABLE LAND AND UNITS BY LAND USE DESIGNATION**

Land Use Designation^a	Allowed Density^b (Units per Acre)	Total Acres	Potential Units
R3	21	12	195
PUD	20	5	75
CBD	20	11	182
MU	20	1	16
R2 3,000	15	2	28
R2 3,500	12	28	266
SFH	10	22	177
CL-R	10	5	43
R1 7,000	6	15	70
SFM	6	5	22
R1 9,000	5	44	176
R1 12,000	4	12	37
RPD	3	3	8
SFL	3	5	12
RE 40,000	1	70	56
RE 100,000	1	18	14
Total	258		1,378

a. Land Use designations shown are either current zoning designations or potential General Plan designations for those sites under consideration as part of the General Plan alternatives.

b. CBD and MU designations have no maximum allowed density. 20 dwelling units per acre is used here as a conservative estimate.

Source: City of Morgan Hill, 2013.

1.4.4.2 ADDITIONAL SOURCES OF RESIDENTIAL UNITS

Second Units

In addition to vacant land, second units (guest houses, in-law suites, granny apartments, etc.) are a source of potential new housing. Second units provide an important source of flexibility and affordability in the housing stock. They often are desirable housing choices for young adults, seniors and other special needs populations. The rental income can often help the primary home owner afford their mortgage.

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Currently in Morgan Hill, second units are encouraged through the RDCS. Specifically, if 15 percent of units in a development have second units, the development is awarded two points in the housing needs category. Recent residential developments in Morgan Hill that utilized this option include Cochrane Borello, City Ventures, Sherimar Ranch, and Mission Ranch.

Produced and Expected Units

Units that have been produced or are expected to be produced between January 1, 2014 and January 31, 2015 will reduce the RHNA by that number of units. Table 1-9 summarizes the units that have been produced already or are expected to be produced during this time period. These include 14 affordable for-sale units being built as Phase II of Madrone Plaza. These units are restricted by covenant to prices affordable to a household earning up to 80 percent of AMI. Given this information, the RHNA is expected to be reduced by 14 low-income units and 54 above-moderate-income units.

TABLE 1-9 PRODUCED AND EXPECTED UNITS WITH SPECIFIC AFFORDABILITY INFORMATION

	Ext. Low	Very Low Income	Low Income	Moderate Income	Above Moderate	Total Units
Madrone Plaza Phase II	-	-	14	-	-	14
Additional Building Permits Issued	-	-	-	-	54	54
Total			14		54	68

Source: City of Morgan Hill, 2014.

1.5 HOUSING GOALS, POLICIES, AND ACTIONS



Goal HE-1 **Adequate new housing to meet the full range of future community housing needs, including affordability and accessibility.**

Policy HE-1a: *Adequate Land for New Development.* Ensure that an adequate amount of land is available for new residential development, zoned for a range of residential densities.

Action HE-1a-1: **Evaluate Land Availability Annually.** Evaluate annually the amount of land available for development and the projected eight-year need, and adjust the General Plan and zoning as necessary to accommodate the City's regional housing allocation.

Policy HE-1b: *Capital Improvement Programming.* Give high priority in the annual Capital Improvement Program to providing adequate public facilities for residentially zoned land needed to accommodate the City's ABAG projected regional housing needs allocation (RHNA).

Policy HE-1c: *RDCS Allocations.* Encourage the allocation of the maximum possible number of housing units under RDCS allocations.

Action HE-1c-1: **Annual RDCS Objectives.** Establish annual objectives under the RDCS allocation process for affordable housing based on past production and future needs.

Action HE-1c-2: **Annually Evaluate RDCS Allocations.** Annually evaluate the outcome of the allocation process to determine if further adjustments to the system are advisable to ensure that the annual allocations are maximized for both market rate and affordable housing. Points to consider include the RDCS's impacts on cost, supply and affordability of housing, as well as the timing of the process. Ensure that there are sufficient allocations to meet the Regional Housing Need Allocation (RHNA). Include results in the annual progress report submitted to HCD.

Policy HE-1d: *Variety of Housing.* Encourage a variety of housing types and densities within the community.

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- Policy HE-1e:** *New Housing (30 Percent Multi-Family).* Continue to ensure that an average of at least 30 percent of all new housing allocations are designated for multi-family units.
- Policy HE-1f:** *New Multi-Family Housing (30 Percent Rentals).* Ensure that a minimum of 30 percent of new multi-family units are rentals. Any of the 600 units in the Downtown Area exempted from the RDCS under Measures A and F that are developed as rentals may be counted toward this requirement. Continue to include a separate rental set-aside in future RDCS competitions, as appropriate.
- Policy HE-1g:** *Minimum Densities.* Require development of property designated as multi-family to occur at a density no less than the minimum density prescribed by the General Plan.
- Policy HE-1h:** *Affordable Housing Strategy Implementation.* Encourage the creation of rental housing, including housing for extremely low income households, through available funds, banked land and community partnerships.
- Action HE-1h-1: RDCS Refinement.** Continue to develop and implement varied RDCS standards for different types of developments. For example, consider if senior or multi-family developments should have different scoring criteria than single-family developments.
- Action HE-1h-2: Review Height Limits.** Review the Zoning Ordinance to ensure that height limits allow for a desirable design at the intended density.
- Action HE-1h-3: Review Design Standards.** Review design guidelines and standards to ensure that housing developments, particularly in higher density designations, provide adequate privacy, open space and other amenities.
- Policy HE-1i:** *Flexible Housing.* Allow flexibility to encourage alternative housing solutions that support affordable and intergenerational housing, including attached or detached accessory dwelling suites, home sharing and cohousing.
- Policy HE-1j:** *New Market Rate Developments.* Promote and encourage provision of housing within new market rate development that is affordable to extremely low, very low, low, median, and moderate income households.
- Action HE-1j-1: Monitor and Implement RDCS in New Projects.** Continue to monitor and ensure that an appropriate percentage of all new market rate housing be affordable to lower, median, and moderate income households. The

Planning Commission and City Council shall annually review proposed RDCS allocation procedures to ensure that developers will maximize points in the RDCS by providing sufficient affordable units.

Policy HE-1k: ***Density Bonuses and Other Incentives.** Continue to provide density bonuses and other incentives consistent with State law and Chapter 18.47 of the Zoning Code for those projects committing to provide appropriate amounts of below market rate units, including extremely low income units. Other incentives may include: (a) exceptions to design and development standards on a case by case basis that reduce the cost of producing housing units without sacrificing the objectives for which these standards were adopted; (b) payment of fees from former Redevelopment Agency tax increment housing set-aside funds and other appropriate funding sources; (c) priority permit processing to ensure that project funding is not jeopardized; and, (d) assistance in accessing funding by applying to, or supporting applications to, State, federal, and private agencies.*

Policy HE-1l: *Incentives for Affordable Developments.* Provide incentives through the RDCS for Below Market Rate (BMR) and other affordable projects that provide a high percentage of affordable units.

Action HE-1l-1: *RDCS Points for BMR Housing.* On an annual basis, when the City Council updates RDCS scoring criteria, ensure that provisions are retained within the RDCS that award points for developments that voluntarily reserve a percentage of the proposed housing for below market rate units.

Policy HE-1m: ***Housing Fees.** Allow small projects (fewer than 16 units) to voluntarily pay a housing fee when it is not feasible to provide affordable housing on site.*

Policy HE-1n: ***Local Needs.** Provide local residents and local employees preferential access to housing programs, as permitted by relevant law.*

Policy HE-1o: ***75 Percent Affordable Projects.** Reserve a portion of the annual RDCS housing allocations for projects with 75 percent affordable housing.*

Policy HE-1p: ***RDCS Reservation of Building Allotments.** Continue to reserve a minimum of 20 percent of the annual RDCS building allotments for projects that are 75 percent affordable or a level established by City Council policy. Ensure that these developments meet the full spectrum of needs associated with all income groups.*

Policy HE-1q: ***Affordable Housing.** Encourage the production and preservation of affordable housing units.*

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Action HE-1q-1: **New Funding Sources.** Monitor and consider new sources of funding for affordable housing development and rehabilitation; continue to regularly apply for grant funding such as CalHOME.

Policy HE-1r: *Funds for Affordable Units.* When available, continue to make housing funds available to finance affordable projects, including housing for extremely low income households. Consider assistance to below market rate ownership housing where a financing gap can be demonstrated.

Action HE-1r-1: **Partnership for Tax Credits.** Continue to support applications for Low-Income Housing Tax Credits either by acting as co-applicant with the developer or providing them with matching funds.

Policy HE-1s: *Rental Housing Incentives.* Continue to assist market rate and nonprofit developers in developing affordable rental housing.

Policy HE-1t: *Acquisition of Existing Housing by Nonprofits.* Continue to work with nonprofit housing agencies to acquire older, substandard market-rate rental units for conversion to a mix of market-rate and affordable units.

Policy HE-1u: *Housing for Larger Households.* Encourage the production of multi-family units appropriate for larger households.

Policy HE-1v: *Provision of Larger Rental Units.* Ensure that new affordable BMR rental units assisted with City housing funds provide a specified percentage of three- and four-bedroom units.

Policy HE-1w: *Provision of Larger Ownership Units.* Ensure that new BMR ownership units continue to offer an appropriate percentage of three- and four-bedroom units in consideration of the proportion of large, low income families in relation to the population as a whole.

Policy HE-1x: *Mobile Homes and Manufactured Housing.* Allow mobile homes and manufactured housing where appropriate.

Policy HE-1y: *Allowances for Manufactured Housing.* Retain provisions in the Zoning Ordinance that permit manufactured housing on single-family lots by right in residential zoning districts so long as the manufactured homes are placed on permanent foundations and meet all other City requirements.

Policy HE-1z: *Mobile Home Parks and Subdivisions.* Continue to allow mobile home parks as conditional uses in the R-2 zone and manufactured home subdivisions within single-family residential zones as permitted uses.

Policy HE-1aa: *Environmental Sustainability.* Promote environmental sustainability in new construction.

Policy HE-1bb: *Evaluate Street Requirements.* Continue to evaluate street requirements and look for opportunities to conform to green streets and complete streets guidelines (e.g., alternate ways of handling storm water or making streets more walkable).

Action HE-1bb-1: Solar Energy Assessment District. Study the possibility of forming a voluntary (opt-in) solar energy assessment district to provide loans to offset the initial cost of installing solar panels or other efficiency improvements. Loans would be paid for by a municipal bond and paid back by an increase in the participating household's property taxes for the life of the loan.

Policy HE-1cc: *Secondary Units.* Encourage development of secondary dwelling units.

Action HE-1cc-1: R-2 Zoning. Modify the R-2 zoning standards (Chapter 18.55 of the Zoning Code) to explicitly state that second units are an allowed use.

Action HE-1cc-2: Secondary Unit Information. Develop resources to help educate homeowners, architects, and builders about secondary dwelling units. Potential actions include producing handouts and fact sheets and hosting "How To" workshops.

Policy HE-1dd: *Ministerial Approval of Second Units.* Continue to allow staff to approve secondary dwelling units ministerially when appropriate.

Action HE-1dd-1: Secondary Unit Fees. Reduce per-unit impact fees for secondary dwelling units to reflect smaller household sizes and lesser impacts.

Policy HE-1ee: *RDCS Incentives for Second Units.* Continue to incentivize secondary dwelling units in the RDCS scoring criteria.

Action HE-1ee-1: Secondary Unit Ordinance. Study and revise the secondary dwelling unit ordinance to ensure it follows standard best practices. Points to consider include:

- Clarify the ordinance to ensure properties are not subdivided and second units sold as separate units.
- Utilize window design techniques to reduce impact on adjacent property for two-story second units.

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- Increase the maximum permitted second unit size to 50 percent of primary dwelling or 750 square feet, whichever is smaller.
- Reduce parking requirements to one space for a two-bedroom second unit, or allow tandem parking for the two spaces.
- Reduce or eliminate the minimum lot size for second units.
- Have second units governed by the same land use controls as other buildings (setbacks, lot coverage, etc.).
- Review and revise the zoning ordinance to allow second units in additional zoning districts, including certain multi-family and mixed use districts such as CC-R and CL-R, where some existing lots developed with single-family uses could accommodate greater density in a second unit configuration.

Policy HE-1ff: ***Programs Providing Very Low and Low Income Housing.** Participate in programs that assist very low and low income households to secure adequate housing.*

Policy HE-1gg: ***Santa Clara Housing Programs.** Continue participating in and publicizing programs such as the County's Mortgage Credit Certificate program, Housing Trust Fund of Santa Clara County, CalHFA, etc.*

Policy HE-1hh: ***Relocation Assistance.** Require relocation assistance when privately funded redevelopment displaces extremely low, very low, low, or moderate income residents.*

Policy HE-1ii: ***Rental Assistance Programs.** Encourage landlords to utilize rental assistance programs, such as housing vouchers and Section 8 vouchers administered by the Housing Authority of Santa Clara County.*

Action HE-1ii-1: Rental Assistance Programs. Undertake the following:
(1) Refer rental property owners to the Santa Clara County's Housing Authority's waiting list; (2) When in contact with rental property owners, inform them of the Housing Authority's vouchers program; and, (3) Promote the availability of vouchers for use in the rental rehabilitation program.

Policy HE-1jj: ***Leverage Funding.** Leverage housing assistance funds wherever possible by combining them with funds from State, federal, and other sources.*

Policy HE-1kk: ***Use of Local Housing Funds.** Use local housing funds to leverage the maximum amount of additional financing for affordable housing projects.*

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Policy HE-1ll: *Work with Local Legislators.* Continue to work with local legislators and provide input to the State Legislature to ensure that State programs and legislation meet local housing needs and support local housing programs.

Action HE-1ll-1: **Update Funding Information.** Update, as needed, directories of State and federal housing and community development programs that provide financial assistance. Annually identify State and federal programs that are most applicable to Morgan Hill and have the greatest potential for funding affordable housing in the city.

Policy HE-1mm: *Housing Assistance Funds.* Provide housing assistance funds in the form of loans wherever possible so that the funds will eventually return to the City for future use.

Policy HE-1nn: *Home Improvement Loans.* Continue to provide home improvement loans through the City's Housing Rehabilitation programs to very low, low, median, and moderate income homeowners.

Action HE-1nn-1: **Housing Rehabilitation of Rental Properties.** Provide financial assistance for substantial housing rehabilitation to rental property owners with extremely low, very low or low income tenants in exchange for long term affordability (as required by the funding source).

Action HE-1nn-2: **First-Time Homebuyer Program.** Provide a first-time homebuyer downpayment assistance program targeted to low and moderate income residents and employees.

Action HE-1nn-3: **Promote Extremely Low Income Housing.** Provide priority funding consideration for extremely low income housing developments.

Policy HE-1oo: *Annual Monitoring.* Monitor housing development and housing needs annually to ensure that goals and quantified objectives are being met.

Action HE-1oo-1: **Update City's Affordable Housing Strategy.** Continue to update the City's Affordable Housing Strategy with the most current Census data. Identify methods to create housing affordable to extremely low income households.

Action HE-1oo-2: **Review Housing Objectives Annually.** Review housing objectives annually and recommend program modifications if annual housing objectives are not being met.

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Policy HE-1pp: *Review Potential Governmental Constraints to Housing.* Continue to review potential governmental constraints, such as public works standards (including Chapter 12 of Morgan Hill's Municipal Code and standards for private streets), to ensure that they do not pose an undue impediment to the provision of new housing or the rehabilitation of existing housing.

Policy HE-1qq: *Sales Prices and Rental Rates.* Continue to have developers report initial sales price and rents of new units prior to occupancy approval.

Policy HE-1rr: *Below Market Rate (BMR) Housing.* Continue the BMR program as a source of affordable housing.

Policy HE-1ss: *BMR Occupancy.* Require all BMR units to be restricted to use as affordable housing as required by funding source.

Policy HE-1tt: *BMR Deed Restrictions.* Continue to require the recordation of deed restrictions for all affordable units except as secondary dwelling units.

Action HE-1tt-1: **Term of BMR Units.** Review the term of affordability for ownership housing units.

Action HE-1tt-2: **BMR Equity.** Develop opportunities for owners of BMR units to build equity/wealth, while protecting the public investment of resources.

Policy HE-1uu: *Preserve At-Risk Units.* Preserve as many at-risk below market rate ownership and rental units as possible.

Policy HE-1vv: *Affordability Controls.* Continue to extend the affordability restrictions as part of the next sale to eligible purchasers and, if necessary, exercise the City's right of first refusal to purchase BMR units to ensure they remain affordable.

Action HE-1vv-1: **Annual Monitoring of Potential At-Risk Units.** Annually monitor the status of at-risk assisted rental housing units. Contact current property owners of at-risk projects to determine their financial objectives and appropriate financial assistance needed to meet those objectives (rehabilitation assistance, operating subsidies, additional Section 8 vouchers, etc.).

Policy HE-1ww: *Assist Nonprofits in Acquisition of At-Risk Units.* Assist nonprofit housing organizations in acquiring and/or rehabilitating existing affordable rental housing through the provision of financial assistance in exchange for extending the affordability period as required by the applicable funding source.

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Policy HE-1xx: *Condominium Conversions.* Regulate the amount and timing of condominium conversions.

Policy HE-1yy: *Condominium Conversion Restrictions.* Continue the City's program to restrict conversion of rental units to condominiums if the rental vacancy rate is less than five percent, and to restrict the conversion of projects that have received allotments under the "Rental" category.

Action HE-1yy-1: Semi-Annual Survey of Rental Vacancies. Conduct a semi-annual survey of rental housing vacancies to determine the applicable vacancy rate for implementing the condominium conversion ordinance.

Policy HE-1zz: *Housing Discrimination.* Work to eliminate discrimination in housing based on race, color, religion, sex, age, family size, marital status, or national origin.

Action HE-1zz-1: Housing Discrimination. Refer discrimination complaints to Project Sentinel or other organizations that combat housing discrimination.

Policy HE-1aaa: *Support for Fair Housing Programs.* Continue to contract with organizations that provide Fair Housing services or support programs and have a demonstrated track record of effectiveness, as available funds allow.

Policy HE-1bbb: *Equitable Buyer Selection Procedures.* Maintain an equitable buyer selection procedure through a waiting list process for low, median, and moderate income units.

Policy HE-1ccc: *Publicity for City Programs.* Continue to publicize and broaden understanding and acceptance of City housing programs, including the discrimination complaints procedure, through public presentations, publications, news items, advertisements in newspapers such as the Morgan Hill Times and Gilroy Dispatch, public service announcements on the City's local access television channel, and by posting flyers at City Hall, City parks, and at various local houses of worship on a continuing bases. Make special outreach efforts to the non-English speaking community and underserved/underrepresented populations.

Policy HE-1ddd: *Integration of Affordable and Market Rate Housing.* Integrate below market rate and other affordable "set aside" units into existing or proposed developments.

Policy HE-1eee: *RDCS and Neighborhood Context.* Retain provisions within the RDCS that give higher ratings to projects that create neighborhoods and residential developments of ethnic and economic diversity.

Policy HE-1fff: *Creative Approaches to Mixing Housing Types.* Continue allowing developers the flexibility to develop creative approaches for mixing various housing types and affordability levels

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within the boundaries of an entire development in order to achieve their voluntary BMR set-aside commitments.

Policy HE-1ggg: *RDCS Flexibility.* Provide flexibility in the RDCS system where possible.

Policy HE-1hhh: *Modifications to Approved Projects.* Allow developers to propose changes to their approved but not built projects, assuming that the modifications do not cause a net loss of RDCS points, promote affordability, and are in the best interest of the City.



Goal HE-2 Preservation and rehabilitation of the existing housing supply.

Policy HE-2a: *City Housing Stock.* Maintain and conserve the city's existing housing stock.

Policy HE-2b: *Rehabilitation Loan Program.* As funds allow, continue the Housing Rehabilitation Loan Program, which provides home improvement and rehabilitation assistance using CDBG or other housing funds.

Policy HE-2c: *Code Enforcement.* Continue City's code enforcement programs with emphasis on rental units, assistance in maintaining affordability, and non-displacement of existing tenants.

Policy HE-2d: *Renovations under the Downtown Specific Plan.* Encourage the renovation of buildings consistent with the Downtown Specific Plan.

Policy HE-2e: *Home Repairs.* When funds are available, continue to provide funding for mobile home repair, senior home repair programs, neighborhood clean-up and paint, and rental lighting and security grant programs.

Action HE-2e-1: **Resale and Rental Inspection.** Research and evaluate creating a resale and rental inspection program to maintain and improve the quality of the housing stock.

Policy HE-2f: *Preserve Existing Residential Neighborhoods.* Promote and encourage the preservation of existing residential neighborhoods.

- Policy HE-2g:** ***Capital Improvement Program.** Coordinate the planning and funding of neighborhood infrastructure improvements by integrating the Capital Improvement Program with the goals and policies of the Housing Element and Affordable Housing Strategy, which is updated annually.*
- Policy HE-2h:** ***Loans for Improvements Related to Code Enforcement.** Support neighborhood code enforcement programs with technical assistance to homeowners and low-cost loans when funds are available. (See Policy 2a regarding City programs for housing rehabilitation, code enforcement, and neighborhood improvement).*
- Policy HE-2i:** ***Public Information on Rehabilitation Loans.** When Rehabilitation Loan funding is available, continue public information efforts to encourage property owners in target neighborhoods to participate in the rehabilitation loan program.*
- Policy HE-2j:** ***Overcrowding.** Continue to permit the addition of bedrooms and other expansions as an eligible rehabilitation activity to alleviate overcrowding.*
- Policy HE-2k:** ***Nonprofit Acquisition of Substandard Housing.** Continue to work with nonprofit housing organizations to identify and acquire dilapidated or substantially substandard housing units for the purpose of rehabilitating or replacing these housing units. The City shall monitor progress, coordinate with the nonprofits as they complete these projects, and report to the State Housing and Community Development Department on the financing and construction in compliance with State Government Code Section 65583.1(c)(4).*
- Policy HE-2l:** ***Mobile Home Parks.** Preserve and protect existing mobile home parks.*
- Policy HE-2m:** ***Rent Stabilization Ordinance.** Maintain the City's rent stabilization ordinance for mobile home parks.*
- Action HE-2m-1: Work with Mobile Home Interest Groups.** Work with mobile home residents and nonprofit groups, as opportunities and interests arise, to explore the purchase of existing mobile home parks to preserve or enhance their affordability. Options include providing funding for feasibility studies, assisting in accessing state and federal programs (such as the California Mobilehome Park Resident Ownership Program), and using available local affordable housing funds as gap funding.
- Policy HE-2n:** ***Environmental Sustainability.** Promote environmental sustainability in the existing housing stock.*

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Action HE-2n-1: **Energy Audits/Weatherization.** Partner with local organizations for energy audits/weatherization programs. Typical projects include energy audits, energy efficiency rebate applications, weatherization (reducing air leakage, etc.), window replacement, appliance swaps, etc.

Policy HE-2o: **Rehabilitation and Sustainability.** Ensure that all housing units rehabilitated with City assistance are environmentally friendly and energy-efficient. The City has adopted the latest version of Title 24 and can include funding for required updates as part of the assistance package. Typical projects include replacing traditional water heaters with tankless models, new windows, etc.



Goal HE-3 Adequate housing for groups with special needs.

Policy HE-3a: **RDCS Incentives for Large Families.** Provide incentives through the RDCS for the production of affordable housing for large families.

Policy HE-3b: **RDCS Incentives for Large Families.** Continue to implement RDCS criteria that provide additional points for the production of housing for large families in the "Housing Needs" and "Housing Types" sections of the criteria.

Policy HE-3c: **Homeless.** Meet the needs of residents who are homeless or at risk for homelessness.

Policy HE-3d: **Housing First.** Adopt a Housing First model that recognizes the unique characteristics of Morgan Hill as a small suburban city. Study how to best implement the policy to meet the needs of Morgan Hill residents. Through the Housing First policy, Morgan Hill will emphasize permanent affordable housing. When appropriate and feasible, Morgan Hill will try to make support services accessible.

Policy HE-3e: **Support of Homeless Shelter and Services Agencies.** Continue to support the effort of agencies providing emergency shelter for homeless Morgan Hill residents. When appropriate and possible, provide funding.

Policy HE-3f: **Work with Santa Clara County Agencies.** Continue engagement with other Santa Clara County agencies and nonprofits to address homelessness and other housing or community service related issues.

Policy HE-3g: ***Religious Institutions Shelters.** Allow religious institutions to operate small emergency shelters and transitional facilities as an ancillary part of their regular operations with no additional local permitting requirements.*

Policy HE-3h: ***Housing for Persons with Disabilities.** Promote housing that is appropriate for and accessible to persons living with disabilities.*

Policy HE-3i: ***State and Federal Accessibility Requirements.** Continue to enforce State and federal requirements for accessibility to the disabled in new multi-family units.*

Action HE-3i-1: Low Interest Loans for Accessibility. When funds are available, provide low interest rehabilitation loans to make existing residences accessible to the disabled.

Action HE-3i-2: Housing for Mentally Impaired Homeless Adults. Work with nonprofit organizations (Community Solutions and South County Housing are two examples of nonprofits with which the City has relationships) to evaluate the need for additional units in Morgan Hill for mentally impaired homeless adults.

Action HE-3i-3: Housing for Developmentally Disabled Adults. Coordinate with North Bay Regional Center to integrate their clients into affordable housing. Consult with North Bay Regional Center on new affordable development projects to ensure that new units are built that support adults with developmental disabilities to live lives integrated with the rest of the community.

Policy HE-3j: ***Housing for Seniors.** Assist in providing housing for seniors.*

Action HE-3j-1: Locations for Senior Housing. Identify criteria and locations within the city that are appropriate for senior housing developments and assist developers as appropriate.

Policy HE-3k: ***RDCS Allocation for Senior Housing.** Continue exempting specified types of senior housing from the RDCS.*

Policy HE-3l: ***Smaller Senior Units on Single-family Lots.** Allow small senior units on single-family lots.*

Action HE-3l-1: Reduced Impact Fees for Senior Housing. Reduce per-unit impact fees for small senior housing units to reflect smaller household sizes and lesser impacts.

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Policy HE-3m: *Services for Special Needs Populations.* Assist in providing housing related services to groups with special needs.

Policy HE-3n: *Work with Other Agencies.* Continue to work with outside agencies and organizations to maximize housing opportunities for the full spectrum of housing needs.

Policy HE-3o: *Use CDBG and Other Funding.* Continue to use CDBG and other available funds to support the provision of housing related services for groups with special needs such as the elderly, single parents with children, and battered women.

Policy HE-3p: *Domestic Violence Facilities.* Continue to fund upgrades at facilities for people leaving domestic violence as appropriate.

Policy HE-3q: *Preferential Handling of Special Needs Populations.* Include preferential handling of special needs populations, such as domestic violence cases, youth aging out of foster care, the developmentally disabled, single parents, etc., in the management plans and regulatory agreements of funded projects.

Action HE-3q-1: Emergency Voucher Program. Consider implementing a one-time emergency voucher program to assist residents displaced by criminal activity, natural disasters or other emergencies. Coordinate with social service providers.



Goal HE-4

A range of housing types for all age groups, served by transit, recreational amenities, shopping, and health and personal services, that allow residents to age in place.

Policy HE-4a: *Downtown Development.* Provide for a vibrant mix of residential and commercial development downtown.

Policy HE-4b: *Implement Downtown Specific Plan.* Continue implementing provisions of the Downtown Specific Plan, and encourage development in the nearby Central Commercial Residential (CC-R) zoning district. Examples of incentives include City payment of sewer connection fees, RDCS exemptions, down payment assistance, etc. Monitor and track new housing developments, paying particular attention to affordability, adjusting strategy where appropriate.

Action HE-4b-1: Impact Fees for Downtown Housing. Reduce per-unit impact fees for small downtown housing units, to reflect smaller household sizes and lesser impacts.

Policy HE-4c: *Impact Fee Credits for Previous Uses.* Continue to allow projects being developed on previously developed parcels to receive a credit of impact fees, based on the previous uses, to be applied toward any impact fees owed.

Policy HE-4d: *Parking Flexibility in the Downtown.* Consider reducing parking minimum standards for smaller housing units in the Downtown Area, and allow flexibility for developers to purchase parking in other areas of the Downtown instead of providing it on site.

Policy HE-4e: *Adequate Land for Multi-Family Housing.* Provide an adequate supply of land for multi-family housing located convenient to shopping, services, and transportation routes.

Policy HE-4f: *Adequate Higher Density Multi-Family Zoned Sites.* Maintain an adequate supply of land zoned land for multi-family use to accommodate the City's ABAG assigned regional housing allocation for lower income households. This will be reviewed annually as part of the RDCS process.

Policy HE-4g: *Site Multi-Family Zones Near Services.* When rezoning sites for multi-family housing, locate sites near amenities to increase affordable housing projects' eligibility for tax credit financing.

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- Policy HE-4h:** ***Land Acquisition for Affordable Housing.** Continue to pursue opportunities for land acquisition for future affordable housing development in areas zoned for multi-family or commercial that permit mixed projects, either through acquisition of suitable sites by the City or by assisting a nonprofit housing developer to acquire land for future development. The City accomplishes this by maintaining close relationships with for profit and nonprofit developers, monitoring local real estate conditions, etc.*
- Policy HE-4i:** ***Transit Corridors Development.** Continue to promote smart growth development along identified transit corridors. Downtown is the primary transit corridor; see the Downtown Specific Plan for implementation information.*
- Policy HE-4j:** ***Facilitate Land Assembly.** Facilitate assembling smaller parcels to develop residential projects large enough to yield multi-family and affordable units by making the Available Land Inventory available to developers.*
- Policy HE-4k:** ***Variety of Single-family Homes.** Provide for a variety of single-family lot sizes.*
- Policy HE-4l:** ***Single-family High Zoning.** Maintain the Single-family High category; R-1-4,500 zoning district, with the goal of accommodating market rate affordable homes. Infill sites seeking a change to the Single-family High land use designation should be a minimum of 30,000 square feet and result in development that is compatible with existing surrounding development. This land use designation is meant to serve as a transition between single-family and multi-family land use. Ensure that the homes are an appropriate size and scale for the lot.*
- Policy HE-4m:** ***New Residential Development Locations.** Encourage new residential development in appropriate residential and commercial areas.*
- Policy HE-4n:** ***Mixed Use Development.** Continue to maintain the mixed residential and commercial uses classification on sites designated mixed-use.*
- Policy HE-4o:** ***Work with Affordable Housing Developers to Identify Sites.** Continue to work with for-profit and nonprofit affordable housing developers to identify appropriate sites through regular contacts with such organizations and maintenance of a site inventory for the benefit of nonprofits.*
- Policy HE-4p:** ***Work with Affordable Housing Developers to Encourage Universal Design.** Encourage universal design and maximize visitability, building on Title 24.*

Action HE-4p-1: Increased Awareness of Universal Design Principles.

Increase awareness of universal design principles. Educate the Planning Commission about universal design. Make information available at Development Services Center.

Action HE-4p-2: Universal Design Ordinance. Study and, if appropriate, adopt a universal design ordinance or policies to encourage the inclusion of universal design features in new construction. Options include identifying minimum, cost-effective amenities for all new construction and offering points in the RDCS for homes that provide a more extensive selection of universal design features.

Policy HE-4q: *Aging In Place. Assist seniors to stay in their homes and neighborhoods*

Policy HE-4r: *Rehabilitation Loans for Seniors. Continue to fund the Home Rehabilitation Program, when possible. Maintain priority for eligible improvements related to health, safety or other essential repairs.*

Policy HE-4s: *Senior-Friendly Design. Encourage new housing to be senior friendly where possible (for example, have a bedroom and bathroom on the ground floor, or have the entire unit contained within a single floor), particularly in Single-family High and all Multi-Family land use designations.*

Policy HE-4t: *Complete Intergenerational Neighborhoods. Design for complete neighborhoods for all ages*

Policy HE-4u: *Mix of Housing Near Services. Encourage a mix of housing types in each neighborhood located convenient to shopping, services, recreation, and transit routes.*

Policy HE-4v: *Housing Coordinated with Transportation. Coordinate new housing development with improvements to pedestrian and bicycle routes and amenities.*

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1.6 IMPLEMENTATION TIMEFRAME

1.6.1 OVERVIEW

The Morgan Hill Housing Element is built around preserving and enhancing residential neighborhoods, sustaining the community's character and environmental resources, and efficiently planning for the future use of remaining undeveloped or redeveloping properties so that they fulfill unmet needs. The implementing actions in the Housing Element and associated programs, as described in the previous section, are intended to address these concerns.

In reviewing the list of actions, it is important to recognize two other concerns: (1) there are limited staff and budget resources to undertake all of the programs listed immediately; and (2) some actions require other funding or actions to occur first.

The Morgan Hill Redevelopment Agency previously provided housing set-aside funds and applied for funds from State programs to assure sufficient funding for affordable housing projects. With the dissolution of Redevelopment throughout California, many of Morgan Hill's implementing programs have been reduced or eliminated. Additional revenue sources are still being pursued, along with the City Council's vote in May 2013 to support Senate Bill 391 (the California Jobs and Homes Act), which would add additional opportunities to the City for affordable housing funding if it is passed. The bill was heard in Assembly Committee in August 2013. While passed by the State Senate, the bill will remain on the Assembly Appropriations Committee's calendar while work is done to strengthen the bill and move it forward early in 2014.

Although implementation of the Housing Element is supported by its policies and those of the Downtown Specific Plan, its success will be influenced by the ability of the city to fund its programs, which will depend significantly on whether Senate Bill 391 or a similar financing mechanism is funded statewide. Fortunately, the City will still have approximately \$10 million to invest in limited programs and potentially at least two to three new affordable housing developments. These funds are sourced from in-lieu fees, existing funding, sales of City-owned BMRs, and Supplemental/Educational Revenue Augmentation Funds (SERAFF/ERAF) repayments over the next five years.



This section covers all of the implementing actions described in the Housing Element, conservatively accounting for the lack of Redevelopment funds while representing the City's commitment to take an active leadership role in assuring the implementation of the programs described. It is the City's intent to: (1) encourage public review and effective participation in all aspects of the planning process; and (2) assure annual review of the Housing Element in order to periodically revise and update this Action Plan as necessary to keep it effective.

1.6.2 IMPLEMENTATION SUMMARY TABLES

Table 1-10 Summary of Actions

Morgan Hill Housing Element Action	Time Frame	Dept	Source of Funding
Goal 1 Adequate New Housing to Meet Future Community Housing Needs			
1a-2: Evaluate Land Availability Annually	Annually	Planning	General Plan Update Fee
1b-1: Annual RDCS Objectives	As part of annual review of RDCS criteria, usually spring-summer	Planning	Community Development Fund
1b-2: Annually Evaluate RDCS Allocations	Annually	Planning	Community Development Fund
1c-6: RDCS Refinement	As part of annual review of RDCS criteria, usually spring-summer	Multiple	Multiple
1c-7: Review Height Limits	As part of the Morgan Hill 2035 Zoning Code Update scheduled to be completed in 2016	Planning	Community Development Fund
1c-8: Review Design Standards	As part of the Morgan Hill 2035 Zoning Code Update scheduled to be completed in 2016	Planning	Community Development Fund
1d-1: Monitor and Implement RDCS in New Projects	As part of annual review of RDCS criteria, usually spring-summer	Planning	Community Development Fund
1e-1: RDCS Points for BMR Housing	As part of annual review of RDCS criteria, usually spring-summer	Planning/Housing	Community Development Fund,
1g-1: New Funding Sources	Ongoing	Multiple	Community Development Fund

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Table 1-10 Summary of Actions

Morgan Hill Housing Element Action	Time Frame	Dept	Source of Funding
1r-1: Partnerships for Tax Credits			
1j-2: Solar Energy Assessment District	Currently being studied (Nov. 2014)	Public Works, Enviro	TBD
1k-1: R-2 Zoning	As part of the Morgan Hill 2035 Zoning Code Update scheduled to be completed in 2016	Planning	General Plan Update Fee
1k-2: Secondary Unit Information	Ongoing	Housing	Housing Fee
1k-4: Secondary Unit Fees	Ongoing	Planning	Community Development Fund
1k-6: Secondary Unit Ordinance	As part of the Morgan Hill 2035 Zoning Code Update scheduled to be completed in 2016	Planning	Community Development Fund
1l-3: Rental Assistance programs	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1m-3: Update Funding Information	Not less than annually, at beginning of fiscal year	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1n-2: Housing Rehabilitation of Rental Properties	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1n-3: First-Time Homebuyer Program	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1n-4: Promote Extremely Low Housing	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1o-1: Update City's Affordable Housing Strategy	May 2014	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1o-2: Review Housing Objectives Annually	Each spring as part of annual report to City Council	Housing/Planning	Multiple
1p-3: Term of BMR Units	Prior to approval of each BMR project	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1p-4: BMR Equity	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
1q-2: Annual Monitoring of Potential At-Risk Units	Annually, beginning no later than December 2015	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.

HOUSING ELEMENT**Table 1-10** Summary of Actions

Morgan Hill Housing Element Action	Time Frame	Dept	Source of Funding
1r-2: Semi-Annual Survey of Rental Vacancies	Semi-annually in March and October	Planning/Housing	Multiple
1s-1: Housing Discrimination	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments. CDBG
Goal 2 Preservation of the Existing Housing Supply			
2a-5: Resale and Rental Inspection	By December 2016	Building	Building
2c-2: Work with Mobile Home Interest Groups	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
2d-1: Energy Audits/Weatherization	Ongoing	Housing/Env. Programs	Multiple
Goal 3 Adequate Housing for Groups with Special Needs			
3c-2: Low Interest Loans for Accessibility	Ongoing	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
3c-3: Housing for Mentally Impaired Homeless Adults	Ongoing	Housing/Planning	Multiple
3d-1: Locations for Senior Housing	By December 2015	Housing/Planning	Multiple
3i-3: Housing for Developmentally Disabled Adults			
3e-5: Emergency Voucher Program	By December 2015	Housing	Successor Agency Housing Funds, In lieu fees and loan repayments.
Goal 4 Range of Housing Types for All Age Groups			
4a-2: Impact Fees for Downtown Housing	Ongoing	Multiple	Multiple
4e-1: Increased Awareness of Universal Design Principles	Ongoing	Planning	Community Development Fund
4e-2: Universal Design Ordinance	Ongoing	Planning	Community Development Fund

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1.7 QUANTIFIED OBJECTIVES

1.7.1 PURPOSE OF ESTABLISHING QUANTIFIED OBJECTIVES

State law requires the Housing Element to include quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved.

Policies and programs establish the strategies to achieve these objectives. The City's quantified objectives represent the City's best effort in implementing each of the programs. Assumptions are based on past program performance and funding availability, construction trends, land availability, and future programs that will enhance program



effectiveness and achieve full implementation of the City's objectives. The tables below summarize the City's quantified program objectives for housing during the 2015-2023 planning period.

1.7.2 QUANTIFIED OBJECTIVES SUMMARY TABLE

The following is a summary of quantified objectives for the 2015-2023 Housing Element cycle based on current market trends. Morgan Hill has objectives in three categories: new construction, rehabilitation and conservation/preservation (of affordability). The objectives are based on the City's best effort given available resources. The assumptions in each category are explained following Table 1-11.

TABLE 1-11 MORGAN HILL QUANTIFIED OBJECTIVES SUMMARY 2015-2023

	New Construction	Rehabilitation	Conservation/ Preservation
Extremely Low Income	75	16	-
Very Low Income	75	80	-
Low Income	70	-	-
Moderate Income	170	-	-
Above Moderate Income	2,510	-	-
Total	2,900	96	-

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The new construction targets are based on actual and anticipated RDCS allocations from Fiscal Year 2013/2014 through Fiscal Year 2022/2023. 2013 is chosen as the start year because these units are likely to receive their building permits in 2014. (Being awarded allocations means that the applicant has a right to submit a project for discretionary project and CEQA review, and then to obtain building permits.) When calculating units produced between 2015 and 2023, the City will use the calendar year, as prescribed by State law. These numbers are also based on the City's current growth cap, and do not reflect the reality that the RDCS numbers will likely be raised in 2016, resulting in increased allocations across all income categories.

The City is committed to providing housing for residents of all income levels and has a strong history of producing lower income housing. As with most jurisdictions, the City is operating in an environment of limited resources and must prioritize limited funding. Extremely low income units require approximately \$200,000 in funding per unit, or over \$27 million to meet the entire City RHNA allotment. This is many times the City's entire housing budget. While the City is committed to meeting the needs of extremely low income households, it believes that the money is better spent on the full spectrum of lower income housing. The City will aggressively pursue additional resources for extremely low income housing and will increase its target if these resources become available. The City estimates that given its existing funds, it will be able to fund three 50-unit projects serving low, very low and extremely low-income residents.

Due to Measure A, passed by voters in May 2009, up to 500 units in the downtown are also exempt from the RDCS process. As of late 2014, almost 100 units have taken advantage of this exemption, including the Weston Miles and Lyon projects. Downtown units will *not* have affordability controls on them, but because they will be modest in size, they will be naturally affordable. Specifically, they will range from 900 to 1,500 square feet for condominiums and 400 to 1,300 square feet for rental units. Based on current data, we expect sales prices to range from \$300,000 to \$500,000 and rental prices to be similar to the rest of the city on a square foot basis (\$1,200-\$1,600). Based on the proposals it has been receiving, the City expects 200 units of RDCS-exempt moderate income housing to be built during this housing cycle in the downtown.

All developers, but particularly those competing in the affordable housing RDCS competition, are encouraged to submit proposals that meet the full spectrum of need. The RDCS competition (set-aside) for affordable housing covers all lower income housing units, including extremely low and very low income. The City will work with developers to help them identify the resources and subsidies to extend housing opportunities for all income groups.

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TABLE 1-12 NEW CONSTRUCTION TRENDS BASED ON EXPECTED MARKET

	Extremely Low Income	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
RDCS Allocations 2014-2016	-	-	20	20	710	750
Anticipated Allocations 2016-2023	75	75	50	50	1,800	2,050
Downtown Units (RDCS Exempt)	-	-	-	100	-	100
Total	75	75	70	170	2,510	2,900
RHNA	-	273	154	185	316	928

Rehabilitation objectives in Table 1-11 are based on historic patterns for home improvement grants and loans, as well as the Cochrane Village project, expected in 2014. The conservation and preservation projects in the previous Housing Element cycle were funded through the Redevelopment Agency. Following the dissolution of the Redevelopment Agency, no conservation or preservation projects are currently planned.

Glossary

Above Moderate Income Households: Defined as households earning over 120 percent of the median household income. As of April 2013, a family of four earning more than \$126,600 per year was considered above moderate income.

Accessible Housing: Units accessible and adaptable to the needs of the physically disabled.

Affordable Housing: Housing that a lower income household can buy or rent without spending more than 30 percent of their income. The generally accepted measure for determining whether a person can afford housing means spending no more than 30 percent of one's gross household income on housing costs, including utilities, principal and interest. For example, a school teacher earning \$50,000 per year can afford \$1,250 per month for housing. A police officer or fire fighter earning \$60,000 can afford up to \$1,500 per month.

Association of Bay Area Governments (ABAG): The Association of Bay Area Governments is the regional planning agency for the nine counties and 101 cities and towns of the San Francisco Bay region. ABAG runs a number of programs designed to foster cooperation, save jurisdictions' resources and address regional issues. It is responsible for developing the Regional Housing Need Allocation.

Conservation (of Affordable Housing): In term of the Housing Element, conservation generally means programs to ensure that affordable housing remains affordable. Conservation in other contexts can mean reducing the energy use associated with a home.

Below Market Rate (BMR) Unit: Housing that has affordability controls that limit the sales or rent price. In Morgan Hill, BMR housing is often created through the RDCS.

Emergency Shelter: Emergency or homeless shelter means housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

Extremely Low Income Households: Extremely low income is a subset of the very low-income regional housing need and is defined as households earning less than 30 percent of the median household income, which for family of four corresponds to less than \$31,850 per year, as of April 2013.

Fair Housing: Refers to housing programs that fight housing discrimination.

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Housing and Community Development (Department of) (HCD): The State Department that writes guidelines for and certifies Housing Elements.

Housing Density: The number of dwelling units per acre of land. Gross density includes all the land within the boundaries of a particular area and excludes nothing. Net density excludes certain areas such as streets, open spaces, easements, water areas, etc.

Housing Element: The chapter of a General Plan (long-term comprehensive plan for a city) that deals with housing issues. Housing Elements must be certified by the State Department of Housing and Community Development.

Housing First: Housing First or Rapid Re-housing is a method of addressing homelessness that emphasizes permanent housing with support services as needed. Developed in the late 1980s/early 1990s, it emphasizes finding permanent housing as quickly as feasible for people who are homeless or at risk for homelessness. It is an alternative to the “Continuum of Care” model, which emphasizes getting people “ready” before providing permanent housing. When possible, Housing First programs provide services that help people stay in their homes, such as counseling, job training, etc. Santa Clara County has embraced a Housing First model.

(Affordable) Housing Fund: See Redevelopment Agency Set Aside Funds. A replacement source of funding for affordable housing after the dissolution of Redevelopment has not been identified as of 2014.

Housing Unit: A home, including traditional detached single-family houses, apartments or condominiums.

Jobs/Housing Balance: The relationship of the number and types of jobs in a community with the amount and affordability of housing. An appropriate balance is commonly thought to be around 1.3 to 1.5 jobs for every housing unit or approximately one job for every resident in the work force.

Low Income Households: Low income households according to the State definition are households earning 50-80 percent of the median household income, adjusted for family size, with some adjustment for areas with unusually high or low incomes relative to housing costs. As of 2013, a family of four earning between \$53,050 and \$84,900 per year was considered low income.

Lower Income Households: Lower income households refer to low, very low, or extremely low income households. In other words, for a family of four in Santa Clara County in 2013, they would have to make less than \$84,900 to be considered lower income.

Median Household Income: The middle point at which half of the City's households earn more and half earn less. In 2013, the Department of Housing and Urban Development median household income for a family of four in Santa Clara County was \$105,500.

Moderate Income Households: Households earning 80-120 percent of the median household income. As of 2013, a family of four earning between \$84,900 and \$126,600 per year was considered moderate income.

Persons per Household: Average number of persons in each household.

Redevelopment Agency (RDA): A local agency created to redevelop blighted areas. Redevelopment Agencies were dissolved statewide in 2011.

Redevelopment Agency 20 Percent Set Aside Fund: Redevelopment Agencies were required to spend 20 percent of the tax revenue they received (called the tax increment) to create, preserve, protect, rehabilitate or develop affordable housing.

Rehabilitation: In the context of the Housing Element, this refers to houses that are substantially renovated and meet certain conditions as defined by State law.

Regional Housing Need Allocation (RHNA): The number of new homes that a city must plan for in a Housing Element. It is determined by the Association of Bay Area Governments based on State population projections and local conditions. Morgan Hill's RHNA for 2007-2014 was 1,312, lower than the allocation for 1996-2006, which was 2,484. The RHNA is divided by income level (above moderate income, moderate income, low income, very low income).

Residential Development Control System (RDCS): A growth control ordinance passed by voters in 1977 and updated multiple times since then. The RDCS encourages developers to provide housing that meets the needs of Morgan Hill residents, and limits the number of housing units that can be built in a given year

Secondary (Second) Unit: A small home that is on the same lot as the main house. Second units are sometimes referred to as Granny Suites or Inlaw Apartments.

Senior Housing: Defined by California Housing Element law as projects developed for, and put to use as, housing for senior citizens. Senior citizens are defined as persons at least 62 years of age.

Supportive Housing: Supportive housing is permanent rental housing linked to a range of support services designed to enable residents to maintain stable housing and lead fuller lives. This type of housing has no limit on length of stay, is occupied by the target population (such as low-income persons with disabilities

HOUSING ELEMENT

and certain other disabled persons) and is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Transitional Housing: Transitional housing and transitional housing development mean rental housing operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Transitional housing is used to facilitate the movement of homeless individuals and families to permanent housing. A homeless person may live in a transitional apartment for up to two years, but usually less, while receiving supportive services that enable independent living.

Universal Design: Universal design refers to a set of principles that call for the built environment to be useable by all people, to the greatest extent possible, without special accommodations or alternative arrangements. For example, door knobs can be hard for seniors and people with disabilities to use because they require a tight grip, but door levers can be used by all. Good universal design construction benefits everyone, but is particularly important to those with disabilities, and saves costs because renovations are less likely to be needed.

Very Low Income Households: Households earning less than 50 percent of the median household income. As of April 2013, a family of four earning less than \$53,050 per year was considered very low income.

Workforce Affordable Housing: Housing that is affordable to the workforce in the community.

ECONOMIC DEVELOPMENT

5

CHAPTER PURPOSE

The Economic Development Element promotes the economic well-being of local residents and businesses by establishing policy guidance to help diversify the local economy with a broad range of business types across industry sectors and increase the quality and quantity of job opportunities for local residents. To support these goals, the City aims to develop a robust mix of land uses that will support the City's fiscal sustainability, decrease the need for local residents to commute, create a thriving downtown that remains a focal point of community life, and enhance Morgan Hill's appeal as a tourist destination. This Element provides some brief background information and related goals, policies, and actions on the following topics:

- Household Prosperity
- Fiscal Sustainability
- Business Retention and Attraction
- Tourism
- Downtown
- Commercial Development
- Office and Industrial
- Infrastructure to Support Businesses

HOUSEHOLD PROSPERITY

One of the key community benefits from successful economic development efforts is household prosperity. Local residents enjoy increased economic opportunity when the community hosts a robust and diverse range of business activity and associated jobs. Actions that help residents upgrade their job skills will better connect the local population with new job opportunities.



FISCAL SUSTAINABILITY

High-quality public services, infrastructure improvements, and other enhancements to local quality of life are critical to successful business retention, expansion, and attraction, and also contribute to local households' overall well-being. The City of Morgan Hill plays a central role in delivering these public "goods" for the benefit of businesses and residents alike. The financial resources to address these needs require that the City maintain a healthy, fiscally sustainable budget. This, in turn, depends on cultivating a diversified tax base that balances the need for both housing and job-generating land uses.

BUSINESS RETENTION AND ATTRACTION



Morgan Hill desires to retain and attract businesses that expand the range of goods and services available locally, position the City as a hub of economic activity within the greater Bay Area region, and provide a diverse range of economic opportunities for local residents and entrepreneurs. By providing a business-friendly climate, outstanding quality of life, attractive public infrastructure, and a supply of land that is planned for a broad range of business types, the City will help to create and maintain jobs, diversify the local economy, and expand the local tax base.

TOURISM

Morgan Hill and its businesses can benefit from the economic activity associated with visitor spending. Much of this activity will involve food, lodging, public art, and retail expenditures of short-term visitors who are attracted to establishments near the Highway 101 corridor; however, the City will continue to build its appeal as a destination for tourism activity tied to the City's charming downtown, local arts and cultural activities, Villa Mira Monte, surrounding winery and agri-tourism operations, and sports facilities.

DOWNTOWN

Downtown Morgan Hill is an important community focal point, providing goods and services for local residents, businesses and their employees, and visitors. While there are many shopping venues in Morgan Hill, downtown is a unique commercial district known as a location for specialty retail and boutique stores and services, and for arts, cultural, and entertainment activities. New lodging and residential uses can help to strengthen downtown for these targeted uses by expanding the base of demand for goods and services and enlivening the area.

COMMERCIAL DEVELOPMENT

The success of the local economy depends on many factors. A primary concern is ensuring that goods and services required by residents, employees, and visitors are provided at appropriate locations with convenient access. Accommodating unique, niche retail businesses in particular can help bolster the City's economic base and differentiate Morgan Hill from other competitive areas. As consumer shopping habits change and the retail industry reinvents itself, it will be important to ensure that the City's shopping centers can evolve through changes in their mix of uses and physical configurations, so that they remain vibrant community assets.

OFFICE AND INDUSTRIAL

As with the retail sector, contemporary office and industrial workplaces are changing in response to demographic shifts in the workforce and changing preferences, in addition to adapting to structural changes in the economy. In our innovation- and knowledge-driven economy, businesses recognize that providing work environments that are attractive to world-class talent is critical to competitiveness. To support the continued success of existing Morgan Hill businesses and to position Morgan Hill as a compelling choice within the regional office and industrial markets, the City will ensure that property owners and businesses in its office and industrial districts have the flexibility to adapt

their environments so that they continue to appeal to a talented workforce.

INFRASTRUCTURE TO SUPPORT BUSINESSES

In addition to providing land to support business expansion and attraction, a key economic development role for the City of Morgan Hill is to provide or facilitate the provision of infrastructure to support businesses, including transportation facilities, “wet” utilities like water and sewer services, and “dry” utilities like electricity and telecommunications systems. Public services may also be considered “infrastructure” that is critical to support local businesses. Planning for fiscal sustainability will help the City ensure that it has the financial resources to develop and maintain high-quality public infrastructure and services. The City can also serve as a convener and facilitator of projects to identify the need for, and develop, enhanced private infrastructure and services.

GOALS, POLICIES, AND ACTIONS

HOUSEHOLD PROSPERITY

GOAL ED-1 **High quality jobs for residents that support household incomes in line with local housing costs and higher-education institutions that enhance skills and increase access to high-quality education.**

POLICY ED-1.1

Local Wage Levels. Focus business retention, expansion, and recruitment efforts on businesses that will help to increase the average wage paid in local businesses and minimize the need for Morgan Hill residents to commute out of Morgan Hill for higher paying jobs.

POLICY ED-1.2

Jobs/Housing Balance. Balance jobs and housing supplies to minimize traffic congestion, and commute times, and to optimize economic



diversity and capacity to provide services. (South County Joint Area Plan 3.00)

POLICY ED-1.3



Regional Housing Needs Allocation. Work with the Association of Bay Area Governments to ensure that the fair share housing allocation for Morgan Hill is appropriate.

POLICY ED-1.4



Local Higher Education Resources. Support development of training programs for career readiness and career enhancement through County agencies, schools, and local employers to maintain and expand a local labor force with skills that match anticipated employment needs.

POLICY ED-1.5

Higher Education as a Local Targeted Industry. Support the further development of higher education institutions and facilities in Morgan Hill.

ACTION ED-1.A

Jobs/Housing Balance Monitoring. Implement a Jobs/Housing Monitoring Program, and develop: a) a workable definition of jobs/housing balance, b) criteria for assessing the effectiveness of remedial actions, and c) a process for investigating area-wide transportation improvements or traffic management programs that will address the effects of any jobs/housing imbalance. Monitor the jobs/housing ratio in the City and Sphere of Influence as development proceeds, so that appropriate policies to maintain balance can be implemented. (South County Joint Area Plan 3.03, 3.04, 3.05, 3.06)

ACTION ED-1.B

Local Access to Regional Higher Education. Maintain and expand partnerships with Gavilan College to offer additional job readiness courses within the City of Morgan Hill.

ACTION ED-1.C

Develop New Partnerships with Higher Education Institutions. Building on the model of cooperation with Gavilan College, seek partnerships with complimentary educational institutions, local businesses, and business associations to expand the range of higher education opportunities for local workers and help to generate a more productive labor force for local businesses.

ACTION ED-1.D

Expanded Zoning for Educational Facilities. To increase flexibility for the establishment of new dedicated higher education facilities within Morgan Hill, review the Zoning Ordinance and identify commercial and/or service zones where it would be appropriate to add educational institutions to the list of permitted or conditionally permitted uses.

FISCAL SUSTAINABILITY

GOAL ED-2 A strong, unique, stable, and diverse economic base that supports fiscal sustainability.

POLICY ED-2.1

Robust Mix of Land Uses. Maintain sufficient areas of land to promote the development of a balanced community containing adequate jobs, retail services, and commercial activity. Preserve an adequate supply of industrial and commercial lands to support local jobs and City's fiscal sustainability.

POLICY ED-2.2

Economic Development to Manage Fiscal Impacts. Encourage economic development that addresses community needs and minimizes negative impacts on services, including impacts on water, stormwater, and wastewater. (South County Joint Area Plan 2.00)

POLICY ED-2.3

Economic Diversity. Promote a diversified economic industry base with a variety of job types and skills to insulate the local economy from possible economic downturns. Encourage agriculture as an appropriate part of the economic mix. (South County Joint Area Plan 2.02)

POLICY ED-2.4

Fiscal Impact Analysis. Require both a General Fund fiscal impact and job analysis before approving a significant change in land use designation from one general type of use to another (e.g., from residential to commercial, or from commercial to office). While fiscal considerations, including the effect of the change on the projected fiscal balance at General Plan buildout, will be one factor in determining whether to grant approvals for land use changes, they will not be the only factor.

POLICY ED-2.5

Fiscal Mitigation. Require mitigation if a fiscal analysis indicates that a project could lead to adverse fiscal effects. Mitigation requirements may be waived for a project if the City Council makes “findings of overriding considerations” to the effect that the project would provide other community benefits with values that offset or exceed the adverse fiscal impacts. Examples of such offsetting benefits could include provision of affordable housing that addresses unmet workforce housing needs, or development of public or private facilities that represent valuable community resources or amenities.





BUSINESS RETENTION AND ATTRACTION

GOAL ED-3 **A high-quality business community with established roots in Morgan Hill.**

POLICY ED-3.1

Business Retention, Expansion, and Attraction Efforts.

Encourage retention and expansion of existing businesses, and attract new businesses, that:

- generate revenue to the City General Fund (such as retail and point-of-sale manufacturing);
- help provide greater fiscal strength and stability to the City;
- add industry diversity to the local economy;
- stimulate other businesses to develop in the city;
- augment or provide a service/amenity presently needed or lacking in the community, including higher education and medical services opportunities; and
- offer higher-paying, quality jobs for local residents.

POLICY ED-3.2

Employment Land Supply. Preserve the City's supply of industrial and commercial lands to support the City's goals and policies related to economic development and jobs-housing balance.

POLICY ED-3.3

Use of City Funds to Increase Impact. When feasible and appropriate, leverage City funds with other funding sources to assist targeted business types, when such assistance is net fiscally positive to the City and will contribute to overall community economic health.

POLICY ED-3.4

Business Attraction and Retention Strategy. Develop a biennial strategy that details the City's proactive approach to business attraction and retention that identifies the specific industries toward which efforts will be targeted, and focus the City's available economic development resources on assisting the targeted industries.

POLICY ED-3.5

Diverse Housing Stock. To help Morgan Hill businesses recruit and retain the necessary workforce, provide a diverse housing stock that meets the needs of employees at different income levels and with diverse household characteristics and housing preferences.

POLICY ED-3.6

Business Friendly Environment. Support and align policies and fee structures around a business first culture that welcomes a range of sectors that employ people across a range of wage levels.

POLICY ED-3.7

Flexible Business District Zoning. Maintain flexibility within industrial, business park, and office zoning districts that support modern industry uses and that are integrated appropriately with other land uses and attract a broad range of users.

POLICY ED-3.8

Dynamic Working Environments. Allow amenities, such as retail, services, restaurants, and lodging, as ancillary uses to support the primary job-generating uses within business park settings to create dynamic working environments.

ACTION ED-3.A

Partnerships to Support Manufacturing Sector. Among targeted industries, identify opportunities for partnerships to support and expand Morgan Hill's manufacturing, prototyping, and production sectors.

ACTION ED-3.B

Business Assistance Programs. Develop and maintain a range of non-financial business assistance programs, such as including development fee deferral and financing, to facilitate retention and expansion of existing businesses and to encourage new businesses and industries to locate in and strengthen the viability of the downtown and local business/industrial parks.

ACTION ED-3.C

Business Assistance through Private Partnerships. Encourage and facilitate private partnerships and resources to assist business retention and growth.

ACTION ED-3.D

Community Assets. Assist targeted businesses by investing in community assets, such as public infrastructure, that will benefit more than just the targeted business, rather than providing funds directly to businesses (e.g., through direct subsidies).

ACTION ED-3.E

Return on Investment. Consider investing City resources to support targeted business retention, expansion, or attraction when there is a reasonable expectation of a rate of return in the form of net positive fiscal impacts, ensuring that the City can reinvest to support other businesses or economic development objectives in the future.

ACTION ED-3.F

Housing Element as a Tool to Address Workforce Housing Needs. Support the Housing Element policies and actions that encourage a diverse range of housing types, including, but not limited to, market rate rentals and small for-sale units, and continue to support affordable housing and move-up and executive housing.

ACTION ED-3.G

Permit Streamlining. Review the City's business licensing and permitting requirements, procedures, and policies, seeking to streamline and simplify wherever possible.

ACTION ED-3.H

Business Ombudsperson Services. Utilize economic development staff to provide business ombudsperson services to the community.

TOURISM



GOAL ED-4

A vibrant, enhanced, visible, and well-promoted tourist industry that draws on Morgan Hill's unique character and variety of amenities.

POLICY ED-4.1

Public Assets to Support Tourism. Utilize the City's Capital Improvement Plan (CIP) process to plan, develop, and maintain public facilities such as cultural facilities, Villa Mira Monte, public parks and plazas, and sports facilities that support tourism.

POLICY ED-4.2

Wine Tourism. To enhance the City's appeal as a tourism destination, support efforts to further develop the local wine industry.

POLICY ED-4.3

Sports Tourism. Support the investment, development, and maintenance of infrastructure that supports sports tourism.

POLICY ED-4.4

Arts and Culture. Support arts and culture as a key asset in a unique and authentic community.

POLICY ED-4.5

Publicly Accessible Artwork. Encourage publicly accessible artwork in outdoor spaces that showcases the social and cultural identity of the community.

POLICY ED-4.6

Public Artwork Installations. Integrate public artwork installations that promote the social and cultural identity of the community into new development and redevelopment plans.

POLICY ED-4.7

Public Art at Key Destinations. Prioritize public art in key destination areas like Downtown.

POLICY ED-4.8

Public Art in the Planning Process. Integrate public art into the planning process for significant non-residential development projects.

POLICY ED-4.9

Overnight Accommodations. Support the construction of a full range of new lodging facilities to build the local tourism industry, enhancing the City's position as a hub for wine tourism and for visitors attracted to the City's sports facilities.

POLICY ED-4.10

Regional Freeway Visibility and Access. Encourage the location of tourist- and recreation-oriented commercial development and support facilities along the freeway.

POLICY ED-4.11

Tourism Support Services. Actively promote development of tourist-oriented commercial, industrial, and recreational uses and facilities, including such uses as lodging, meeting and conference centers, outdoor restaurants, wine and beer tasting, and farmers' markets.

POLICY ED-4.12

Tourism Marketing and Branding. Support marketing and branding efforts that promote the City's image as a unique and attractive tourism destination.

ACTION ED-4.A

Bed and Breakfast Establishments. Adopt zoning for bed and breakfast establishments where compatible with existing and planned land uses.



ACTION ED-4.B

RC

Tourism Promotion. Work with local and regional community groups to promote and stimulate tourism activity, including by increasing distribution of information about county and regional parks, sports and recreation facilities, and area wineries, breweries, working agriculture, and eating and drinking establishments.

ACTION ED-4.C

Cross-Promotion. Capitalize on visitors attracted to the City's sports and recreation facilities and develop strategies and programs that expose them to the downtown and other City amenities through cross-promotional efforts such as shuttle services.

DOWNTOWN



GOAL ED-5

A downtown where residents and visitors of all ages can live, work, meet, shop, dine, participate in public celebrations, discover the story and past of our city, and share in the richness of Morgan Hill's community life.

POLICY ED-5.1

Downtown Specific Plan. Support implementation of the Downtown Specific Plan, which articulates the City's goals and policies for the downtown area.

POLICY ED-5.2

Public/Private Partnerships to Enhance the Downtown Environment. Encourage downtown merchants and property owners to participate in maintenance of downtown infrastructure.

POLICY ED-5.3

Mixed-Use Downtown. Support mixed-use development downtown with residences above ground-floor commercial uses, consistent with the adopted Downtown Specific Plan.

POLICY ED-5.4

Downtown as Cultural Center. Position downtown as the local focal point for fine dining, arts, culture, history, entertainment, and boutique retail activity.

ACTION ED-5.A

Downtown Anchor Tenant(s). Identify appropriate locations and provide incentives for attracting one or more major catalyst tenants (e.g., offices, retail) to the downtown.

MONTEREY CORRIDOR

GOAL ED-6 A mix of uses along Monterey Corridor that supports the Downtown and encourages walking and biking.

POLICY ED-6.1

Monterey Corridor Non-Residential Development. Encourage non-residential development along Monterey Corridor that supports Downtown's role as the cultural and activity center of Morgan Hill.

POLICY ED-6.2

Monterey Corridor Residential Development. Support the development of housing along Monterey Corridor to foster a vibrant urban environment that enables residents the option of walking and biking to their daily needs.

COMMERCIAL DEVELOPMENT

GOAL ED-7 Thriving stores, restaurants, and shopping centers that meet local resident shopping needs and also attract regional shoppers and tourists.

POLICY ED-7.1

Shopping Center and Other Commercial Development. Support the development of retail facilities to meet local demand and regional market opportunities, including the overlap between visitor and resident serving uses, by



encouraging retail goods and services that serve both market segments.

POLICY ED-7.2

Regional Retail Facilities. Support the development of regional retail facilities that are visible and accessible from the City's freeway exits, to provide for easy access by local residents as well as shoppers traveling from outside the City.

POLICY ED-7.3

Commercial Center Revitalization and Reuse. Support actions and projects that facilitate revitalization of existing shopping centers and, when appropriate, reuse.

POLICY ED-7.4

Compatible Uses in Retail Centers. Encourage the evolution of retail centers into mixed-use activity nodes by supporting integration of uses that provide necessary or useful services or amenities that will benefit nearby residential areas and commercial establishments. Such uses may include but shall not be limited to:

- a. Health services and fitness facilities.
- b. Childcare.
- c. Housing, including affordable and senior housing.
- d. Religious facilities.
- e. Education/training facilities.
- f. Parks/community facilities/public gathering places.

POLICY ED-7.5

Incentives to Revitalize and Reuse Shopping Centers. Consider and, if appropriate, offer a range of financial and non-financial incentives and assistance to encourage revitalization and reuse of obsolete shopping centers, including, but not limited to:



- Target public investments, including enhanced transit service where possible, to obsolete commercial centers in coordination with private revitalization and reuse plans.
- Partner with property owners to offer technical assistance and proactively engage neighbors and other stakeholders in developing reuse concepts.
- Offer property owners flexibility in designing reuse projects – e.g., give property owners the option to request a “planned development” or “special planning area” designation that would allow them to creatively and efficiently plan new development while working within site constraints.
- Offer permit streamlining/priority processing to facilitate shopping center revitalization and reuse projects.
- When justified, offer incentives in the form of impact fee credits or reductions and/or public financing assistance to enhance feasibility of commercial center revitalization and reuse projects.

POLICY ED-7.6



Enhanced Shopping Center Functionality.

Ensure that shopping center revitalization and reuse plans incorporate appropriate public improvements, pedestrian and bike amenities, transit facilities, connections to adjacent development, auto parking, and other design features that will enhance their function as community activity hubs.

POLICY ED-7.7

Viability of Ongoing Retail Uses. If retail uses are to remain as part of a shopping center revitalization or reuse project, encourage site designs that optimize retail visibility and access and ensure that new uses do not conflict with remaining retail functions.

POLICY ED-7.8

Tenant Assistance. Proactively assist tenants who will be dislocated by revitalization or reuse projects to find replacement business locations within the City.

ACTION ED-7.A

Neighborhood Retail Centers. Identify locations for neighborhood retail centers (including mixed-use developments) within a ½-mile of centrally-located residential neighborhoods so that residents have access to shopping for convenience goods and services within a short walk, bike ride, transit trip, or drive from home.

ACTION ED-7.B

Retail Market Studies. Periodically conduct retail market studies to identify under-served market niches and implement recommendations to increase and attract local retail activity.

OFFICE AND INDUSTRIAL

GOAL ED-8

Office and industrial areas that provide high-quality work locations for existing and new businesses.

POLICY ED-8.1

Office and Industrial Development. Support the development of office and industrial facilities to meet local demand, compete for regional growth opportunities, and create high-quality jobs that match with local housing opportunities.

ACTION ED-8.A

Office and Industrial Zoning Updates. Review zoning policies and, where appropriate, include provisions to allow stand-alone retail and services establishments that provide amenities for the zones' primary office and industrial tenants and their employees.

ACTION ED-8.B

Industrial Land Study Updates. To provide a quantified basis for the annual land supply review, conduct periodic updates of the 2013 “Economic and Fiscal Impact Analysis of Industrial Land Conversion” report, similar to the “2015 Morgan Hill Industrial Land Study Update,” in order to monitor trends in the consumption and availability of land to support continued office and industrial growth within the City.

ACTION ED-8.C

General Plan and Zoning to Ensure Adequate Land Supplies. Use the Industrial Land Supply Study findings to identify any land use actions necessary to ensure an adequate supply of strategically located office and industrial land on an ongoing basis and use the Annual General Plan Review to introduce any needed land use changes.

INFRASTRUCTURE TO SUPPORT BUSINESSES



GOAL ED-9 Public and private infrastructure that helps make Morgan Hill a competitive business location.

POLICY ED-9.1

Robust Telecommunications. Support the development of state-of-the-art telecommunications, policies, amenities, and facilities that meet the needs of local businesses and assist the City in attracting new businesses.

POLICY ED-9.2

Roadway Capacity to Support Business. Use the City’s Capital Improvement Program to ensure that road improvement programs provide for adequate, convenient access to commercial, industrial, and service areas.

POLICY ED-9.3



Robust Transportation Options. Work with local and regional transportation agencies to ensure that local employees and residents have a robust set of transportation options to respond to changing workforce demographics and preferences, reduce roadway congestion, and improve local quality of life.

HEALTHY COMMUNITY

6

CHAPTER PURPOSE

The Healthy Community Element addresses elements of the built environment, programs, and partnerships that contribute to the overall health and well-being of Morgan Hill's residents. Health is determined not only by individual choices, but also by the opportunities people have to engage in a healthy lifestyle. The City envisions providing these opportunities through convenient and safe access to health care, active recreation, education, social services, and fresh food.

Similarly, Morgan Hill provides a supportive base for its residents to lead successful and healthy lives by celebrating its cultural and historical heritage, and values the educational, cultural, and social development and participation of all residents, regardless of age or socioeconomic status. The Healthy Community Element identifies policies and actions that will help residents lead full, healthy lives.

SCHOOLS

Schools serve as neighborhood gathering places, education facilities, and recreation centers for the entire community. The following policies will ensure the City strives for collaboration with schools to efficiently coordinate schools, housing development, and recreation facilities to share resources and plan for future growth. The policies also support safe, convenient opportunities for residents to reach these amenities on foot or by bicycle.

YOUTH AND SENIOR SERVICES

Morgan Hill is a supportive place for residents of all ages. Because the very young and the very old have limited mobility, special



needs, and sometimes limited autonomy, the policies in this element are intended to facilitate transportation, facilities, social services, and community involvement that allow residents to feel safe, valued, engaged, and independent throughout their life spans.



PARKS, RECREATION, AND TRAILS

Residents are able to live more active lifestyles when they have easy access within walking distance of their homes to open space and recreational facilities and programs. These policies encourage innovative partnerships, funding, and development programs to maintain and develop parks and recreation that current and future residents of all ages, incomes, and mobility levels can conveniently access as the community grows.

CULTURE AND THE ARTS

Arts and cultural exhibits, activities, practices, celebrations, and education are the heart of a community, and allow its residents to have healthy self-expression and development both individually and collectively. Morgan Hill celebrates its unique cultural, agricultural and historic identity with policies that encourage art to transform the public realm, support artists' ability to produce and sell their work, provide arts education to residents of all ages, use art as a form of community dialogue, and create exhibits and festivals where locals and visitors can celebrate together.

LIBRARIES

Like schools, libraries can serve as gathering places and educational facilities for the entire community, supporting learning, cognitive development, technology skills, literacy, and job training. Morgan Hill's library policies acknowledge the need to partner with the Santa Clara County Public Library to further develop this role, as well as the possibility of partnering with local schools to open their libraries to the public.

HEALTHY FOOD

Having affordable options for fresh, whole foods in proximity to homes is a recipe for healthy eating. Morgan Hill's healthy food policies promote these options by expanding the opportunities for food carts, urban agriculture, community gardens, and residential gardens to produce and sell food, particularly to residents who might otherwise have a hard time accessing high-quality fresh food. The policies also address food education, as culturally aware education about growing, preparing and eating healthy food provides residents with the inspiration and information needed to take advantage of these quality food sources.



ACCESS TO HEALTH CARE

In addition to developing a built environment that supports healthy lifestyles, the City of Morgan Hill facilitates access to mental and physical health services. The City collaborates with providers to promote available services, encourages medical facilities to locate on accessible sites served by transit, and partners with local educational and career training organizations to ensure that adequate education is available to train needed medical professionals.

CULTURAL AND HISTORIC RESOURCES

Morgan Hill's history is a part of its identity today. To maintain this identity, policies direct City staff to identify and update the list of historic and cultural resources the community should preserve, protect significant structures from loss, destruction, significant alteration, and demolition when possible, and operate programs to assist property owners in preserving and restoring such buildings as a community asset. These policies support the incentives, permits, and processes described in the City's Historic Resources Code.



GOALS, POLICIES, AND ACTIONS

SCHOOLS

GOAL HC-1 **Coordinated urban and school development.**

- POLICY HC-1.1 **Neighborhood Schools.** Coordinate community development and school development to promote neighborhood schools, which educate neighborhood children and serve as a community resource facility.
- POLICY HC-1.2 **Coordinate School Development.** Work with the Morgan Hill Unified School District to coordinate planning for school facilities in conjunction with new development, and to identify appropriate locations for future school facilities.
- POLICY HC-1.3 **Quality Education.** Cooperate with the City of San Jose, Santa Clara County, and the Morgan Hill Unified School District to ensure a high-quality education experience by providing adequate and safe school facilities, preventing overcrowding, and providing school locations convenient to the population served.
- POLICY HC-1.4 **Strategic Plan.** Encourage the Morgan Hill Unified School District, Gavilan College, and private schools to develop a strategic plan for and construct schools to coincide with the planned future growth of the City.
- POLICY HC-1.5 **Site Selection.** Work with the Morgan Hill Unified School District in selecting sites for new schools to optimize educational and community development goals. (South County Joint Area Plan 4.08)

POLICY HC-1.6 **Efficient Siting.** Site new residential development in areas served by existing schools to allow school facilities to be used most efficiently and to minimize busing needs. (South County Joint Area Plan 4.05)

POLICY HC-1.7 **Neighborhood Activities.** Encourage the Morgan Hill Unified School District to design, site, and upgrade elementary schools with flexible facilities that are accessible after school hours for community use to serve as the focal point of each neighborhood's diverse and changing social, cultural, vocational, recreational, and educational activities.



POLICY HC-1.8 **Park Coordination.** Work with the Morgan Hill Unified School District to locate parks and schools together to optimize their use as community facilities. (South County Joint Area Plan 4.10)

POLICY HC-1.9 **Impact Mitigation.** Ensure that secondary and college facilities are sited so that impacts typically associated with those uses (such as traffic, noise, and lighting) are adequately mitigated.

POLICY HC-1.10 **Community Issues.** Coordinate actions with school districts and other community and social agencies to mobilize additional resources to deal with issues that impact the role of schools, such as drugs, job training, and teenage pregnancy, so that these are adequately dealt with during periods of rapid growth or change. (South County Joint Area Plan 4.07)

POLICY HC-1.11 **Comparable Fees.** Encourage the Morgan Hill Unified School District to develop a mechanism to ensure that residential development in the county and San Jose pays fees comparable to those paid in the City.



POLICY HC-1.12

School Availability. The City Council may reduce the number of available residential allotments for an individual RDCS competition year upon making certain findings, including that public infrastructure and services (including schools) are or will be inadequate to accommodate new development.

ACTION HC-1.A

Funding. Support the development of additional and innovative financing techniques for school improvements and construction. (South County Joint Area Plan 4.13)

YOUTH AND SENIORS

GOAL HC-2

A built environment and community services that serve the special needs of youth and seniors, allowing residents to age in place.

POLICY HC-2.1

Increased Services. Provide programs to address the growing need for youth and senior services in existing areas and new developments.

POLICY HC-2.2



Coordinated Senior Services. Utilize partnerships with the County and other regional service providers to plan for and provide services to meet the needs of an increasing senior population.

POLICY HC-2.3

New Development. Encourage developers of new residential developments to work with the City to explore ways to offer increased youth and senior services.

POLICY HC-2.4

Universal Design. Encourage Universal Design, a design concept that encourages accessibility for people of all ages, in new residential construction and major remodels.

POLICY HC-2.5

Community Representation. Value the role of youth and seniors by including representatives on boards and commissions and providing youth and seniors with volunteer opportunities.

POLICY HC-2.6

Healthy Kids. Support the implementation of the 41 Developmental Assets identified as crucial to supporting healthy youth development.



POLICY HC-2.7

Underage Tobacco Access. Update and enforce tobacco control laws that regulate the location and retailing practices of tobacco stores and reduce underage access to tobacco and tobacco-related accessories, including e-cigarettes.

POLICY HC-2.8

Underage Alcohol Access. Promote policies that restrict the availability, accessibility, promotion, and placement of alcohol in proximity to youth.

ACTION HC-2.A

Strengthen Services. Study the effectiveness of existing youth and senior services and explore ways to increase and strengthen these services.

PARKS, RECREATION, AND TRAILS

GOAL HC-3

Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.

POLICY HC-3.1

Universal Recreation. Provide recreational facilities and programs that meet the needs of all Morgan Hill residents, including seniors, youth, low-income residents, and citizens with disabilities.



POLICY HC-3.2

Parkland Standard. Strive to provide park land that meets the standards set in the current *Parks, Facilities, and Recreation Master Plan* by acquiring and developing parks and recreation facilities and developing joint use agreements with other agencies and organizations that provide community recreation facilities.

POLICY HC-3.3



POLICY HC-3.4

Park Land Fees. Continue to require park land dedication or in-lieu fees from all new development to meet the recreation and open space needs of the residents of Morgan Hill.

POLICY HC-3.5

New Facilities. Continue to develop and expand the recreational facilities identified within updates to the *Bikeways, Trails, Parks, and Recreation Master Plan*. These include, but are not limited to, softball/baseball fields and basketball, tennis, and sand volleyball courts.

POLICY HC-3.6

Mini-Parks. Avoid developing public mini-parks, which have high maintenance costs and limited recreational value, unless they serve a specific function, such as a downtown plaza.

POLICY HC-3.7

Flood Control Basins. Allow two acre or larger flood control basins to count as parkland only when they can provide recreational opportunities.

POLICY HC-3.8

Maintenance. Maintain parks and recreational facilities consistent with established standards.

Private Open Space. Encourage new development to permit public access to private open space and parks where feasible and appropriate.

POLICY HC-3.9

Open Space Requirements. Require multi-family residential developments to include common open space suitable for group gatherings. Common open space shall be funded and maintained by Homeowners Associations or property owners.



POLICY HC-3.10

Walking Distance. Site parks and recreational facilities to maximize access for all residents. Where feasible, distribute neighborhood parks throughout the community so that all residents live within a $\frac{1}{2}$ -mile walk of a neighborhood or community park. See the *Parks, Facilities and Recreation Programming Master Plan* for definitions of neighborhood and community parks.

POLICY HC-3.11

Conservation Coordination. Coordinate location and development of parks with the Natural Resources and Environment Element of the General Plan to maximize opportunities for resource protection, greenbelt creation, environmental education, and passive recreational use of open space.

POLICY HC-3.12

Bikeways. Coordinate trails, parks, and recreation facilities with a Citywide bikeways system to include bicycle paths, lanes, and routes.

POLICY HC-3.13

Sports Fields. Locate sports fields and courts for efficiency and convenience. Group some fields and courts together at centers or complexes for league and tournament use, and others at neighborhood parks for neighborhood use.



POLICY HC-3.14



Streamside Trails. Work in partnership with the Santa Clara Valley Water District to establish easements and develop trails and linear parks along creeks and drainage channels, connecting parks, regional trails, schools, library, and other community facilities and ensuring that natural resources are protected and restored.

POLICY HC-3.15



County Parkland. Work in partnership with the Santa Clara County Parks and Recreation Department to enhance community use of County parkland adjacent to or within the City.

POLICY HC-3.16

Greenbelt Areas. Where possible, coordinate the location of future parks with greenbelt areas to maximize public open space and recreational benefits.

POLICY HC-3.17



Regional Needs. Plan and design parks and recreational facilities primarily to meet local needs. Consider regional need when meeting that need will provide long-term operations and maintenance benefits (such as facilities where regional tournaments may help offset long-term operations costs), economic development benefits through sports tourism and other means, or to meet other General Plan goals. Locate and design regional facilities to minimize impact on residential neighborhoods.

POLICY HC-3.18

Minimizing Impacts. Minimize impact on adjacent neighborhoods by utilizing evaluation criteria from the *Parks, Facilities and Recreation Programming Master Plan* to select sites for major parks and special use facilities.



POLICY HC-3.19

Community Involvement. Incorporate community outreach and involvement into the design process for parks and recreation facilities and in the development of community recreation programs.

POLICY HC-3.20

Safety. Incorporate fire and police services into the design review process for new parks, recreation facilities, and trails.



POLICY HC-3.21

Multiuse Facilities. Incorporate multi-functional and multi-generational design into facilities, provided that such uses do not create long-term operational conflicts.

POLICY HC-3.22

School Coordination. Work in partnership with Morgan Hill Unified School District (MHUSD) and other schools where appropriate to identify potential locations for future parks adjacent to future schools in areas currently underserved by parks. Where feasible, the lead agency (MHUSD or the City) shall acquire the full amount of land needed for the school or park, with the other agency agreeing to pay its fair share.

POLICY HC-3.23

Educational Joint Use. Develop joint use agreements between the City and Morgan Hill Unified School District for all new school or neighborhood parks and school facilities, identifying maintenance responsibilities and maximizing shared use of resources where mutually beneficial to enhance educational and community recreational use.

POLICY HC-3.24

Parkland Acquisition. Actively pursue acquisition of appropriate parkland for recommended parks, trails and facilities, and to meet existing and future recreation needs.



POLICY HC-3.25

RC

Partnerships. Utilize joint use agreements, memorandums of understanding, and other agreements to partner with public, nonprofit, and private agencies and organizations, including the Morgan Hill Unified School District and other schools, Santa Clara Valley Water District, Santa Clara County Parks and Recreation Department, the Open Space Authority, and the Morgan Hill Historical Society to acquire, develop, and maintain parks and recreation facilities. When appropriate, prioritize partnerships where revenues beyond operations and maintenance costs must be reinvested in the facility or elsewhere within the community to enhance recreation opportunity.

POLICY HC-3.26

Long-Term Operations. Consider long-term operations and maintenance implications when designing new or renovating existing parks and recreation facilities. Identify cost implications and funding sources for long-term operations and maintenance for each new facility prior to proceeding with project development.

POLICY HC-3.27

Business Plans. Develop business plans for new sports parks and special use facilities that address management structure, potential partnerships, long-term operations and maintenance costs and potential for cost recovery through user fees and other means.

POLICY HC-3.28

Funding. Actively pursue additional funding sources and mechanisms to support acquiring, developing, and operating parks, trails, facilities and recreation programs.

POLICY HC-3.29

Development Requirements. Continue to require park acquisition and development fees and/or land dedication to support the acquisition and development of parks, trails and other recreation facilities.

POLICY HC-3.30

Case-by-case Programs. Evaluate whether the City or recreation partner(s) should provide recreation programs on a case-by-case basis, balancing cost recovery with community access.

POLICY HC-3.31

HOA Park Guidelines. Evaluate the design and development of HOA parks against the guidelines from the *Bikeways, Trails, Parks & Recreation Master Plan*.

ACTION HC-3.A

Annual Review. Review the *Parks, Facilities and Recreation Programming Master Plan* annually as a part of the City's regular budgeting process.

ACTION HC-3.B

Maintenance Evaluation. Evaluate park and recreational facility maintenance standards and performance on a regular basis.



ACTION HC-3.C

Periodic Review. Review the *Parks, Facilities and Recreation Programming Master Plan* thoroughly every 5 years to measure progress and address unforeseen future needs and conditions.

ACTION HC-3.D

Information Center. Continue to provide public information programs to enhance the City's role as a center of information for community recreation programs offered by the City and other recreation providers.

ACTION HC-3.E

Maintenance Standards. Establish measurable maintenance standards for parks and recreational facilities to encourage a consistent and high level of maintenance.

ACTION HC-3.F

RC

Pursue Funding. Actively pursue grants, donations, corporate sponsorships, and joint projects with other departments, agencies and organizations to supplement acquisition and development revenues.

ACTION HC-3.G

Parkland Dedication. Consider adoption of a Citywide Parkland Dedication Ordinance to achieve more development of public park space.

ACTION HC-3.H

Nonprofit Foundation. Encourage establishment of a nonprofit foundation to support parks and recreation facilities and programs.

ACTION HC-3.I

Fund Development. Establish a consistent and reliable funding source for long-term operations and maintenance. Consider a Citywide assessment district, utilizing the Residential Development Control System, and other mechanisms for this purpose.

ACTION HC-3.J

Cost Recovery. Establish operations and maintenance cost-recovery goals for programs. Establish which types of programs should be self-supporting and which programs may be partially or fully subsidized by the City. Coordinate user fee schedules with MHUSD so that School District and City facilities have consistent user fees.

ACTION HC-3.K

Fee Review. Review and, if necessary, update park development impact fees every two years to ensure they are consistent with land values and park development costs. Coordinate this review and update with review of the residential development allocation point system.

ACTION HC-3.L

HOA Park Conversion. If a Citywide assessment district or other funding method is adopted for long-term operations and maintenance, study the feasibility of converting appropriate private Homeowners Association (HOA) parks to public neighborhood parks, with HOAs that are interested in evaluating this opportunity.

ACTION HC-3.M

Financial Assistance. Commit to increased funding and enhanced support for financial assistance programs to assist with program fees and equipment costs for low-income residents.



ACTION HC-3.N

El Toro Trails. Continue the development of hiking trails on the open space/greenbelt areas of El Toro.

CULTURE AND THE ARTS

GOAL HC-4 Support for culture and the arts as key assets for a unique and authentic community.

POLICY HC-4.1

City Facilities. Use the Community & Cultural Center and other City facilities to provide low-cost space and admission for events, and performances and exhibits that highlight the community's cultural, historic, and artistic diversity and history.

POLICY HC-4.2

Accessibility. Provide arts education and programs that are accessible to all, including residents with special needs and limited incomes.



POLICY HC-4.3

Cultural Awareness. Promote awareness of and celebrate Morgan Hill's diverse cultures through events, festivals, leadership on public boards and commissions, staff training, and public art installations.

POLICY HC-4.4

Historical Awareness. Acknowledge the contribution that history, historical sites, people, objects, landscapes and areas have in creating the uniqueness of Morgan Hill and its environs. Promote awareness of and celebrate Morgan Hill's history through leadership, staff training, celebrations, and events. Take a leading role in the collection and preservation of these things by providing for museums and other exhibit spaces to collect, exhibit, and interpret historical records and objects for community benefit.

POLICY HC-4.5

Arts Promotion. Enhance Morgan Hill's appeal to visitors and residents by publicizing local artists, providing space for and commissioning public art, hosting arts and cultural festivals and events, and encouraging preservation of the City's artistic and cultural heritage.

POLICY HC-4.6

Placemaking. Use public art and interpretive plaques to designate special and unique areas of the City, including the downtown, areas of historic and cultural significance, and community gathering places.

POLICY HC-4.7

Villa Mira Monte. Promote awareness of Villa Mira Monte where the country home of Hiram Morgan Hill and his wife Diana is located along with the Morgan Hill Museum and the beautiful Centennial History Trail.

POLICY HC-4.8

Civic Arts. Partner with local artists and art organizations to engage residents creatively in addressing community issues.

POLICY HC-4.9

Conversions. Allow residential-to-commercial conversions to encourage art galleries and studios.

- ACTION HC-4.A **Public Art Program.** Study whether to require public art as part of new development and/or new City parks.

LIBRARIES

- GOAL HC-5** **Libraries that serve as community centers for education and culture while preparing residents for success in school, career, and life.**

- POLICY HC-5.1 **County Partnership.** Partner with the Santa Clara County Public Library to maximize public use of libraries for community cultural and educational events and classes, particularly to support youth, seniors, job training, adult education, technology, literacy, and English as a second language.



- ACTION HC-5.A **Joint Use.** Evaluate the opportunity to partner with Morgan Hill schools to open school libraries to the community when not in use by students.

- ACTION HC-5.B **Branch Library.** Work with the Santa Clara County Public Library to provide a branch library on the east side of the city.

HEALTHY FOOD

- GOAL HC-6** **Options for residents at all income, education, and mobility levels to access healthy food and food education.**

- POLICY HC-6.1 **Garden Partnerships.** Partner with public, nonprofit and private agencies and organizations to acquire, develop and operate community gardens.



- POLICY HC-6.2 **School Gardens.** Encourage schools to increase access by community residents to school gardens.

- POLICY HC-6.3 **Zoning.** Allow community gardens and small scale agriculture in any appropriate zoning designation.
- POLICY HC-6.4 **Open Space Requirements.** Classify community gardens as open space that meets requirements in new developments.
- POLICY HC-6.5 **Food Education.** Support education regarding healthy diets, healthy food preparation, and gardening.
- POLICY HC-6.6 **Residential Gardens.** Encourage residents to plant produce gardens and fruit trees at their homes.
- POLICY HC-6.7 **Agricultural Retention.** Encourage the retention of agriculture and food production and decrease costs associated with agriculture, according to policies in the Natural Resources and Environment Element.
- POLICY HC-6.8 **School Wellness.** Support incorporating school gardens into the Morgan Hill Unified School District Wellness Policy as an opportunity for nutrition education.
- ACTION HC-6.A **Open Space.** Update the classification system in the *Parks, Facilities, and Recreation Programming Master Plan* to allow community gardens to count towards open space requirements.
- ACTION HC-6.B **Identify Sites.** Identify publicly-owned and vacant or underutilized sites that would be appropriate for temporary or permanent community gardens.

ACTION HC-6.C **Zoning.** Amend the Municipal Code to allow community gardens and small scale urban agriculture in any appropriate zoning designation.

ACTION HC-6.D **Home Gardens.** Encourage the Santa Clara Valley Water District Landscape Rebate Program to include vegetable gardens with high-efficiency irrigation systems as an eligible landscape in the Landscape Rebate Program.

ACTION HC-6.E **Produce Carts.** Amend the Municipal Code to allow mobile produce stands in residential and other appropriate neighborhoods.

ACCESS TO HEALTH CARE

GOAL HC-7 Access for all residents to health care facilities and other important community health amenities.

POLICY HC-7.1  **Mental Health.** Work with Santa Clara County Public Health and local providers to enhance access to and information about mental health services.

POLICY HC-7.2 **Professional Education.** Encourage increased education and professional development resources to support students and employees in the health care field.

POLICY HC-7.3 **Transit.** Work with health care providers to ensure that there are transit stops within a ¼-mile of medical facilities.

ACTION HC-7.A **Medical Zoning.** Maintain zoning designations that encourage medical facilities and providers to locate in the community.

ACTION HC-7.B

Job Training. Work with Gavilan Community College, Work2Future, and Santa Clara County Public Health to identify and address any gaps in education and training needed to provide adequate health care practitioners in Morgan Hill.

CULTURAL AND HISTORIC RESOURCES

GOAL HC-8 Historic identity and cultural resources that are preserved for future generations.

POLICY HC-8.1

Identify and Protect Resources. Identify and protect heritage resources from loss and destruction. (South County Joint Area Plan 15.09)

POLICY HC-8.2

Historic Structures. Encourage the preservation and rehabilitation of the City's historic structures.

POLICY HC-8.3

Demolition. Prior to approving demolition or alteration of historically significant buildings, evaluate alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use.

POLICY HC-8.4

Tribal Consultation. Consult with Native American tribes that have ancestral ties to Morgan Hill regarding proposed new development projects and land use policy changes.

POLICY HC-8.5

Mitigation. Require that if cultural resources, including tribal, archaeological, or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.

ACTION HC-8.A

Update Inventory. Review and update the inventory of historic resources.



ACTION HC-8.B

Technical Assistance. Provide clear and easily accessible information to property owners and developers about design guidelines, financing options, assistance programs, and other technical issues involved in preserving and restoring historic buildings.

TRANSPORTATION

7

CHAPTER PURPOSE

The Transportation Element offers mechanisms for making Morgan Hill a safe and efficient place to travel, whether by train, bus, car, bike, or foot. The city's transportation system is envisioned as a coordinated combination of public transit, private vehicles, biking, and walking. A key focus during the General Plan horizon will be construction of new roadways and segments that will fill in "missing links" and provide for increased connectivity of the roadway system. There will also be an increased emphasis on providing for choices in travel mode, particularly for pedestrian and bicycle travel within Morgan Hill.

This element contains goals, policies, and actions aimed at making the existing road network efficient and user-friendly, implementing strategies to ensure safe and appropriate operation of the transportation system, solving existing traffic and parking problems, and expanding transit and non-motorized travel opportunities. It provides some brief background information and related goals, policies, and actions on the following topics:

- Circulation System and Complete Streets
- Local Roadways and Level of Service
- Parking
- Transit
- Bikeways
- Pedestrian Network
- Transportation Demand Management
- Regional Coordination



COMPLETE STREETS

The California Complete Streets Act (AB 1358), passed in 2008, requires all General Plan updates after January 1, 2011 to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel” and defines “users of streets, roads, and highways” to include bicyclists, children, persons with disabilities, motorists, pedestrians, users of public transportation, and seniors.

Complete Streets not only make Morgan Hill safer for everyone, but also contribute to the City’s goals of a high quality of life and a healthy community by enhancing opportunities to walk, bike, or roll along pleasant, interconnected streets. The policies and actions in this Transportation Element are intended to meet the requirements of the Complete Streets legislation, and all future roadway improvements in Morgan Hill will need to consider these principles.

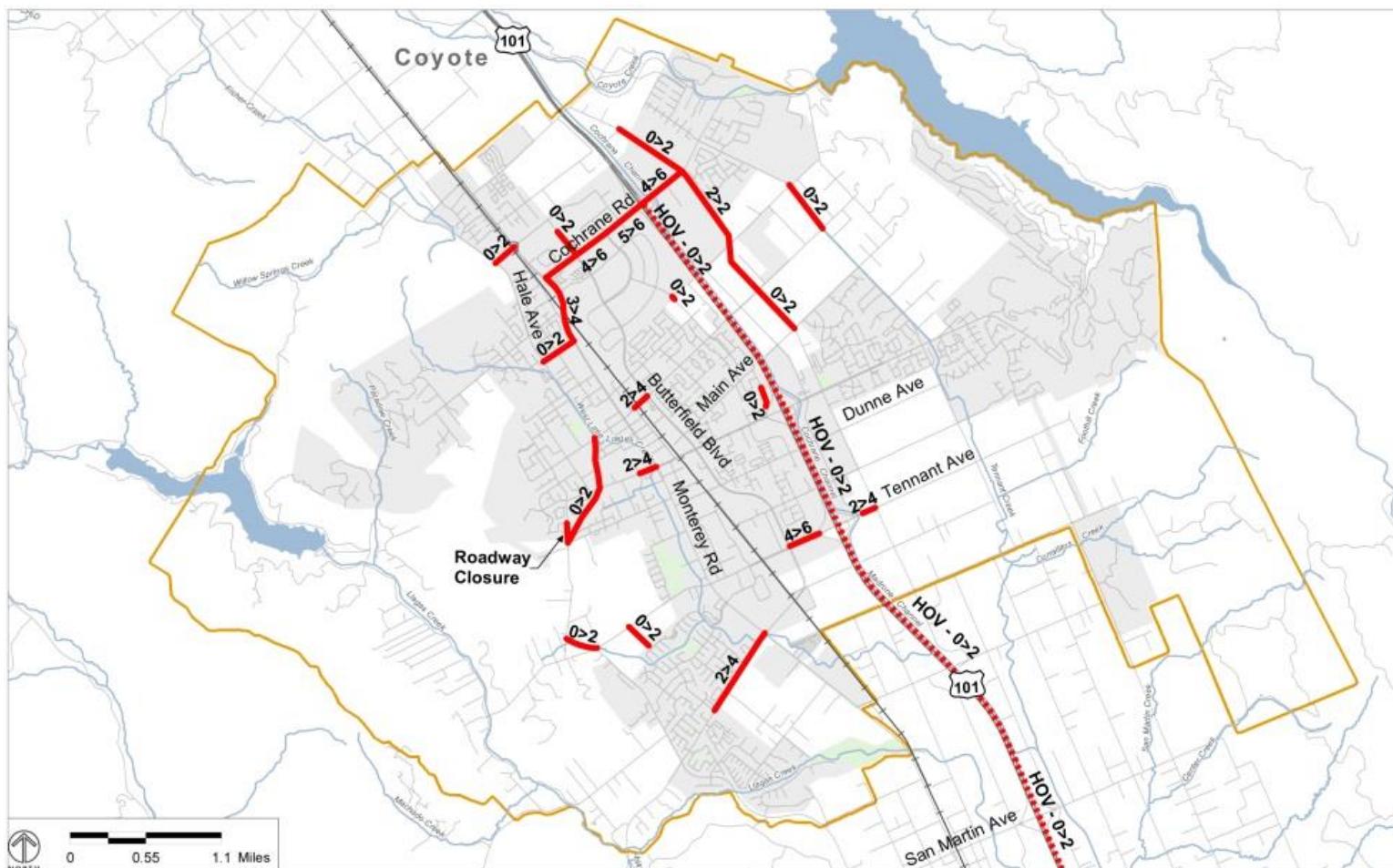
LOCAL ROADWAYS AND LEVELS OF SERVICE

Morgan Hill is served by an extensive roadway network of freeways, arterials, and local roads. These roadways provide access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

The City of Morgan Hill is responsible for planning, constructing, and maintaining local roadways within the City limits. The roadway configurations in this Transportation Element are intended to accommodate projected travel demands in the year 2030, including local, sub-regional and regional traffic traveling through Morgan Hill. Travel forecasts show that substantial roadway improvements will be required in Morgan Hill to provide for both connectivity and capacity.

Major features of the future circulation system are shown on Figure TR-1 and the planned classifications and functions of these key roadways are summarized below.

Figure TR-1 Future Circulation System



Source: City of Morgan Hill and Hexagon Transportation Consultants, 2015.

- City Boundary Sphere of Influence
- Planned 2035 Improvement x>x Existing Lanes > 2035 Lanes
- Caltrans Planned 2035 Improvement

ROADWAY CLASSIFICATIONS

The functional classification system designates the purpose and physical characteristics of the roadways, and is composed of the following seven classifications, with the noted sub-classifications:

- State Freeway
- Two-Lane Arterial (minor, major and multi-modal)
- Four-Lane Arterial (major and multi-modal)
- Six-Lane Arterial
- Commercial/Industrial Collector (major and minor)
- Residential Collector (major and minor)
- Local Street

In the past, Morgan Hill had considered two-lane roads as collectors and four-lane roads as arterials. This Transportation Element provides two-lane arterial classifications for key north-south corridors that function as arterials, and yet do not require four-lane capacity. The “two-lane multi-modal arterial” configuration includes on-street bike lanes but also incorporates a Class 1 bikeway/pedestrian path within a linear park in the right-of-way. A “two-lane minor arterial” is also multi-modal, but requires less right-of-way, as bike lanes are only provided on-street and standard sidewalks are provided rather than in a linear parkway.

LEVEL OF SERVICE

Level of Service (LOS) is a way of measuring how well a road is operating based on average control delay per vehicle, and in some analyses, based on the ratio of the volume of traffic to the capacity of the road. LOS A is a free-flowing condition and LOS F is an extreme congestion condition, with traffic volumes at or over capacity.

The City’s LOS policies are designed to reduce the incentive for regional travel to be drawn off the freeway and onto local streets, protect neighborhoods, promote a vital downtown, and focus

transportation expenditures on priority improvements offering high performance value. The Tiered LOS Policy, along with completion of planned roadway improvements, are designed to ensure that traffic does not spillover into residential neighborhoods onto streets which are not designed to accommodate sub-regional and regional traffic, as such spillover would create safety and livability issues for local residents. The planned roadway system will appropriately accommodate all travel demands and will avoid spillover traffic in neighborhoods.

The planned City circulation system is designed to operate at LOS D for most intersections and roadway segments, except that in the Downtown, LOS F is acceptable as defined by Policy TR-3.4, and LOS E is acceptable for certain intersections, freeway ramps/zones, and segments as identified by Policy TR-3.4. Definitions of the LOS levels that are used by Morgan Hill are the current industry standards described in the *Highway Capacity Manual* (*HCM*) used by transportation engineers, as they currently or may later be defined. The definitions in use are contained within the City's "Guidelines for Preparation of Transportation Impact Analyses."

HIGHWAY 101

Congestion in Morgan Hill can be substantially affected by regional traffic if Highway 101 capacity does not meet demand, as regional travelers attempt to decrease travel times by using local roads.

This Transportation Element encourages the widening of Highway 101 to the extent needed to meet forecasted future demand from commuter travel, and right-of-way for the City roadway system is based on the assumption that Highway 101 will be eight lanes wide through Morgan Hill by the 2030 planning timeframe (two High Occupancy Vehicle (HOV) lanes are assumed to be added to the existing six-lane freeway). City road improvements would initially be constructed assuming Highway 101 would be eight lanes wide in 2030. Design of certain multi-modal arterials will accommodate the possibility of converting some right-of-way to additional vehicular lanes in the

future in the event that Highway 101 is not widened to eight or ten lanes, and to accommodate road capacities that may be determined to be needed in the years beyond 2030.

NORTH-SOUTH ROADWAY IMPROVEMENTS

The following is a summary description of major north-south roadways.

- **Highway 101.** This Transportation Element encourages the widening of Highway 101 through Morgan Hill to the extent needed to meet future demand. For 2030, an eight-lane freeway is assumed.
- **Monterey Road.** The Circulation Plan shows Monterey Road as a four-lane arterial, except that between a point just north of Cochrane Road and the City limits, it is planned to be widened to six lanes (beginning where one southbound lane becomes an eastbound left-turn lane). The existing segment of Monterey Road that is only three lanes as it passes under the railroad corridor is planned to be widened to four lanes.

This Transportation Element also provides the option for the City of Morgan Hill to narrow Monterey Road from its existing four lanes to a two-lane arterial through Downtown. The Master EIR for the Downtown Specific Plan and the EIR prepared for the 2010 Transportation Element Update contain information about impacts and LOS conditions under both scenarios. A two-lane configuration would allow the existing right-of-way to be used for bicycle lanes, widened sidewalks, on-street parking, median, bus turnouts and shelters, landscaping, and gateway entrances.

- **Butterfield Boulevard.** As of 2015, Butterfield Boulevard extends from Cochrane Road to Monterey Road. North of Cochrane Road, it is planned to be a two-lane arterial that connects to Madrone Parkway. While not analyzed or included in the Circulation Plan for 2030, future consideration should be given to extending Butterfield north of Madrone to connect to Burnett Avenue, perhaps then curving northwest to connect to Tilton Avenue.

- **Hale/Santa Teresa Corridor.** The Hale/Santa Teresa Corridor, which includes Santa Teresa Boulevard, Sunnyside Avenue, DeWitt Avenue, and Hale Avenue, is envisioned as a single continuous route. New segments and improvements within Morgan Hill are planned as a two-lane multi-modal arterial, with a separated Class 1 bikeway and pedestrian path in a linear parkway. The two-lane multi-modal segments would have sufficient right-of-way to enable a future four-lane configuration, if needed. Existing segments should be improved to the two-lane multi-modal standard as funding allows; grants should be pursued to add sidewalks and bicycle facilities. The City will work the County of Santa Clara to seek funding to improve the existing segments within the County to better accommodate bicyclists and pedestrians.
- **Murphy Avenue/Mission View Drive Corridor.** Murphy Avenue exists south of Diana Avenue. This Transportation Element plans for a northern extension of Murphy Avenue to connect with Mission View Drive, and designates the Murphy/Mission View Corridor as a two-lane multi-modal arterial (without the linear park component). While not analyzed or included in the Circulation Plan for 2030, future consideration should be given to extending Mission View Drive north to connect to Burnett Avenue.
- **Hill/Peet Road Corridor.** Hill Road exists between East Main Avenue and Maple Avenue. This Transportation Element encourages the northern extension of Hill Road to connect with Peet Road, and designates the Hill Road Corridor as a two-lane minor arterial.
- **Condit Road.** This Transportation Element designates Condit Road as a two-lane major collector.

EAST-WEST ROADWAY IMPROVEMENTS

The following is a summary description of major east-west roadways.

- **Cochrane Road.** This Transportation Element designates Cochrane Road as a six-lane major arterial with no on-street

parking from Monterey Road east across Highway 101 to Mission View Road, with four lanes from there east to Peet Road.

- **Edmundson Avenue.** This Transportation Element designates Edmundson Avenue as a four-lane arterial from Monterey Road to Piazza Way.
- **Madrone Parkway.** This Transportation Element designates Madrone Parkway as a two-lane minor arterial from Hale Avenue to Butterfield Boulevard. In the long term, it is planned to be grade-separated from the Union Pacific Railroad tracks. However, as an alternate or interim improvement, the City may pursue a two-lane at-grade crossing in exchange for closing the existing two-lane at-grade crossing at San Pedro Avenue.
- **Main Avenue.** This Transportation Element designates Main Avenue as a two-lane arterial from Hale Avenue to Hill Road, except that it is planned for four lanes between Depot Street and Butterfield Boulevard. Where right-of-way allows, multi-modal improvements should be added as funding allows.
- **Dunne Avenue.** This Transportation Element designates Dunne Avenue as a four-lane major arterial, except that it is a two-lane arterial between Del Monte Avenue and Peak Avenue.
- **Tennant Avenue.** This Transportation Element designates Tennant Avenue as a six-lane major arterial between Highway 101 ramps and Butterfield Boulevard, and a four-lane major arterial from the Highway 101 ramps to Murphy Avenue.
- **Watsonville Road.** This Transportation Element designates Watsonville Road as a four-lane arterial from its connection with Butterfield Boulevard, over Monterey Road to La Alameda Drive, and a two-lane arterial thereafter.

TRANSIT

Policies in this element reflect existing public transportation service, support retention and expansion of Caltrain commuter service in the South County, and encourage other alternative transportation modes. The City encourages transit agencies to expand express bus service to employment centers and the Caltrain station, and to provide new bicycle and pedestrian facilities at stations and transit stops.

CALTRAIN

Caltrain, operated by the Peninsula Joint Powers Authority, provides commuter rail service along the Peninsula between San Francisco and Gilroy. The Morgan Hill Caltrain Station is located along the west side of Butterfield Boulevard, between Dunne Avenue and Main Avenue, just east of the downtown area. At the Morgan Hill Station, as of 2015, Caltrain provides three northbound trains during the morning and three southbound trains during the evening peak commute periods with approximately 30- to 40-minute headways.

Morgan Hill is currently one of the least-used stations in the Caltrain system, accounting for about one quarter of one percent of total boardings. However, Caltrain forecasts of ridership indicate that boardings at the Morgan Hill Caltrain station will more than double to approximately 300 boardings by the year 2040, based on both an increase in Morgan Hill's population and an increase in the percentage of Morgan Hill's population that takes Caltrain. Within the timeframe of the General Plan, it is likely that congestion on the freeway system will result in an increase in demand for regional transit to and from the north.

While some double-tracking of the Caltrain corridor and expanded service is planned, extension of light rail service to Morgan Hill is not included in the 2035 Valley Transportation Plan.

BUS TRANSIT

VTA operates bus service in all jurisdictions within Santa Clara County. As of 2015, Morgan Hill is served by one local bus route and one community bus route. In addition, two express buses serve the City with limited stops.

In addition, the Monterey-Salinas Transit (MST) Bus Service provides bus service between the Morgan Hill Caltrain Station and the Monterey Transit Plaza in Monterey.

The Morgan Hill Transit Center, located at the northeast corner of the intersection of Hale Avenue and Main Avenue, serves as a hub for local and community bus routes and provides park-and-ride facilities. The Morgan Hill Caltrain Station is served by two express bus routes and one MST bus route, and also provides park-and-ride facilities.

BIKEWAYS

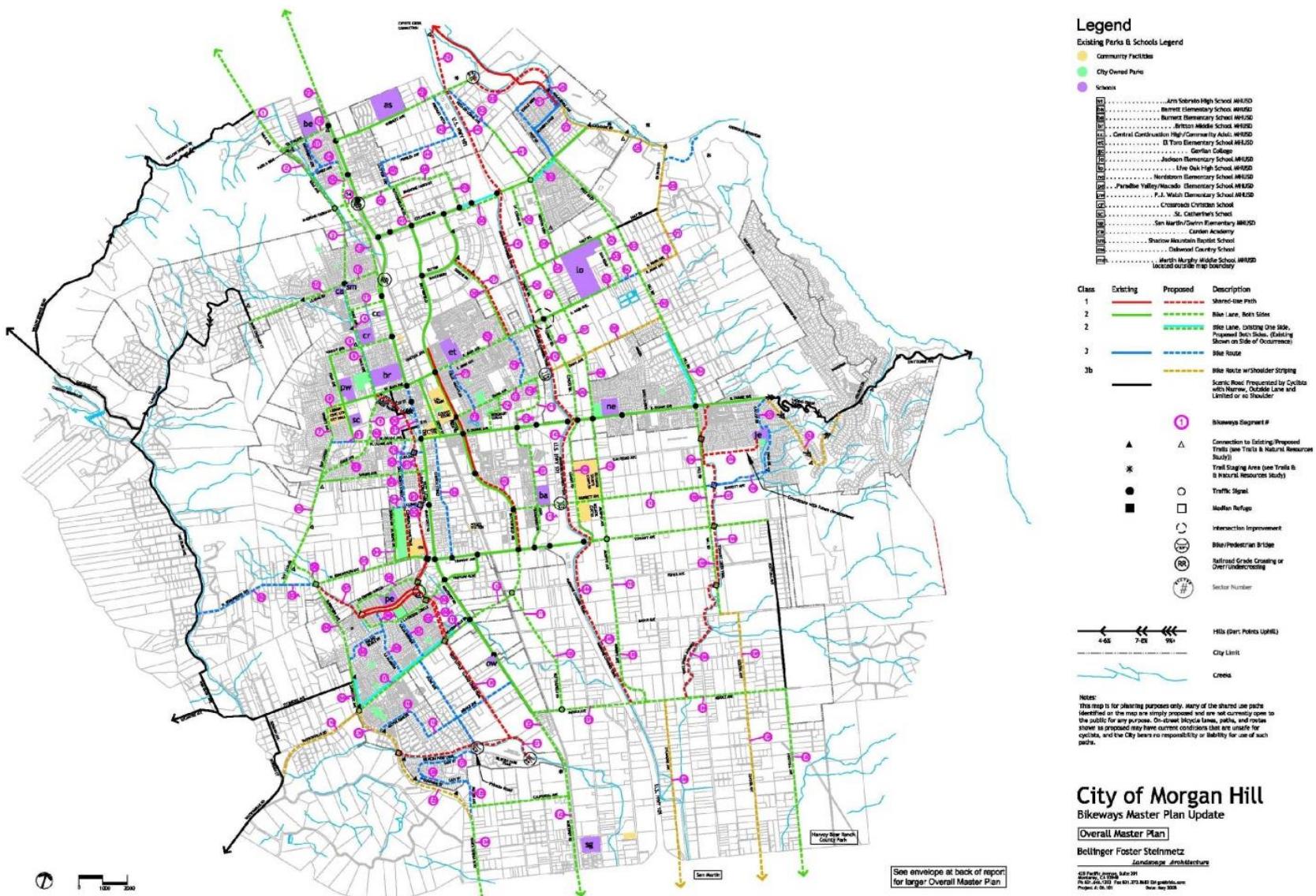
Morgan Hill provides an ideal environment for cycling. The City is on relatively flat terrain and enjoys a moderate climate. As a small city, virtually any area is accessible by bicycle. In addition, the City is blessed with scenic surroundings, including many rural roads that lead to the adjacent hills and agricultural lands, which are frequented by recreational cyclists.

Bicycle facilities are provided throughout the City of Morgan Hill on most arterials and major collectors, and the City adopted a Bikeways Master Plan in 2008 to guide future implementation of a citywide bikeway system (see Figure TR-2).

PEDESTRIAN NETWORK

Morgan Hill has a well-established pedestrian network that includes sidewalks, crosswalks, pedestrian signals, and off-street paths. Sidewalks with raised curbs and gutters are typically provided along arterials and collectors, as well as in newer residential developments. Most major intersections in the City

Figure TR-2 Bikeways



have marked crosswalks and countdown pedestrian crossing signals that can be activated by pedestrians.

Though the City does not identify minimum sidewalk widths, minimum sidewalk widths of 5 feet are required to meet Americans with Disabilities Act (ADA) requirements. Depending on the land use type, wider sidewalks may be provided.

HIGH SPEED RAIL

In 2008, California voters approved High-Speed Rail (HSR) between San Francisco and Los Angeles. The approved route will pass through Morgan Hill on its way up to the peninsula. The City of Morgan Hill is working with the California High-Speed Rail Authority (CaHSRA), other communities, and relevant agencies to identify the best location for the HSR passing through Morgan Hill. The two potential routes are:

- East of and almost parallel to Highway 101; or
- East of the Union Pacific Railroad (UPRR) tracks through Downtown.

The closest HSR station would be located in Gilroy. Timing of implementation of the segment that includes South County is uncertain, and it is also unknown whether the line would be at grade or elevated/grade-separated from existing and planned local roadways.

At the time of this General Plan publication, the location and configuration of the HSR route has not been determined. As the HSR route is identified, proper land uses for adjacent parcels will be studied; future General Plan amendments may be needed to best respond to final plans for HSR.

REGIONAL COORDINATION

The maintenance, planning, and expansion of circulation facilities are conducted by a number of local, regional, State, and federal agencies.

The City of Morgan Hill is responsible for planning, constructing, and maintaining local roadways within the city limits. Similarly, the County of Santa Clara has similar responsibility for roads in unincorporated areas and expressways throughout Santa Clara County. Caltrans is the primary State agency responsible for transportation issues. At the regional level, the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including Santa Clara County. It also functions as the federally-mandated metropolitan planning organization (MPO) for the region. MTC authors the regional transportation plan and has established policies regarding the accommodation of pedestrians and bicyclists, both of which apply to Morgan Hill.

The majority of federal, State, and regional financing available for transportation projects is allocated at the regional level by MTC. The Association of Bay Area Governments (ABAG) is the regional planning Council of Governments (COG) agency for the nine-county Bay Area, including Santa Clara County. It primarily deals with land use, housing, environmental quality, and economic development issues, which are often closely connected to transportation.

The Santa Clara Valley Transportation Authority (VTA) is the designated Congestion Management Agency (CMA) for Santa Clara County and therefore administers the Congestion Management Program (CMP).

The City will work with these other agencies to maintain a long-range coordinated regional transportation system.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the use of strategies to reduce travel demand (particularly use of single-occupant vehicles) and use transportation facilities more efficiently. TDM strategies can include programs to provide non-vehicular transportation options, smart technology to improve the efficiency and efficacy of transportation facilities, efforts to shift

travel patterns to use existing facilities more efficiently, and other techniques.

GOALS, POLICIES, AND ACTIONS

CIRCULATION SYSTEM AND COMPLETE STREETS

GOAL TR-1 A balanced, safe, and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods.

POLICY TR-1.1



System Efficiency. Plan, construct, and maintain a coordinated and efficient system of local streets and highways throughout the community, meeting local needs and accommodating projected regional and sub-regional traffic, while protecting neighborhoods from cut-through traffic.

POLICY TR-1.2



Highway 101 Widening. Plan for roadway system right-of-way based on the assumption that Highway 101 will be widened through the city by 2035.

POLICY TR-1.3

Transportation Safety. Implement strategies to ensure safe and appropriate operation of all components of the transportation system for all users, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education, enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians, and bicyclists.

POLICY TR-1.4

Local Right-of-Way for Highway 101 Widening.

Use techniques for ensuring that right-of-way for local roads is available at appropriate times and locations to accommodate traffic conditions associated with an eight-lane configuration for Highway 101, such as traffic impact fees, pursuit of grants, and prioritizing improvements through the Capital Improvement Program (CIP).

GOAL TR-2

A system designed for a healthy, active community based on complete streets, smart growth, and Sustainable Communities strategies; reflecting a balanced, safe, multi-modal transportation system for all users, especially in Downtown where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.

POLICY TR-2.1

Multi-Modal System for All Users. A balanced multi-modal system offers viable choices for residents, employees, customers, visitors, and recreational users. Use smart growth and Sustainable Communities principles throughout the city to provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including modes such as auto, ride sharing, public rail and bus transit, paratransit, bicycling, and walking. (South County Joint Area Plan 11.00 & 11.01)

POLICY TR-2.2

Integrated Land Use/Transportation Planning.

Integrate planning for land use and transportation development by ensuring that the timing, amount, and location of urban development is consistent with the development of the transportation system capacity. Promote environmental objectives that support smart growth and Sustainable Communities principles, such as safe and uncongested neighborhoods, a

pedestrian-friendly vibrant downtown that emphasizes non-auto transportation modes, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas. (South County Joint Area Plan 11.02 & 11.05)

LOCAL ROADWAYS AND LEVEL OF SERVICE

GOAL TR-3 **A coordinated, continuous network of streets and roads.**

POLICY TR-3.1

Funding and Expenditure System. Achieve and maintain an equitable, full-cost recovery funding and capital expenditure system to ensure that roadways are constructed or improved when needed. Use a variety of sources to ensure sufficient funding for roadways, including but not limited to impact fees, grants, and revenues from federal and State sources. Ensure eligibility of arterials and collectors for State and federal funding by updating the California Road System and other lists as appropriate.

POLICY TR-3.2

Safe and Complete Improvements. Avoid creating incomplete public improvements that create public safety hazards.

POLICY TR-3.3

Timing of Street Construction from Private Development. Require developers to provide for the construction of their portions of arterial and collector streets at the time of development.

POLICY TR-3.4

Level of Service Standards. As the Level of Service (LOS) policy and design criteria for roadway improvements, use a Tiered LOS Standard as follows:

- LOS F in the Downtown at Main/Monterey, along Monterey Road between Main and Fifth

Street, and along Depot Street at First through Fifth Streets. This LOS standard in the Downtown recognizes the unique nature of and goals for Downtown Morgan Hill as the transit hub of the City and as a center for shopping, business, entertainment, civic and cultural events, and higher-density, mixed-use living opportunities. This standard does not preclude the City, developers, and property owners from voluntarily implementing improvements and employing operational strategies to improve level of service, especially at the Main/Monterey intersection, if and when land uses redevelop.

- LOS D for intersections and segments elsewhere; except
- Allow LOS E for identified freeway ramps/zones, road segments and intersections that (1) provide a transition to and are located on the periphery of downtown; (2) are freeway zone intersections; and/or (3) where achieving LOS D could result in interim intersection improvements which would be “over-built” once the City’s circulation network has been completed, and/or would involve unacceptable impacts on existing buildings or existing or planned transportation facilities, including roads, sidewalks, bicycle and transit facilities; and/or would involve extraordinary costs to acquire land and existing buildings, and build the improvement in relation to benefits achieved; and/or the facility would be widened beyond requirements to serve local traffic, in that the facility accommodates a significant component of peak-hour sub-regional and regional through-traffic.
- In order to reduce the incentive for regional travel to be drawn off the freeway and onto local neighborhood streets, protect neighbor-

hoods, avoid overbuilding intersections, and to create an incentive for using alternate modes of travel, LOS E during peak hours of travel is acceptable for the following identified freeway ramps, road segments, and intersections:

- Main Avenue and Del Monte Avenue
- Main Avenue and Depot Street
- Dunne Avenue and Del Monte Avenue
- Dunne Avenue and Monterey Avenue
- Dunne Avenue and Church Street; also until closed: Dunne Avenue and Depot Street
- Cochrane Road and Monterey Road
- Tennant Avenue and Monterey Road
- Tennant Avenue and Butterfield Boulevard
- Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to
- Cochrane/DePaul Drive
- Dunne Avenue Freeway Zone: from Walnut Grove/East Dunne to Condit/East Dunne
- Tennant Avenue Freeway Zone: from Butterfield/Tennant to Condit/Tennant Freeway Ramps

Projects shall pay the City's standard traffic impact fees imposed on new developments in accordance with the adopted impact fee schedule.

POLICY TR-3.5

Mitigation and Environmental Review Requirements. For roadway transportation facilities, when future traffic studies determine that an intersection, roadway segment, or freeway ramp/zone level of service will fall below its adopted standard, then the transportation studies will identify appropriate mitigation measures to ensure that the applicable level of service standard is attained. If a proposed traffic mitigation measure requires improvements for

vehicular transportation that are beyond the jurisdiction of the City of Morgan Hill; and/or lead to an over-built intersection; and/or would have unacceptable impacts on existing buildings, or existing or planned transportation facilities and/or alternate modes of transportation, including roads, sidewalks, bicycle and transit facilities, the City may (but would not be required to) impose alternative mitigation measures that do not create the unacceptable impacts. If the measures retain the “pre-project” level of service standard for the affected facilities, then an Environmental Impact Report may not be required. However, it may be necessary for the City to prepare and certify an Environmental Impact Report, and adopt a Statement of Overriding Considerations, if a project’s impacts cannot be mitigated in an acceptable manner but the City determines to approve the project. In this situation, the City may still require feasible mitigation measures and/or conditions of approval to require contributions to improving the City’s transportation system.

POLICY TR-3.6

Unacceptable Impacts from Mitigation

Measures. The types of impacts from identified vehicular traffic mitigation measures that may be determined by the City to be unacceptable include, but are not limited to the following:

- Those that would encourage substantial neighborhood or community cut-through traffic;
- Those that would eliminate or reduce the width of a sidewalk below minimum City standard, where there is not sufficient planned public right-of-way to relocate the sidewalk;
- Those that would eliminate a bicycle lane or reduce its width below City standard, where

there is not sufficient planned public right-of-way to relocate the bicycle lane;

- Those that would create unsafe pedestrian, bicycle, or vehicular operating conditions;
- Those that would eliminate a bus stop or a parking lane that accommodates a bus stop, which cannot be relocated;
- Those that would require acquisition of substantial existing buildings, and/or extraordinarily high cost of land acquisition, or an extraordinarily high project cost in relation to benefits achieved.

POLICY TR-3.7

Alternate Mitigation Measures and Conditions of Approval. Alternate mitigation measures and/or conditions of approval may include, but not be limited to making improvements to other facilities that assist with maintaining or improving projected levels of service, payment of an in-lieu fee to the City to be used to improve other components of the City's transportation system, developer installation of transportation improvements, and/or incorporation of physical features and operational programs into a project that support Trip Reduction/Travel Demand Management goals.

POLICY TR-3.8

Monitoring for Safety and Congestion Improvements. While mitigation measures may not be required because level of service would not fall below an applicable LOS E or F standard, the City, developers, property owners, and others are not precluded from identifying and implementing improvements and strategies to improve level of service and reduce congestion. The City should periodically monitor actual traffic conditions and accident data and identify improvements and/or operational strategies that would improve safety

and congestion levels, as practical and cost-effective.

POLICY TR-3.9

Monitoring for Signalization Projects. For unsignalized intersections in the downtown area and other key city locations, the City should undertake regular or periodic monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization, as practical and cost-effective.

POLICY TR-3.10

Priority Funding to Address Deficiencies. To the maximum extent possible, fund those road improvements that are required to correct existing deficiencies from general road fund revenues, and grant sources that may be available.

POLICY TR-3.11

Arterial Roadways. Require the following streets to be built to arterial standards in the locations and at the number of lanes shown on Figure TR-1, and encourage the County to improve county arterial roadways to appropriate arterial standards in unincorporated areas. As described by the “Planned Transportation System (2030)” description of the major planned roads in this Transportation Element, the nature of the arterials will range from a two-lane minor arterial, two-lane major arterial, two-lane multi-modal arterial, four-lane or six-lane major arterial, and four-lane multi-modal arterial.

North/South Arterial Roadways

- Butterfield Boulevard (Cochrane Road to Monterey Road)
- Hill/Peet Road Corridor (Cochrane Road to Tennant Avenue)
- Monterey Road (the current four-lane arterial may be narrowed to a two-lane arterial)

- Murphy Avenue/Mission View Drive Corridor (Cochrane Road to Maple Avenue)
- Santa Teresa/Hale Corridor

East/West Arterial Roadways

- Cochrane Road (Monterey Road to Peet Road)
- Dunne Avenue (Santa Teresa Corridor to Gallop Drive)
- Edmundson Avenue (Santa Teresa Corridor to Monterey Road)
- Main Avenue (Hale Avenue to Hill Road Corridor)
- Tilton Avenue/Burnett Avenue (west and east of Monterey Road)
- Llagas Road Connection (Hale/Santa Teresa Corridor to Monterey/Old Monterey)
- East Middle (Monterey Road to Murphy Avenue – outside City of Morgan Hill Sphere of Influence)
- Tenant Avenue (Monterey Road to Hill Road)
- Watsonville Road (connected to Butterfield Corridor)

POLICY TR-3.12

Collector Roadways. Require the following streets to be built to collector standards in the locations designated on Figure TR-1 and encourage the County to improve these roadways to collector standards in unincorporated areas:

North/South Collector Roadways

- Church Street (Dunne Avenue to Tenant Avenue)
- Condit Road
- Del Monte Street (Llagas Road to Wright Avenue, Dunne Avenue to Cosmo Avenue)
- Depot Street

- DeWitt Avenue (Dunne Avenue to Spring Avenue)
- Foothill Avenue
- La Alameda Drive
- Murphy Avenue/Mission View Drive Corridor (north of Cochrane Road)
- Old Monterey Road (Llagas Road to Monterey Road)
- Olive Avenue
- Olympic Drive
- Peak Avenue
- Saddleback Drive
- Serene Drive - East Lane
- Sutter Boulevard
- Trail Drive
- Vista de Lomas Avenue
- Walnut Grove Drive / Juan Hernandez (Tennant Avenue to Diana Avenue)

East/West Collector Roadways

- Barrett Avenue (Juan Hernandez Drive to Butterfield Boulevard and Church Street to Monterey Road)
- Burnett Avenue (Monterey Road to Vista de Lomas Avenue)
- Central Avenue (Butterfield Boulevard to East Lane)
- Cochrane Road (Peet Road to Malaguerra Drive)
- Cosmo Avenue
- Diana Avenue (Butterfield Boulevard to Laurel Road, Condit Road to Hill Road Corridor)
- East Dunne Avenue (Gallop Drive to Jackson Oaks Drive)

- West Dunne Avenue (Santa Teresa Corridor to DeWitt Avenue)
- Fountain Oaks Drive
- Half Road (Condit Road to Hill Road Corridor)
- Hill Road (Tennant Avenue to Maple Avenue)
- La Crosse Drive
- Llagas Road (Old Monterey Road to Woodland Acres)
- Main Avenue (Hale Avenue to Peak Avenue)
- Native Dancer Drive
- San Pedro Avenue (Spring Avenue Connector to Laurel Road, Condit Road to Hill Road)
- Spring Avenue (Santa Teresa Corridor to San Pedro Avenue Connector)
- Tennant Avenue (Hill Road to Foothill Avenue)
- Vineyard Boulevard (La Crosse Drive to Tennant Avenue)
- Wright Avenue (Monterey Road to Peak Avenue)

POLICY TR-3.13

Unsignalized Intersection Monitoring. As a good practice measure to support pedestrian safety and promote safe vehicular travel, the City should carry out regular monitoring of the unsignalized intersections in the Downtown area, especially those at Monterey/Fifth, Monterey/Fourth, and Monterey/Central, to evaluate the possibility of restricting cross traffic movements or implementing other restrictions supportive of safe travel downtown.

POLICY TR-3.14

Main/Monterey Intersection Improvements.

Work with property owners of the existing banks on the southwest and southeast corners of the Main/Monterey intersection to explore the feasibility of redevelopment of those properties in a manner that would allow for road and operational improvements to improve traffic flow at that key intersection.



POLICY TR-3.15

Depot Street Rerouting and Extension. In order to provide a continuous north-south travel route to, from, and within Downtown, re-route Depot Street south through the existing Community and Cultural Center parking lot to connect to Church Street, and explore the feasibility of extending Depot Street north to curve over and connect to McGlaughlin through to Central Avenue.

POLICY TR-3.16

Private Development Access along Arterials. Require development that occurs along arterial streets to obtain access through a local street or major entrance and not through curb cuts directly onto the arterial street wherever possible.

POLICY TR-3.17

Planned Development Access near Highway 101.

Require Planned Developments (PDs) for commercial, office, or industrial uses at the intersections of Highway 101 and arterial streets to take access from a public street intersecting with the arterial street at a minimum distance of 600 feet from the freeway on and off ramps, unless the City Engineer finds that direct access to the arterial street or closer access will meet safety standards, or that mitigating actions will be taken to ensure safe access and minimum interference with traffic flows.

POLICY TR-3.18

Grade-Separated Railroad Crossings. Plan for the construction of grade-separated crossings of the Union Pacific railroad to improve emergency vehicle response times and minimize conflicts between railroad trains and on-road vehicles. California Public Utilities Commission approval is required to modify an existing highway rail crossing or to construct a new crossing. Grade-separated crossings should be encouraged at Dunne Avenue (Depot Street to be re-routed through the existing Community and Cultural Center parking lot to create an intersection with Church Street either prior to or in conjunction with the grade separation project).

POLICY TR-3.19

Monterey Road Functionality. Give special consideration to the design of Monterey Road, balancing its functions as an arterial street, a “main street” accommodating downtown activities, and as an access road to the downtown and the major commercial areas of the city.

POLICY TR-3.20

Arterial Design and Landscaping. Require development adjacent to arterial streets to minimize the use of fences and walls wherever possible. Strive to accommodate all modes of travel on arterial streets, and improve the Butterfield Corridor, Monterey Road Corridor, and Hale/Santa Teresa Corridor to the extent feasible as well-landscaped multi-modal boulevards. Continue to implement the program for planting street trees and landscaping arterial streets and major intersections.

POLICY TR-3.21

Review of Speed Limits. Periodically review speed limits on all City streets to ensure that appropriate rates are set as the road network is improved to avoid “speed traps” and to support safe neighborhoods.

POLICY TR-3.22

Future Transportation Facilities. Preserve options for future transportation facilities in advance of development by such means as identification of routes, acquisition and/or reservation of rights-of-way, setback of development to accommodate future width lines, and limiting access along future major arterials. (South County Joint Area Plan 11.06)

ACTION TR-3.A

General Plan Amendments. In accordance with the City's Guidelines for Preparation of Transportation Impact Analyses, require proposals to amend the General Plan that would result in an increase in traffic generation to demonstrate that adopted applicable LOS standards would be maintained or that mitigation measures are adequate to maintain acceptable LOS on the street system unless an EIR is prepared and a Statement of Overriding Considerations is adopted by the City, which includes findings about the unacceptable effects that would occur if the full mitigation measures were required (see Policies and Actions under Goal 3). The Findings and Statement of Overriding Considerations, adopted with certification of the Final EIR for the 2010 Transportation Element Update in February 2010, meets this policy for establishing the Tiered LOS Standard for the Downtown and the road segments, intersections, and freeway ramps/zones identified in Policy TR-3.4.

ACTION TR-3.B

Roadway Classification. Assign all roadways in the City street system to a functional classification (some with subclassifications), and develop standard improvement designs for each classification and subclassification.

ACTION TR-3.C

Traffic Counting and Monitoring. Develop an ongoing system of traffic counting and monitoring to determine whether or not service levels are being maintained throughout the community and to ensure that the impacts of new development are based on current traffic data.

ACTION TR-3.D

Guidelines for Preparing Traffic Studies. Use the adopted Guidelines for Preparation of Transportation Impact Analyses in conjunction with the Tiered LOS Policy Standard as the standards and thresholds used by applicants, consultants, and City staff in the preparation of traffic studies and application of the LOS standard.

ACTION TR-3.E

Special Analysis Issues. Consult with transportation planners to determine the appropriate assumptions and methodology for addressing traffic analysis for land uses with special analysis issues. These land uses include schools, churches, and recreational facilities where certain transportation modes (e.g., bicycles or pedestrians), or certain types of analyses (e.g., parking, off-peak periods, or weekend periods) are important.

ACTION TR-3.F

Fees and Assessments. Maintain, regularly review, and update as necessary the system of fees and assessments to cover the cumulative impacts of new development and land acquisition and construction cost changes on the overall road system.

ACTION TR-3.G

Priorities for Improvements. Use the transportation studies and Transportation Impacts Analysis included in the Environmental Impact Report prepared for the Morgan Hill 2035 Draft EIR to establish a list of priorities for roadway

improvements and establish funding mechanisms to ensure that roadway improvements can be built when needed.

ACTION TR-3.H **Repayment to Private Developers.** Use financial mechanisms such as assessment districts and reimbursement districts for repayment to developers for one-half street and other public improvements not normally required with the development.

ACTION TR-3.I **Completion of Arterial Upgrades.** Use City capital funds, assessment district funds, and State and federal grant funds to complete those portions of arterial streets not upgraded by developers..

ACTION TR-3.J **Murphy Avenue.** Establish Murphy Avenue connecting to Mission View Drive as a two-lane arterial north-south route. Retain Condit Road as a two-lane major collector.

ACTION TR-3.K **Improvement Projects.** Establish improvement projects as necessary through assessment districts, grants, and other appropriate sources for all or a portion of the costs of Hale/Santa Teresa Corridor, Butterfield Corridor, and Watsonville Road, and for Monterey Road/Downtown Morgan Hill.

ACTION TR-3.L **Development along Arterials and the Railroad.** Require parcels within 400 feet of each side of the Union Pacific Railroad right-of-way and adjacent to arterial streets (as shown on the Transportation Element map) to develop in a manner that minimizes interference with future grade separations of the railroad tracks and the arterial street.

ACTION TR-3.M

Funding for Grade-Separated Crossings. Pursue funding sources for conversion of existing at-grade crossings to grade-separated crossings with Union Pacific (e.g., as part of possible future track improvements) and the California Public Utilities Commission (e.g., through CPUC Code Section 1202.5).

ACTION TR-3.N

Monterey Road Design. Where appropriate, the street design for Monterey Road should include a landscaped median with left-turn pockets at intervals approved by the City; however, in the downtown an alternate design may be approved by the City Council as the result of a streetscape planning process to implement Downtown goals.

ACTION TR-3.O

Landscaping and Design along Dunne Avenue. Through the Design Permit process, strive to provide a coordinated design for improvements of residential properties fronting on Dunne Avenue in order to maximize the potential for improved landscaping and design.

ACTION TR-3.P

Landscaping in Rights-of-Way. Landscape and include street trees in the public right-of-way (exclusive of paved areas) and medians.

ACTION TR-3.Q

Extensions and Connections. Construct roadway extensions and connections to complete the roadway system. Require preservation of rights-of-way between existing street portions in order to aid in completing these streets.

ACTION TR-3.R

Hill Road/Peet Road Connection. Prepare an alignment study for the Hill – Peet Road corridor to determine the most appropriate and efficient way of connecting these discontinuous streets.

ACTION TR-3.S

Arterial Corridors East of Highway 101. Establish and maintain the right-of-way for two continuous arterial corridors east of Highway 101, generally utilizing the existing alignments of Murphy Avenue/Mission View Drive and Hill/Peet Roads, including a northerly new connection of Hill from Main Avenue to Half Road.

GOAL TR-4

Emphasis on transportation improvements in the Butterfield, Hale/Santa Teresa, and Monterey corridors.

POLICY TR-4.1

Right-of-Way for Butterfield Boulevard. Establish, maintain, and implement an adequate right-of-way for a major multi-modal arterial along Butterfield Boulevard, with four lanes extending from Cochrane Road to its connection with Watsonville Road at Monterey Road in the south end of town; and with two lanes extending north of Cochrane Road to connect with Madrone Parkway.

POLICY TR-4.2

Monterey Road Extension. Connect Monterey Road to Butterfield Boulevard to the north end of town - generally in the vicinity of Cochrane Road at the north.

ACTION TR-4.A

Butterfield Boulevard Extension. Take actions to preserve and/or obtain right of way and funding to implement the Butterfield North connection to Madrone Parkway and to establish the Madrone Parkway Crossing of Monterey Road and the UPRR corridor to connect to the Santa Teresa/Hale Corridor. Study and possibly plan for a future extension of Butterfield north of Madrone to connect to Burnett Avenue, perhaps then curving northwest to connect to Tilton Avenue.

ACTION TR-4.B

Monterey Road Streetscape Improvements Outside of Downtown. For the Monterey Corridor segments outside of Downtown, pursue grants, developer, and other funding sources to make streetscape improvements, including, but not limited to filling in missing sidewalks, undergrounding utilities, extending landscaped medians between Dunne and Tennant Avenue, and widening the Monterey Road underpass of the UPRR bridge to accommodate 4 vehicular travel lanes along with pedestrian and bicycle facilities.

ACTION TR-4.C

Monterey Road Downtown Streetscape Improvements. For the segment of Monterey Road through the Downtown, the City should carry out a streetscape design alternatives planning process, and consider both the four-lane and two-lane configurations as studied in the 2011 Callandar Study and the 2014/15 Complete Streets Trial, prior to any City Council decision about number of lanes and allocation of the right-of-way to purposes such as vehicular lanes, bicycle lanes, widened sidewalks, on-street parking, median, bus turnouts and shelters, landscaping, and gateway entrances.

ACTION TR-4.D

Hale Avenue/Santa Teresa Boulevard Corridor Completion. Construct the missing segments and improve the Hale/Santa Teresa Corridor to provide a single continuous route. New segments and improvements within Morgan Hill are planned as a two-lane multi-modal arterial, with a separated Class 1 bikeway and pedestrian path in a linear parkway. The two-lane multi-modal segments would have sufficient right-of-way to enable a future four-lane configuration, if needed. The City will work the County of Santa Clara to seek funding to improve the existing segments

within the County to better accommodate bicyclists and pedestrians.

ACTION TR-4.E

Arterial Corridors West of Highway 101. Establish and maintain the right-of-way for three continuous arterial corridors west of Highway 101, generally utilizing the existing and planned alignments for Santa Teresa/Hale Corridor, Monterey Road, and Butterfield Boulevard Corridor, with planned connections to Madrone Parkway and Watsonville Road. These arterials will reflect different numbers of lanes and improvement standards, but each will provide continuous, linked arterial transportation routes.

ACTION TR-4.F

Hale Avenue/Santa Teresa Boulevard Improvements. Obtain sufficient right-of-way for Hale/Santa Teresa Boulevard to accommodate on-street bike lanes, off-street sidewalks and Class 1 Bikeway within a linear park, and medians with turn pockets for new segments, as a multi-modal two-lane arterial. Pursue funding to improve the unincorporated and existing portions of Hale/Santa Teresa with appropriate pedestrian and bicycle improvements as feasible.

PARKING

GOAL TR-5 Adequate off-street parking.

POLICY TR-5.1

Adequate Parking Supply. Ensure that all developments provide adequate and convenient parking (also see Policy CD-13f). In the Downtown, implement the Parking Resources Supply and Management Strategy in order to monitor and ensure provision of a public parking supply adequate to serve non-residential uses, with no on-site requirement for non-residential development. Continue to identify and



implement policies and pricing strategies that encourage alternatives to single-occupant vehicle use.

POLICY TR-5.2

Linkage of Off-Street Parking Facilities. Design development projects with due consideration to linking off-street parking facilities where applicable.

POLICY TR-5.3

Parking Lot Connection. Require cross-connection of parking lots, where feasible and practical, at the time of design review for all commercial and industrial developments.

POLICY TR-5.4

Long-Term On-Street Parking Prohibition. Prohibit long-term on-street parking in the industrial and commercial areas of the city.

ACTION TR-5.A

Review of Parking Standards. Periodically review parking standards to ensure their adequacy.

ACTION TR-5.B

Review of Parking Standards. Review the existing parking standards and amend where needed to provide for adequate on- and off-street parking throughout the city.

ACTION TR-5.C

Shared Parking. Amend the City's parking requirements to allow shared parking among multiple users.

TRANSIT

GOAL TR-6

A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation.

POLICY TR-6.1

Street Design for Improved Bus Service. Coordinate with VTA to provide improved local bus service and to encourage people to ride the bus for local as well as longer trips (e.g., to Gilroy and San Jose). The design of key arterial streets such as Hale/Santa Teresa, the Butterfield Corridor and Monterey Road should consider incorporating bus curb lanes or duckouts, enhanced stop amenities, transit signal priority, and supporting pedestrian improvements.



POLICY TR-6.2

Commuter Bus Service. Work with VTA to increase commuter bus service to and from Morgan Hill, including to access mass transit.

POLICY TR-6.3

Transfer Center. Investigate the creation of an integrated transit transfer center that would provide convenient transfer between bus, auto, bicycle, and rail.

POLICY TR-6.4

Monterey Road Design for Commuter Bus Service. Make existing and future commuter bus service convenient and accessible. Coordinate with the Monterey Road streetscape planning process to plan for and implement optimal locations for bus stops, shelters, and turnouts in and near the Downtown area.

POLICY TR-6.5

Local Shuttle Service. Promote improved local transit service, including shuttle service through the downtown, major shopping, and employment centers.

POLICY TR-6.6

Employer Support for Transit. Support County-wide programs to encourage employers to promote use of mass transportation.

POLICY TR-6.7

Advanced Technologies. Use advanced technologies to enhance and improve transit safety and mobility.

POLICY TR-6.8



Transit for Changing Needs. Expand public transit as needed to meet the changing needs of the area for local and regional access, including methods such as bus, dial-a-ride, paratransit, and rail, where appropriate, for all users. (South County Joint Area Plan 11.04)

POLICY TR-6.9



Funding Partnerships. Encourage opportunities for funding partnerships between the City, private enterprises, developers, and VTA to provide enhanced transit services or infrastructure.

POLICY TR-6.10



Transit for Senior Citizens. Expand transportation opportunities for senior citizens by exploring an active mobility management program for older adults in Morgan Hill and supporting a variety of methods, such as by funding discounts for taxi fares, coordinating transit systems to be shared by multiple senior housing developments, supporting a volunteer program to expand supply of drivers, and creating a database of drivers and other transit options. Encourage regional providers of senior transportation services to develop specific plans for providing service to Morgan Hill residents.

POLICY TR-6.11



Transit for a Healthy and Active Community. Expand transportation opportunities to support community health by encouraging transit agencies to locate stops that provide access to health care facilities, community amenities, parks, multi-use trails, and open spaces.

POLICY TR-6.12

Bus Shelters from Private Development. Require developers to install bus shelters compatible with City architectural standards, where appropriate.

ACTION TR-6.A



Caltrain. Encourage and support passenger rail service retention and expansion in Morgan Hill, including in the reverse commute direction and promote electrification of Caltrain from south of the Tamien station in San Jose through Morgan Hill to Gilroy.

ACTION TR-6.B

Access to Light Rail Stations. Work with VTA toward providing express and commuter bus service to connect Morgan Hill with light rail stations.

ACTION TR-6.C

Transit Information Center. Work with the Santa Clara County Valley Transportation Authority (VTA) to develop a transit information center where bus schedules are shown and transfer information is given.

ACTION TR-6.D

Enclosed Bus Shelters. Work with the VTA to install enclosed bus shelters at major bus stops.

GOAL TR-7

Well-planned High-Speed Rail service that minimizes negative local impacts.

POLICY TR-7.1

Planning for High-Speed Rail. Remain actively engaged in planning efforts for High-Speed Rail service to minimize local impacts and ensure that design is consistent with local plans and policies.

POLICY TR-7.2

Neighborhood Impacts. When examining potential impacts of High Speed Rail alternatives and proposals, attention shall be given to all Morgan Hill neighborhoods and mitigation measures shall be proportionate to identified impacts.



POLICY TR-7.3

Rail Crossings. The City recognizes that rail crossings are essential to provide connections from neighborhoods to destinations such as schools, parks, and services. The convenience of rail crossings shall be balanced with the need to minimize safety and circulation impacts.

POLICY TR-7.4

Preferred Alignment. The City supports the alignment of High-Speed Rail along Highway 101 within the City of Morgan Hill. Placement of the High-Speed Rail Alignment through the Downtown would be contrary to the City's vision and goals for its Downtown as expressed in the General Plan and the Downtown Specific Plan.

ACTION TR-7.A

High-Speed Rail Design Guidelines. Prepare design guidelines for the implementation of High-Speed Rail within Morgan Hill. Seek funding for this work from the High-Speed Rail Authority.

BIKEWAYS

GOAL TR-8

A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations.

POLICY TR-8.1



Bikeways for All Abilities. The bikeways system shall recognize and reflect the needs and abilities of cyclists with a diverse range of age and experience, from children learning to ride bicycles to experienced adult commute cyclists.

POLICY TR-8.2



Bicycle Commuting. Encourage increased use of bicycles for adults commuting to work and for students traveling to school through a safe and efficient bikeways system, enhanced bicycle parking facilities, and bicycle safety and promotion programs, including showers for bicycle commuters at places of employment.

POLICY TR-8.3



Alternative Routes. Establish alternative routes, with direct routes on busy streets for experienced cyclists, and less direct routes on bicycle paths and quieter streets for less experienced and recreational cyclists.

POLICY TR-8.4

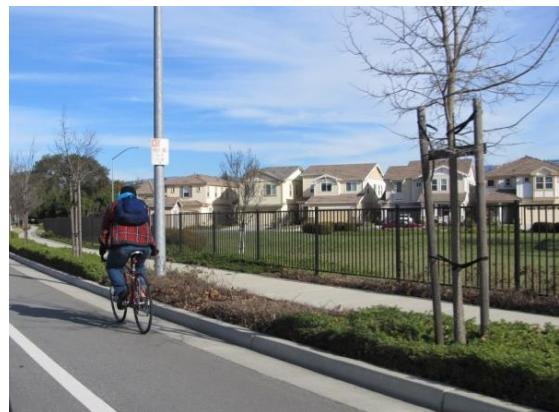


Coordinated Bicycle Planning. Coordinate development of the bikeways system with the Santa Clara Countywide Trails Master Plan, the Santa Clara Countywide Bicycle Plan, the South County Joint Area Plan, the Santa Clara County Bicycle Technical Guidelines, and the California Department of Transportation Highway Design Manual.

POLICY TR-8.5



Bicycle Facility Standards. Where feasible, incorporate the Bicycle Technical Guidelines prepared by the Valley Transportation Authority into City standards for bicycle facility planning and design, including intersection striping, signalization, and railroad crossings.



POLICY TR-8.6



Multi-Use Trail Accessibility. All multi-use bicycle/pedestrian trails shall comply with State and federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).

POLICY TR-8.7



Bikeways and Private Roads. Private roads shall be designated as part of the bikeways plan only if there is an agreement between the City and the appropriate owner for such a designation.

POLICY TR-8.8



Priorities for Bikeways Implementation. Where feasible, implement the bikeways system concurrent with adjacent development. Establish priorities for bikeway implementation based on improving safety and enhancing both commute

and recreational cycling. These priorities shall be considered in directing resources and efforts to obtain funding for implementation. Priorities shall be regularly reviewed and updated as implementation proceeds. Current priorities for implementation of the bikeways plan include the following:

- Live Oak High School Access
- Little Llagas Creek Trail
- Santa Teresa and Monterey Highway Corridor Improvements
- East West Connection to Coyote Creek Trail



POLICY TR-8.9



POLICY TR-8.10



POLICY TR-8.11



POLICY TR-8.12



Emergency Services Review for Bikeways. Incorporate emergency services (fire and police) into the review process for new bikeways.

Safe Routes to Schools. Define safe pedestrian and bicycle routes to all new schools (public and private) during the planning and design process so that these routes can be developed and in place prior to opening the school.

Multi-Jurisdictional Bikeway Alignments. For multi-jurisdictional alignments, develop partnerships with Santa Clara County to plan, finance, implement, and maintain the bikeways system.

Bicycle Parking. Bicycle parking and other supportive facilities shall be provided at all schools, parks, recreation facilities, commercial centers, civic buildings (including the library), transit centers, and work places based on the recommendations and standards in the Bikeways Master Plan.

POLICY TR-8.13



Cul-de-Sac Connectivity. Where safety permits, improve connectivity by requiring pedestrian and bicycle public access from a cul-de-sac to an adjacent public amenity, such as a park or school, or from a cul-de-sac to an adjacent street.

POLICY TR-8.14



Bikeways Master Plan. Implement and maintain the City's bikeways system based on standards established in the Bikeways Master Plan.

POLICY TR-8.15



Bicycle Outreach. Continue to encourage bicycle safety and promotion programs, in partnership with other agencies and organizations.

POLICY TR-8.16



Bicycle Paths and Flood Control. Promote extension of bicycle paths in conjunction with flood control efforts.

ACTION TR-8.A

Bicycle Outreach Program. Develop a bicycle outreach program to promote community-wide "bikeability" through safety programs, bicycle tune-up clinics/training, partnerships with bicycle advocacy groups and cycling clubs, and/or local bicycle maps (e.g., "Bike Downtown").

ACTION TR-8.B

Bikeways Master Plan Funding. Actively pursue a variety of funding sources for implementation of the Bikeways Master Plan, including development impact fees, incorporating improvements into larger transportation projects, requiring improvements concurrent with development, grants, and joint projects with other agencies. Grant applications shall be focused on priority projects where appropriate.

ACTION TR-8.C

Bicycle Connections to Schools. Coordinate with the Morgan Hill Unified School District (MHUSD) and other schools where appropriate in applying for “Safe Routes to School” and other school-related grant programs to improve bicycle connections to schools.

ACTION TR-8.D

Development Review for Bicycle Facilities. Establish a development review checklist for use by City staff to evaluate development applications and their consistency with the Bikeways Master Plan, including bicycle parking facilities and off-site improvements where appropriate, such as roadway striping, signage, and intersection improvements.

ACTION TR-8.E

Bicycle Way-Finding. Develop a way-finding system for the City’s bikeways network, including signage along paths, lanes, and routes indicating key destination points, and a public bikeways map suitable for public distribution.

ACTION TR-8.F

Bikeways Maintenance. Incorporate bikeways maintenance tasks, such as street sweeping and lane re-striping, into regularly-scheduled street maintenance cycles.

ACTION TR-8.G

Bicycle Safety and Promotion Programs. Actively pursue bicycle safety and promotion programs as outlined in the Bikeways Master Plan, encouraging partnerships with the police department, MHUSD, bicycle clubs, and other interested agencies and organizations.

PEDESTRIAN NETWORK

GOAL TR-9 Expanded pedestrian opportunities.

POLICY TR-9.1



Private Development Connections. Ensure adequate pedestrian access in all developments, with special emphasis on pedestrian connections in the downtown area, in shopping areas, and major work centers, including sidewalks in industrial areas in accordance with the Trails and Natural Resources Master Plan.

POLICY TR-9.2



Walking as an Alternate Mode. Promote walking as an alternate transportation mode for its contribution to health and the reduction of energy consumption and pollution. (South County Joint Area Plan 11.03)

POLICY TR-9.3



Pedestrian System for Diverse Users. The trails and pedestrian system shall recognize and reflect the needs and abilities of pedestrians with a diverse range of age and ability.



POLICY TR-9.4



Coordination with Pedestrian Planning. Development of the trails and pedestrian system shall be coordinated with the City's Bikeways Master Plan, City standard details, Santa Clara Countywide Trails Master Plan, the Santa Clara Countywide Bicycle Plan, the South County Joint Area Plan, the Santa Clara County Bicycle Technical Guidelines, and the California Department of Transportation Highway Design Manual.

POLICY TR-9.5



Trail Guidelines. Trails shall comply with the Trail Guidelines included in the Trails and Natural Resources Master Plan.

POLICY TR-9.6



Pedestrian Facility Accessibility. All trails and pedestrian access shall comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).

POLICY TR-9.7



Concurrent Implementation. Where feasible, implement the trails and pedestrian system concurrent with adjacent developments.



POLICY TR-9.8



Emergency Services Review for Trails. Incorporate emergency services (fire and police) into the review process for new trails.

POLICY TR-9.9



Multi-Jurisdictional Trail Alignments. For multi-jurisdictional alignments, develop partnerships with Santa Clara County to plan, finance, implement, and maintain the trail system.

POLICY TR-9.10



Sidewalk Connectivity. Improve sidewalk connectivity by installing new sidewalks where they do not exist, consistent with the Trails and Natural Resources Master Plan.

POLICY TR-9.11



Trail System Standards. Implement and maintain the City's trails system based on standards established in the Trails and Natural Resources Master Plan.

POLICY TR-9.12



Trails and Flood Control. Promote new trails and extend existing trails in conjunction with flood control efforts.

ACTION TR-9.A

Trails and Natural Resources Master Plan

Funding. Actively pursue a variety of funding sources for implementation of the Trails and Natural Resources Master Plan, including the development of impact fees, incorporating improvements into larger transportation projects, requiring improvements concurrent with development, grants, and joint projects with other agencies. Grant applications shall be focused on projects that provide the highest use and best value for the residents of Morgan Hill.

ACTION TR-9.B

Development Review for Pedestrian Facilities.

Establish a development review checklist for use by City staff to evaluate development applications and their consistency with the Trails and Natural Resources Master Plan, including staging and parking areas for trail access.

ACTION TR-9.C

Pedestrian Facilities and Trails Maintenance.

Incorporate pedestrian facilities and trail maintenance tasks into regularly-scheduled maintenance cycles.

ACTION TR-9.D

(RC)

Partnerships for Pedestrian Safety. Actively

encourage partnerships with the police department, MHUSD, County of Santa Clara and other interested agencies and local organizations to develop safe pedestrian access and trail routes throughout the City.

TRANSPORTATION DEMAND MANAGEMENT

GOAL TR-10 A transportation system that incorporates strategies and technologies to manage traffic efficiently and reduce automotive vehicle trips.

POLICY TR-10.1



Transportation Demand Management. Provide informational resources to local business subject to SB 1339 and BAAQMD transportation demand management program requirements and encourage additional voluntary participation in the program.

POLICY TR-10.2



TDM Monitoring. For projects that incorporate transportation demand management measures, require monitoring and submittal of annual reports to the Community Development Director and annual referrals to the Planning Commission.

POLICY TR-10.3



Flexible Work Hours. Encourage employers to provide a flexible set of working hours to ease traffic congestion.

POLICY TR-10.4



Carpooling. Support a Countywide car/vanpool matching program.

POLICY TR-10.5



Air Quality and Transportation Demand Management. Investigate opportunities for preparing and implementing Air Quality and Transportation Demand Management Plans by employers and developers of new residential and non-residential developments.

ACTION TR-10.A

Park and Ride. Investigate the possibility of locating park and ride facilities on the east side of Highway 101.

ACTION TR-10.B **Employee Use of Alternate Modes.** Investigate methods of working with employers to encourage 10 percent of employees to utilize carpools, transit, or other systems consistent with transportation demand management programs.

ACTION TR-10.C **Carpool Parking for Employees.** Investigate methods of encouraging or requiring employers with 10 or more employees to provide parking with car and van pool spaces convenient to the employee entrance.

ACTION TR-10.D  **Ride Sharing for Large Employers.** Explore requiring all businesses with 100 or more employees to work with county and regional ride sharing associations to coordinate ride sharing programs.

ACTION TR-10.E **Transportation Demand Management Technologies.** Work with VTA and the State to implement Transportation Demand Management technologies that can improve the performance, reliability, and safety of the transportation system, such as signal coordination, centralized traffic control, red-light and speed enforcement cameras, and real-time travel information.

REGIONAL COORDINATION

GOAL TR-11 Coordinated transportation planning efforts with local, regional, State and federal agencies.

POLICY TR-11.1  **Long-Range System.** Work with the County, VTA, and Caltrans to maintain a long-range coordinated regional transportation system, using highways, commuter rail systems, High Occupancy Vehicle (HOV) lanes on freeways, ramp metering, and other strategies.

POLICY TR-11.2



Sub-Regional System. Work with the County and other agencies to plan and develop an effective sub-regional long-range transportation system to link Morgan Hill with areas to the north and south without promoting congestion in local neighborhoods, particularly along Butterfield Boulevard and Santa Teresa Boulevard. Congestion on Monterey Road in Downtown Morgan Hill will be tolerated in order to promote a pedestrian-friendly character and favor transit-oriented development.

POLICY TR-11.3



Freeway Access. Work with the Santa Clara County Valley Transportation Authority (VTA) toward relieving congestion in the city by improving access to the freeway.

POLICY TR-11.4



Highway 101 Capacity. Work with VTA and Caltrans to ensure widening of Highway 101 to eight lanes by 2030 to accommodate expected traffic volume, and to plan for and implement appropriate strategies such as ramp metering, speed harmonization, tolling, using available transit and carpool lane capacity, High Occupancy Toll Lanes, or other strategies. Consider encouraging VTA and Caltrans to plan for ten lanes as appropriate to accommodate future traffic volume beyond 2030.

POLICY TR-11.5



VTA Long-Term Transportation Planning. Support the VTA Long Term Transportation Planning efforts and actions.

ACTION TR-11.A

RC

Regional Transportation Plan/Sustainable Communities Strategy Implementation. In cooperation with the County, work with the Association of Bay Area Governments, the Metropolitan Transportation Commission, VTA, Caltrans, and the U.S. Department of Transportation to implement regional transportation plans and develop Sustainable Communities Strategies.

ACTION TR-11.B

RC

Transit Management Plan. Work with the VTA to develop a Transit Management Plan addressing multiple transportation modes as a means of reducing vehicle trips during peak traffic hours.

ACTION TR-11.C

RC

Modeling. Ensure that the City's transportation model is kept up to date to reflect development as it occurs, and schedule Morgan Hill traffic model updates in conjunction with General Plan Updates and/or to coincide with or incorporate VTA model updates. Approximately every 5 years, strive to update the model with updated land use and circulation network projections, and to complete a comprehensive Future Improvements Transportation Study to identify whether amendments to the Circulation Plan are warranted, and to provide information about the priority and timing of needed transportation improvements.

ACTION TR-11.D

RC

South County Transportation Planning. Improve coordination and cooperation between the South County Cities and the County on all South County transportation planning. (South County Joint Area Plan 11.07)

ACTION TR-11.E



Approvals for Private Development. Conduct a study to identify techniques to accomplish the following objectives and incorporate the techniques identified in the study into approvals for future private development and Capital Improvement Planning.

1. Provide traffic calming on City streets as may be needed to enhance safety.
2. Move traffic with destinations outside of Morgan Hill to Highway 101 efficiently on major and minor arterial streets, minimizing impacts on local neighborhood streets.
3. Implement strategies to encourage regional commuter traffic to use Highway 101 for access to areas outside of Morgan Hill and to avoid using Morgan Hill local neighborhood streets for the purpose of commuting between the south and the north of Morgan Hill.
4. Pursue grants and other funding opportunities to install sidewalks, bike lanes, and/or bicycle/pedestrian paths or lanes where such improvements do not presently exist in developed areas and along arterial streets, particularly for the Hale/Santa Teresa/DeWitt/Sunnyside corridor west of Highway 101 and the Murphy/Mission View corridor east of Highway 101.

ACTION TR-11.F



Facilities South of Tennant Avenue and Hill Road. In cooperation with the County, determine what traffic facilities are needed south of Tennant Avenue and the Hill Road area, with consideration to the location of the City's Urban Growth Boundary and regional growth projections.

ACTION TR-11.G



Murphy Avenue and Hill Road Extension.

Cooperate with the County in efforts to connect Murphy Avenue to Mission View Drive and Burnett Avenue, and Hill Road to Peet Road.

ACTION TR-11.H



Maximized Roadway and Transportation Systems.

Work with VTA in planning for maximizing the local road and multi-modal transportation infrastructure to support land uses in a manner consistent with smart growth and Sustainable Communities principles; completing the planned vehicular roadway network while also supporting policies and actions that enhance access to and use of alternate modes of travel.

NATURAL RESOURCES AND ENVIRONMENT

8

CHAPTER PURPOSE

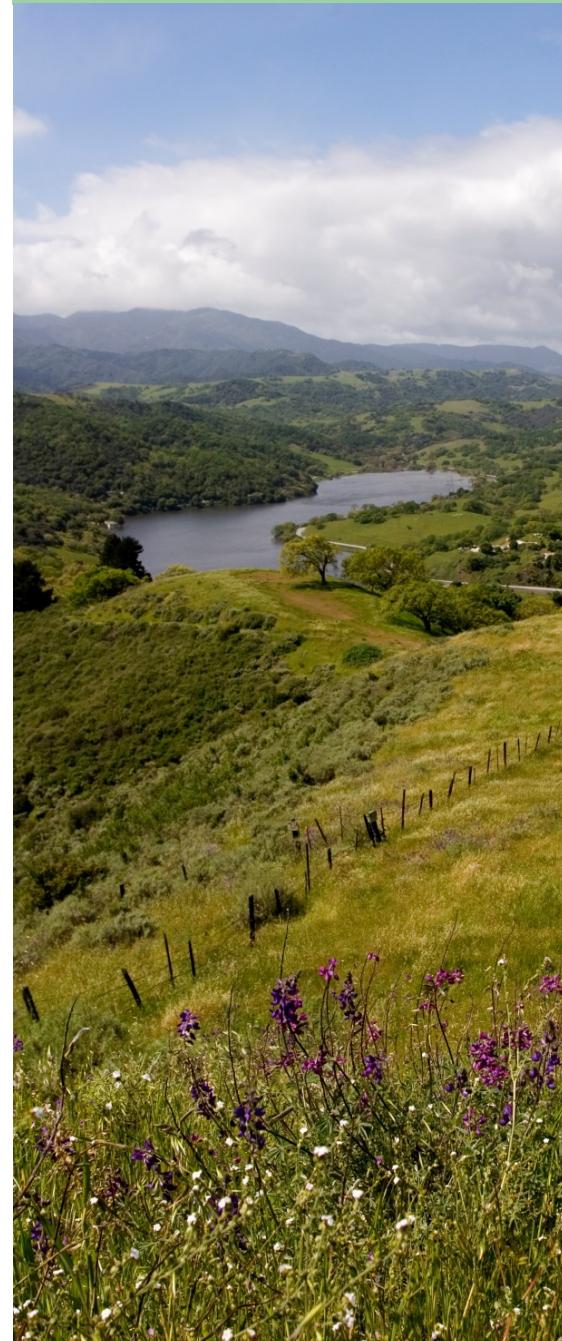
The Natural Resources and Environment Element advocates preserving open space, agricultural uses, hillsides, riparian areas, wildlife habitat, and other natural features. Policies seek to establish a greenbelt around the City, preserve El Toro, conserve resources and protect the City's cultural heritage, all to help Morgan Hill retain its rural atmosphere as it continues to grow. A number of policies in this element derive from the South County Joint Area Plan, which addresses a variety of open space, conservation, and regional planning concerns unique to the area around Morgan Hill and Gilroy. This Element provides some brief background information and related goals, policies, and actions on the following topics:

- Open Space, Hillsides, and Scenic Features
- Agricultural Resources
- Biological Resources
- Water Quality and Conservation
- Air Quality
- Climate Change
- Energy Conservation

OPEN SPACE, HILLSIDES, AND SCENIC FEATURES

OPEN SPACE

The abundance of open space within and around Morgan Hill is a key contributor to quality of life for City residents and visitors. Preserving open space, including in conjunction with new development, is essential to maintaining the uniqueness and quality of life of Morgan Hill.



HILLSIDES AND SCENIC RESOURCES

The slopes that flank Morgan Hill to the east and west play a major role in shaping the character of the City. They provide a scenic backdrop for the community and access to trails and open spaces. Maintaining views of the hillsides from public rights of way, as well as preserving their important resources, are City priorities.

GREENBELTS

The Natural Resources and Environment Element identifies a Greenbelt, which is intended to physically define the City and separate it from San Jose and San Martin. The Greenbelt includes both public open space and private properties as shown on Figure NRE-1. Identification of areas as “Greenbelt” does not change the development potential or restrictions imposed under Santa Clara County development policies and regulations. Rather, it indicates that the City will work with the County to minimize off-site visual impacts of new development. In addition, the Greenbelt is intended to identify areas where a targeted program of acquisition of open space easements or fee title to land may occur.

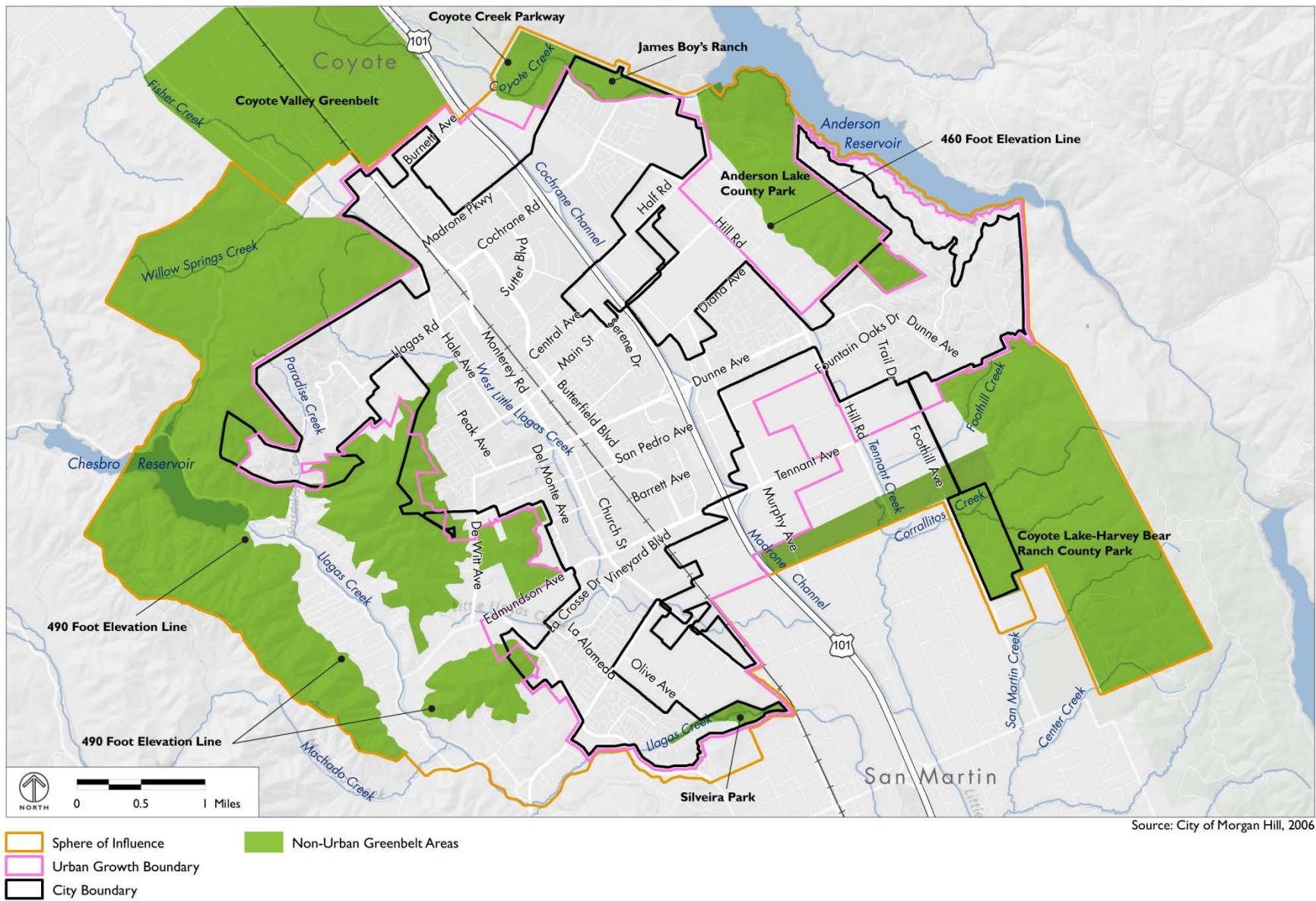
Areas outside of the Urban Growth Boundary that have been substantially subdivided into parcels smaller than 10 acres generally are not included in the identified Greenbelt areas. Many of the parcels in these areas are developed or are eligible for construction of single-family homes. The existing and potential density of development in these areas minimizes their value as Greenbelt areas. However, the rural character of these areas does help to define and distinguish the urbanized City area from other urban and rural county areas.

AGRICULTURAL RESOURCES

Agriculture has been important to the City throughout its history as an industry and employment generator, in addition to contributing to the City’s rural character. The City’s economy once depended on the cultivation of stone fruits, pears, apples, and nuts. Although the local economy diversified, agriculture is still



Figure NRE-1 Greenbelts



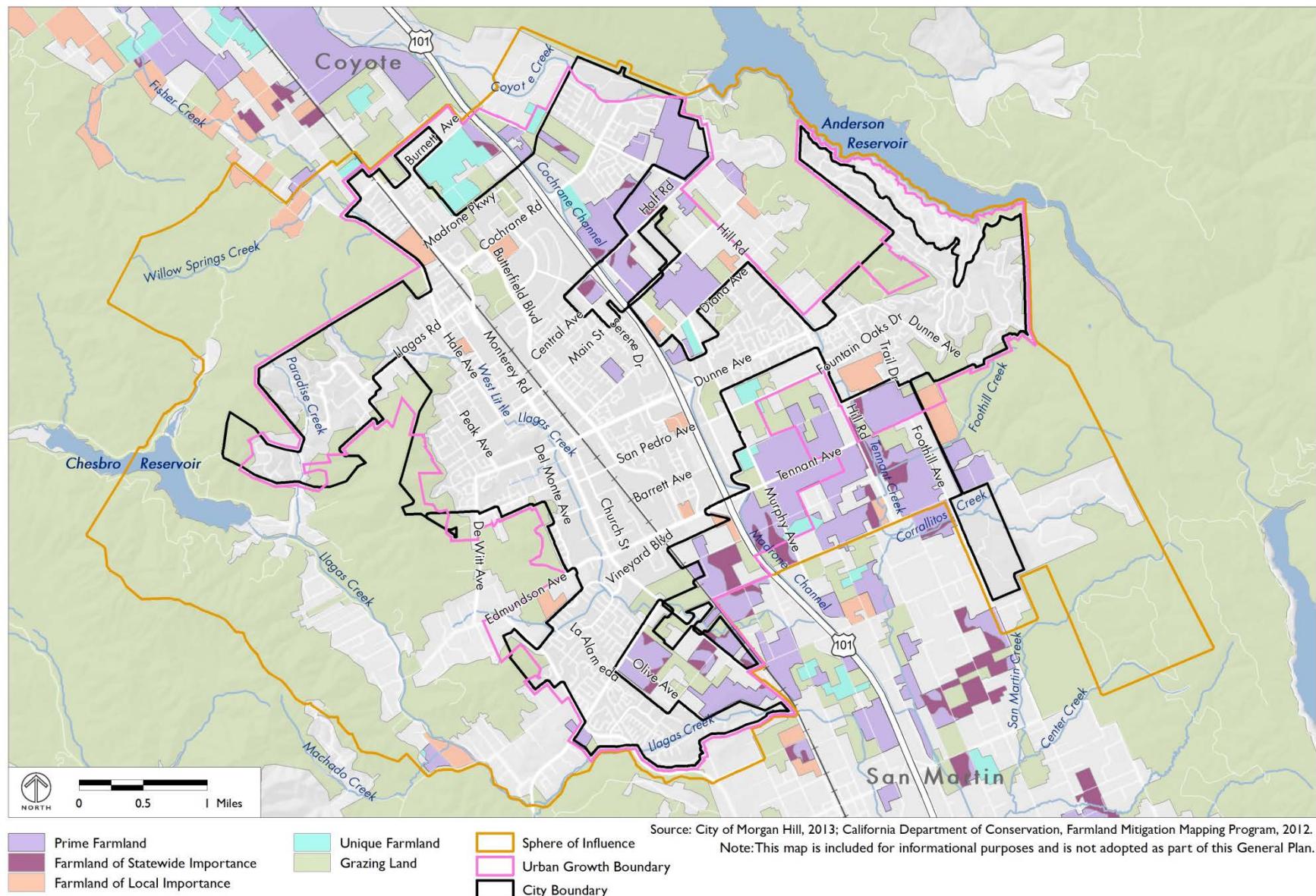
an important asset to the region, as evident by the surrounding nurseries, orchards, and vineyards, which boost the region's economy and the local tourism industry.

Supporting agriculture requires finding innovative ways to help farming and ranching operations become and remain competitive in an increasingly global economic environment. Agricultural development policies intend to retain the historic agricultural character of lands surrounding Morgan Hill, and to minimize conflicts between urban development and agricultural uses.

Agricultural land can be found within the Morgan Hill City limit and within the Sphere of Influence (SOI). The Morgan Hill area includes prime farmland, farmland of statewide importance, farmland of local importance, unique farmland, and grazing land, as classified by the State Department of Conservation. As shown in Figure NRE-2, most of the prime farmland is located on the eastern side of the City, east of Highway 101. However, the Department of Conservation's data reflect conditions as of 2010. Since the time the State published the data, some limited pieces of land may have been developed or may now be under development review. Nevertheless, the data provide a broad picture of the agricultural resources within Morgan Hill today.

The California Land Conservation Act of 1965, also known as the Williamson Act, provides tax relief for landowners who preserve their agricultural and open space property under Williamson Act contracts. Under contract, the tax on a Williamson Act property is assessed at a rate consistent with its actual use, rather than the potential value. These contracts run for 10 years, are automatically renewable on an annual basis, and may be terminated by the initiative of either the property owner or the legislative body. There are a number of parcels under Williamson Act contracts in and around Morgan Hill.

Figure NRE-2 Important Farmland



BIOLOGICAL RESOURCES

NATURAL COMMUNITIES

A natural community refers to a group of species that occurs in the same habitat or area. Six natural communities and two non-natural communities are present in the Morgan Hill City limits and SOI (Figure NRE-3). The six natural communities include:

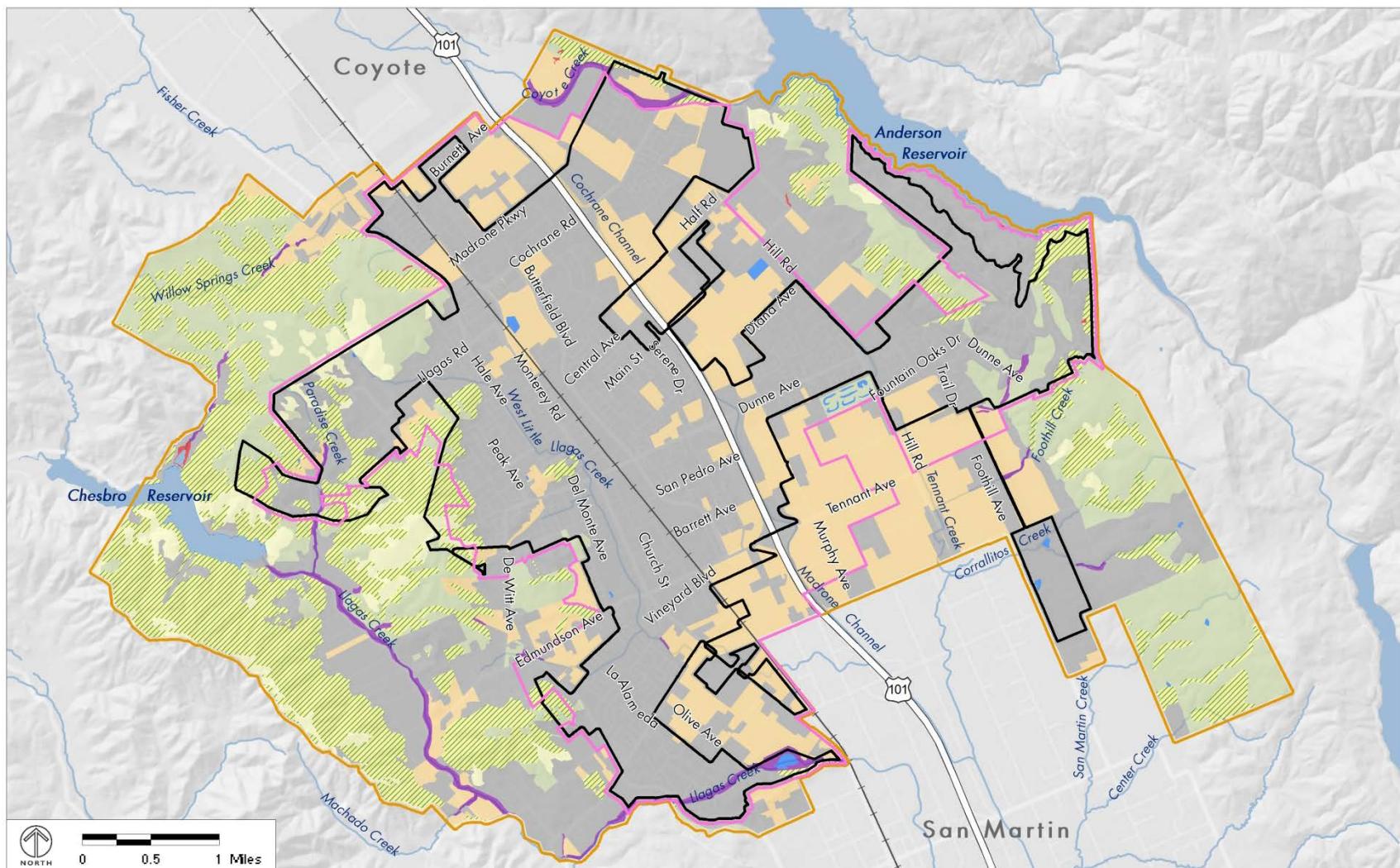
- oak woodland (3,221 acres within the SOI),
- grassland (2,518 acres within the SOI) chaparral and coastal scrub (546 acres within the SOI),
- riparian forest and scrub (236 acres within the SOI),
- open water (181 acres within the SOI), and
- wetland (13 acres within the SOI).

The two non-natural land cover types consist of developed land (9,373 acres) and agricultural lands (3,486 acres).

SENSITIVE NATURAL COMMUNITIES

The California Department of Fish and Wildlife (CDFW) has identified several native plant communities that are rare and/or diminishing within California. Although some of these communities represent important biological resources and may be unique to California, they have no legal protective status. Nevertheless, substantial losses of some of these plant communities may be considered “significant” under the California Environmental Quality Act (CEQA). Plant communities that CDFW considers sensitive in the Morgan Hill City limits and SOI (see Figure NRE- 4) include serpentine bunchgrass grassland, valley oak woodland, and blue oak woodland. Areas of well-developed riparian woodland and scrub, such as central California sycamore alluvial woodland, as well as other wetlands, are also considered sensitive because they are valuable to plant and wildlife diversity and are diminishing.

Figure NRE-3 Natural Communities



Source: City of Morgan Hill, 2013; Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan, 2012

Natural Community

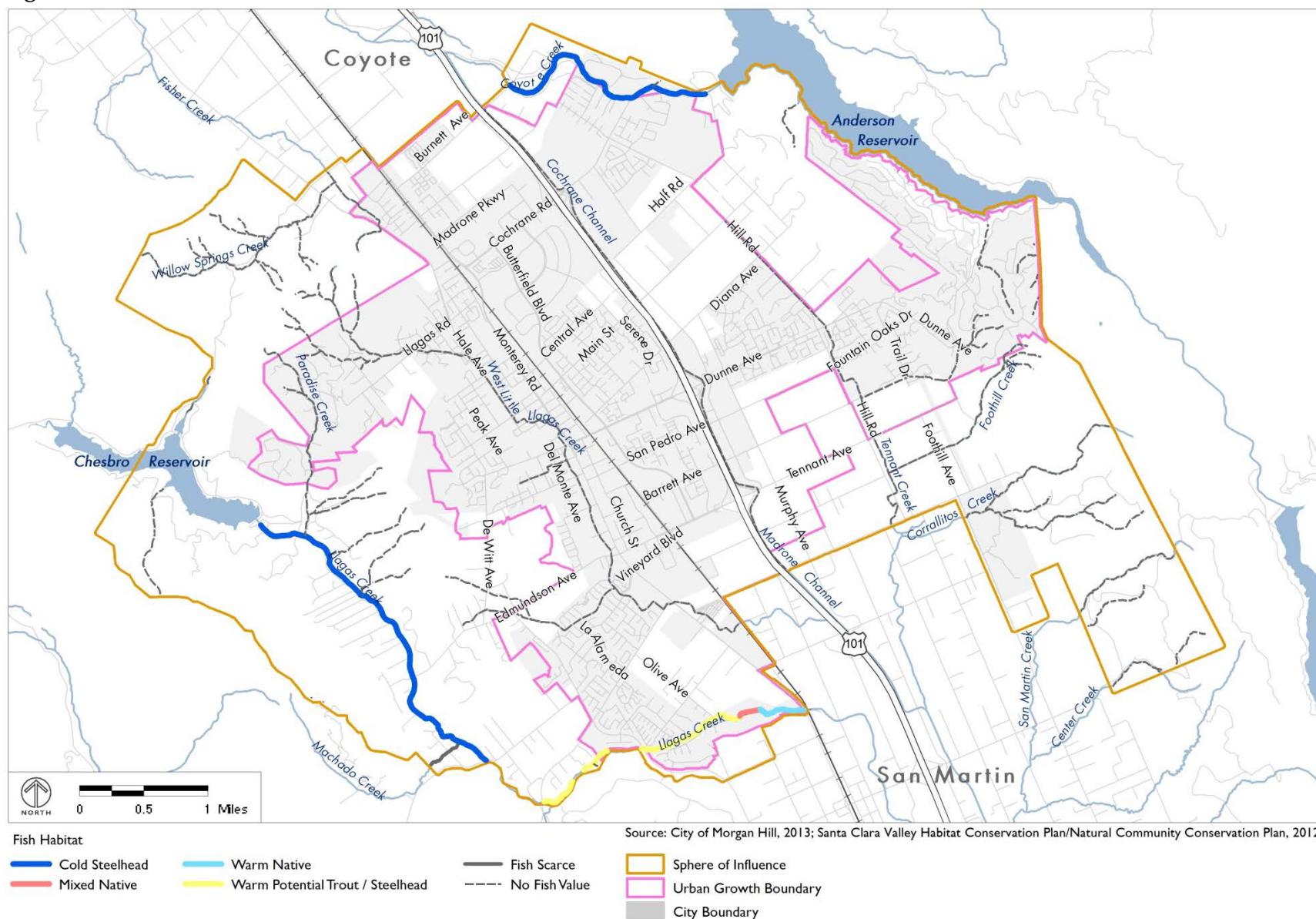
- Chaparral & Northern Coastal Scrub
- Grasslands
- Oak Woodland
- Open Water (Aquatic)

- Wetland
- Riparian Forest and Scrub
- Irrigated Agriculture
- Developed

- Sphere of Influence
- Urban Growth Boundary
- City Boundary

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure NRE-4 Fish Habitat



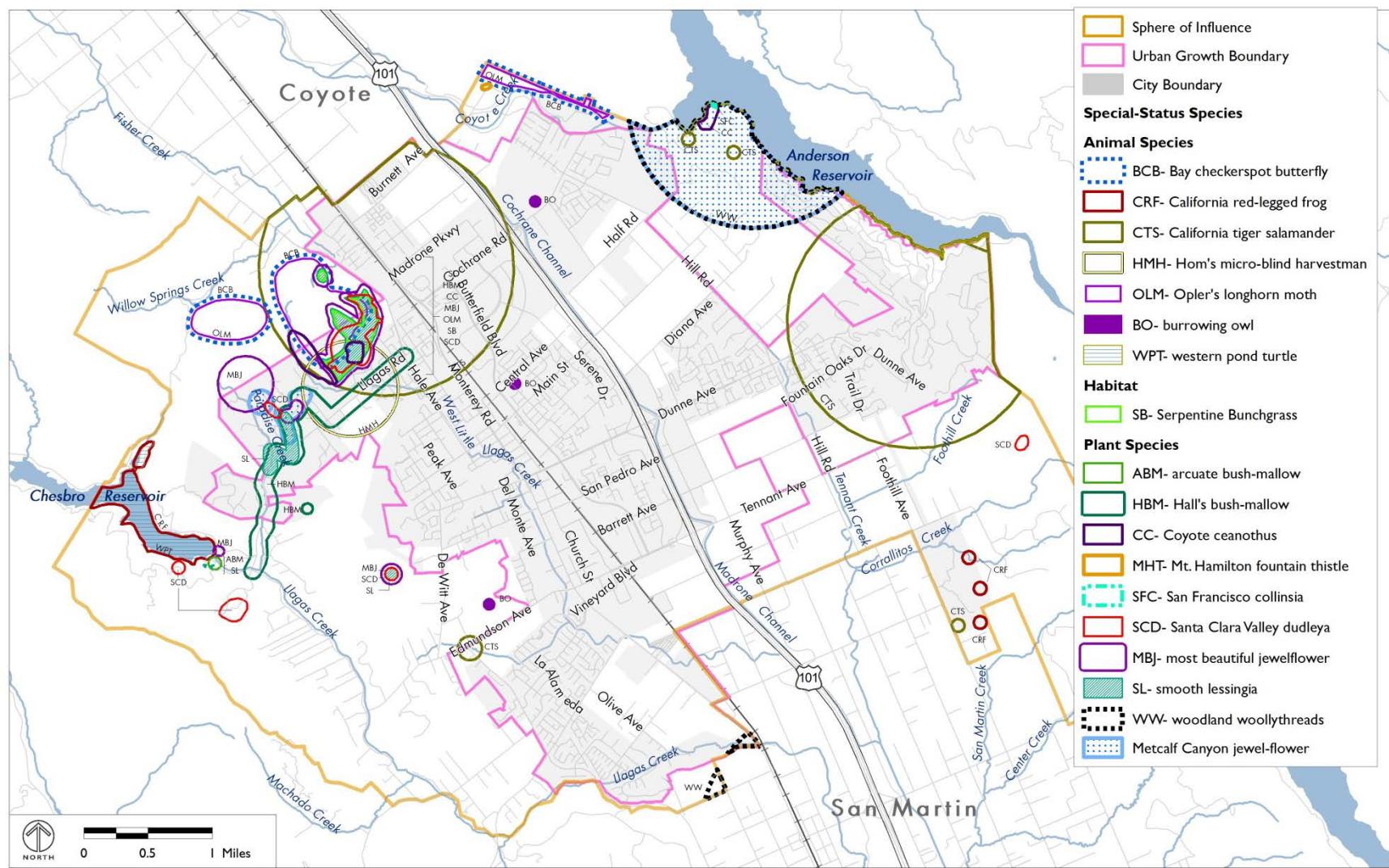
RIPARIAN AREAS AND AQUATIC HABITAT

Five creeks traverse Morgan Hill: Coyote and Fisher Creeks drain north to the San Francisco Bay, and Edmunson, Tenant and West Little Llagas Creeks flow into Monterey Bay. The City creeks and drainages can complement existing and new development by providing recreational access, pedestrian and bicycle connections, and places where people can go to appreciate the natural environment. Efforts to retain and rehabilitate water courses and adjacent banks will benefit the entire community.

A variety of aquatic species have the potential to occur within Morgan Hill and the SOI. The creeks in Morgan Hill support riverine habitats for fish and amphibian species. Five habitat types are present within Morgan Hill as shown on Figure NRE-5:

- **Cold Steelhead Habitat:** This habitat is primarily located downstream of reservoirs. High stream flows (due to reservoir releases), sufficient sun, and high water clarity provide for suitable steelhead habitat conditions.
- **Warm Potential Trout/Steelhead Habitat:** This habitat is located further downstream of reservoirs and has higher water temperatures and/or lower stream flows than the cold steelhead habitat. Its high water temperatures increase steelhead food demands, but its low stream flows and poor turbidity characteristics often do not produce enough insects to feed the fish. Increasing stream flows or reducing water temperatures can make the habitat more suitable for steelhead. Warm-water fish often dominate in this habitat type.
- **Warm Native Habitat:** This habitat is suitable for native warm-water fish, such as Sacramento sucker, hitch or California roach, Sacramento pikeminnow, threespine stickleback, and prickly sculpin.
- **Mixed Native and Introduced Habitat:** This habitat has warm water temperatures, which provide suitable habitat conditions for native and introduced species, such as tule perch (*Hysterocarpus traski*).

Figure NRE-5 Known Occurrences of Special Status Species



Source: City of Morgan Hill; CNDDDB, 2015.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

- **Fish-Scarce Habitat:** This habitat is mostly dry during summer and fall, but it can provide migration routes for steelhead and other fish or a reproductive habitat for amphibians.

PLANTS AND WILDLIFE

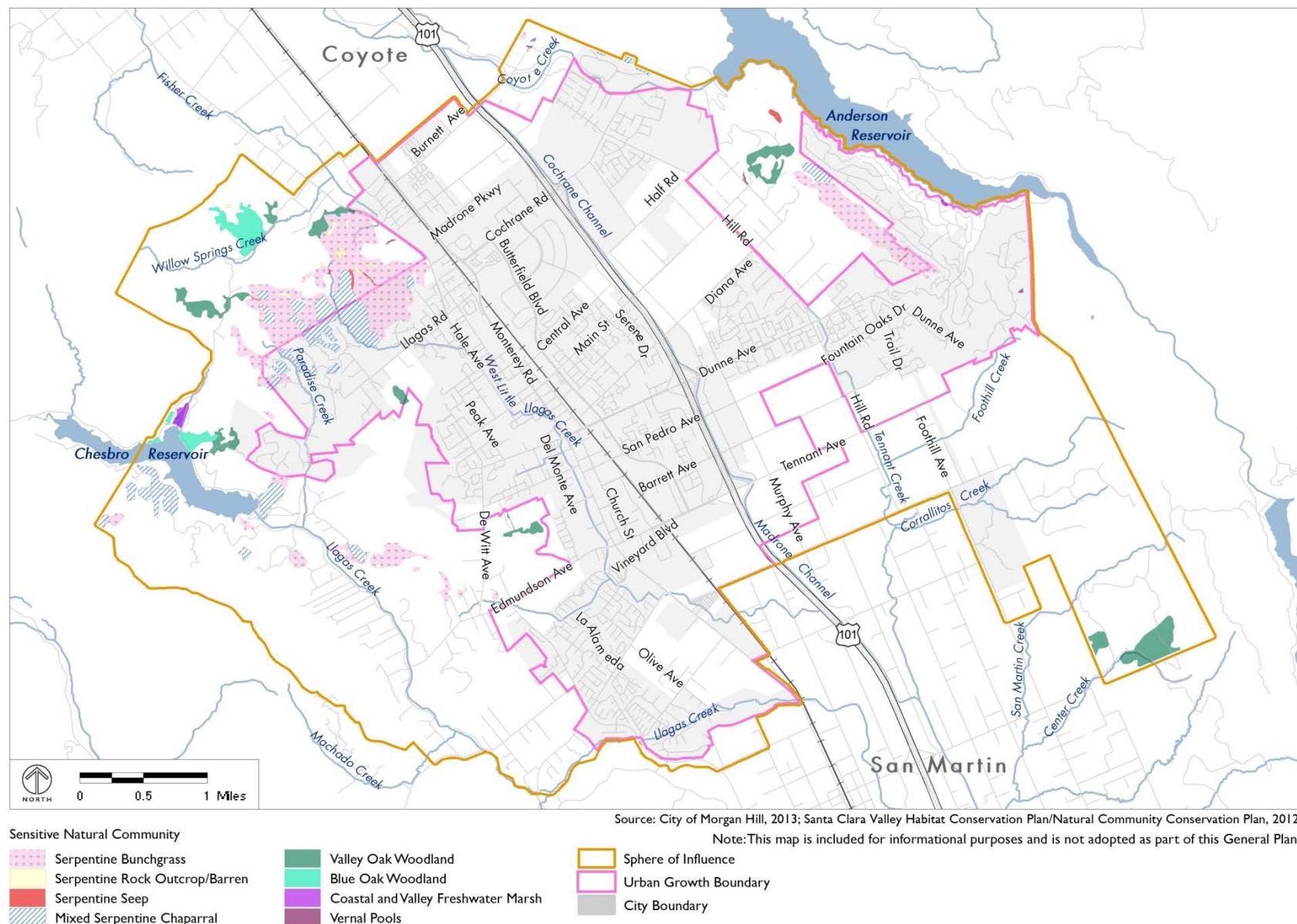
Morgan Hill is home to federally and State listed special-status species. The City is committed to protecting significant native flora and fauna. Ensuring that development does not compromise existing habitat will be a part of future land use decisions.

In addition to plant and animal species, a special-status habitat, serpentine bunchgrass, has been identified in Morgan Hill. Figure NRE- 6 illustrates the locations of known occurrences of special-status species.

HABITAT CONSERVATION PLAN

In October 2012, the City of Morgan Hill adopted the Santa Clara Valley Habitat Conservation Plan (HCP), which is a regional partnership between six Local Partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the Cities of San Jose, Gilroy, and Morgan Hill) and two Wildlife Agencies (the CDFW and the USFWS), in order to protect special-status species. The HCP provides a framework for promoting the protection and recovery of natural resources, including endangered species, as well as aims to streamline the permitting process for planned development, infrastructure, and maintenance activities under the jurisdictions of the County of Santa Clara (County), the Santa Clara Valley Water District (SCVWD), the Santa Clara Valley Transportation Authority (VTA) and the Cities of Gilroy, Morgan Hill, and San José.

Figure NRE-6 Sensitive Natural Communities



WATER QUALITY AND CONSERVATION

REGIONAL WATERSHEDS

A watershed refers to the entire area that drains to a single waterway, such as a stream, lake, aquifer, or the ocean. The Morgan Hill City limits and SOI lie in two regional watersheds: the Coyote Creek and Uvas-Llagas Watersheds. As illustrated in Figure NRE-7, most of the City is located within the Uvas-Llagas Watershed, part of the Pajaro River Watershed, which drains southward towards Monterey Bay. The Coyote Creek Watershed, the largest watershed in Santa Clara County, covers the northern portions of the City. Coyote Creek originates in the Diablo Range and flows to Anderson Reservoir and then northward towards South San Francisco Bay through the flat Santa Clara Valley.

There are four reservoirs in the vicinity of Morgan Hill (Figure NRE- 8). Two of them are part of the Coyote Creek Watershed: Anderson Reservoir, located adjacent to the City's eastern boundary, and Coyote Reservoir, located 3 miles south of Anderson Reservoir. Chesbro and Uvas Reservoirs are located on the west side of the City within the Uvas-Llagas Watershed. The southern portion of Chesbro Reservoir lies within the SOI.

LOCAL CREEKS AND DRAINAGE CHANNELS

As shown in Figure NRE- 7, several creeks traverse Morgan Hill. Coyote and Fisher Creeks flow north to the San Francisco Bay. Edmundson, Tennant, and West Little Llagas Creeks drain south into Monterey Bay. While creeks in the hills remain generally natural and provide riparian habitats, most creeks in developed areas have been straightened and channelized to prevent flooding. Engineered drainage channels running through the City include Butterfield and Madrone Channels and some parts of West Little Llagas Creek and Tennant Creek.

Figure NRE-7 Groundwater Basins

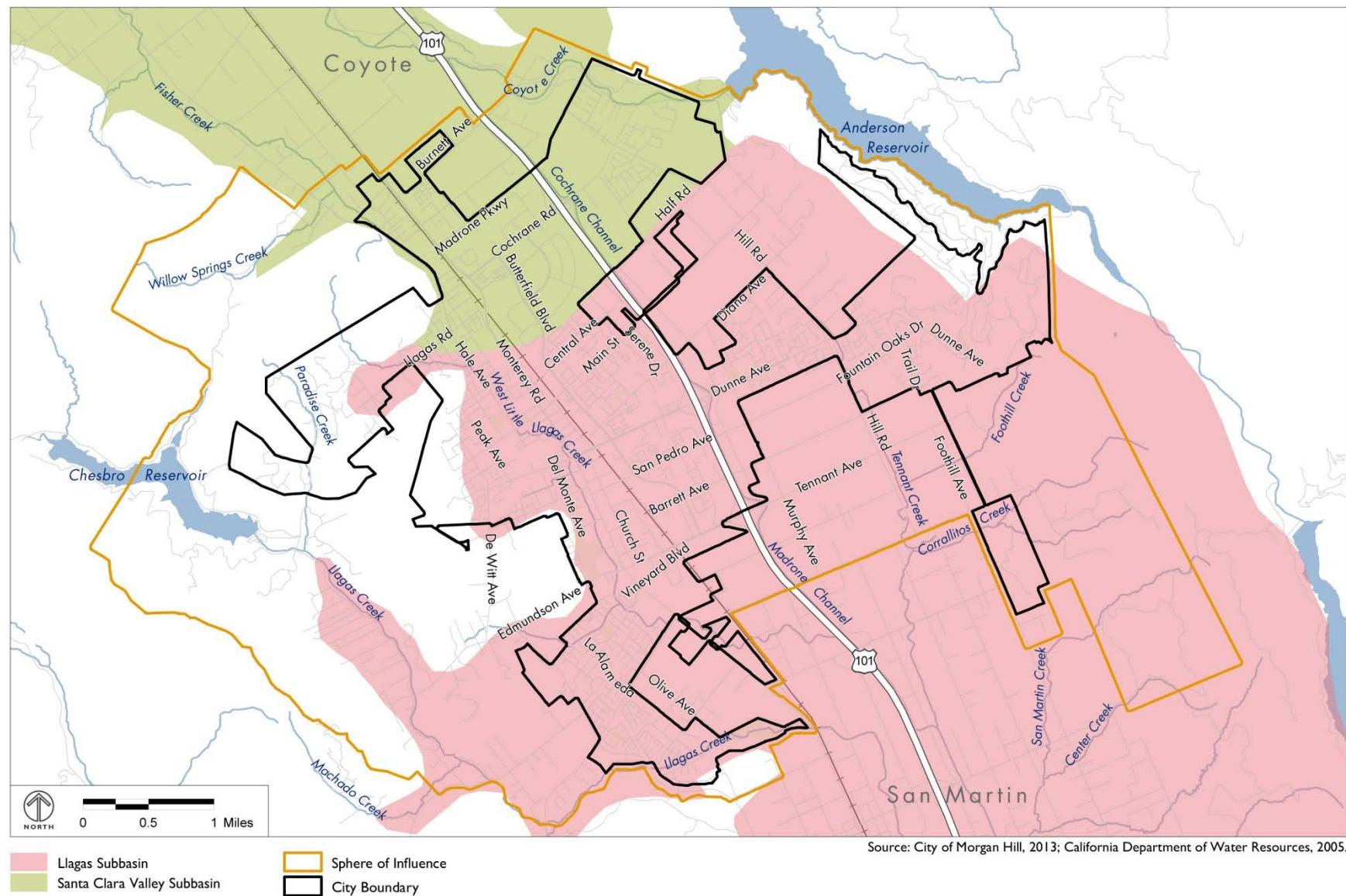
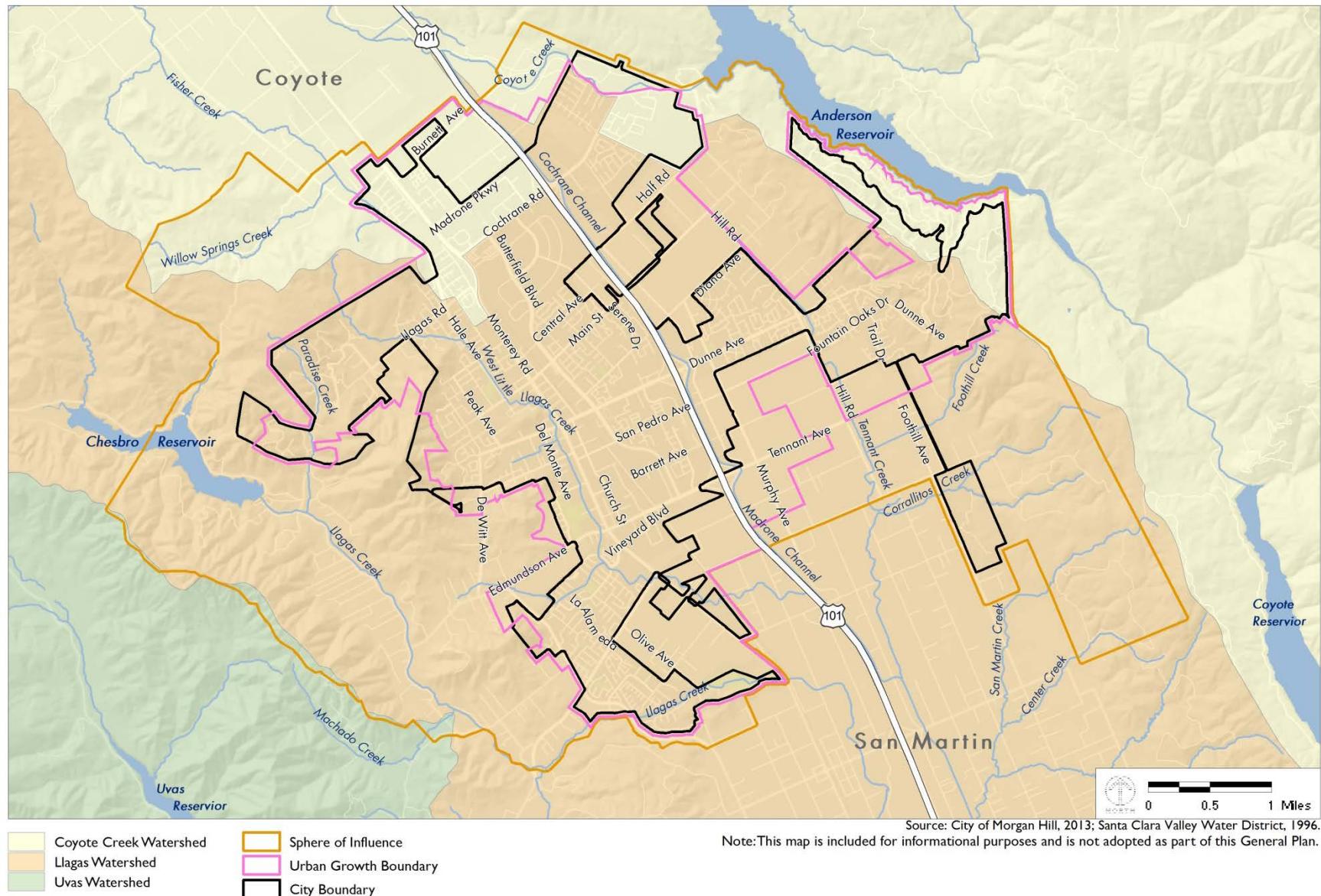


Figure NRE-8 Watersheds



GROUNDWATER

Morgan Hill lies within two groundwater subbasins: the Santa Clara Subbasin and the Llagas Subbasin, as shown in Figure NRE-7.

The City of Morgan Hill pumps groundwater from the Coyote and Llagas Subbasins for its water supply. The Santa Clara Valley Water District (SCVWD), of which the City of Morgan Hill is a member agency, manages all groundwater basins in Santa Clara County and utilizes a Groundwater Recharge Program to maintain groundwater levels. According to Morgan Hill's 2010 Urban Water Management Plan, the groundwater basins are not in condition of overdraft, and groundwater levels are not expected to drop.

AIR QUALITY

Morgan Hill is located within the San Francisco Air Basin, which is managed by the Bay Area Air Quality Management District (BAAQMD). The Air Basin comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

Air pollutants of concern in Morgan Hill include ozone (O_3), carbon monoxide (CO), nitrogen oxide (NO_2), and particulate matter (PM). These pollutants originate from sources both within and outside of Morgan Hill. Natural gas use for energy, heating and cooking, vehicle trips, and area sources such as landscaping equipment and consumer cleaning products are the primary sources of air pollutants in Morgan Hill.

Sensitive receptors include those segments of the population that are most susceptible to poor air quality, such as children, elderly people, and sick people, as well as sensitive land uses, such as schools, hospitals, parks, and residential communities. Air quality

problems intensify when sources of air pollutants and sensitive receptors are located near one another. Since residential areas are located throughout the city, as are schools, parks, and medical facilities, the consideration of sensitive receptors is an important aspect of the General Plan.

CLIMATE CHANGE

The earth's atmosphere is composed of naturally occurring and human-caused greenhouse gases (GHGs) that trap heat in the atmosphere and affect the Earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a climate suitable for human life. Human activities, including burning fossil fuels and removing trees, have contributed to an excessive release of carbon in the form of carbon dioxide into the earth's atmosphere. Consequently, the amounts of GHGs in the atmosphere have increased, intensifying the natural greenhouse effect. This intensified greenhouse effect has contributed to global warming, which is an increased rate of warming of the earth's surface temperature. Warming of the earth's lower atmosphere induces large-scale changes in ocean circulation patterns, precipitation patterns, global ice cover, biological distributions, and other large-scale changes to the ecosystem.

In the State's efforts to mitigate the effects of climate change, the Governor of California signed Assembly Bill (AB) 32 in 2006, codified under the Global Warming Solutions Act, into legislation. The Act requires that California cap its GHG emissions at 1990 levels by 2020. This legislation requires the California Air Resource Board (CARB) to establish a program for statewide GHG emissions reporting, as well as monitoring and enforcement of that program. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Senate Bill (SB) 375 also responds to AB 32, and calls for the automobile and light truck industry to produce reduced-emission vehicles and requires metropolitan planning organizations (MPOs) to prepare sustainable communities strategies, which will

demonstrate how a region will meet CARB's GHG reduction targets by reducing the amount of vehicle miles traveled.

ENERGY CONSERVATION

Conserving resources often depends on modifying established behavior patterns. The plan intends to encourage residents and businesses to conserve energy by supporting programs that are easy to participate in.



GOALS, POLICIES, AND ACTIONS

OPEN SPACE, HILLSIDES, AND SCENIC FEATURES

GOAL NRE-1 Preservation of open space areas and natural features.

POLICY NRE-1.1



Natural Features. Preserve outstanding natural features, such as the skyline of a prominent hill and rock outcroppings.

POLICY NRE-1.2



Large Open Space Areas. Work with the County, the Open Space Authority, appropriate conservancy organizations and land trusts, and property owners to preserve large open space areas, such as agricultural lands and outdoor recreation areas, to conserve natural resources and retain the City's unique identity.

POLICY NRE-1.3

Designated Open Space. Maintain land designated as "Open Space" on the Morgan Hill General Plan Land Use Map (Figure CNF-3).

POLICY NRE-1.4



South County Open Space. Preserve and maintain the wide variety of open spaces in the South County; including greenbelt areas, parks, and agricultural uses. (South County Joint Area Plan 16.00)

POLICY NRE-1.5

RC

Coordinated Action. Continue to coordinate with Gilroy and Santa Clara County to implement South County open space goals and objectives and participate in the development of regional open space preservation programs. (South County Joint Area Plan 16.19 & 16.20)

POLICY NRE-1.6

RC

Open Space Preservation Tools. Use a variety of open space preservation tools to protect open space, including public acquisition, land use regulation, urban development policy, economic incentives to landowners, open space easements, transfer of development rights, planned cluster development, assessment districts, and dedication of additional lands upon development. (South County Joint Area Plan 16.17)

POLICY NRE-1.7

RC

Priority Areas for Preservation. The South County includes a variety of open space areas, including the valley floor, stream corridors, lands around reservoirs, foothills, inter-mountain valleys, and mountain areas beyond the foothills. Of these geographic areas, stream corridors, lands around the reservoirs, lands which provide greenbelts, and significant hillside features should receive highest priority for preservation as open space and future regional park location. (South County Joint Area Plan 16.01 & 16.02)

POLICY NRE-1.8

RC

County Parks and Open Space Programs.

Support County programs to:

- a) acquire and develop regional parks in the South County, providing just compensation for the taking of private lands;
- b) protect open space resources by prohibiting the introduction of uses incompatible with open space resource preservation, and preserve open space through planning, regulation, acquisition and/or development rights transfer programs;

c) plan and regulate land use to avoid hazardous areas and protect critical natural resources; and
d) continue to provide property tax relief via the Williamson Act to land owners who agree to maintain their lands in open space uses. (South County Joint Area Plan 16.21)

POLICY NRE-1.9 **Poppy Jasper.** Preserve Poppy Jasper as a natural resource unique to Morgan Hill.

POLICY NRE-1.10 **Wetland Delineation and Mitigation.** Require wetland delineation and mitigation as part of the environmental review of future development.

POLICY NRE-1.11 **Wetlands Enhancement.** Encourage enhancement of sensitive wetlands as part of future development.

ACTION NRE-1.A **Identification of Lands to Preserve.** Identify appropriate lands to preserve as open space.

ACTION NRE-1.B **Open Space Acquisition and Maintenance.** Formulate a program for open space acquisition and maintenance that could involve a variety of funding sources and stewardship agencies.

ACTION NRE-1.C **Orderly Development.** Retain important open space lands through planning for orderly, staged urban development. (South County Joint Area Plan 16.20)

ACTION NRE-1.D **Prohibition of Poppy Jasper Mining.** Work cooperatively with the County to ensure that County regulations prohibit the mining of Poppy Jasper.

GOAL NRE-2 Preservation of hillside areas as open space and scenic features.

- POLICY NRE-2.1 **Hillside and Ridgeline Views.** Protect views of hillsides, ridgelines, and prominent natural features surrounding the City. These features help define the City's historic rural character, sense of place, image and identity.
- POLICY NRE-2.2 **El Toro Mountain as Landmark Feature.** Retain the City's unique identity by preserving its landmark natural feature, El Toro Mountain.
- POLICY NRE-2.3 **Scenic Hillside Preservation.** Preserve scenic hillsides around the City in an undeveloped state, wherever feasible. Provide for retention of hillside areas as open space through the dedication and/or purchase of scenic easements and/or open space easements, transfer of development rights and other appropriate measures.
- POLICY NRE-2.4 **Building Distance below Ridgelines.** Limit all building pads located within the hillside areas to an elevation at or below the 80-foot vertical drop from the ridgeline.
- ACTION NRE-2.A **Rural Hillsides.** Limit the hillside/mountain areas to the east and west to low-intensity rural uses compatible with open space in order to maintain their integrity as the South County's major scenic and natural resources. (South County Joint Area Plan 16.08)
- ACTION NRE-2.B **El Toro Mountain Preservation.** Preserve El Toro Mountain in open space above the 500-foot contour line on all sides, with the exception of the Llagas and Paradise Valleys (where all land above the 600-foot contour elevation should be preserved).

ACTION NRE-2.C

Purchase of Easements. Purchase lands and/or open space easements on El Toro Mountain through funds provided by a general bond election and/or grants from State, federal, and private sources.

ACTION NRE-2.D

(RC)

El Toro Mountain and Santa Clara County Parks. Work with Santa Clara County Parks and Recreation Department and/or the Open Space Authority of Santa Clara Valley (OSA) to incorporate a portion of El Toro Mountain into the County park system or into the OSA managed system of open space.

ACTION NRE-2.E

Hillside Ordinance. All hillside areas with an average slope of 10 percent or greater shall be regulated by the Hillside Ordinance.

GREENBELTS

GOAL NRE-3 A stable, long-term City boundary reinforced by a greenbelt

POLICIES REGARDING CREATION OF THE GREENBELT

POLICY NRE-3.1

(RC)

Greenbelt as a Community Separator. Maintain a greenbelt to separate the northern and southern boundaries of the City from surrounding rural lands and the urbanized areas of San Jose and San Martin.

POLICY NRE-3.2

(RC)

San Jose Coyote Valley Greenbelt. Work with the City of San Jose and Santa Clara County to ensure that the San Jose Coyote Valley Greenbelt, which includes the area south of Palm Avenue and north of the Morgan Hill City limits and is located within the San Jose Sphere of Influence, shall continue to provide the non-urban buffer for the north side of Morgan Hill.

POLICY NRE-3.3

RC

Greenbelt Easements. Acquire easements on properties using an approach that would maintain some appropriate development potential, maximize the use of available funds for greenbelt and open space protection, and minimize land management and maintenance costs.

POLICY NRE-3.4

RC

Land in Fee Title for Greenbelts. Acquire land in fee title when the City's objectives include allowing public access to the site for recreational or related activities.

POLICY NRE-3.5

RC

"Willing Seller" Greenbelt Acquisition. Acquire properties and easements on a "willing seller" basis.

POLICIES REGARDING USES WITHIN THE GREENBELT

POLICY NRE-3.6

RC

No Commercial/Industrial Uses within Greenbelts. Support County policies prohibiting commercial and industrial uses (excluding agricultural industry) in the unincorporated and greenbelt areas surrounding the City.

POLICY NRE-3.7

RC

Appropriate Greenbelt Land Uses. Encourage land uses appropriate within a greenbelt, which might include: a) low-density residential development on lots 10 acres or more in size; b) public parks and recreational areas; c) privately operated recreation areas (e.g., golf courses and riding stables); and, d) agriculture. (South County Joint Area Plan 16.16)

POLICY NRE-3.8

RC

Appropriate Greenbelt Land Uses. Require appropriate uses within Greenbelt areas such as parks and other designated open spaces, scenic/open space easements, golf courses, low intensity public facilities involving minimal permanent improvements and agricultural activities are appropriate uses. Existing residential may remain and new residential uses should be located and designed to have minimal visual and other environmental impacts.

POLICY NRE-3.9

RC

Greenbelt Areas on Private Land. Greenbelt areas which are privately owned are not intended for public recreational use.

ACTIONS REGARDING CREATION OF THE GREENBELT

ACTION NRE-3.A

RC

Tools to Create a Greenbelt. Use a variety of tools to create a greenbelt, including public acquisition, land use regulation, urban development policy, economic incentives to landowners, open space easements, transfer of development rights, planned cluster development, assessment districts, and dedication of additional lands upon development.

ACTION NRE-3.B

RC

Greenbelt Acquisition Program. Pursue a targeted program for acquisition of Greenbelt land in fee title or conservation easements. Prioritize undeveloped properties that are most threatened with development which, if acquired, would provide significant public benefit.

ACTION NRE-3.C

RC

Greenbelt Monitoring Program. Develop a comprehensive program for monitoring land uses and acquiring and maintaining certain Greenbelt areas. Components of the program should include staffing and/or contract resources, identification of and securing funding for acquisition of

easements and fee title to property, and administration of the program.

ACTION NRE-3.D



Regional Approach to Form a Greenbelt. Work with San Jose and Santa Clara County to establish and preserve a defined, permanent greenbelt between Morgan Hill and San Jose in the southern Coyote Valley, comprised of agricultural uses, rural estates, and the Coyote Park chain. (South County Joint Area Plan 16.13 & 16.14)

ACTION NRE-3.E



Regional Greenbelt Plan Implementation. Work with San Jose, Gilroy and Santa Clara County to implement plans for the preservation of greenbelts between the cities. (South County Joint Area Plan 16.22)

ACTION NRE-3.F



Greenbelt Funding Source. Work with San Jose, Gilroy and the County to identify and establish a viable source of funding for acquiring and developing regional parks, pathways, and open space. (South County Joint Area Plan 16.22)

ACTION NRE-3.G



Greenbelt Priority Areas. The highest priority areas for Greenbelt preservation include the east side of El Toro, the Edmundson/DeWitt/Sunset area, and the foothills on the eastern side of the valley north of Dunne Ave.

ACTION NRE-3.H



Greenbelt Secondary Priority Areas. The second highest priority areas for Greenbelt preservation include the west side of El Toro and the hill area south of Edmundson.

ACTION NRE-3.I



Greenbelt Tertiary Priority Areas. The third highest priority areas for Greenbelt preservation include the west side of Paradise Valley, the Baird Ranch (north of Llagas Road), and the Boy's Ranch/Coyote Creek Park area.

ACTION NRE-3.J



Fair Market Value. When acquiring fee title or easements, offer property owners fair market value using industry standard appraisal techniques.

ACTIONS REGARDING USES WITHIN THE GREENBELT

ACTION NRE-3.K



Land Uses that Supports Greenbelts. Support the County maintaining low densities and large minimum lot size requirements for undeveloped areas not planned for urbanization and lands identified as Greenbelt.

ACTION NRE-3.L



City Influence in Unincorporated Areas. Actively work with the County to find mechanisms that would provide the City with greater influence over development in the unincorporated areas of the City's Sphere of Influence.

ACTION NRE-3.M



Low Impact Development in Hillside Greenbelt Areas. Subject new development within City hillside Greenbelt areas to a site and design review process that encourages minimizing environmental impacts including minimizing the amount of grading and encouraging location of structures in areas where they are least visible from the valley floor.

ACTION NRE-3.N



Visibility of Structures within Greenbelts. Encourage the evaluation and update of the basic Santa Clara County development review process to achieve greater restriction on visibility, from the valley floor and major transportation corridors, of structures in the hillside Greenbelt areas. This updated review process should result in a minimal review process for structures that are not visible from the valley floor and major

transportation corridors, and an extensive review process for structures that are visible.

AGRICULTURAL RESOURCES

GOAL NRE-4 A viable agricultural industry.

- POLICY NRE-4.1 **Agriculture Retention and Transition to Urban Uses.** Support programs and techniques, including conservation easements and purchase of development rights to encourage the retention of agricultural activities and to minimize conflicts in the transition from agriculture to urban uses.
- POLICY NRE-4.2 **Support for Agricultural Activity.** Support agricultural activity by encouraging agriculture-related industry, commercial uses, and community events within the urban area, and expanding opportunities for small-scale agriculture.
- POLICY NRE-4.3 **Agriculture in the Sphere of Influence.** Support significant agricultural activity within the Sphere of Influence by providing a market for agricultural products (e.g., farmers' markets) and decreasing the costs associated with agriculture by allowing such uses to occur in the Sphere of Influence.
- POLICY NRE-4.4 **Farming Cooperatives in Buffer Areas.** Support use of farming cooperatives within agricultural buffer areas.
- POLICY NRE-4.5 **Local Agricultural Products.** Purchase locally-produced agricultural products for City functions and encourage Morgan Hill Unified School District and other local agencies to do the same, whenever feasible.



POLICY NRE-4.6

Agricultural Education. Support programs to foster agricultural education.

POLICY NRE-4.7

(RC)

Long-Term Maintenance of Agriculture. Continue to support the long-term maintenance of agricultural land uses and agriculture, including vineyards and wineries, as an economic enterprise in South County. (South County Joint Area Plan 14.00)

POLICY NRE-4.8

Policy Support for Agriculture. Take positive action to encourage agriculture by supporting local, county, and State policies favorable to agriculture. (South County Joint Area Plan 14.01)

POLICY NRE-4.9

Urban Encroachment. Require new urban development adjacent to an existing agricultural operation to create an appropriate buffer area, on land within the proposed development, between urban uses and agricultural activities.

POLICY NRE-4.10

Land Use to Support Agricultural Viability. Maintain the economic viability of agriculture using a variety of methods, such as:

- Designating land outside urban areas as agricultural;
- Requiring minimum lot sizes in agricultural areas;
- Requiring land uses that support agricultural activities;
- Marketing the benefits of agricultural uses to the public. (South County Joint Area Plan 14.02)

POLICY NRE-4.11

Agricultural Mitigation. Enforce the agricultural mitigation requirement of requiring the preservation of a minimum of 1 acre of agricultural land for each acre of agricultural land



changed to a non-agricultural use, consistent with the City's Agricultural Lands Preservation Program.

POLICY NRE-4.12 **Permanent Preservation of Agriculture.** Establish areas for the permanent preservation of agricultural lands and programs to accomplish that objective, such as exclusive agricultural zoning, transfer of development rights (TDR) programs, and right-to-farm legislation. (South County Joint Area Plan 14.03)

POLICY NRE-4.13 **Urban Growth.** Wherever existing development patterns and existing and planned roads and other public facilities permit, concentrate urban development adjacent to existing developed areas in order to minimize the impact of development on agricultural land. Plan for further urban growth to occur in areas which will avoid encroachment into those agricultural lands with the greatest long-term potential to remain economically viable. (South County Joint Area Plan 14.07)

POLICY NRE-4.14 **LAFCO Policies.** Support policies of the Local Agency Formation Commission (LAFCO) which would guide urban development away from those agricultural areas with the greatest potential for long-term economic viability. Use policies for Urban Service Area extensions and utility extensions to guide urban growth away from long-term agricultural areas. (South County Joint Area Plan 14.09 & 14.10)

POLICY NRE-4.15 **Conversion to Urban Use.** Convert agricultural land that has been designated for urban growth in an orderly manner to retain the stability and viability of remaining agricultural lands as long as possible. (South County Joint Area Plan 14.08)



POLICY NRE-4.16

Prioritization of Agricultural Land. Prioritize protection of existing agriculture lands in the Sphere of Influence, outside the Urban Growth Boundary.

POLICY NRE-4.17

Williamson Act Contracts. Support the preservation of land under Williamson Act contracts within the Morgan Hill Sphere of Influence.

POLICY NRE-4.18

Agricultural Operations Disclosure. In areas where residential development is adjacent to agricultural operations, require a disclosure to residents that agricultural operations happen nearby and that they will be exposed to impacts from such operations, such as dust, noise, and odors.

POLICY NRE-4.19



Agricultural Lands Preservation Program. Use a wide variety of funding sources to support the Agricultural Lands Preservation Program, including land use regulation, urban development policy, conservation easements (with matching grant funds from appropriate agencies, where possible), transfer or purchase of development rights, increased transfer fees, Residential Development Control funds, or Homeowners Association fees for new development.

ACTION NRE-4.A

Agricultural Marketing. Participate in direct marketing of locally produced agricultural products, as appropriate.

ACTION NRE-4.B

Buffer Area Requirements. Develop and adopt buffer area requirements that address the width, location, and allowed uses in buffer areas, and address the right to farm.

ACTION NRE-4.C

Buffer Area Uses. Limit activities in these buffer areas to uses which are compatible with both agricultural and urban activities, such as parks, playing fields, and/or alternative energy facilities. (South County Joint Area Plan 14.11)

ACTION NRE-4.D



South County Agricultural Areas. Determine the range of activities permitted in agricultural areas of South County through an intergovernmental process, where the range of allowed uses reflects the activities which are necessary to promote the continued economic viability of agriculture in South County. (South County Joint Area Plan 14.12)

ACTION NRE-4.E

Small-Scale Agriculture. Explore techniques to support small-scale agricultural operations, such as amendments to the Zoning Code to reduce minimum lot sizes for agricultural uses or allow a greater range of agricultural activities in residential and other urban areas. Consider amending the Zoning Code to allow beekeeping.

BIOLOGICAL RESOURCES

GOAL NRE-5 Preservation and reclamation of streams and riparian areas as open space.

POLICY NRE-5.1

Reclamation of Streams and Riparian Areas. Encourage reclamation of degraded streams and riparian areas.

POLICY NRE-5.2



Other Agencies and Environmental Review. Coordinate with jurisdictional agencies, as required, as part of the environmental review process for development projects.

POLICY NRE-5.3

Natural State of Streamside and Riparian Areas. Retain natural streamside and riparian areas in their natural state in order to preserve their value as percolation and recharge areas, natural habitat, scenic resources, and recreation corridors, and to stabilize banks. (South County Joint Area Plan 15.08)

POLICY NRE-5.4

Development Impacts in Riparian Areas. Consider development impacts upon wildlife in riparian areas and mitigate those environmental impacts.

POLICY NRE-5.5

Flood Control Projects. Where flood control projects are needed to protect existing development, minimize disruption of streams and riparian systems, maintaining slow flow and stable banks through design and other appropriate mitigation measures. (South County Joint Area Plan 15.08)

POLICY NRE-5.6

Stream Channel Protection. Protect existing stream channels and riparian vegetation by requiring buffering or landscaped setbacks and storm runoff interception as specified in Table NRE-1.

TABLE NRE-1 REQUIRED STREAM SETBACK DISTANCES

Slope	Category 1 Streams (Water Present Year Round During Normal Rain Years)		Category 2 Streams (Water Present During the Wet Season Only During Normal Rain Years)
	Inside Urban Service Area	Outside Urban Service Area	Inside/Outside Urban Service Area
0-30%	100 feet	150 feet	35 feet
>30%	150 feet	200 feet	

POLICY NRE-5.7

Creek Visibility. Require creek areas in new developments to be visible from the public right-of-way to ensure safety, maintenance, access, and integration into the neighborhood.

POLICY NRE-5.8

Creeks Access. Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat. (South County Joint Area Plan 16.11)

ACTION NRE-5.A



West Little Llagas Creek. A proposed streamside park along West Little Llagas Creek should be actively implemented and connected to the County trail system. (South County Joint Area Plan 16.10 & 16.12)

ACTION NRE-5.B

Design Guidelines for Riparian Features. Develop Design Guidelines for preserving, reclaiming and incorporating riparian features into development.

ACTION NRE-5.C

Riparian Preservation and Reclamation Programs. Develop programs for the preservation and reclamation of degraded riparian areas.

GOAL NRE-6 Protection of native plants, animals, and sensitive habitats.

POLICY NRE-6.1

Natural State of Habitat. Preserve all fish and wildlife habitats in their natural state whenever possible. Consider development impacts upon wildlife and utilize actions to mitigate those environmental impacts.

POLICY NRE-6.2



Habitat Conservation Plan. Support the implementation of the Santa Clara Valley Habitat Plan to protect wildlife, rare and endangered plants and animals, and sensitive habitats from loss and destruction.

POLICY NRE-6.3

Urban Expansion Impacts. Minimize impacts upon wildlife when considering annexations, urban service area extensions, and other governmental actions that permit urban development of previously undeveloped property.

POLICY NRE-6.4

Tree Preservation and Protection. Preserve and protect mature, healthy trees whenever feasible, particularly native trees, historically significant trees, and other trees which are of significant size or of significant aesthetic value to the immediate vicinity or to the community as a whole.

POLICY NRE-6.5

Soil and Erosion. Require development to be designed to conserve soil and avoid erosion. (South County Joint Area Plan 13.06)

POLICY NRE-6.6

Use of Native Plants. Encourage use of native plants, especially drought-resistant species, in landscaping.

POLICY NRE-6.7



Habitat Protection and Enhancement. Encourage the protection, restoration, and enhancement of remaining native grasslands, oak woodlands, marshlands, and riparian habitat.

ACTION NRE-6.A

Standard Measures for Construction Activities. Develop a set of standard measures requiring construction activities to avoid disturbance to natural features to the extent feasible.

WATER QUALITY AND CONSERVATION

GOAL NRE-7 Conservation of water resources.

- POLICY NRE-7.1 **Water Standards for Private Development.** Promote water conservation and efficient water use in all private development projects. Require development to exceed State standards for the use of water.
- POLICY NRE-7.2 **Water Standards for Public Development.** Promote water conservation and efficient water use in all public development projects. All new public buildings shall be designed to exceed State standards for water efficiency.
- POLICY NRE-7.3 **Water Efficiency and Landscaping.** Promote water conservation and efficient water use in all public and private landscaping plans.
- POLICY NRE-7.4  **Non-Potable Water for Irrigation.** Encourage use of non-potable water for landscape irrigation.
- POLICY NRE-7.5  **Dual Plumbing.** Explore installation of dual plumbing in large, new commercial and/or residential developments to enable future use of recycled non-potable water generated on- or off-site.
- ACTION NRE-7.A **Infrastructure Maintenance.** Correct known deficiencies in the City's sewer, storm drain, and water systems and work toward environmentally sustainable systems. Maintain the City's infrastructure to ensure that facilities are up to date and incorporate efficiency and conservation mechanisms.

ACTION NRE-7.B

Drought-Tolerant Landscaping. Develop local ordinances that require new commercial and industrial development to use only drought-tolerant landscaping and that increase the use of drought-tolerant landscaping in new residential development.

ACTION NRE-7.C

Water Fixture Retrofitting. Create incentives for homeowners of older residential buildings to retrofit water fixtures to improve water efficiency and conservation. Explore ways to link homeowners with incentive programs offered by other agencies or organizations. Options for creating a City-sponsored retrofit program could include using Residential Development Control Funds or creating Citywide fees for water usage. Work with utility providers and City departments to market the program owners who own older homes, are undertaking renovations, or are new owners.

ACTION NRE-7.D

Water Efficiency at City Facilities. Develop a comprehensive strategy for using water efficiently at all City facilities.

GOAL NRE-8 Protection of water quality from contamination associated with urbanization.

POLICY NRE-8.1

Contamination from Toxic Chemicals. Protect water quality from contamination, and monitor it to assure that present policies and regulations are adequate. Prohibit such uses as waste facilities, septic systems, and industries using toxic chemicals where polluting substances may come in contact with groundwater, floodwaters, and creeks or reservoir waters. (South County Joint Area Plan 8.00)

- POLICY NRE-8.2 **Septic Systems.** Continue land use policies that limit the number of individual septic systems in areas vulnerable to groundwater contamination, because of the potential for cumulative degradation of water quality. (South County Joint Area Plan 8.01)
- POLICY NRE-8.3 **Water Quality Monitoring.** Continue to monitor groundwater and surface water quality conditions to determine if changes in regulations regarding septic systems and land use are needed. (South County Joint Area Plan 8.04)
- POLICY NRE-8.4 **Sewer Service for Future Development.** In areas where future development is expected to be served by sewers, continue large lot policies which allow minimal development and limited numbers of septic systems. (This approach increases the feasibility of designing future urban density subdivisions with smaller lots, which are more efficient for sewers in terms of service and cost.) (South County Joint Area Plan 8.02)
- POLICY NRE-8.5 **Hazardous Waste Facilities.** Site and operate hazardous waste disposal facilities and transfer stations so as to minimize hazards to ground and surface water quality. (South County Joint Area Plan 8.07)
- POLICY NRE-8.6 **Percolation Rates.** Protect properties located in areas that have soils with rapid water percolation from future development in order to ensure existing water quality. Permit development (including commercial and industrial uses) in such areas only under strict safety limitations according to the City's Hazardous Materials Storage Ordinance section specifically related to high percolation rates. (South County Joint Area Plan 8.11 & 8.12)

POLICY NRE-8.7

RC

Aquifer Protection. In order to provide greater protection of the aquifers which supply drinking water to the South County, give special consideration to the management of contaminants (e.g., hazardous materials, sanitary effluents) in groundwater recharge areas where no protective aquitard layer exists. (South County Joint Area Plan 8.13)

POLICY NRE-8.8

RC

Water Quality Compliance. Implement Best Management Practices to improve water quality, in conformance with the South Santa Clara County and City of Morgan Hill Total Maximum Daily Load (TMDL) Monitoring Plan for the Pajaro River Watershed (2015) and findings in subsequent annual status updates, as required for compliance with community standards and applicable State and federal provisions.

GOAL NRE-9 Cooperative efforts to ensure regional water quality.

POLICY NRE-9.1

RC

Interjurisdictional Coordination. Maintain close coordination with the following agencies and organizations which share jurisdiction and interest relative to South County's water supply and water quality: the Regional Water Quality Control Boards, Santa Clara Valley Water District, Santa Clara County, City of Gilroy Planning Department, and San Martin Planning Committee. (South County Joint Area Plan 10.02)

POLICY NRE-9.2

RC

Water Board Standards. Encourage the two Regional Water Quality Control Boards which have jurisdiction in South County to agree upon compatible water quality standards and consistent approaches to implementing the State Board's nondegradation policy, so as not to confuse developers and jurisdictions which must

carry out the Board's regulations. (South County Joint Area Plan 10.01)

POLICY NRE-9.3

RC

Solid Waste Facility Impacts and Benefits. Work jointly with Gilroy and Santa Clara County to achieve a balance between potential negative impacts and the benefits associated with the location of solid waste disposal sites and transfer stations. (South County Joint Area Plan 8.10)

POLICY NRE-9.4

RC

Compatibility of Regulations. Where appropriate, the Regional Water Quality Boards, Cities, County and other local agencies should adopt compatible ordinances (i.e., Hazardous Materials Storage Ordinance's HMSOs), standards (i.e., septic tank and alternative treatment and disposal methods), and enforcement procedures (i.e., implementing AB 2185, California Health and Safety Code Chapter 6.95, Division 20, Section 25500 et seq.) regarding water quality so that there is no advantage for a company to locate in an area with lower standards. (South County Joint Area Plan 10.03)

ACTION NRE-9.A

RC

Intergovernmental Coordination. Consider intergovernmental coordination between the Cities, the County, and local agencies as an effective means of resolving issues of concern and investigating the feasibility of compatible standards, ordinances, and enforcement procedures. (South County Joint Area Plan 10.00)

AIR QUALITY

GOAL NRE-10 Reduced air pollution emissions.

POLICY NRE-10.1



Regional and Subregional Cooperation.

Cooperate with regional agencies in developing and implementing air quality management plans. Support subregional coordination with other cities, counties, and agencies in the Santa Clara Valley and adjacent areas to address land use, jobs/housing balance, and transportation planning issues as a means of improving air quality.

POLICY NRE-10.2

State and Federal Regulation. Encourage effective regulation of mobile and stationary sources of air pollution and support State and federal regulations to improve automobile emission controls.

POLICY NRE-10.3

Automobile Emissions. Encourage the use of and infrastructure for alternative fuel, hybrid, and electric vehicles. Encourage new and existing public and private development to include electric vehicle charging stations.

POLICY NRE-10.4



Reduced Automobile Use. To reduce air pollution the frequency and length of automobile trips and the amount of traffic congestion by controlling sprawl, promoting infill development, and encouraging mixed uses and higher density development near transit. Support the expansion and improvement of alternative modes of transportation. Encourage development project designs that protect and improve air quality and minimize direct and indirect air pollutant emissions by including components that reduce vehicle trips.

- ACTION NRE-10.A **Municipal Vehicle Fleet.** Reduce air emission from municipal vehicles by increasing the City's alternative fuel vehicle fleet.
- ACTION NRE-10.B **Public Employees.** Develop programs to reduce vehicle use by City employees.
- ACTION NRE-10.C **City Regulation.** Review and evaluate the effectiveness of the City's site design measures, transit incentives, and new transportation technologies and encourage those that most successfully reduce air pollutant emissions.

GOAL NRE-11 Minimized exposure of people to toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.

- POLICY NRE-11.1 **TACs and Proposed Sensitive Uses.** Require modeling for sensitive land uses, such as residential development, proposed near sources of pollution such as freeways and industrial uses. Require new residential development and projects categorized as sensitive receptors to incorporate effective mitigation measures into project designs or be located adequate distances from sources of toxic air contaminants (TACs) to avoid significant risk to health and safety.
- POLICY NRE-11.2 **TACs and Existing Sensitive Uses.** Encourage the installation of appropriate air filtration mechanisms at existing schools, residences, and other sensitive receptors adversely affected by existing or proposed pollution sources.
- POLICY NRE-11.3 **Health Risk Assessments.** For proposed development that emits toxic air contaminants, require project proponents to prepare health risk assessments in accordance with Bay Area Air Quality Management District procedures as part

of environmental review and implement effective mitigation measures to reduce potential health risks to less-than-significant levels. Alternatively, require these projects to be located an adequate distance from residences and other sensitive receptors to avoid health risks. Consult with the Bay Area Air Quality Management District to identify stationary and mobile toxic air contaminant sources and determine the need for and requirements of a health risk assessment for proposed developments.

POLICY NRE-11.4

Truck Routes. For development projects generating significant heavy duty truck traffic, designate truck routes that minimize exposure of sensitive receptors to toxic air contaminants and particulate matter.

POLICY NRE-11.5

Truck Idling. For development projects generating significant truck traffic, require signage to remind drivers that the State truck idling law limits truck idling to five (5) minutes.

POLICY NRE-11.6

Vegetation Buffers. Encourage the use of pollution-absorbing trees and vegetation in buffer areas between substantial sources of toxic air contaminants and sensitive receptors.

GOAL NRE-12 Minimized air pollutant emissions from demolition and construction activities.

POLICY NRE-12.1

Best Practices. Requirement that development projects implement best management practices to reduce air pollutant emissions associated with construction and operation of the project.

- POLICY NRE-12.2 **Conditions of Approvals.** Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At a minimum, conditions shall conform to construction mitigation measures recommended in the current Bay Area Air Quality Management District CEQA Guidelines.
- POLICY NRE-12.3 **Control Measures.** Require construction and demolition projects that have the potential to disturb asbestos (from soil or building material) to comply with all the requirements of the California Air Resource Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.
- POLICY NRE-12.4 **Grading.** Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.
- ACTION NRE-12.A **Standard Measures for Demolition and Grading.** Adopt and periodically update dust, particulate matter, and exhaust control standard measures for demolition, grading, and construction activities to include on project plans mitigation measures as conditions of approval based Bay Area Air Quality Management District CEQA Guidelines. Include measures to prevent silt loading on roadways that generates particulate matter air pollution by prohibiting unpaved or unprotected access to public roadways from construction sites.

ACTION NRE-12.B

Grading Ordinance. Revise the grading ordinance and condition grading permits to require that graded areas be stabilized from the completion of grading to commencement and construction.



GOAL NRE-13 Use of green building practices in new and existing development to promote a healthful indoor environment.

POLICY NRE-13.1

Building Materials. Promote the use of building materials that maintain healthful indoor air quality in an effort to reduce irritation and exposure to toxins and allergens for building occupants.

POLICY NRE-13.2

Construction and Pre-Occupancy Practices. Encourage construction and pre-occupancy practices to improve indoor air quality for new development upon occupancy of the structure.

ACTION NRE-13.A

Building Materials Ordinance. Develop and implement ordinances to promote the use of building materials, furniture, and paint that maintain healthful indoor air quality and to discourage the use of materials that degrade indoor air quality.

ACTION NRE-13.B

Construction and Pre-Occupancy Practices Ordinance. Develop and implement ordinances to promote construction and pre-occupancy practices beneficial to indoor air quality, such as sealing of the HVAC system during construction, air flush outs prior to occupancy, and/or air quality testing and corrections prior to occupancy.

GOAL NRE-14 Minimum exposure of residents to objectionable odors.

- POLICY NRE-14.1 **New Odor Sources.** For new, expanded, or modified facilities that are potential sources of objectionable odors-require an analysis of possible odor impacts and the provision of odor minimization and control measures as mitigation.
- POLICY NRE-14.2 **Odors and Proposed Sensitive Uses.** Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing or potential sources of odor. Determine the adequate separation distance based on the type, size, and operations of the facility.

CLIMATE CHANGE

GOAL NRE-15 An adaptive and resilient community that responds to climate change.

- POLICY NRE-15.1 **Greenhouse Gas Emission Reduction Targets.** Maintain a greenhouse gas reduction trajectory that is consistent with the greenhouse gas reduction targets of Executive Orders B-30-15 (40 percent below 1990 levels by 2030) and S-03-05 (80 percent below 1990 levels by 2050) to ensure the City is consistent with statewide efforts to reduce greenhouse gas emissions.
- POLICY NRE-15.2 **Linking Land Use and Transportation.** Encourage land use and transportation patterns that reduce dependence on automobiles.
- POLICY NRE-15.3 **Climate Action Plan.** Utilize policies in this General Plan denoted with the green leaf symbol as the City's greenhouse gas emissions reduction strategy.

POLICY NRE-15.4

Sustainable Land Use. Promote land use patterns that reduce the number and length of motor vehicle trips.

POLICY NRE-15.5

Jobs Housing Balance. To the extent feasible, encourage a balance and match between jobs and housing.

POLICY NRE-15.6



Residential Near Transit. Encourage higher density residential and mixed-use development adjacent to commercial centers and *transit corridors* – the land along or within walking distance of a street served by transit.

POLICY NRE-15.7

Mix of Uses in Employment Centers. Encourage employment areas to include a mix of support services to minimize the number of employee trips.

POLICY NRE-15.8

Walkable City. Encourage retail and office areas to be located within walking and biking distance of existing and proposed residential developments.

POLICY NRE-15.9



Urban Forest. Support development and maintenance of a healthy, vibrant urban forest through outreach, incentives, and strategic leadership.

POLICY NRE-15.10



VMT Reduction. Continue to work with the Santa Clara Valley Transportation Authority on regional transportation solutions that will reduce vehicle miles traveled and greenhouse gas emissions.

POLICY NRE-15.11

Green Building. Promote green building practices in new development.

POLICY NRE-15.12



Municipal Fleet Alternative Fuel Vehicles. Shift municipal vehicle fleet from gasoline- and diesel-powered vehicles to alternative fueled vehicles, to the extent possible.

ACTION NRE-15.A



Long-term GHG Reduction Monitoring. Regularly monitor progress made towards the City's 2035 and additional future targets through inventory updates and review of implementation success related to statewide actions.

ENERGY EFFICIENCY

GOAL NRE-16 Conservation of energy resources.

POLICY NRE-16.1

Energy Standards for New Development. New development, including public buildings, should be designed to exceed State standards for the use of energy.

POLICY NRE-16.2

Energy Conservation. Promote energy conservation techniques and energy efficiency in building design, orientation, and construction.

POLICY NRE-16.3



Energy Use Data and Analysis. Provide information to increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

POLICY NRE-16.4



Retrofit Financing. Promote existing and support development of new private financing options for building retrofits and renewable energy development.

POLICY NRE-16.5

Energy Efficiency. Encourage development project designs that protect and improve air quality and minimize direct and indirect air pollutant emissions by including components that promote energy efficiency.

POLICY NRE-16.6



Landscaping for Energy Conservation.

Encourage landscaping plans for new development to address the planting of trees and shrubs that will provide shade to reduce the need for cooling systems and allow for winter daylighting.

POLICY NRE-16.7



Renewable Energy. Encourage new and existing development to incorporate renewable energy generating features, like solar panels and solar hot water heaters.

POLICY NRE-16.8



Residential Development Code. Emphasize energy conservation building techniques for new residential construction through the implementation of Chapter 18.78 of the Municipal Code.

POLICY NRE-16.9



Subdivision Design. In compliance with Section 66473.1 of the State Subdivision Map Act, promote subdivision design that provides for passive solar heating and natural cooling through the Development Review Committee subdivision review procedures.

ACTION NRE-16.A



Community Choice Aggregation. Partner with other Santa Clara County jurisdictions to determine the feasibility for development of a regional CCA program, including identification of the geographic scope, potential costs to participating jurisdictions and residents, and potential liabilities.

- ACTION NRE-16.B **Municipal Energy Audit.** In cooperation with PG&E, subject all municipal buildings to an energy audit and perform practicable energy conservation alterations on municipal buildings. Such alterations can include modifying automatic heating, cooling, and lighting systems, and installing natural ventilation methods and solar hot water systems, etc.
- ACTION NRE-16.C  **Local Energy Ordinances.** Develop local ordinances that promote energy conservation and efficiency. Examples of such ordinances include: energy audits, solar access, solar swimming pool heating, insulation and solar retrofit, and solar water heating.
- ACTION NRE-16.D **Energy Efficiency Plan.** Develop a comprehensive strategy for using energy efficiently at all City facilities.

MORGAN HILL 2035 GENERAL PLAN
NATURAL RESOURCES AND ENVIRONMENT

SAFETY, SERVICES, AND INFRASTRUCTURE

9

CHAPTER PURPOSE

This Element contains policies and actions that address the interrelated topics of public safety, police and fire services, and critical infrastructure needed to serve existing and future development in Morgan Hill.

The Safety, Services, and Infrastructure Element aims to protect the community from unreasonable risk by identifying the following hazards and establishing policies and actions to avoid or minimize those hazards:

- Geologic and Seismic Hazards
- Fire Hazards
- Hazardous Materials
- Flood Control
- Airport Hazards
- Noise
- Impacts from Climate Change

This Element also addresses the City's responsibility to continue to provide high-quality services and infrastructure and plan for logical, orderly, and innovative extension of the following services:

- Police and Fire
- Emergency Response
- Adaptive Infrastructure
- Water Supply
- Wastewater
- Stormwater



- Solid Waste
- Telecommunications
- Adaptive Infrastructure

GEOLOGIC AND SEISMIC HAZARDS

Several faults have been mapped or are inferred to underlie the eastern portion of the city (see Figure SSI-1), and movement associated with more distant and major faults historically has affected Morgan Hill. Hillside areas with landslide potential are of particular concern. Slope stability also requires appropriate treatment of vegetative cover during and after development.

FIRE HAZARDS

This Element addresses both structural and wildland fires. A number of serious wildfires have highlighted the need for regulating development in wildland/urban interface areas. Precautions are proposed to protect hillside and developed areas from wildfire potential.

As required by State law, Figure SSI-2 shows fire hazard severity zones as mapped by the California Department of Forestry and Fire Protection (CAL FIRE), and indicates State Responsibility Areas (SRAs) for which the State of California has fiscal responsibility for wildland fire protection services and Local Responsibility Areas (LRAs) in which local jurisdictions have fiscal responsibility. Figure SSI-3 shows land uses under the General Plan that are within SRAs and very high fire hazard severity zones.

HAZARDOUS MATERIALS

Some businesses and activities in the city involve the transport, storage, or use of toxic or hazardous chemicals, which are carefully regulated by State and federal agencies. Hazardous

Figure SSI-1 Earthquake Faults

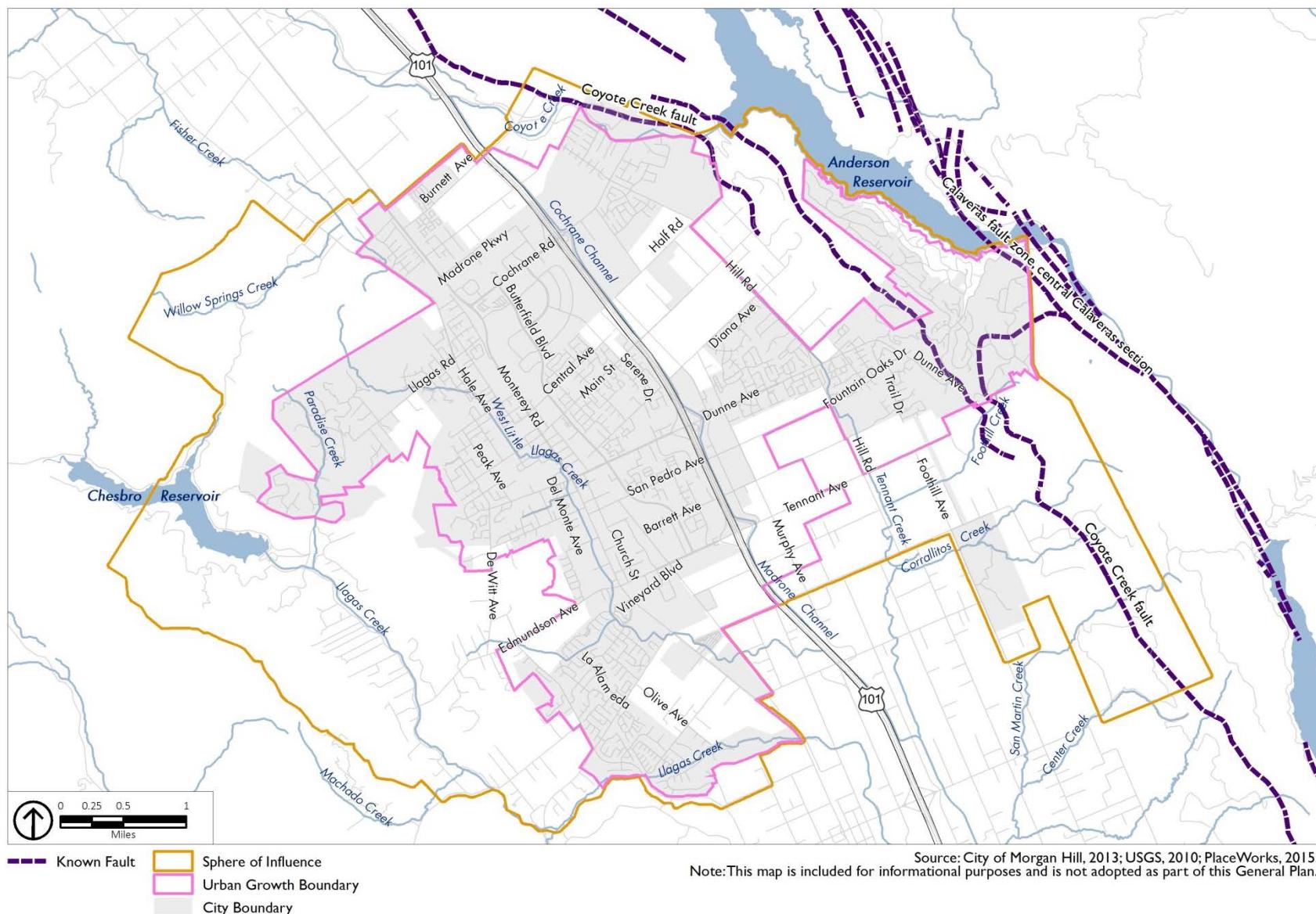


Figure SSI-2 Fire Hazard Severity Zones

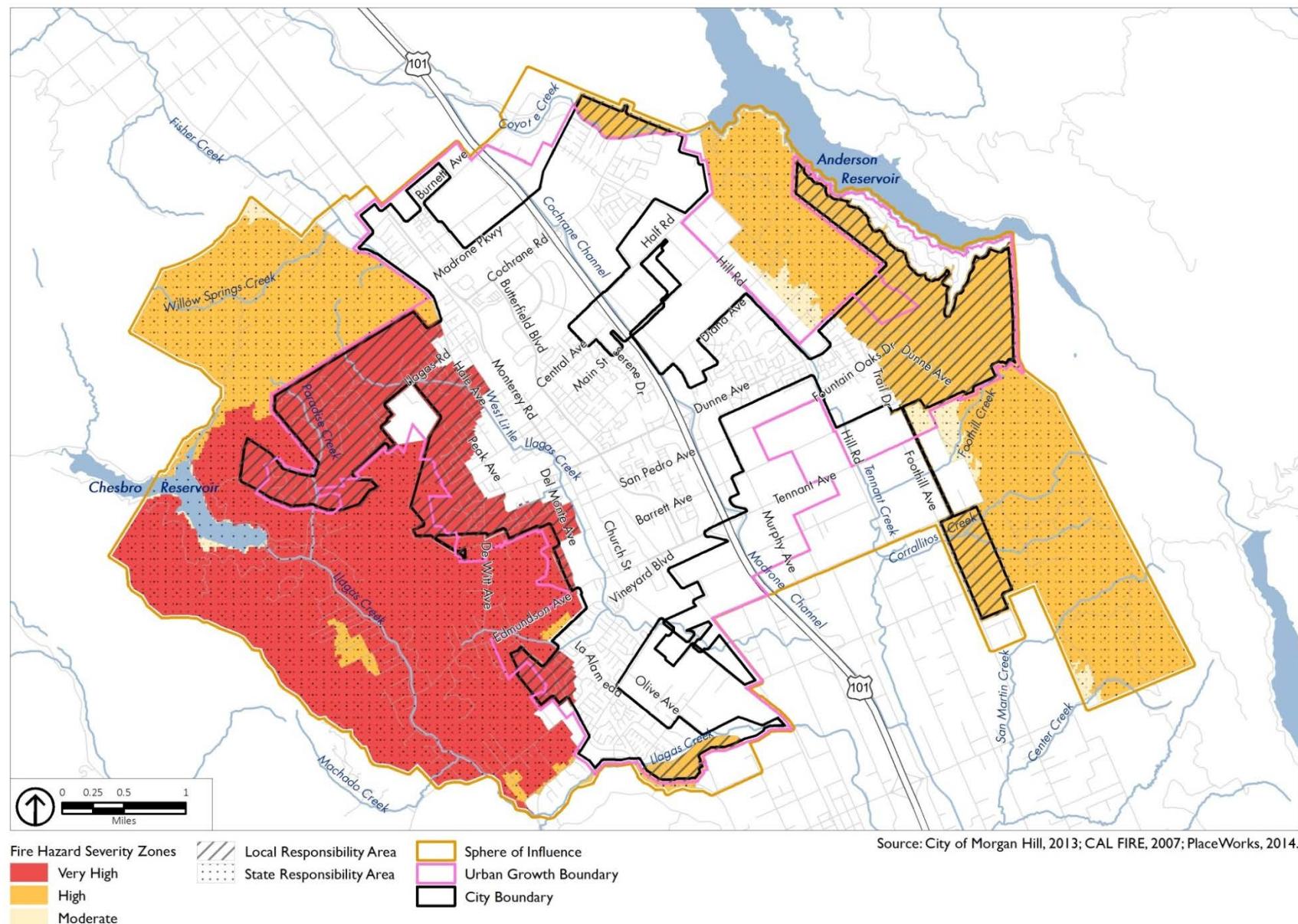
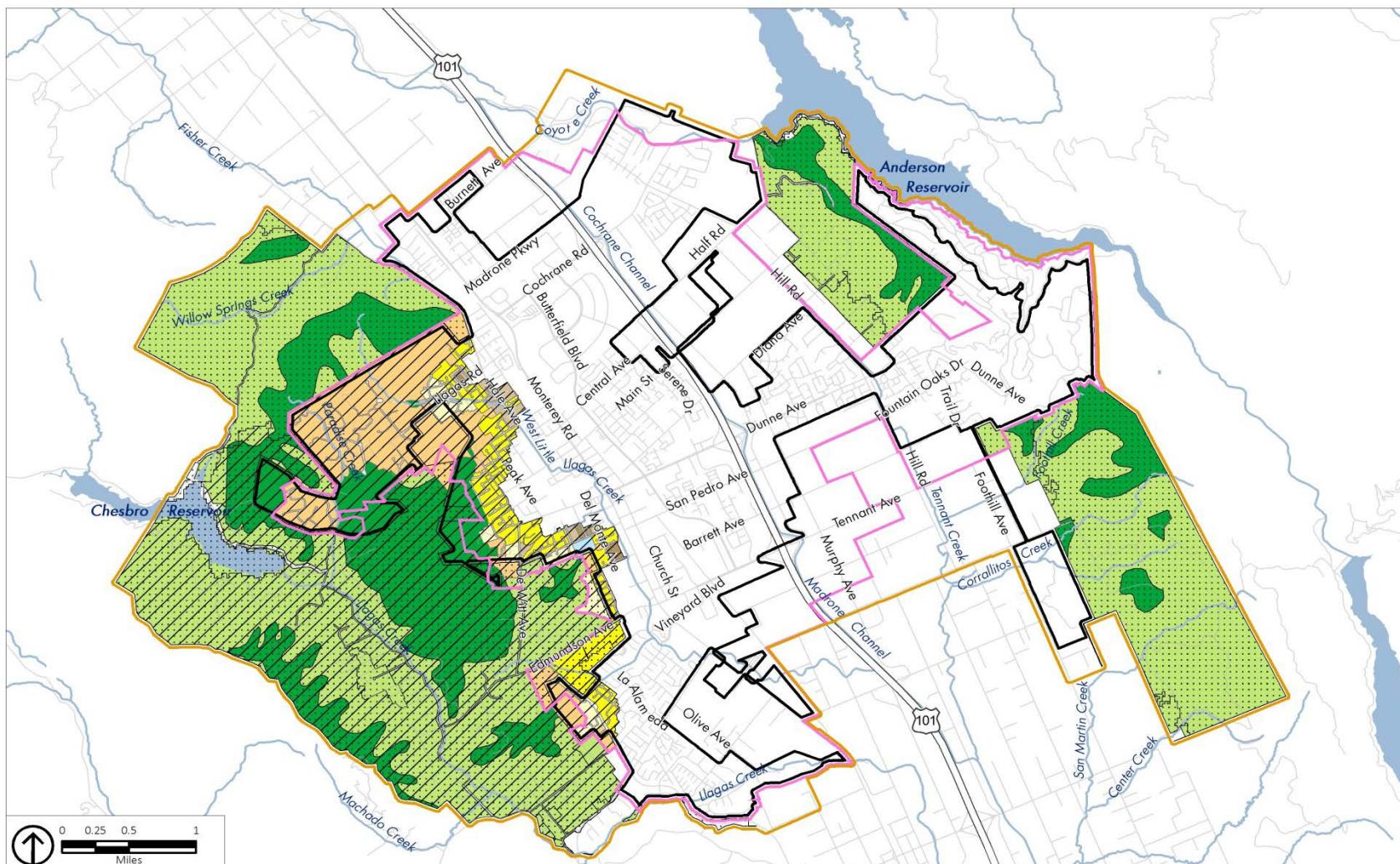


Figure SSI-3 General Plan Land Use within State Responsibility Area and Very High Fire Hazard Severity Zone



Very High Fire Hazard Severity Zone

State Responsibility Area

General Plan Land Use

Rural County

Open Space

Residential Estate

Residential Detached Low

Residential Detached Medium

Residential Attached Low

Residential Attached Medium

Public Facilities

Sphere of Influence

Urban Growth Boundary

City Boundary

Source: City of Morgan Hill, 2013; CAL FIRE, 2007; PlaceWorks, 2014.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

materials that pose a potential threat to human health include paint solvents, refrigerants, gasoline, pesticides, and household cleaning products, which are routinely transported on Highway 101 and local roadways.

The City seeks to protect citizens as much as possible from hazardous materials by reducing the potential for incidence or damage in the event of accidents or spills, and ensuring that the appropriate agencies are adequately prepared to deal with a hazardous material emergency.

FLOOD HAZARDS

All of the creeks in the city have flooding potential. Federal Emergency Management Agency (FEMA) standards govern development in the 100-year floodplain (see Figure SSI-4) and floodways. A 100-year floodplain is the area next to a river or stream with a 1 percent or greater chance of being flooded in any year. A 500-year floodplain is the area next to a river or stream with a 0.2 percent chance of being flooded in any year. A floodway, a smaller area within the floodplain, is a river or stream and the area within immediate proximity of a river or stream that is capable of conveying the 100-year flood with no more than a 1-foot rise in water.

Development in the floodplain and floodway must be controlled because it can increase flooding hazards by raising water levels upstream and by adding flow, velocity, and debris downstream. Figure SSI-4 shows both 100-year and 500-year FEMA flood zones, and Figure SSI-5 shows historic flooding as well as the major waterways that accommodate floodwater.

Additionally, as illustrated in Figure SSI-6, much of Morgan Hill is subject to potential dam inundation from the Anderson and Chesbro Reservoirs. To address this hazard, the SCVWD has begun an extensive retrofit project on Anderson Dam. This retrofit project will strengthen the foundation of the dam and replace outlet pipes underneath the dam. The SCVWD anticipates that construction of the project will start in early 2018. Meanwhile, the

Figure SSI-4 FEMA Flood Zones

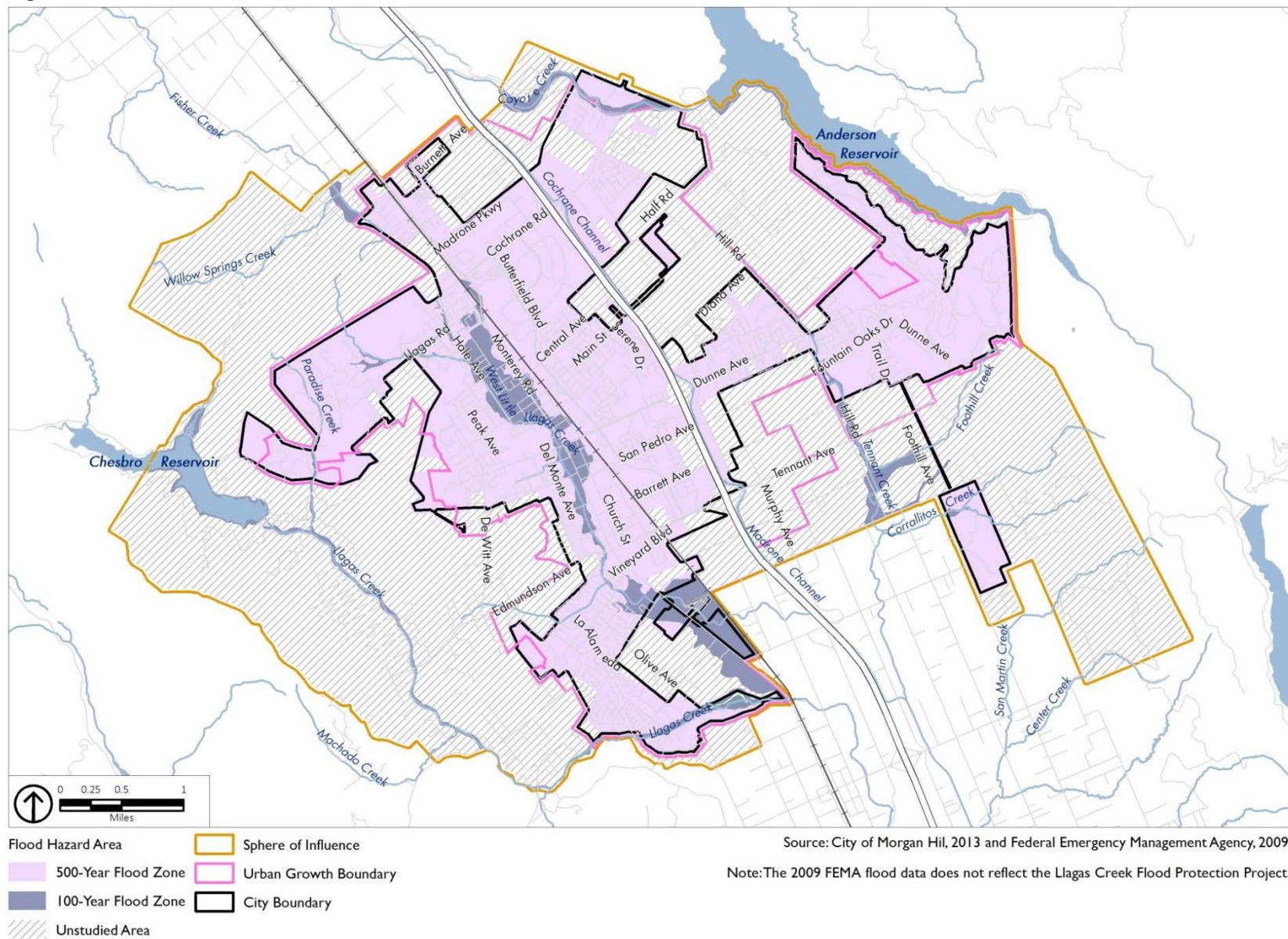


Figure SSI-5 Historic Flooding

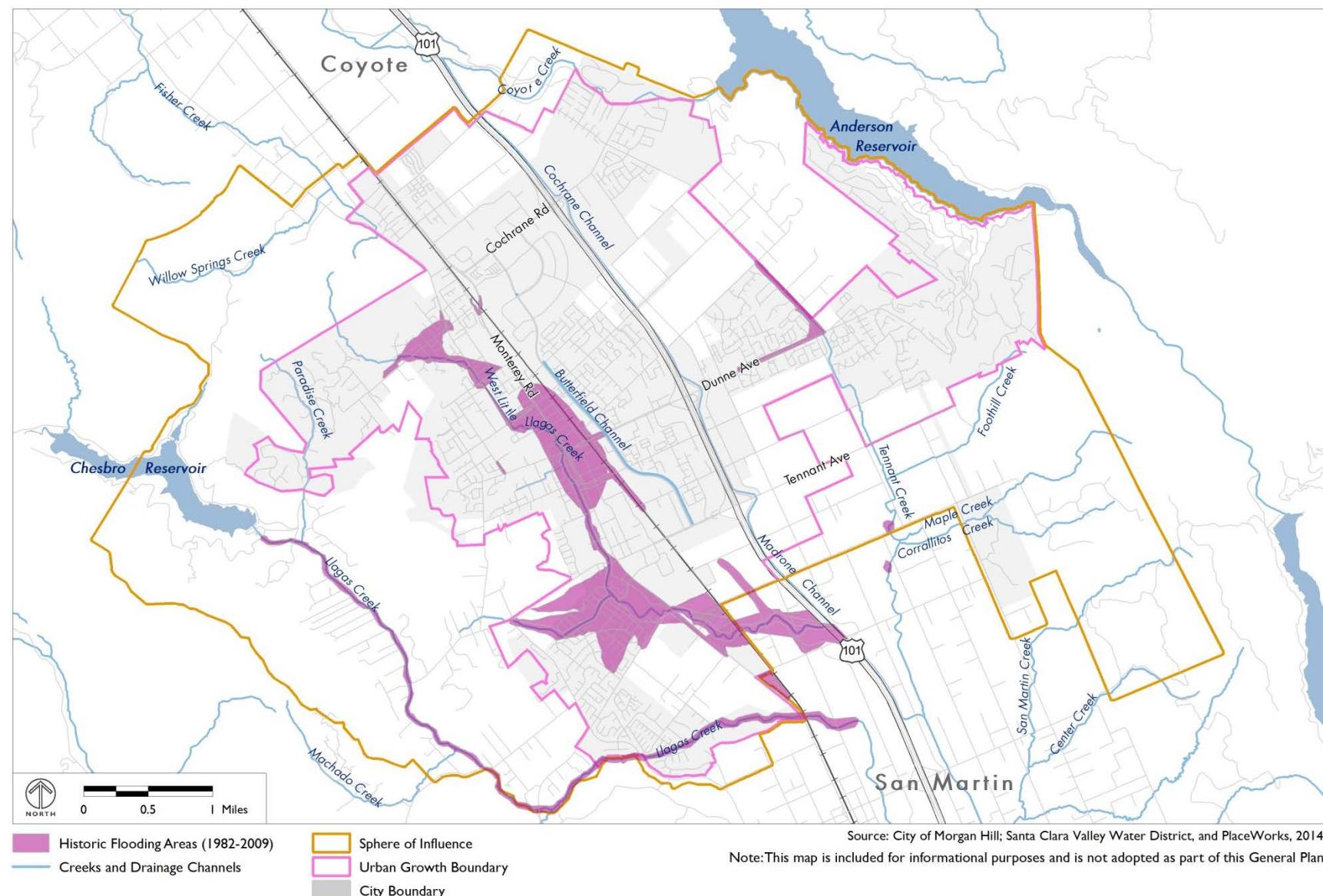
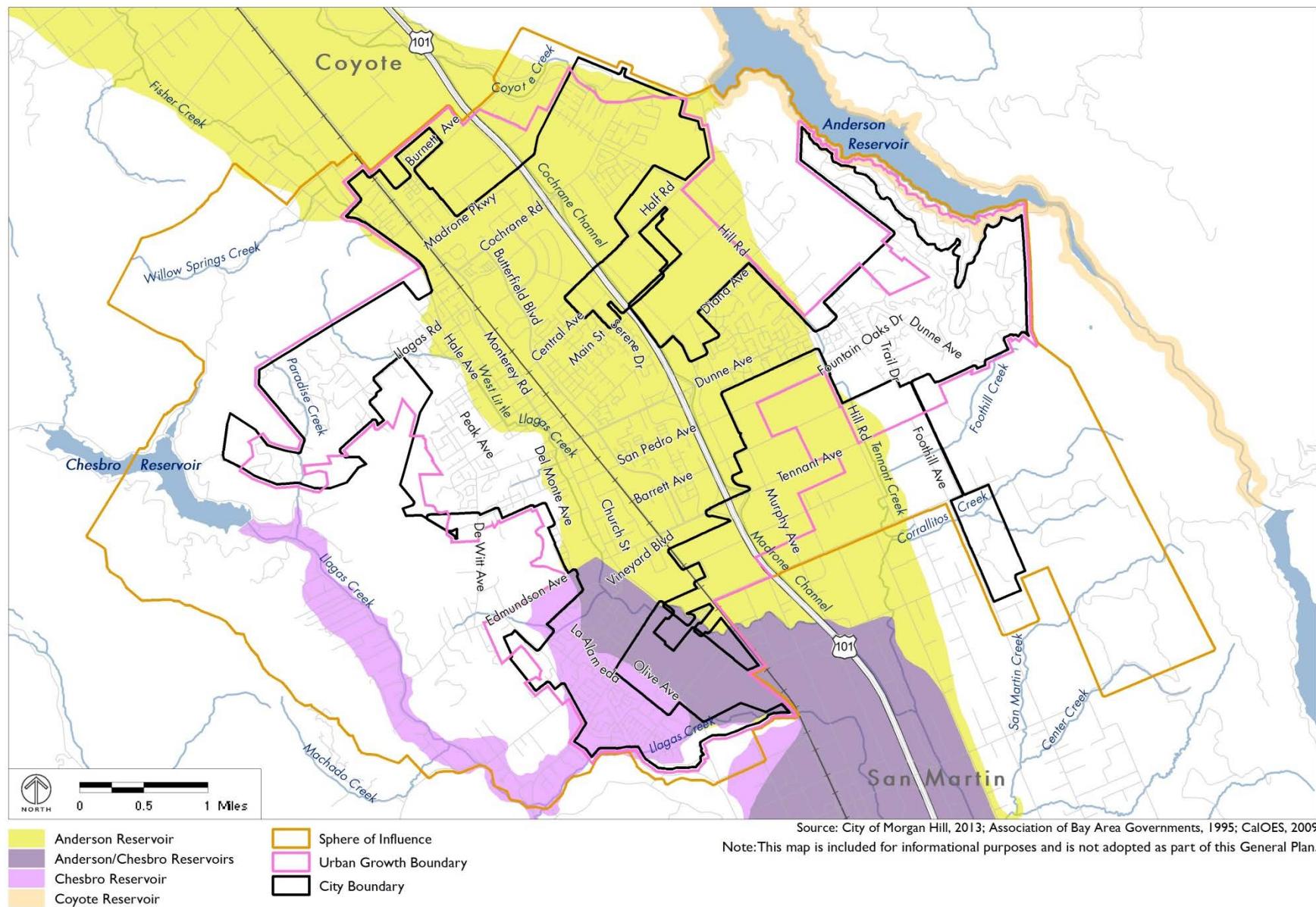


Figure SSI-6 Dam Inundation Areas



SCVWD has lowered the water level to 68 percent of the Anderson Reservoir's capacity to significantly reduce the risk of dam failure or water overtopping the dam during a major earthquake.

AIRPORT HAZARDS

A small portion of Morgan Hill and its Sphere of Influence (SOI) extends into the Airport Influence Area (AIA) of the South County Airport, which is located in the unincorporated community of San Martin between Morgan Hill and Gilroy. The airport is operated by Santa Clara County, and is used for general aviation, which includes all aviation activities other than commercial passenger flights, commuter/air taxi, and military uses. General aviation activity typically includes single-engine and small twin-engine aircraft holding six or fewer people. The South County Airport is the smallest and least active airport in the county.

The AIA includes all areas surrounding the airport that are affected by noise, height, and safety considerations. All development projects within the AIA must be reviewed by the Santa Clara County Airport Land Use Commission (ALUC) to ensure consistency with the Airport Comprehensive Land Use Plan (ACLUP). The ACLUP establishes height restrictions for structures within the portion of the Morgan Hill City limits and SOI that extends into the AIA. The Morgan Hill City limits and SOI are located outside of the airport's noise contours and safety zones.

NOISE

Defined as unwanted sound, noise can cause physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Noise is especially a concern in the vicinity of noise-sensitive uses, which are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of land, such as residences, schools, and hospitals. State law requires the General Plan to include policies and actions to minimize the effects of noise on the community. Major noise sources in Morgan Hill in the year 2035

will include Highway 101, railroad activity, and traffic on major streets (see Figures SSI-7). Commercial and industrial sources in Morgan Hill contribute very little noise to the community.

The California Office of Noise Control has prepared a land use compatibility chart for community noise to provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future ambient noise levels as shown in Table SSI-1. This land use compatibility chart identifies 'normally acceptable', 'conditionally acceptable', and 'clearly unacceptable' noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

A decibel (dB) is a measure based on the relative amplitude of a sound. Ten on the decibel scale marks the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis such that each 10-dB increase is perceived as a doubling of loudness. The California A-weighted sound level, or dBA, gives greater weight to sounds to which the human ear is most sensitive.

Sensitivity to noise increases during the evening and at night because excessive noise interferes with the ability to sleep. Twenty-four-hour descriptors have been developed that emphasize quiet-time noise events. The Day/Night Average Sound Level, L_{dn} , is a measure of the cumulative noise exposure in a community. It includes a 10 dB addition to noise levels from 10:00 pm to 7:00 am to account for human sensitivity to night noise.

Figure SSI-7 Future Noise Contours

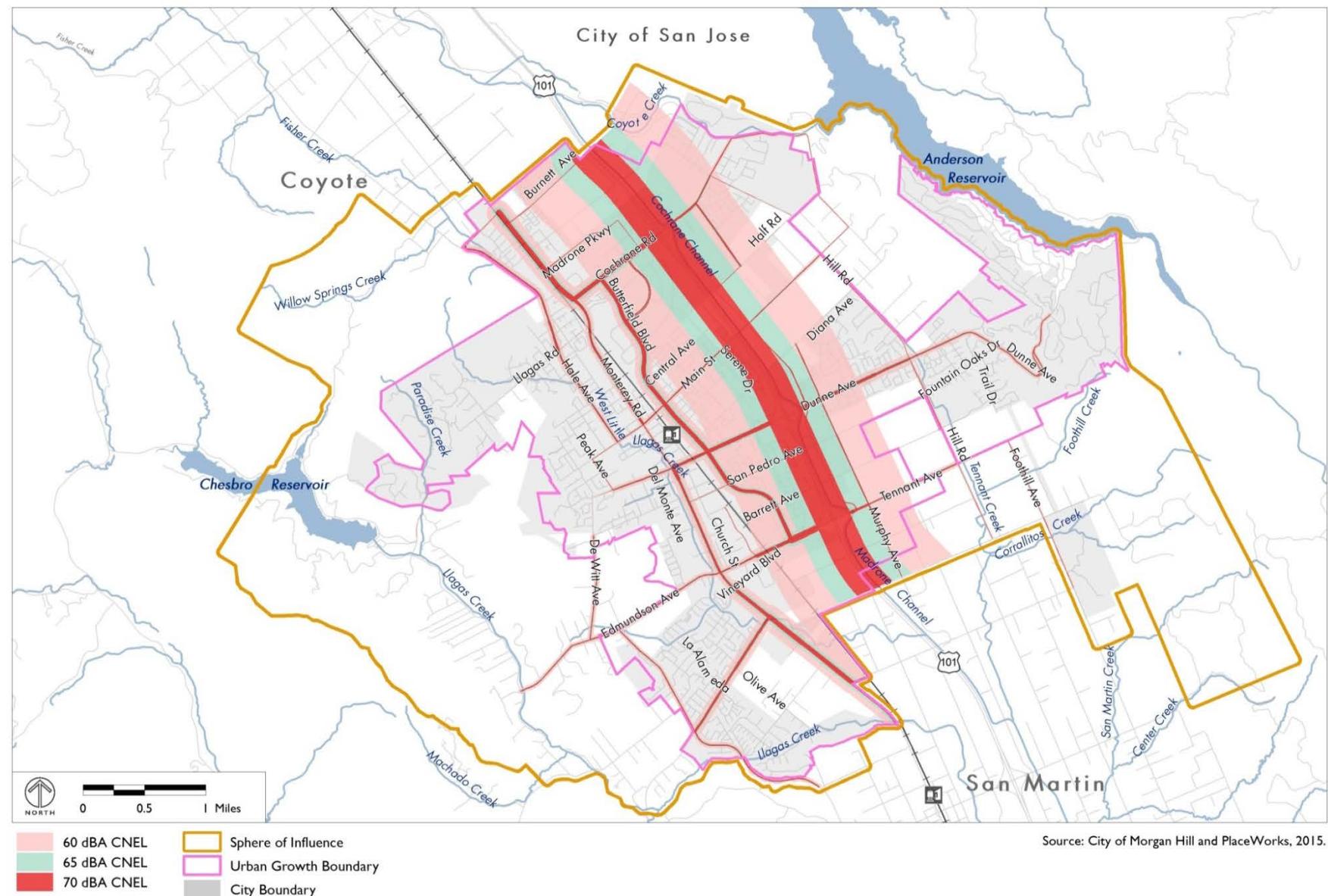


TABLE SSI-1 STATE OF CALIFORNIA LAND USE COMPATIBILITY GUIDELINES FOR COMMUNITY NOISE ENVIRONMENTS

Land Uses	CNEL (dBA)					
	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Homes						
Residential – Multiple-Family						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Businesses, Commercial and Professional						
Industrial, Manufacturing, Utilities, Agricultural						



Normally Acceptable:

Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



Normally Unacceptable:

New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



Conditionally Acceptable:

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



Clearly Unacceptable:

New construction or development generally should not be undertaken.

Source: Governor's Office of Planning and Research, General Plan Guidelines 2003.

PUBLIC SAFETY IMPACTS FROM CLIMATE CHANGE

This Element addresses the dangers the City may face as a result of climate change. Policies and actions the City can take to minimize local contributions to climate change are in the Natural Resources Element.

Changes in climate and precipitation patterns can cause extreme weather events (e.g., longer dry periods or heavier rainfall) and impact forests and other ecosystems. Extreme weather events can also exacerbate problems caused by droughts and storm events, such as water shortages and flooding. In addition, warmer temperatures can accelerate melting of the earth's ice cover, contributing to sea level rise.

Although Morgan Hill is not vulnerable to sea level rise, climate change has the potential to worsen the existing flood or wildfire hazards in Morgan Hill. In addition, Morgan Hill and the broader county or regional area could experience increased periods of drought leading to impacts on water supplies, and hazardous heat conditions in the summer months, including increased risk of wildfire and a longer fire season. Climate change also has the potential to increase the duration, intensity, and extent of agricultural pest infestations, which could affect Morgan Hill's local economy.

Extreme heat results in greater demands on energy, which in turn leads to increased air pollution and GHG emissions, and increases the likelihood of energy brownouts, which leave residents without air conditioning and refrigeration.

These extreme weather events can severely impact the health of residents; extreme heat can lead to heat exhaustion and heat stroke, worsen chronic health conditions including asthma through increased air particulate and mold, and spread waterborne disease. Costs for basic needs such as water, food and energy may increase in response to scarcity and demand caused by climate change. Low-income residents who already have high costs proportional to their income will be disproportionately affected by rising costs.

POLICE AND FIRE

The City of Morgan Hill provides police and fire services to protect residents, workers, visitors, and businesses. Adequate staffing and timely response are necessities for police, fire, and emergency medical services. These objectives can be defined, achieved, and maintained through implementation of master plans for these services.

Other important City services, including parks, recreation, and youth and senior services, are addressed in the Healthy Communities Element.



EMERGENCY RESPONSE

The City's Office of Emergency Services (OES) operates under Police Administration and serves the entire City of Morgan Hill. OES provides educational services to prevent, prepare, respond and recover from emergencies and disasters, both natural and man-made.

The City has an Emergency Operations Plan, maintained and administered by OES staff, which guides the City's response to a natural or man-made emergency. During an emergency, the City's primary goal is to ensure public safety, minimizing injury and property damage, while after an emergency the focus shifts to recovery and restoring services back to normal.

ADAPTIVE INFRASTRUCTURE

Morgan Hill is minimizing its contributions to climate change through green policies and practices, including policies in this General Plan. However, the impacts of climate change that are already beginning to impact the region require that the community adapt its infrastructure to keep its residents healthy and safe. Climate change brings a potential increase in storms, flooding, and heat events. Existing infrastructure such as water systems, energy and communications networks, and transportation systems is vulnerable to extreme weather events and ongoing impacts of climate change such as saltwater intrusion

into aquifers. New and existing infrastructure can benefit from evolving design and maintenance standards, system redundancy, and better monitoring and modeling systems to predict and respond to such events.

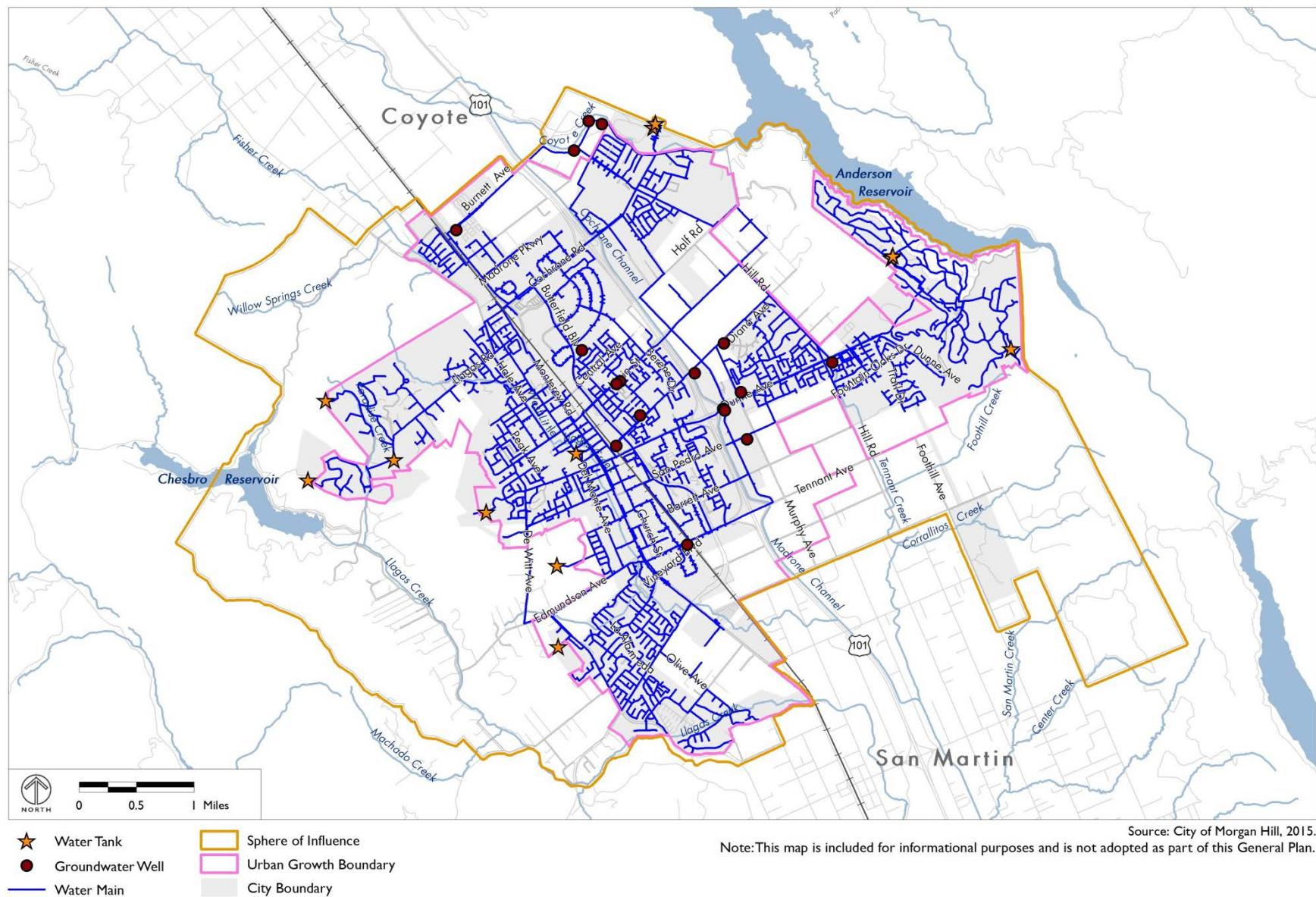
Planning for and responding to climate change requires upgrades and programs that can be addressed via long-term capital improvement plans, emergency response plans, land use plans, and operations and maintenance plans. The land use goals of this General Plan support both mitigation and response by appropriately siting land uses and infrastructure in less vulnerable areas, managing water and energy demand, and providing mitigation strategies such as green stormwater infrastructure.

WATER SUPPLY

The City of Morgan Hill provides potable water service to approximately 12,300 residential and non-residential customers inside and outside the City limits. The City's water system (Figure SSI-8) includes a series of groundwater wells that extract water from underground aquifers in the Llagas Subbasin and Coyote Valley Subarea of the Santa Clara Valley Subbasin. To deliver this water, the City maintains over 180 miles of water mains ranging in size between 2 and 16 inches, booster stations that elevate water to higher pressure zones, and storage reservoirs.

On September 16, 2014, a three-bill legislative package was signed into law, composed of Assembly Bill (AB) 1739, Senate Bill (SB) 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act. The Governor's signing message states "a central feature of these bills is the recognition that groundwater management in California is best accomplished locally." The Sustainable Groundwater Management Act requires the formation of local groundwater sustainability agencies (GSAs) who must assess conditions in their local groundwater basins and then prepare locally based management plans but the act gives the GSAs 20 years to implement the plans.

Figure SSI-8 Water Infrastructure System



WASTEWATER

The City of Morgan Hill provides sewer collection system service to approximately 11,500 residential and non-residential customers. This sewer collection system (Figure SSI-9) includes approximately 140 miles of pipelines ranging in size from 6 to 30 inches in diameter, 14 sewage lift stations, and associated force mains. The trunk sewers are dendritic pipelines (i.e., similar to a tree, with branches and sub branches), generally 12 inches in diameter and larger, and convey the collected wastewater flows via the Joint Morgan Hill-Gilroy Trunk southward to the Gilroy Wastewater Treatment Plant, which serves both cities.

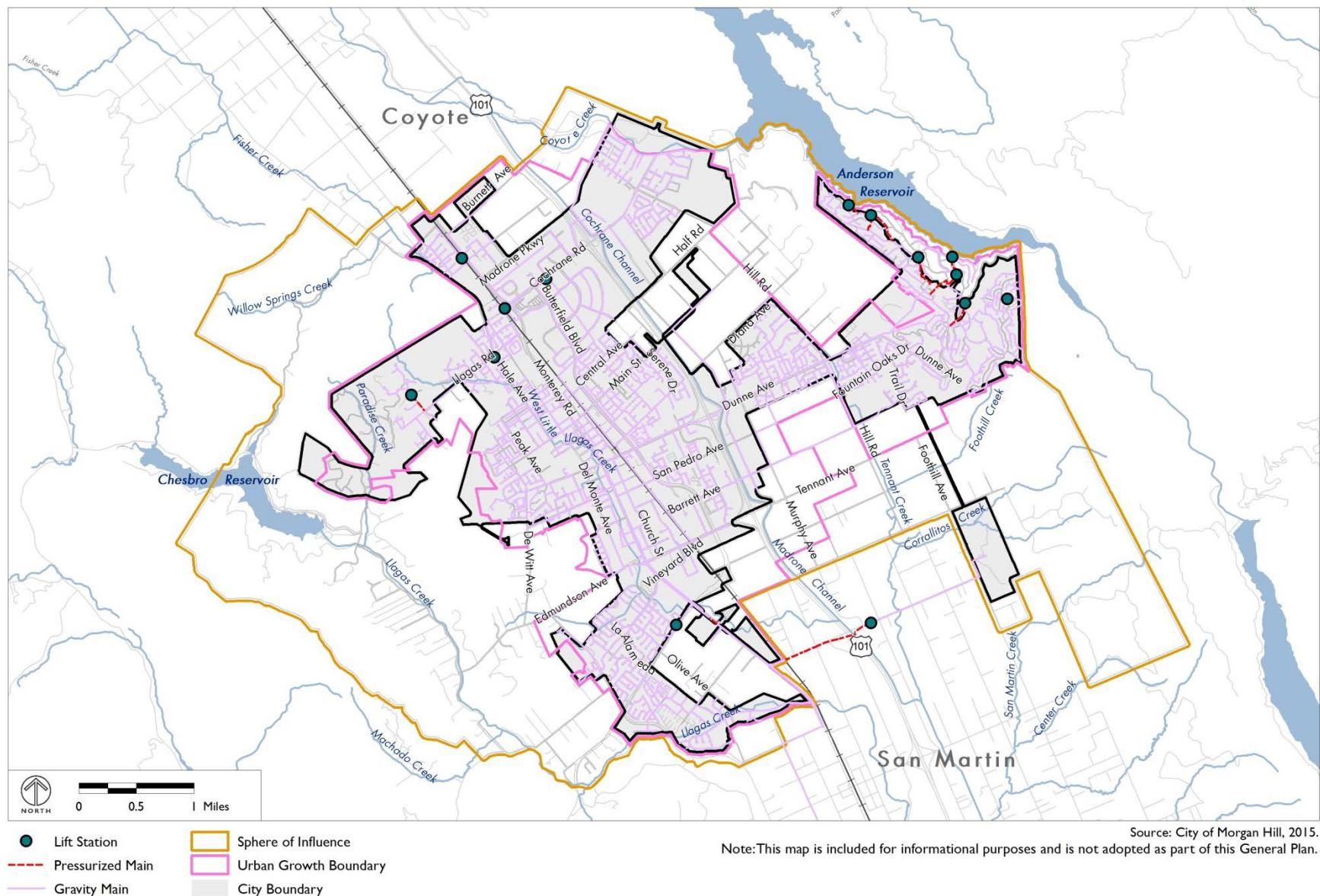
STORMWATER

The City of Morgan Hill provides storm drainage service throughout the City. The existing storm drainage system consists of curb and gutter facilities, curb inlets, underground pipelines, and bubblers draining to the nearest creek or manmade natural retention areas. The City is divided into several hydrologically distinct drainage areas. Each of these areas consists of conveyance facilities, pumps, and detention basins to collect and dispose of the runoff. The runoff from these areas is discharged into creeks that flow through the City and that are tributaries to either Monterey Bay or San Francisco Bay. The main drainage areas include Coyote Creek, Fisher Creek, Tennant Creek, Madrone Channel, Butterfield Channel, West Little Llagas Creek, and Llagas Creek (Figure SSI-10). Figure SSI-10 also shows the major stormwater management facilities in Morgan Hill.

SOLID WASTE

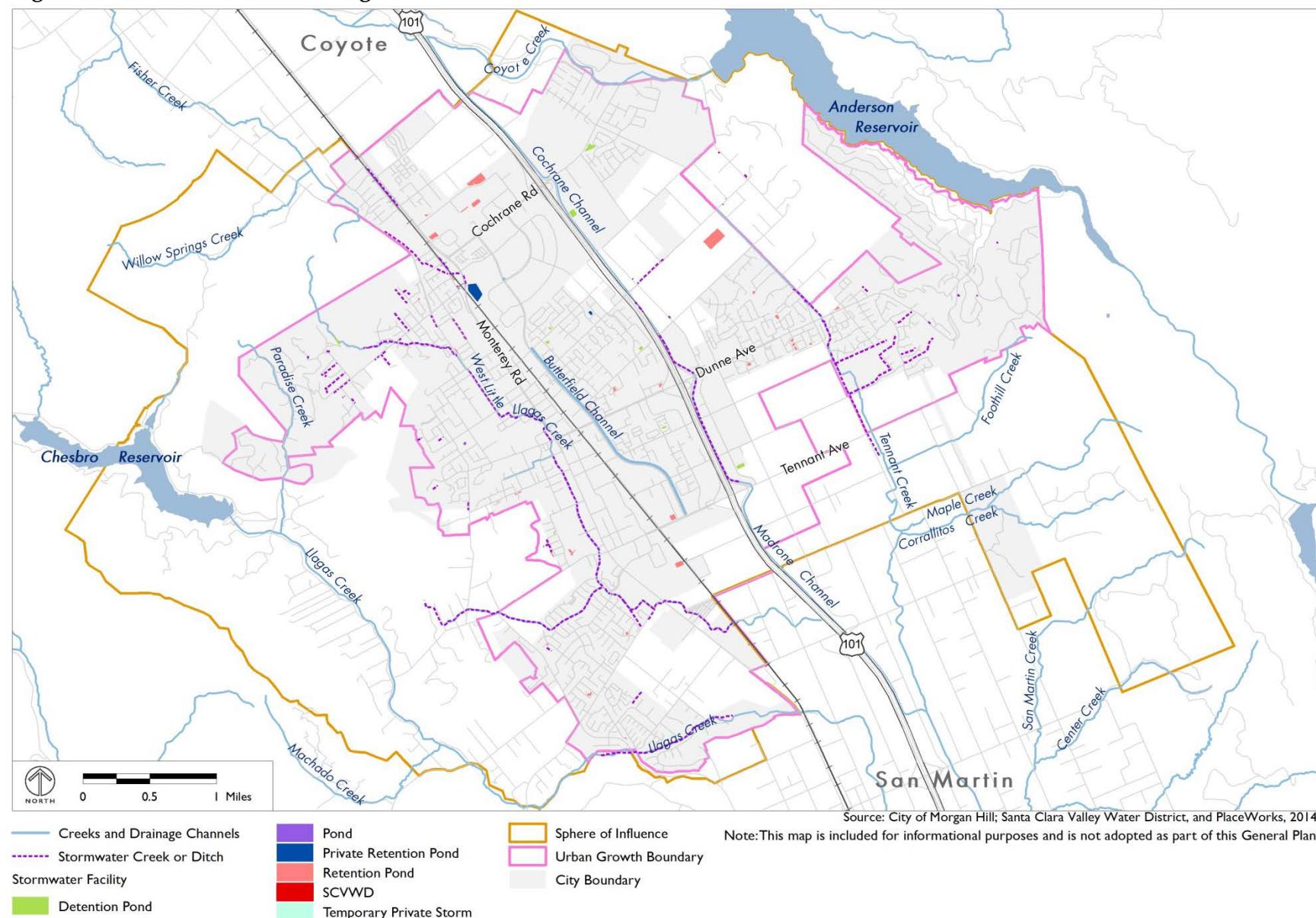
State law requires the City of Morgan Hill to divert 50 percent of its waste away from landfills. An outside vendor provides garbage service, including recycling, composting, and garbage collection, to the City of Morgan Hill. The City of Morgan Hill uses single-stream recycling, meaning that all types of recyclable

Figure SSI-9 Wastewater Infrastructure System



Source: City of Morgan Hill, 2015.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure SSI-10 Stormwater Management Facilities



materials are mixed together upon collection and sorted later at a materials recovery facility.

TELECOMMUNICATIONS

Telecommunications in Morgan Hill is offered by multiple service providers and is distributed through a variety of different types of infrastructure systems. Wireline telephone, cable television, and satellite television services are generally available throughout Morgan Hill. Mobile telephone service is available from various networks, and companies that re-sell services on those networks.

Long haul fiber optic cables run through Morgan Hill along the Union Pacific Coast Line railroad right-of-way. These lines connect major Internet hubs, for example Silicon Valley and Los Angeles, and are the core, backbone infrastructure that makes worldwide connectivity possible.

The California Public Utilities Commission (CPUC), a Governor-appointed Commission that regulates some telecommunications services and other privately owned utilities and common carriers, establishes minimum acceptable benchmarks for Internet service. Any geographic area which does not have at least one Internet service provider (wireline, fixed wireless, or mobile) offering this level of service is eligible for broadband infrastructure construction grants from the California Advanced Services Fund, a funding source established by legislation and administered by the CPUC to improve broadband service in underserved areas. In general, as of 2015, residential and commercial broadband service levels in Morgan Hill are below statewide and San Francisco Bay Area averages. To address this important issue, the City has prepared a Telecommunication Infrastructure Master Plan that lays out policies and actions to extend and improve connectivity in Morgan Hill.

Wireless Internet service is offered by the mobile telephone carriers in Morgan Hill. Several companies offer satellite Internet service, and at least one fixed wireless Internet service provider covers a portion of Morgan Hill.

GOALS, POLICIES, AND ACTIONS

ENVIRONMENTAL HAZARDS

GOAL SSI-1 **Development that avoids or minimizes risks from environmental hazards.**

ACTION SSI-1.A

New Development and Hazards. New development should avoid hazardous and sensitive areas, and should occur only where it can be built without risking health and safety. New habitable structures should not be allowed in areas of highest hazard, such as floodways, active landslides, active fault traces, and airport safety zones. In areas of less risk, development should be limited and designed to reduce risks to an acceptable level. (South County Joint Area Plan 15.00)

POLICY SSI-1.2

Hazard Reporting. Known or potential geologic, fire, and flood hazards shall be disclosed as part of every real estate transaction and recorded on documents to be reported for building permits, subdivisions, and land development reports. Mitigation of hazards shall be noted in the same manner.

POLICY SSI-1.3

Safety Public Education Programs. Continue and improve public education programs that: a) increase awareness of the safety hazards present in South County, b) provide information on mitigation techniques, and c) strengthen public support for adopted policies which might restrict development in hazardous areas. (South County Joint Area Plan 15.15)

POLICY SSI-1.4

Development Regulations and Hazards.

Regulate development in hazardous areas in such a way that it minimizes disruption of the environment and does not trigger or accelerate the hazardous processes which exist in South County. (South County Joint Area Plan 15.02b.)

POLICY SSI-1.5

Cluster Development. Cluster development in hazardous areas with dwellings grouped on the least hazardous portion of the property. (South County Joint Area Plan 15.02e)

ACTION SSI-1.A

Management of Hazardous Areas. Continue existing development regulations and policies regarding management of hazardous areas, with monitoring to determine their effectiveness. Make policy changes only after review by all three South County jurisdictions. (South County Joint Area Plan 15.10 & 15.11)

ACTION SSI-1.B

Current Information. Coordinate with local, regional, State, and federal sources to ensure the City maintains complete and current GIS information on fire, flood, and geotechnical hazards.

GEOLOGIC AND SEISMIC HAZARDS

GOAL SSI-2 Reduction of potential harm to persons or property from geologic/seismic hazards.

POLICY SSI-2.1

Land Use and Geologic Hazards. Limit uses on lands with geologic hazards, but allow uses on previously urbanized lands with proper mitigation. Keep development in hazardous areas to a minimum by encouraging low-density, low-intensity uses and the types of uses least disruptive to the soil and vegetative cover. (South County Joint Area Plan 15.02a)

POLICY SSI-2.2

Site Preparation for Geologic Stability. On lands with geologic hazards that have already been developed, require mitigation procedures, including geotechnical investigations appropriate for the known or suspected geologic problems.

POLICY SSI-2.3

Site Preparation in Hazardous Areas. Require site preparation in hazardous areas to be designed to achieve long-term geologic stability.

POLICY SSI-2.4

Code Requirements for Critical Structures. Design and construct critical structures above and beyond the applicable engineering and building standards, where such measures are deemed necessary from available geologic and engineering data. Critical structures are those structures:

- a) needed after a disaster (e.g., emergency communications, fire stations, hospitals, bridges and overpasses);
- b) whose continued functioning is critical (e.g., major power lines and stations, water lines, and other public utilities); or
- c) whose failure might be catastrophic (e.g., large dams).

POLICY SSI-2.5

Design of Critical Structures. Design and construct critical structures to resist minor earthquakes without damage, resist moderate earthquakes without structural damage, and resist major earthquakes of the intensity or severity of the strongest experienced in California without collapse.

- POLICY SSI-2.6 **Hillside Development.** Protect hillsides and carefully control development on steep slopes. When hillside land is developed, it should be done with minimum disruption of topography and vegetative cover. (South County Joint Area Plan 15.00)
- POLICY SSI-2.7 **Landslides.** Prohibit development on known active landslides and limit development in areas where such development might initiate sliding or be affected by sliding on adjacent parcels. (South County Joint Area Plan 15.02c)
- POLICY SSI-2.8 **Runoff and Slope Stability.** Prohibit development in areas where increased runoff from the addition of impervious surfaces and drainage would increase the probability of downslope landsliding, or where additional projects would add to the cumulative effect of increased runoff, unless a downslope drainage improvement plan has been approved. (South County Joint Area Plan 15.02d)
- POLICY SSI-2.9 **Geologic Studies.** Continue to require geologic and geotechnical studies for development in potentially hazardous areas, such as hillside areas and geotechnical studies for critical facilities in areas with liquefiable soils. The costs for consulting geologists shall be covered by a fee to the developer.
- POLICY SSI-2.10 **Slope Stability.** Enforce and maintain strict grading and building regulations to minimize instability of slopes sloping areas and reduce public costs associated with maintaining roads and utilities on unstable slopes. (South County Joint Area Plan 15.12b)

POLICY SSI-2.11 **Geotechnical Investigations.** Require geotechnical investigations on all projects in unstable areas, including areas of expansive soils, prior to construction to insure that the potential hazards are identified and can be properly mitigated. (South County Joint Area Plan 15.13)

ACTION SSI-2.A **Interjurisdictional Information Sharing.** Cooperate with the South County jurisdictions to develop a process for sharing information relating to development activity in areas of geological concern. (South County Joint Area Plan 15.01)

ACTION SSI-2.B **Hillside Development.** Enforce and maintain current zoning and land development ordinances and policies restricting development on hillsides to low-density, low-intensity uses. (South County Joint Area Plan 15.12a)

FIRE HAZARDS

GOAL SSI-3 Minimal threat to persons, property, and the environment from fire hazards.

POLICY SSI-3.1 **Development in Fire Hazard Areas.** Minimize development in fire hazard areas and plan and construct permitted development so as to reduce exposure to fire hazards and to facilitate fire suppression efforts in the event of a wildfire. (South County Joint Area Plan 15.04)

POLICY SSI-3.2 **Wildfire Risks.** Avoid actions which increase fire risk, such as increasing public access roads in fire hazard areas, because of the great environmental damage and economic loss associated with a large wildfire. (South County Joint Area Plan 15.04)

POLICY SSI-3.3

Public Facilities Location. Locate, when feasible, new essential public facilities outside of high fire risk areas, including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities, or identify construction methods or other methods to minimize damage if these facilities are located in a state responsibility area or very high fire hazard severity zone.

POLICY SSI-3.4

Adequate Infrastructure. Design adequate infrastructure if a new development is located in a state responsibility area (SRA) or in a very high fire hazard severity zone (VHFHSZ) or high fire hazard severity zone (HFHSZ) as indicated on the City of Morgan Hill Wildland Urban Interface map (adopted March 18, 2009), including safe access for emergency response vehicles, visible street signs, and water supplies for structural fire suppression.

POLICY SSI-3.5

Fire Risks. Work cooperatively with CAL FIRE and other public agencies with responsibility for fire protection to reduce fire risks in Morgan Hill.

POLICY SSI-3.6

Fire Hazard Severity Zones. Continue to support special High Fire Hazard Severity Zone requirements.

POLICY SSI-3.7

Inspection Program. Maintain a long range inspection program for fire prevention with highest priority established by the level of occupancy (high density uses – hotels apartments, offices, theaters and churches) and the nature of occupancy (schools, hospitals, jails and nursing homes). Update all information regarding hazardous areas to reflect current knowledge. (South County Joint Area Plan 15.11)

HAZARDOUS MATERIALS

GOAL SSI-4 Avoidance of exposure to hazardous substances.

POLICY SSI-4.1

Hazardous Materials Manufacture. Support programs and incentives to reduce the manufacture and use of materials that are hazardous to people and the environment.

POLICY SSI-4.2

On-Site Pretreatment. In order to minimize potential hazards, and decrease the volume of waste that must be disposed of require generators of hazardous waste to use on-site pretreatment prior to discharging treated waste effluent into the sewer system, using such methods as neutralization, precipitation, and oxidation. (South County Joint Area Plan 9.05 & 9.15)

POLICY SSI-4.3

Use and Handling Requirements. Continue a program of regular inspections and monitoring to ensure compliance with local, State, and federal regulations, in order to reduce the risks associated with the use and handling of hazardous materials and wastes. (South County Joint Area Plan 9.00)

POLICY SSI-4.4

Industrial and Commercial Users and Generators. Continue to implement the Joint Powers Pretreatment Program for industrial and commercial hazardous material users and/or hazardous waste generators, and coordinate as appropriate with Memoranda of Understanding (MOU) inspections, Hazardous Materials Storage Ordinance (HMSO) regulations, and implementation of applicable State laws. (South County Joint Area Plan 9.01)

POLICY SSI-4.5

Storage and Usage. Regularly inspect activities that store and/or use hazardous materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with the City's Hazardous Materials Storage Ordinance (HMSO). (South County Joint Area Plan 9.02)

POLICY SSI-4.6

Short-Term Storage. Regularly inspect those facilities which store hazardous waste on site for less than 90 days (a time period for which a hazardous materials storage permit is not required). (South County Joint Area Plan 9.03)

POLICY SSI-4.7

Handling. Require submittal of a hazardous materials handling plan as a prerequisite for developments requiring zone changes and use permits. (South County Joint Area Plan 9.04)

POLICY SSI-4.8

County and Water District Programs. Support County and Santa Clara Valley Water District programs to encourage source reduction and waste minimization by smaller firms which generate hazardous wastes. (South County Joint Area Plan 9.06)

POLICY SSI-4.9

Leaking Equipment. Require Vehicles and other equipment that may threaten the quality of water from leaking fuel tanks or oil spills to be removed from the site and/or repaired. (South County Joint Area Plan 9.07)

POLICY SSI-4.10

Public Education Programs. Work with Gilroy, Santa Clara County, the Santa Clara Valley Water District, the Regional Water Quality Control Board, and local community groups to coordinate and implement public education programs regarding hazardous materials and waste management. (South County Joint Area Plan 9.08)

POLICY SSI-4.11

Transportation Monitoring. Monitor the transportation of hazardous materials and wastes to reduce risks and ensure notification of South County jurisdictions in the event of a leak or spill. (South County Joint Area Plan 9.10)

POLICY SSI-4.12

Annual Records. Support the County's continued role as the agent that requires hazardous material users and waste generators to provide annual records and monitors haulers of hazardous materials and waste. (South County Joint Area Plan 9.14)

POLICY SSI-4.13

Household Waste. Offer regular household hazardous waste collection programs and other related activities in order to limit the types and amounts of hazardous waste entering the ordinary waste stream. (South County Joint Area Plan 8.09)

POLICY SSI-4.14

Santa Clara County Hazardous Waste Management Plan. The Santa Clara County Hazardous Waste Management Plan is herewith incorporated in this General Plan by reference. It is a City policy to restrict off-site hazardous materials operations (Hazardous Materials Reprocessing uses as defined by the Zoning Ordinance) to industrially zoned sites which have received Conditional Use Permits and which comply with the Santa Clara County Hazardous Waste management Plan or a City-designated equivalent.

POLICY SSI-4.15

Small Quantity Generators. Continue to allow Small Quantity Generators such as dry cleaners to locate in appropriate commercial and industrial zones without requiring additional hazardous materials permits, providing that such uses comply with other federal, State, and local

hazardous materials laws and regulations and providing that the site does not accept hazardous waste from off site for reprocessing.

POLICY SSI-4.16 **Contaminated Site Mitigation.** Require new or expanding development projects in areas contaminated from previous discharges to mitigate their environmental effects.

POLICY SSI-4.17 **Legislative Updates.** During the implementation of "2185" (Calif. Health and Safety Code Chap. 6.95 Division 20 Section 25500 et seq.) and successor legislation, make major efforts to achieve maximum integration between newly mandated actions and ongoing hazardous materials programs, particularly as they apply to: a) coordinated permit and fee structure, b) coordinated inspections, c) emergency response ("business") plans, d) training programs, e) evacuation requirements, and f) information requirements. (South County Joint Area Plan 9.09)

POLICY SSI-4.18 **High-Pressure Gas Lines.** Ensure that appropriate precautions are taken during development to minimize the risk of fire and/or explosion associated with high-pressure gas lines.

ACTION SSI-4.A **Highway Spills.** Request that Caltrans and the California Highway Patrol report any spills or leaks on the highway to the City. (South County Joint Area Plan 9.11)

ACTION SSI-4.B **Transportation Routes.** Designate specific transportation routes for the conveyance of hazardous materials and waste, if the City desires hazardous materials and waste to be transported on routes other than designated truck routes. (South County Joint Area Plan 9.13)

ACTION SSI-4.C

Multijurisdictional Notification. If a spill occurs while transporting hazardous materials or waste in one of the South County cities or the county, immediately notify the other jurisdictions. (South County Joint Area Plan 9.12)

FLOOD HAZARDS

GOAL SSI-5 The least possible damage to persons and property from flooding.

POLICY SSI-5.1

Development in Floodways and Floodplains. Prohibit development in floodways and regulate development in floodplains to minimize flood damage and be consistent with the federal flood insurance program. (South County Joint Area Plan 15.05)

POLICY SSI-5.2

Private Development in Flood-Prone Areas. If development is allowed in flood-prone areas, provide flood control facilities or appropriate flood-proofing prior to or in conjunction with development at developers' expense. (South County Joint Area Plan 12.05)

POLICY SSI-5.3

Flood Clearance. Prior to the start of construction, a Flood Clearance shall be obtained from the Floodplain Administrator for the City of Morgan Hill that provides plans drawn to scale showing the nature, location, dimensions, and elevation of the area; existing or proposed structures, fill, storage of material, and drainage facilities, and floodproofing provisions. Specifically, the following information shall be required:

- Proposed elevation in relation to mean sea level of the lowest floor (including basement) of all structures.

- Proposed elevation in relation to mean sea level to which any structure will be floodproofed.
- Appropriate elevation and floodproofing certifications.
- Description of the extent to which any water course will be altered or relocated as a result of the proposed development.

New residential buildings in the 100-year floodplain shall have their lowest floor elevation (excluding garage) floodproofed or raised a minimum of 1 foot above the base flood elevation (BFE). Substantially improved structures within the 100-year floodplain shall meet the same floodplain construction requirements as new buildings.*

POLICY SSI-5.4 **Floodwater Diversion.** Require that new developments within flood hazard areas are done in a manner that will not cause floodwaters to be diverted onto adjacent property or increase flood hazards to properties located elsewhere unless secured through a flood easement or fee title buyout.

POLICY SSI-5.5 **Off-Site Impacts.** Require all local development to provide appropriate mitigation of off-site flooding impacts, including limiting runoff to pre-development levels and/or complete solutions to flooding and local drainage problems in the vicinity of the development, using such methods as detention or retention. (South County Joint Area Plan 12.08)

POLICY SSI-5.6

New Development in Hazard Areas. Consider risk of flood hazards and damage in new development proposals within flood hazard areas. Ensure that new construction is consistent with federal flood protection regulations.

POLICY SSI-5.7

Raised Structures. Where other mitigation measures do not solve the flooding problem, permit raising individual foundations (padding up structures) in appropriate situations; however, its use must be restricted in order to minimize the cumulative effects on adjacent areas. (South County Joint Area Plan 12.06)

POLICY SSI-5.8

Water District Project Review. Send all subdivisions and private and public project referrals where activity is located near to floodplain areas to Santa Clara Valley Water District for review prior to City approval.

POLICY SSI-5.9

Riparian Natural Functions. Restore and maintain the natural functions of riparian corridors, creeks, and channels to reduce flooding, convey stormwater flows, and improve water quality.

POLICY SSI-5.10

Development along Reservoirs. Limit development along the shores of reservoirs which can be expected to sustain damage from seismically-induced seiche waves. (South County Joint Area Plan 15.6)

POLICY SSI-5.11

New Development in Dam Inundation Areas. Consider risk of dam inundation in new development proposals within the Anderson, Chesbro, and Coyote dam inundation areas.

- POLICY SSI-5.12 **Public Facilities Maintenance.** Design and locate essential public facilities so that their structural and operational integrity can be maintained during flooding.
- POLICY SSI-5.13 **Public Facilities Location.** Locate, when feasible, new public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communication facilities or identify construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
- POLICY SSI-5.14 **Evacuation and Rescue Maps.** Maintain, update, and make available to the public, as appropriate, community flood evacuation and rescue maps.
- POLICY SSI-5.15 **Waterway Access Dedication.** Require that projects dedicate access to and along all waterways pursuant to the State Map Act Sections 66475 and 66478.5 for.
- ACTION SSI-5.A **Floodway and Floodplain Dedication.** Continue to require dedication of floodway and floodplain areas pursuant to the PL566 Drainage Program.
- ACTION SSI-5.B **Floodplain Regulations.** Develop, enact, and enforce regulations for all floodplains, with specific standards to minimize flooding of existing structures and surrounding properties.
- ACTION SSI-5.C **Critical Facilities.** Conduct a study to identify critical facilities, such as levees, in flood hazard areas and within the dam inundation area, and seek ways to improve their level of protection, if possible.

GOAL SSI-6 Adequate, safe, and environmentally responsible drainage and flood control.	
POLICY SSI-6.1	Flood Control Projects. Minimize disruption of natural riparian areas by flood control projects needed to protect presently existing development by maintaining slow flow and stable banks through design and other appropriate mitigation measures. (South County Joint Area Plan 15.08)
POLICY SSI-6.2	Minimize Future Flood Control Costs. As flooding affects substantial areas of South County and the flood control projects now being constructed are designed to protect only existing developed and currently planned urban areas, manage land development to mitigate flooding problems and minimize the need for local public funding for additional flood control and local drainage facilities. (South County Joint Area Plan 12.00)
POLICY SSI-6.3	Existing and Planned Development. Areas which are developed or planned for development should be protected by the construction of flood control facilities. (South County Joint Area Plan 12.00)
POLICY SSI-6.4	Flood Protection Priority. Give highest priority for construction of flood protection facilities as follows: 1) to areas of existing development subject to the highest potential flood damage; 2) to undeveloped areas planned for urban development which would be subject to the highest potential of flood damage; 3) to agricultural lands; and 4) to other undeveloped areas. (South County Joint Area Plan 12.01)

- POLICY SSI-6.5 **Flood Risks.** Work with the Santa Clara Valley Water District and other agencies with the responsibility for flood protection to reduce flooding risks in Morgan Hill.
- POLICY SSI-6.6 **Flood Management Design.** Encourage flood management designs that respect the natural topography and vegetation of waterways while retaining dynamic flow and functional integrity.
- POLICY SSI-6.7 **Urban Creeks and Channels.** Preserve the existing floodplain capacity of urban creeks and channels.
- POLICY SSI-6.8 **Increased Capacity.** Encourage increased stormwater and flood management infrastructure capacity in order to accommodate changes in climate, precipitation, and extreme weather events.

AIRPORT HAZARDS

GOAL SSI-7 To protect the public's health and safety, ensure compatible land uses with South County Airport operations.

- POLICY SSI-7.1 **Airport Land Use Compatibility Plan.** Work closely with appropriate agencies, including the Santa Clara County Airport Land Use Commission, to ensure compatibility of land uses with airport facilities and operations.
- POLICY SSI-7.2 **Airspace Protection.** Limit building heights for airspace protection in accordance with Federal Aviation Regulations Part 77.

NOISE

GOAL SSI-8 Prevention of noise from interfering with human activities or causing health problems.

POLICY SSI-8.1

Exterior Noise Level Standards. Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (see Table SSI-1), as follows:

- Apply a maximum exterior noise level of 60 dBA L_{dn} in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing an L_{dn} of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an L_{dn} of 65 dBA may be permitted.
- Indoor noise levels should not exceed an L_{dn} of 45 dBA in new residential housing units.
- Noise levels in new residential development exposed to an exterior L_{dn} 60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA L_{dn} , recognizing that train noise is characterized by relatively few loud events.

POLICY SSI-8.2

Impact Evaluation. The impact of a proposed development project on existing land uses should be evaluated in terms of the potential for adverse community response based on significant increase in existing noise levels, regardless of compatibility guidelines.

POLICY SSI-8.3

Commercial and Industrial Noise Level Standards.

Evaluate interior noise levels in commercial and industrial structures on a case-by-case basis based on the use of the space .

POLICY SSI-8.4

Office Noise Level Standards. Interior noise levels in office buildings should be maintained at 45 dBA L_{eq} (hourly average) or less, rather than 45 dBA L_{dn} (daily average).

POLICY SSI-8.5

Traffic Noise Level Standards. Consider noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}, or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater.

POLICY SSI-8.6

Stationary Noise Level Standards. Consider noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.

POLICY SSI-8.7

Other Noise Sources. Consider noise levels produced by other noise sources (such as ballfields) significant if an acoustical study demonstrates they would substantially exceed ambient noise levels.

POLICY SSI-8.8

Screening. Use the Noise Contour map to screen projects to determine if acoustical studies shall be required.

POLICY SSI-8.9

Site Planning and Design. Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: a) installing earth berms, b) increasing the distance between the noise source and the receiver; c) using non-sensitive structures such as parking lots, utility areas, and garages to shield noise-sensitive areas; d) orienting buildings to shield outdoor spaces from the noise source; and e) minimizing the noise at its source.

ACTION SSI-8.A

Noise Contour Map Updates. Assess and track noise levels when specific projects are proposed to determine the continued accuracy of the Noise Contour map. If necessary, based on these assessments, update the future Noise Contour map to reflect changed conditions.

ACTION SSI-8.B

Zoning Ordinance. Amend the Zoning Ordinance to reflect noise limits intended to protect noise sensitive land uses from intrusion by stationary noise sources.

GOAL SSI-9

Protection from noise associated with motor vehicles and railroad activity.

POLICY SSI-9.1

Techniques to Reduce Traffic Noise. Use roadway design, traffic signalization, and other traffic planning techniques (such as limiting truck traffic in residential areas) to reduce noise caused by speed or acceleration of vehicles.

POLICY SSI-9.2

Noise Barrier Dimensions. If noise barriers are deemed the only effective mitigation for development along major transportation corridors, require an acoustical analysis to determine necessary dimensions.

POLICY SSI-9.3

Sound Wall Design. The maximum height of sound walls shall be eight feet. Residential projects adjacent to the freeway shall be designed to minimize sound wall height through location of a frontage road, use of two sound walls or other applicable measures. Sound wall design and location shall be coordinated for an entire project area and shall meet Caltrans noise attenuation criteria for a projected eight-lane freeway condition. If two sound walls are used, the first shall be located immediately adjacent to the freeway right-of-way and the second shall be located as necessary to meet Caltrans noise requirements for primary outdoor areas. The minimum rear yard setback to the second wall shall be 20 feet.

POLICY SSI-9.4

Sound Barrier Vandalism. Ensure that sound barriers do not become targets for vandalism and prioritize clean-up if sound walls are vandalized.

POLICY SSI-9.5

Noise Studies for Private Development. In order to prevent significant noise impacts on neighborhood residents which are related to roadway extensions or construction of new roadways, require completion of a detailed noise study during project-level design to quantify noise levels generated by projects such as the Murphy Avenue extension to Mission View Drive and the Walnut Grove Extension to Diana Avenue. The study limits should include noise sensitive land uses adjacent to the project alignment as well as those along existing segments that would be connected to new segments. A significant impact would be identified where traffic noise levels would exceed the "normally acceptable" noise level standard for residential land uses and/or where ambient noise levels would be substantially increased with the

project. Project specific mitigation measures could include, but not be limited to, considering the location of the planned roadway alignment relative to existing receivers in the vicinity, evaluating the use of noise barriers to attenuate project-generated traffic noise, and/or evaluating the use of “quiet pavement” to minimize traffic noise levels at the source. Mitigation should be designed to reduce noise levels into compliance with “normally acceptable” levels for residential noise and land use compatibility.

POLICY SSI-9.6

Earth Berms. Allow and encourage earth berms in new development projects as an alternative to sound walls if adequate space is available.

POLICY SSI-9.7

Sound Barrier Design. Require non-earthen sound barriers to be landscaped, vegetated, or otherwise designed and/or obscured to improve aesthetics and discourage graffiti and other vandalism.

ACTION SSI-9.A

UPRR Madrone Parkway Crossing Noise Study. In order to prevent significant noise impacts on sensitive receptors and neighborhood residents which are related to an at-grade Madrone Parkway Crossing of the UPRR tracks, during project-level design, conduct a detailed noise study to calculate noise levels expected as a result of train warning whistles and warning bells that would be sounded, and to calculate the increase in ambient noise levels resulting from the project. The study limits should include noise sensitive land uses north and south of the at-grade crossing as warning whistles would be expected up to one-quarter mile in each direction. A significant impact would be identified where (it is likely that these receivers are already exposed to noise levels above 60 dBA L_{dB}) where ambient

noise levels would be substantially increased with the project. Project specific mitigation measures should include, but not be limited to, evaluating the use of noise barriers to attenuate the warning whistle/bell noise, residential sound insulation, utilizing wayside horns, and/or establishing a train whistle quiet zone per the Federal Railroad Administration's Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings. Mitigation should be designed to avoid a substantial permanent increase in noise.

IMPACTS FROM CLIMATE CHANGE

GOAL SSI-10 Built environment and emergency response that protects residents from the health and safety impacts of climate change.

POLICY SSI-10.1 **Public Information.** Educate the public about the risks and symptoms of extreme heat exposure, flooding, and exposure to fire, particularly for the most vulnerable populations such as those in poverty, seniors, pregnant women, young children, people with chronic conditions, the socially isolated, the disabled, and workers in outdoor jobs.

POLICY SSI-10.2 **Emergency Response Planning.** Incorporate potential impacts of climate change into emergency and disaster planning, including providing for emergency cooling, safe drinking water, and emergency housing.

POLICY SSI-10.3 **Building Design.** Encourage energy retrofits and new construction design that increases resiliency to flooding and extreme heat, including raised ground floors in flood-prone areas, passive cooling, and backup power supply.

POLICY SSI-10.4



Heat Island Mitigation. Encourage design and landscaping features that reduce the intensification of heat due to the urban heat island effect, including tree canopy, cool pavement, and living roofs.

POLICY SSI-10.5

Community Capacity. Build capacity among nonprofit partners, agencies, and neighborhoods for emergency response to climate-related extreme weather events.

ACTION SSI-10.A

Design Guidelines. Develop and publicize design guidelines to encourage construction that incorporates passive cooling, reduces emissions, and otherwise mitigates the impacts of and greater contribution to climate change.

POLICE AND FIRE

GOAL SSI-11 Efficient police, fire, and emergency medical response and services, and access to local medical facilities.

POLICY SSI-11.1

Staffing. Provide police and fire staffing and facilities as necessary to provide adequate public safety protection.

POLICY SSI-11.2

Prevention through Design. Promote police and fire security considerations in all structures by ensuring that crime and fire prevention concepts are considered in development and design.

POLICY SSI-11.3

Medical Services. Encourage provision of a full range of medical services in the city, including an acute care hospital. .

EMERGENCY RESPONSE

GOAL SSI-12 Reduce risk to life and property associated with emergencies and natural and manmade disasters.

- POLICY SSI-12.1 **Emergency Response Public Awareness.** Promote public awareness of potential disaster scenarios for Morgan Hill and encourage individual preparedness.
- POLICY SSI-12.2 **Emergency Response Education.** Provide education and support to neighborhood- or block-level efforts to prepare for disasters.
- POLICY SSI-12.3 **Disaster Preparedness.** Maintain an adequate level of disaster response preparedness through careful review of proposed developments and through staff training in and exercise of the local hazard mitigation plan.
- POLICY SSI-12.4 **Maintenance of Emergency Access Routes.** Require that emergency access routes be kept free of traffic impediments.
- POLICY SSI-12.5 **Emergency Response Plan.** Maintain comprehensive Emergency Response Plans.
- POLICY SSI-12.6 **Accessibility.** Continue restricting development in areas of poor accessibility. Discourage development in areas where access is provided by a single road that could be damaged by faulting or landslides, or where access could be cut off by wildfires, trapping residents or workers. (South County Joint Area Plan 15.07)

ACTION SSI-12.A

Emergency Access. Where appropriate, allow development in areas where a second improved access road has been provided for emergency escape. (South County Joint Area Plan 15.07)

ACTION SSI-12.B

Safety Drills. Conduct periodic drills using emergency response systems to test the effectiveness of City procedures.

ADAPTIVE INFRASTRUCTURE

GOAL SSI-13 Infrastructure and urban development that adapts and evolves to respond to a changing climate.

POLICY SSI-13.1

Underground Utilities. Continue to require utilities in subdivisions to be underground, and convert overhead utilities throughout the city to underground facilities.

POLICY SSI-13.2

System Assessment. Evaluate the capacity and condition of water, wastewater, and stormwater facilities on a regular basis to assess each system's ability to withstand increased wet and dry weather events, meet changes in demand, and determine system deficiencies.

ACTION SSI-13.A

Utility Improvements. Create a plan and schedule for converting overhead utilities to underground facilities.

ACTION SSI-13.B

Conservation Incentives. Create new incentive programs to encourage resource conservation, such as reduced permit fees for development that demonstrates conservation and climate change resiliency.

- ACTION SSI-13.C **Plan Updates.** Monitor the effects of climate change in Morgan Hill and update planning documents as needed to respond to changing community needs and system demands.
- ACTION SSI-13.D **Inspections.** Regularly inspect infrastructure more vulnerable to storms (e.g., wooden utilities poles) to ensure reliability during storm events.

WATER SUPPLY

GOAL SSI-14 **High quality water resources, managed effectively.**

- POLICY SSI-14.1 **Efficient Water Management.** Manage the supply and use of water more efficiently through appropriate means, such as watershed protection, percolation, conservation, and reclamation. (South County Joint Area Plan 7.00)
- POLICY SSI-14.2  **Water Conservation.** Support water conservation measures that comply with State and federal legislation and that are consistent with measures adopted in the Urban Water Management Plan.
- POLICY SSI-14.3  **SB-X7-7.** Implement water conservation policies contained within Morgan Hill's Urban Water Management Plan to achieve 20 percent per capita water reductions by 2020.
- POLICY SSI-14.4 **Drought Planning.** Encourage water agencies to develop and maintain drought contingency plans, including emergency water connections and related measures to ensure adequate water during drought.

POLICY SSI-14.5

Water Supply. Routinely evaluate the impact of new development proposals in Morgan Hill and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies are available.

POLICY SSI-14.6

Well Pumping. Support cooperation among all jurisdictions and agencies pumping water from wells in order to manage the aquifer to preserve the natural ecology of the region, secure the aquifer's utility as a water resource, and ensure the water's quality. (South County Joint Area Plan 7.04)

POLICY SSI-14.7

Water District Programs. Encourage the Santa Clara Valley Water District to continue developing programs to assure effective management of water resources, such as well monitoring, percolation of imported water, reclamation, and conservation. (South County Joint Area Plan 7.07)

POLICY SSI-14.8

Sufficient Supply. Ensure that new development does not exceed the water supply. (South County Joint Area Plan 7.08)

POLICY SSI-14.9

Well Monitoring. Continue to monitor wells and provide the results to the Santa Clara Valley Water District which would coordinate the data and make it available to all jurisdictions and agencies. (South County Joint Area Plan 8.14)

POLICY SSI-14.10

Private Well Monitoring Programs. Expand programs for monitoring private wells by including tests of more wells, tests on constituents not yet tested in private wells (i.e., volatile organics, bacteriological, radiological, etc.), and periodic retesting of selected private wells. (South County Joint Area Plan 8.15)

POLICY SSI-14.11

Urban Encroachment. Protect streambeds and other appropriate percolation areas from encroachment by urban development. (South County Joint Area Plan 7.05)

POLICY SSI-14.12



Water Reclamation Facilities. Encourage the development of water reclamation facilities where feasible, in order to make reclaimed water available to help meet the growing water needs of the South County region. (South County Joint Area Plan 7.09)

POLICY SSI-14.13



Use of Recycled Water. Increase use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, practical, and available.

ACTION SSI-14.A

Tiered Water Rates. Review the tiered system for water rates to ensure that it encourages conservation without unduly burdening local residents.

ACTION SSI-14.B

Gray Water. Explore use of gray water to help mitigate long-term water shortages.

ACTION SSI-14.C

Reclaimed Water Importation. Explore opportunities to import reclaimed water from the wastewater treatment plant and other geographically feasible sources.

ACTION SSI-14.D

Untreated Water Usage. Encourage the Santa Clara Valley Water District to continue to allow use of untreated water for irrigating large landscaped areas.

ACTION SSI-14.E

Well Pumping Impacts. Partner with other South County jurisdictions to assess the demand that the City's well pumping imposes on the direction of flow of water and how it affects others that are pumping from the same aquifer, in order to prevent adverse impacts on existing groundwater contamination problems. (South County Joint Area Plan 7.03)

ACTION SSI-14.F

San Felipe Water. Continue coordination among the South County jurisdictions and the Santa Clara Valley Water District to ensure that the South County will get sufficient deliveries of San Felipe water as needs require. (South County Joint Area Plan 7.06)

ACTION SSI-14.G

Abandoned and Unused Wells. Continue programs to identify and seal abandoned and unused wells, as such wells may be prime sources for transferring contaminants from the upper to lower aquifer. (South County Joint Area Plan 7.01)

ACTION SSI-14.H

Monitoring Programs. Work with other South County jurisdictions to track existing water quality, water supply, and water flow monitoring programs. This information should be used to evaluate current regulations and procedures, and to assess the need for new monitoring programs or for revisions or consolidation of existing programs. (South County Joint Area Plan 7.02)

ACTION SSI-14.I

Water District Programs. Work with the Santa Clara Valley Water District to encourage water use efficiency and conservation programs for residences, businesses, and agriculture and to increase public awareness of the need for efficient management of water resources, including but not limited to, conservation and reuse practices.

WASTEWATER

GOAL SSI-15 Efficient, effective, and sustainable wastewater treatment.

- POLICY SSI-15.1 **Septic Systems.** Allow septic systems for low-intensity uses where they will not have a negative impact on the environment. (South County Joint Area Plan 6.00)
- POLICY SSI-15.2 **Wastewater Treatment Facility and Growth.** Ensure that the total capacity for the Gilroy/Morgan Hill Wastewater Treatment Facility, its timing for expansion , and configuration are consistent with adopted policies for the overall growth of Morgan Hill and Gilroy. Plans for the expansion of the Wastewater Treatment Facility should be based on the flow projections found in the Gilroy and Morgan Hill Sewer Master Plans. (South County Joint Area Plan 6.00)
- POLICY SSI-15.3 **Wastewater Treatment Facility Funding.** Fund the Wastewater Treatment Facility expansion in a manner which considers the financing needs of other infrastructure in the South County. (South County Joint Area Plan 6.01)
- POLICY SSI-15.4 **Alternative Sewer Systems.** Prohibit the use of alternative sewage treatment and disposal systems until a reliable track record for the type of system has been documented and conditions for ongoing safe and effective operation have been established. (South County Joint Area Plan 6.04)

POLICY SSI-15.5

County and Water District Assistance. Encourage Santa Clara County and the Santa Clara Valley Water District to assist in the Cities' wastewater treatment program, if feasible and agreed to by the participants. (South County Joint Area Plan 6.02)

POLICY SSI-15.6

Regional Infrastructure Planning. Coordinate with Gilroy and Santa Clara County on the infrastructure and public services needed for future urban development, including their location and timing. (South County Joint Area Plan 17.08)

ACTION SSI-15.A

Wastewater Treatment Facility Capacity. Work with the City of Gilroy to determine the best method to increase and fund sewer treatment capacity in order to facilitate development that is consistent with both cities' general plans. (South County Joint Area Plan 6.01)

ACTION SSI-15.B

Alternative Methods for Wastewater Treatment. Investigate alternative methods for wastewater treatment.

STORMWATER

GOAL SSI-16 Minimized adverse effects on property, natural resources, and ground and surface water quality from stormwater runoff.

POLICY SSI-16.1

Drainage Facilities Payment. Ensure that those residents who benefit from, as well as those who contribute to the need for, local drainage facilities pay for them. (South County Joint Area Plan 13.02)

POLICY SSI-16.2 **Drainage System Capacity.** Ensure that the level of detention or retention provided on the site of any new development is compatible with the capacity of the regional storm drainage system.

POLICY SSI-16.3 **Stormwater Management Plans.** Require a storm water management plan for each proposed development, to be presented early in the development process and describe the design, implementation, and maintenance of the local drainage facilities. (South County Joint Area Plan 13.03)

POLICY SSI-16.4 **Regional System Compatibility.** Coordinate with the Santa Clara Valley Water District to ensure compatibility of the local and regional storm drainage systems.

ACTION SSI-16.A **Drainage Impacts.** Require developers of individual projects to mitigate on- and off-site drainage impacts and, where appropriate, install local drainage facilities which would contribute to an eventual area-wide solution to local drainage problems. (South County Joint Area Plan 13.00)

ACTION SSI-16.B **South County Drainage.** Work with the City of Gilroy and Santa Clara County to develop a coordinated, interjurisdictional master plan for local drainage in the South County, which includes consideration of the interface between unincorporated areas and City drainage systems. (South County Joint Area Plan 13.04)

ACTION SSI-16.C

Drainage Impact Mitigation. Require developers of individual projects to mitigate drainage impacts and protect ground-water quality. Such mitigation may include limiting runoff to pre-development levels and/or complete solutions to local drainage problems in the vicinity of the development or downstream, possibly using detention or retention methods. (South County Joint Area Plan 13.05)

ACTION SSI-16.D

Drainage Maintenance Funding. Since County maintenance is limited to maintaining local storm drainage facilities which may affect County roads, study the available mechanisms for acquiring additional funding from residents and/or developers for any additional storm drain-related maintenance beyond that which is currently provided. (South County Joint Area Plan 13.01)

SOLID WASTE

GOAL SSI-17 Reduced generation of solid waste and increased diversion of waste from landfills.

POLICY SSI-17.1

Waste Diversion. Maximize reuse, recycling, and composting citywide to reduce the amount of waste disposed of in landfills.

POLICY SSI-17.2

Waste Management Technologies. Support adoption of new technologies for waste management activities, including collection, sorting, and processing, that can maximize waste stream materials recovery.

POLICY SSI-17.3

Public Waste Reduction. Reduce the amount of waste disposed of in landfills through waste prevention, reuse, and recycling at venues, public facilities, and special events.

- POLICY SSI-17.4  **Food Scrap and Yard Waste Diversion.** Promote the collection of food scraps and compostable paper in yard waste bins through public outreach campaigns.
- POLICY SSI-17.5 **Single-Use Materials.** Support programs and incentives to reduce the manufacture and use of materials that are difficult to recycle or are non-compostable substitutes for compostable materials.
- POLICY SSI-17.6 **Local Materials.** Encourage the use of locally extracted, manufactured, recycled, and reused materials, including construction materials and compost.
- POLICY SSI-17.7 **Citywide Recycling Program.** Maintain the city-wide recycling program, including commercial and industrial efforts, as well as downtown recycling bins.
- POLICY SSI-17.8 **Public Participation.** Increase program participation and reduce disposal of recyclable or compostable materials through a combination of intensive outreach, incentives, enforcements, and mandates.
- POLICY SSI-17.9 **Litter Control.** Promote aggressive litter control.
- ACTION SSI-17.A **Litter Control in Commercial Development.** Require litter control considerations in all commercial development.
- POLICY SSI-17.10 **Energy Generation.** Encourage the development of energy generation and conservation technologies for converting residual solid waste into energy.

POLICY SSI-17.11

Hard-to-Recycle Materials. Expand programs and facilities that accept hazardous and hard-to-recycle materials.

POLICY SSI-17.12



Building Reuse. Promote the use of recycled materials, including reuse of existing building shells and elements, as part of new construction or renovations.

POLICY SSI-17.13

Public Venues and Events. Encourage commercial businesses, public facilities, and permitted events to provide composting and recycling bins with signage and labels to educate members of the public about proper use.

ACTION SSI-17.A



Zero Waste Goal. Prepare a zero-waste strategic plan to maximize solid waste diversion community-wide.

ACTION SSI-17.B

Public Participation. Investigate ways to increase public awareness and participation in recycling programs.

TELECOMMUNICATIONS

GOAL SSI-18 State-of-the-art telecommunication services for all segments of the community to foster fiscal and environmental sustainability, support an innovative economy, and meet the needs of the community.

POLICY SSI-18.1

Access and Availability. Work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies in Morgan Hill.

- POLICY SSI-18.2 **Telecommunications Marketplace Competition.** Encourage marketplace competition from multiple telecommunications service providers to maximize access to inexpensive service.
- POLICY SSI-18.3 **Retrofitting.** Work with utility companies to retrofit areas not served by current telecommunication technologies, as feasible.
- POLICY SSI-18.4 **Telecommunication Planning.** Work with utility companies to strategically plan telecommunication for newly developing areas.
- POLICY SSI-18.5 **Collocation of Telecommunication Facilities.** Encourage compatible collocation of telecommunication facilities and work with utility companies to provide opportunities for siting facilities on City-owned property and public rights-of-ways.
- POLICY SSI-18.6 **Telecommunications Master Plan.** Support the implementation of the Telecommunications Master Plan.
- ACTION SSI-18.A **Telecommunications Requirements for New Development.** Establish requirements for the installation of state-of-the-art internal telecommunication technologies in new large-scaled residential, office, and commercial developments.
- ACTION SSI-18.B **Standardized Telecommunications Development.** Establish standard procedures for permitting and installation of telecommunication facilities, including but not limited to the public right-of-way, as allowed by federal and State law.

MORGAN HILL 2035 GENERAL PLAN
SAFETY, SERVICES, AND INFRASTRUCTURE

REGIONAL COORDINATION

10

CHAPTER PURPOSE

Coordination with other agencies and jurisdictions in the region will be crucial for the successful implementation of the vision and goals throughout General Plan 2035. Many key aspects of daily life in Morgan Hill are affected by the decisions and actions of neighboring or regional agencies such as the Valley Transportation Authority (VTA), the Santa Clara Valley Water District (SCVWD), Santa Clara County, and the City of Gilroy. The City of Morgan Hill will continue to participate in planning for growth, conservation, and change in the surrounding area to ensure that Morgan Hill will retain its distinctive character and quality of life.

Policies and actions that support ongoing coordination with these agencies are spread throughout the General Plan and are integrated with other policies and actions affecting the same topic. An important source of these policies is the South County Joint Area Plan, which was jointly adopted by the County, Gilroy, and Morgan Hill in 1989 and amended in the early 1990s with a planning horizon of 2005. The South County Joint Area Plan continues to serve as a reference of recommended policies and approaches to ensure a regional approach to growth management in the South County. Many of the policies remain relevant today and are incorporated throughout the General Plan, with the South County Joint Area Plan noted as the source in parentheses.

This Element contains a guide to all the policies and actions throughout the General Plan that guide regional coordination and collaboration. In addition, each policy or action is denoted by the circular RC symbol in the margin.



POLICIES AND ACTIONS

The following policies and actions will guide regional coordination:

City and Neighborhood Form

- CNF-1.3 Regional Coordination
- CNF-5.1 Land Use Conflicts
- CNF-5.2 Road and Infrastructure Extensions
- [All of Goal CNF-21 regarding Effective, stable growth in South County]

Economic Development

- ED-1.3 Regional Housing Needs Allocation
- ED-1.4 Local Higher Education Resources
- ED-4.B Tourism Promotion
- ED-9.3 Robust Transportation Options

Healthy Community

- HC-2.2 Coordinated Senior Services
- HC-3.14 Streamside Trails
- HC-3.17 Regional Needs
- HC-3.25 Partnerships
- HC-3.F Pursue Funding

Transportation

- TR-1.1 System Efficiency
- TR-1.2 Highway 101 Widening
- TR-6.8 Transit for Changing Needs
- TR-6.9 Funding Partnerships
- TR-6.10 Transit for Senior Citizens
- TR-6.11 Transit for a Healthy and Active Community
- TR-6.A Caltrain
- TR-9.D Partnerships for Pedestrian Safety.
- TR-10.D Ride Sharing for Large Employers
- [All of Goal TR-11 regarding coordinated transportation planning]

Natural Resources and Environment

- NRE-1.1 Natural Features
- NRE-1.2 Large Open Space Areas.
- NRE-1.4 South County Open Space

- NRE-1.5 Coordinated Action
- NRE-1.6 Open Space Preservation Tools
- NRE-1.7 Priority Areas for Preservation
- NRE-1.8 County Parks and Open Space Programs
- NRE-1.B Open Space Acquisition and Maintenance
- NRE-2.D El Toro Mountain and Santa Clara County Parks
- [All of Goal NRE-3 regarding Greenbelt]
- NRE-4.7 Long-Term Maintenance of Agriculture
- NRE-4.14 LAFCO Policies
- NRE-4.19 Agricultural Lands Preservation Program
- NRE-4.D South County Agricultural Areas
- NRE-5.2 Other Agencies and Environmental Review
- NRE-5.A West Little Llagas Creek
- NRE-6.2 Habitat Conservation Plan
- NRE-6.7 Habitat Protection and Enhancement
- NRE-8.7 Aquifer Protection
- NRE-8.8 Water Quality Compliance
- NRE-9.1 Interjurisdictional Coordination
- NRE-9.2 Water Board Standards
- NRE-9.3 Solid Waste Facility Impacts and Benefits
- NRE-9.4 Compatibility of Regulations
- NRE-9.A Intergovernmental Coordination
- NRE-10.1 Regional and Subregional Cooperation
- NRE-15.10 VMT Reduction
- NRE-16.A Community Choice Aggregation

Safety, Services, and Infrastructure

- SSI-1.B Current Information
- SSI-3.5 Fire Risks
- SSI-4.10 Public Education Programs
- SSI-6.5 Flood Risks
- SSI-7.1 Airport Land Use Compatibility Plan
- SSI-10.5 Community Capacity
- SSI-14.1 Efficient Water Management
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GLOSSARY

11

OVERVIEW

This glossary explains the technical terms used in the Morgan Hill General Plan and common in the field of planning. Definitions come from several sources, including the California Office of Planning and Research and the American Planning Association Glossary of Zoning, Development, and Planning Terms.

ABBREVIATIONS

AB:	Assembly Bill
ABAG:	Association of Bay Area Governments
ADT:	Average daily trips
AIA:	Airport Influence Area
ALUC:	Airport Land Use Commission
ALUCP:	Airport Land Use Compatibility Plan
AQMD:	Air Quality Management District
BAAQMD:	Bay Area Air Quality Management District
BMR:	Below Market Rate
CAL FIRE:	California Department of Forestry and Fire Protection
CARB:	California Air Resource Board
CEQA:	California Environmental Quality Act
CDFW:	California Department of Fish and Wildlife



CIP:	Capital Improvement Program
CNEL:	Community Noise Equivalent Level
CPUC:	California Public Utilities Commission
dB:	Decibel
dBA:	Decibel "A-Weighted"
DOC:	State of California, Department of Conservation
du:	Dwelling Unit
EIR:	Environmental Impact Report
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FHSZ:	Fire Hazard Severity Zone
GPA:	General Plan Amendment
GPAC:	General Plan Advisory Committee
GIS:	Geographic Information Systems
GHG:	Greenhouse Gas
HCP:	Habitat Conservation Plan
HMSO:	Hazardous Material Storage Ordinance
HOV:	High Occupancy Vehicle Lanes
LAFCO:	Local Agency Formation Commission
LEED:	Leadership in Energy and Environmental Design
LOS:	Level of Service
LRA:	Local Responsibility Area

PG&E:	Pacific Gas and Electric Company
PD:	Planned Development
RDCS:	Residential Development Control System
SB:	Senate Bill
SCVWD:	Santa Clara Valley Water District
SEQ:	Southeast Quadrant
SOI:	Sphere of Influence
SRA:	State Responsibility Area
TDR:	Transfer of Development Rights
TOD:	Transit Oriented Development
UGB:	Urban Growth Boundary
USA:	Urban Service Area
USFWS:	United States Fish and Wildlife Service
USGS:	United States Geological Survey
UWMP:	Urban Water Management Plan
VTA:	Santa Clara Valley Transportation Authority
VHFHSV:	Very High Fire Hazard Severity Zone
WWTP:	Waste Water Treatment Plant

TERMINOLOGY

Acreage, Gross. The land area that exists prior to any dedications for public use, health, and/or safety purposes.

Acreage, Net. The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for:

- Exterior boundary streets
- Flood ways
- Public parks
- Utility corridors

Acre-Foot. The volume of water that would cover 1 acre to a depth of 1 foot. An acre-foot is about the amount of water used each year in and around the home by two average California families.

Action. An action is a program, implementation measure, procedure, or technique intended to help achieve a specified goal. (See "Goal")

Adverse Impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability, Housing. The relation of housing costs to household income.

Affordable Housing. Dwelling units for which the housing payment is not more than 30 percent of household gross income for a specified income group.

Apartment-Type Units. Garden-type apartments or condominiums, generally at densities of 14 units per acre or more, designed as stacked units without garages.

Archaeological Resource. Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Arterials. Major thoroughfares that carry large volumes of traffic at relatively high speeds. Arterials are designed to facilitate two or more lanes of moving vehicles in each direction and rarely contain on-street parking.

Assembly Bill (AB). Precedes digits indicating specific bill number (e.g., AB 32). An Assembly Bill is an idea or concept designed by a member of the California Assembly. Once an Assembly Bill is passed in both the State Assembly and Senate it goes to the Governor for signature, veto, or approval without signature.

Association of Bay Area Governments (ABAG). The regional planning agency for the nine Bay Area counties, including Santa Clara County, and the 101 cities and towns within these counties.

Below Market Rate (BMR). BMR housing is subsidized to make it available to households that cannot afford current market price.

Bicycle Lane (Class II facility). A corridor expressly reserved for bicycles on a street or roadway in addition to lanes for use by motorized vehicles.

Bicycle Path (Class I facility). A paved route, not on a street or roadway, expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but are typically separated from them by landscaping.

Bicycle Route (Class III facility). A roadway shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways. A term that encompasses “bicycle lanes,” “bicycle paths,” and “bicycle routes.”

Buffer. An area established between potentially conflicting land uses, such as agricultural and residential uses, which, depending on the potential impact, may utilize landscaping or structural barriers such as setbacks or roads.

Buildout. Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA). Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Caltrans. California Department of Transportation.

Capital Improvement Program (CIP). A program that schedules permanent improvements, usually for a minimum of five years in the future, that fits the projected fiscal capability of the local jurisdiction. The program generally is reviewed on an annual basis for conformance to and consistency with the General Plan.

City. City with a capital “C” generally refers to the City government or administration. City with a lower case “c” may mean any city or may refer to the geographical area.

City Limits. The legal boundaries of the geographical area subject to the jurisdiction of the City of Morgan Hill’s government. For example, development applications for properties located within the city limits must be reviewed by the City.

Collectors. Roadways that connect local streets to “arterials”; collectors usually provide two travel lanes for automobiles, and may also have bicycle lanes.

Compatible. Capable of existing together without conflict or ill effects.

Complete Streets Act. A law that requires all road construction and improvement projects to evaluate how the right-of-way serves all who use it, including pedestrians, bicyclists, and transit users.

Conditional Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Conservation. The management of natural resources to prevent waste, destruction, or neglect.

Courtyard Homes. A grouping of detached single-family homes arranged around a courtyard that is typically perpendicular to the street.

Cultural Resources. Includes historic, archaeological, and paleontological resources, as well as human remains.

Cumulative Impact. As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

Decibel (dB). A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 dB are ten times more intense and 20 dB are 100 times more intense than 1 dB.

Decibel “A-Weighted” (dBA). The “A-weighted” scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often required by a city or county as conditions for approval of a development. (See “In-Lieu Fee”)

Density. The amount of development or people per unit of area or property. (See also “Density, Residential” and “Floor Area Ratio”)

Density, Residential (du/acre). The number of permanent residential dwelling units (du) per acre of land. Densities specified in the General Plan are expressed in dwelling units per net acreage (du/acre). (See “Acres, Gross” and “Acres, Net”)

Development. The physical extension and/or construction of non-farm land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities and other facilities; installation of septic systems; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an existing lot, and routine repair and maintenance activities, are exempted.

Development Fees. Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: 1) service charges such as permit fees covering the cost of processing development plans, connection or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and 2) "impact" fees levied on new development to cover the cost of infrastructure or facilities necessitated by development.

Disabled. Persons determined to have a physical impairment or mental disorder, which is expected to be of long, continued, or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

Duet. Two single-family homes attached to each other by at least one common wall extending from the foundation to the roof, which forms the property line. Each dwelling unit has individual heating and plumbing systems and may be owned separately.

Duplex. A free-standing house divided into two separate dwelling units or residences, usually having separate entrances. The duplex is owned as a single property; the two units typically cannot be owned separately.

Dwelling Unit (du). A building or portion of a building containing one or more rooms, designed for or used by one family

for living or sleeping purposes, and having a separate bathroom and only one kitchen or kitchenette.

Ecosystem. An interacting system formed by a biotic community and its physical environment.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Farmland, Prime. Land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last 3 years.

Farmland of Local Importance. Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops or that has the capability of production. This land may be important to the local economy due to its productivity.

Farmland of Statewide Importance. Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last 3 years.

Farmland, Unique. Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Fault. A fracture in the earth's crust that forms a boundary between rock masses that have shifted.

Flood, 100-year. In any given year, a flood that has a 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Flood, 500-year. In any given year, a flood that has a 0.2 percent likelihood of occurring.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floodway. The part of the floodplain capable of conveying the 100-year flood with no more than a 1-foot rise in water. The floodway includes the river channel itself and adjacent land areas.

Floor Area Ratio (FAR). The size of a building in square feet divided by land area, expressed as a decimal number. For example, a 60,000-square-foot building on a 120,000 square-foot parcel would have an FAR of 0.50. The FAR is used in calculating the building intensity of non-residential development.

Garden Apartments. A grouping of attached homes arranged to share one or more central courtyards.

General Plan. A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Public Safety) and may include any number of optional elements the City deems important.

Geographic Information Systems (GIS). A combination of approaches, programs, methodologies, and technologies to gather, store, manipulate, analyze, present, and interpret spatial information and data.

Goal. A description of the general desired results that Morgan Hill seeks to create through the implementation of the General Plan. Goals are included in each element of the Plan and may

include the key physical or community characteristics that the City and its residents wish to maintain or develop.

Gray Water. The less contaminated portion of domestic wastewater, including wash water from clothes washers and laundry tubs.

Greenhouse Effect. A term used to describe the warming of the earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Greenhouse Gas (GHG). A gaseous compound that contributes to the greenhouse effect.

Groundwater. Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Growth Management. The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through building permit caps, public facilities/infrastructure ordinances, urban limit lines, standards for levels of service, phasing, and other programs.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Waste. Waste that requires special handling to avoid illness or injury to persons or damage to property.

High Occupancy Vehicle Lanes (HOV). Traffic lanes that are designated and reserved for vehicles with a minimum number of passengers during high-volume commute hours in order to encourage carpooling through faster travel. They are enforced with fines and traffic tickets.

Horizon Year. The year through which the General Plan is intended to be effective, or 2035.

Horizontal Mixed Use. A type of mixed-use development where residential uses are located behind or next to non-residential uses on the same development site.

Household. Person or persons living in one dwelling unit.

Implementation. Actions, procedures, programs, or techniques that carry out policies.

Income, Above-Moderate. A household whose income exceeds 120 percent of the county median.

Income, Extremely-Low. A household whose income is less than 30 percent of the county median.

Income, Low. A household whose income is between 50 and 80 percent of the county median.

Income, Median. The countywide median income for a four-person household, as defined by the United States Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD).

Income, Moderate. A household whose income is between 81 and 120 percent of the median family income for the county.

Income, Very-Low. A household whose income does not exceed 50 percent of the median family income for the county.

Infill Development. Development that occurs on vacant or underutilized land within areas that are already largely developed.

In-lieu Fee. Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (See "Dedication")

Jobs/Housing Balance. A ratio used to describe the adequacy of the housing supply within a defined area to meet the needs of persons working within the same area. Jobs/housing balance as used in the General Plan is the ratio of jobs to employed residents.

Landslide. The downslope movement of soil and rock.

Land Use. The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation. One particular category in a classification series of appropriate use of properties established by the General Plan City and Neighborhood Form Element.

Level of Service (LOS) Standard. A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic). A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A. A relatively free flow of traffic, with little or no limitation on vehicle movement or speed. Average delays at signalized intersections are less than 35 seconds, and all queues clear in a single signal cycle.

Level of Service B. A steady flow of traffic, with only slight delays in vehicle movement and speed. Average delays at signalized intersections are less than 35 seconds, and all queues clear in a single signal cycle.

Level of Service C. A reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. Average delays at signalized intersections are less than 35 seconds, and all queues clear in a single signal cycle.

Level of Service D. Designates the level where traffic nears an unstable flow. Intersections still function, but short queues

develop and cars may have to wait through one signal cycle during short peaks. Average delays at signalized intersections are 35 seconds.

Level of Service E. Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. Average delays at signalized intersections are 80 seconds.

Level of Service F. Describes unsatisfactory stop-and-go traffic characterized by “traffic jams” and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and “upstream” intersections may be blocked by the long queues. Average delays at signalized intersections are 80 seconds or more.

Liquefaction. A sudden large decrease in the shearing resistance of a cohesionless soil, caused by a collapse of the structure by shock or strain, and associated with a sudden but temporary increase of the pore fluid pressure.

Local Agency Formation Commission (LAFCO). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street. Provides direct access to properties; generally they carry the lowest traffic volumes.

Manufactured Home. A factory-built home on a permanent frame to enable transportability.

Master Plan. Master Plans are documents that implement the General Plan. Examples include the Water, Sewer, and Stormwater Master Plans or the Bikeways, Trails, Parks and Recreation Master Plan. A land use master plan is a document that

describes, in narrative and with maps, an overall development concept including both present property uses as well as future land development plans. The plan may be prepared by the City to guide private and public development or by a developer on a specific project.

Mitigation. A specific action taken to reduce environmental impacts to insignificant levels. Mitigation measures are required as a component of an environmental impact report (EIR).

Mixed Use. Any mixture of land uses on a single parcel, including mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which: (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mobile Home Park. A parcel of land under one ownership that has been planned and improved for the placement of two or more mobile homes for rental purposes for non-transient use.

Modular Home. A factory-built home with either an on-frame or off-frame design.

Multi-Family: For the purposes of this General Plan, “multi-family” refers to homes in three or more attached units.

Natural Community. A distinctive group of different organisms that inhabit a common environment, interact with each other, and are relatively independent of other groups.

Noise Contour. A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L_{dB} contour (measured in dBA) require noise attenuation in residential development.

Noise-Sensitive Use. A location where people reside or where the presence of unwanted sound could adversely affect the use of land, such as residences, schools, and hospitals.

Open Space. Open Space encompasses lands that essentially are unimproved and that have limited development potential due to the physical characteristics of the land, due to the land being restricted to agricultural production, due to the location of the land as a buffer between urban areas, or due to the scenic value of the land and its role in maintaining a community's sense of character or heritage.

Overlay. A land use designation or zoning designation that modifies the basic underlying designation or designations in some specific manner.

Parcel. A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Particulate Matter. Minute, separate airborne solid or liquid particles including smoke, dust, aerosols, metallic oxides, and pollen.

Peak Hour Traffic. The number of vehicles passing over a designated section of a street during the busiest one-hour period during a 24-hour period.

Policy. A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals before undertaking an implementing action or program. (See "Action")

Recycled Water. Water that has gone through a sewage treatment plant and is then re-used for irrigation or other purposes. (Santa Clara Valley Water District)

Response Time. The amount of time for an emergency services response, measured from the time of the distress call until arrival on the scene.

Right-of-Way. 1. The total street width needed to accommodate travel lanes, sidewalks and curbs, and gutters. 2. A strip of land acquired by reservation, dedication, forced dedication, prescription or condemnation, and intended to be occupied or usually occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer, or other similar use.

Riparian Corridor. A habitat and vegetation zone that is associated with the banks and floodplains of a river, stream, or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Santa Clara Valley Habitat Plan (HCP). A countywide plan to preserve habitat for endangered, threatened, and special concern plants and animals present in the county.

Safe Routes to Schools. Pedestrian and bicycling routes that provide safe access to and from schools.

Senate Bill (SB), California. Precedes digits indicating specific bill number, e.g., SB 375.

Sensitive Receptors. Members of the population who are most sensitive to air quality, including children, the elderly, the acutely ill, and the chronically ill. The term “sensitive receptors” can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child care centers, hospitals, retirement homes, and convalescent homes.

Single-Family: For the purposes of this General Plan, single-family refers to stand-alone detached homes, including mobile

homes, as well as duplexes, duets, and zero-lot-line homes of no more than two attached units.

Slope Failure. The process, often sudden, in which a steep slope collapses, usually carrying along structures and vegetation.

Slope, Steep. An area with a greater than 5 percent slope.

Solid Waste. Unwanted or discarded material, including garbage, with insufficient liquid content to be free flowing.

Small Lot Single Family Home. A detached residential structure on a small lot that provides a complete, independent home for one household.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s). The contents are the same as those of a policy plan except they will be more comprehensive with respect to utilities and public facilities and their funding. (See also "Policy Plan" and "Planned Development")

Sphere of Influence (SOI). The probable physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Stacked Flats. A residential structure that contains two or more dwellings stacked above each other.

Subdivision. The division of a lot, tract, or parcel of land into two or more lots, tracts, parcels, or other divisions of land for sale, development, or lease.

Subsidence. The gradual sinking of land as a result of natural or man-made causes.

Sustainable. Describes practices that meet the needs of the present without compromising the ability of future generations to meet their own needs.¹

Topography. The configuration of a land surface, including its relief and the position of its natural and manmade features.

Townhouse/Townhome. A series of residences, often two to three stories in height, that are connected side by side in a row with each having a separate street-level entrance.

Traffic Calming. Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including:

- Narrow streets
- Tight turning radii
- Sidewalk bulbouts
- Parking bays
- Textured paving at intersections
- Parkways between sidewalks and streets

Transfer of Development Rights (TDR). The exchange of development rights from areas where development is prohibited (e.g. environmentally sensitive areas) to a location where development is encouraged.

Transportation Demand Management (TDM). TDM includes programs to reduce single occupancy vehicle travel. Programs include: carpools, vanpools, park and ride lots, transit, bicycle facilities, parking restrictions, flex-time, work hours, and pedestrian facilities. TDM programs are most effective in large office and industrial areas or large employment centers.

Trip Generation Rate. The number of vehicle trips per unit of measure during a 24-hour period. Measured trip-generation rates

¹ World Commission on Environment and Development, 1987, Our Common Future, Report of the World Commission on Environment and Development, Oxford University Press.

are used to project the impact of development on the traffic circulation system.

Triplex. A free-standing house divided into three separate living units or residences, usually having separate entrances.

Unincorporated Area. Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Urban Growth Boundary (UGB). The statutory boundary implemented by the City indicating the maximum allowable extent of urbanization. Beyond this boundary, only agricultural or open space uses are typically permitted.

Urban Service Area: The Urban Service Area refers to the area within the UGB where utilities, such as gas, water, sewer, and electricity, and public services, such as police, fire, schools, and parks and recreation, are and will be provided by the City or other service provider agencies.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the City Land Use and Development Code and General Plan land use designations.

Vehicle Trip. A trip made by a vehicle (may equal one or more person-trips).

Vertical Mixed Use. A building that provides a mix of uses. It typically consists of retail, service and/or office uses on the ground floor and residential uses on the upper floors.

Waste Stream. All solid, semisolid, and liquid wastes including garbage, refuse, paper, rubbish, ashes, industrial wastes, demolition and construction wastes, abandoned vehicles and parts thereof, discarded home and industrial appliances, manure, vegetable or animal solid and semisolid wastes, and other discarded solid and semisolid wastes.

Wastewater. Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical by-products.

Watershed. The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Waterway. A waterway can support its own environment of vegetation, fowl, fish, and reptiles, and appears natural.

Wetlands. An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Williamson Act. Formerly known as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning. The division of a city by ordinance or other legislative regulation into districts or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

Zoning District. A designated area of the city for which prescribed land use requirements and building and development standards are or will be established.

APPENDIX A

GENERAL PLAN UPDATE PROCESS

This Appendix provides an overview of the General Plan Update process.

EXISTING CONDITIONS WHITE PAPERS

The first phase of the General Plan Update process was devoted to researching and documenting baseline conditions, trends, and opportunities in Morgan Hill, as well as investigating best practices from other communities. This effort resulted in a series of white papers covering the following topics: economics, population and housing, growth management, environmental resources and hazards, land use and design, and transportation and public infrastructure. These memoranda informed the later development of the community's vision and goals, policy options, and land use alternatives. They also provided the foundation of baseline conditions for the *Environmental Impact Report (EIR)*, which is a document required by State law to evaluate and mitigate the potential environmental effects of implementing the General Plan.

ISSUES IDENTIFICATION AND INFORMATION GATHERING

Simultaneously with developing a body of existing conditions data, the City gathered information from both the community and external experts to identify issues, concerns, and ideas to address in the General Plan update. Two symposia were held coincident with the development of the white papers to discuss economic development and growth management, both important public issues in Morgan Hill.

At a daylong Economic Development Symposium at Mama Mia's restaurant, industry experts discussed best practices and answered questions about bringing jobs to Morgan Hill, supporting local retailers, enhancing downtown, and attracting tourists. A few weeks later, residents were invited to attend a similar Growth Management Symposium at the Morgan Hill

Community and Cultural Center. Attendees gained insight from experts into how Morgan Hill manages growth and lessons learned in other communities. The symposia informed the community about recent approaches to these topics, and also provided a forum for the public to discuss their ideas and concerns.



VISION AND GOALS

The vision and goals phase involved a public process to identify a vision and set of overarching goals for the General Plan Update. This task included a community workshop, General Plan Advisory Committee (GPAC), and City Council Study Session. These events offered the public and decision-makers information on the General Plan Update, as well as a chance to ask questions and make comments on the process and the update itself, and to identify the issues they felt were most important to the community.

GROWTH STRATEGIES

The growth strategies development phase involved crafting growth and land use alternatives in response to the issues the community had identified in previous phases. Three preliminary development options were developed and accompanied by land use maps that showed growth focused on different areas: complete neighborhoods, downtown and corridors, and new neighborhoods. Over the course of three GPAC meetings; a community workshop; a City Council/Planning Commission study session; a joint City Council, Planning Commission and GPAC meeting; and an online Open Town Forum, the project team refined these into three alternatives for more in-depth analysis.



ALTERNATIVES EVALUATION AND WORKBOOK

After finalizing three study alternatives, those alternatives were then evaluated and compared in relation to market and financing feasibility, utilities and transportation infrastructure needs, public

service needs, and impacts on environmental resources. A Growth Alternatives Workbook provided analyzed the potential environmental and fiscal impacts of the alternatives. The GPAC, Planning Commission, and City Council used this evaluation to select a Preferred Land Use Plan based on the best features of each of the alternatives. This Preferred Land Use Plan formed the basis for the General Plan Land Use Map, and guides the nature, pattern, and location of land development and conservation in the City. The growth strategies and land use alternatives did not include the Southeast Quadrant area, which was the subject of a separate, multi-year planning process.

POLICIES DEVELOPMENT

Following selection of the Preferred Land Use Alternative, the project team developed goals, policies, and actions for each element of the General Plan. Policies were designed to support the Preferred Land Use Alternative and reflect the issues the community identified throughout the process. Many policies from the prior General Plan were carried forward or adapted to meet Morgan Hill's current needs. In addition, a number of other policies were included in order to respond to specific environmental concerns and avoid common environmental impacts associated with new development under the General Plan. Three GPAC meetings, one Planning Commission meeting, and one City Council meeting provided guidance on the major policy issues for this General Plan.

DRAFT DOCUMENTS

The City published a draft version of the General Plan for public review and comment on November 5, 2015. The City published the associated Draft Environmental Impact Report (EIR) in January 2016. The Draft General Plan was based upon the Preferred Land Use Alternative and the goals, policies, and actions were developed with community feedback collected during the prior phases. The completed EIR evaluates this General Plan. By preparing the EIR concurrent with the Draft General Plan, the City was able to incorporate necessary mitigation



measures directly into the Plan, ensuring that it is “self-mitigating.”

PUBLIC REVIEW AND ADOPTION

The final phase of the General Plan Update process included reviewing and adopting final documents and certifying the EIR. This process included the 45-day public review period of the EIR, followed by revising the Draft EIR based on the public comments received, and completing of the Final EIR. Finally, the Planning Commission and City Council held hearings to certify and adopt the Final General Plan and EIR.

PUBLIC PARTICIPATION



The Morgan Hill 2035 General Plan was developed with extensive community input. The public process included a total of two symposia, 23 General Plan Advisory Committee (GPAC) meetings, eight City Council/Planning Commission study sessions, and four community workshops, including one held at St. Catherine’s Catholic Church entirely in Spanish.

In addition, to ensure the General Plan incorporated feedback from stakeholders across the spectrum of the community, the City invited 150 representatives of key businesses, property owners and developers, commercial brokers, housing advocates and builders, government partners, and nonprofit partners to a series of interviews to discuss housing and growth management, growth alternatives, policy options, and the zoning ordinance.



To increase involvement in the process from all residents, the *Morgan Hill Times*, *Morgan Hill Life* magazine, and the City's *Recreation Activity Guide* published advertisements and articles about the General Plan Update and its public workshops. The City sent over 300 letters to community members, in both Spanish and English. Throughout the process, the City kept the public updated through the Morgan Hill 2035 website, Facebook page, Twitter feed, and newsletters; advertised meetings with banners and digital signs; gave the community opportunities to provide feedback online through a web-based Open Town Hall forum;

and staffed information booths at events such as Freedom Fest and Taste of Morgan Hill.

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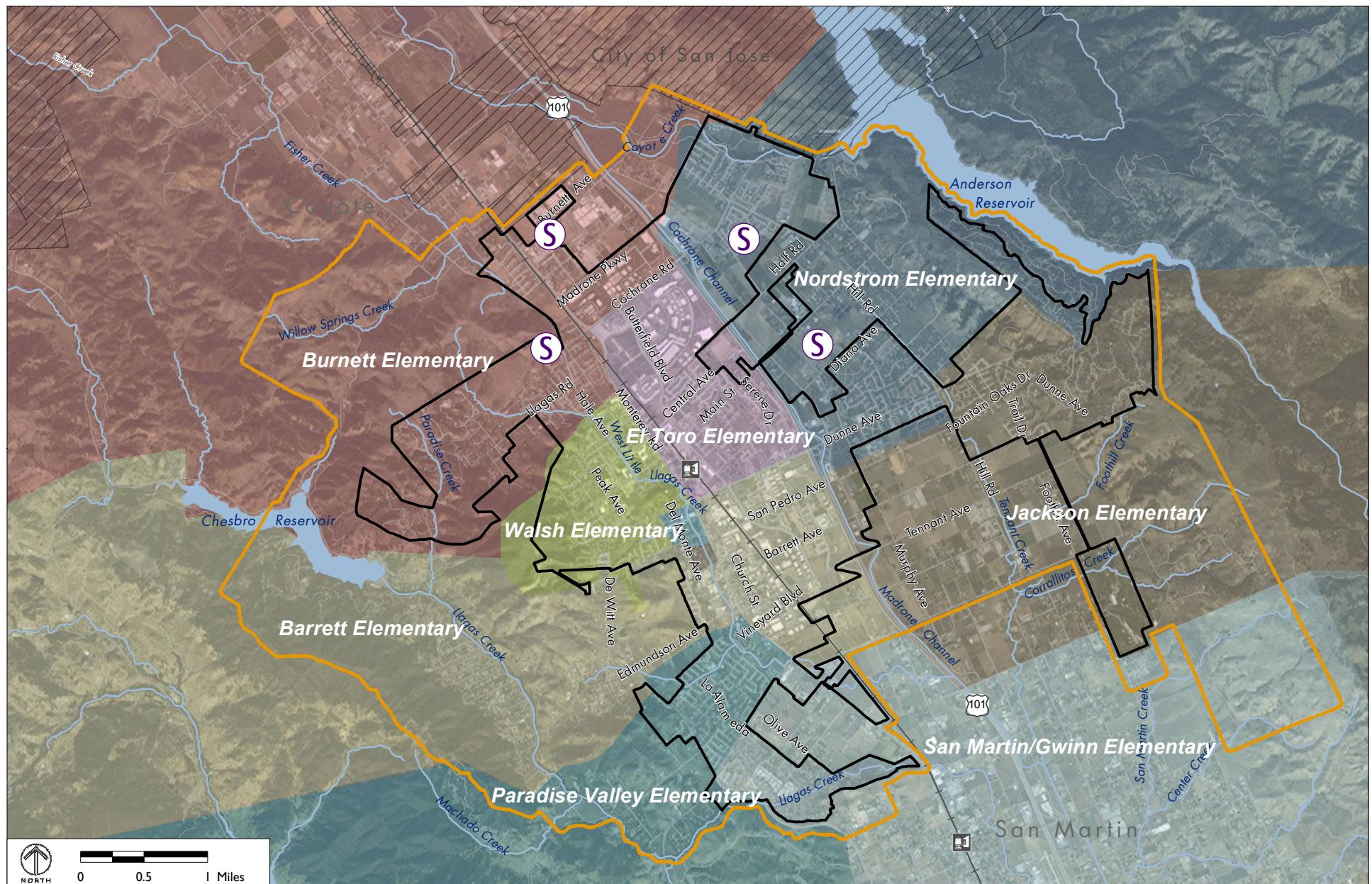
- SSI-2.4 Code Requirements for Critical Structures
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- SSI-5.2 Private Development in Flood-Prone Areas
- SSI-5.3 Flood Clearance
- SSI-5.4 Floodwater Diversion
- SSI-5.5 Off-Site Impacts
- SSI-5.6 New Development in Hazard Areas

- SSI-5.7 Raised Structures
- SSI-5.8 Water District Project Review
- SSI-5.9 Riparian Natural Functions
- SSI-5.10 Development along Reservoirs
- SSI-5.11 New Development in Dam Inundation Areas
- SSI-5.12 Public Facilities Maintenance
- SSI-5.13 Public Facilities Location
- SSI-5.14 Evacuation and Rescue Maps
- SSI-5.15 Waterway Access Dedication
- SSI-6.1 Flood Control Projects
- SSI-6.2 Minimize Future Flood Control Costs
- SSI-6.3 Existing and Planned Development
- SSI-6.4 Flood Protection Priority
- SSI-6.5 Flood Risks
- SSI-6.6 Flood Management Design
- SSI-6.7 Urban Creeks and Channels
- SSI-6.8 Increased Capacity
- SSI-7.1 Airport Land Use Compatibility Plan
- SSI-7.2 Airspace Protection
- SSI-8.1 Exterior Noise Level Standards
- SSI-8.2 Impact Evaluation
- SSI-8.3 Commercial and Industrial Noise Level Standards
- SSI-8.4 Office Noise Level Standards
- SSI-8.5 Traffic Noise Level Standards
- SSI-8.6 Stationary Noise Level Standards
- SSI-8.7 Other Noise Sources
- SSI-8.8 Screening
- SSI-8.9 Site Planning and Design
- SSI-9.1 Techniques to Reduce Traffic Noise
- SSI-9.2 Noise Barrier Dimensions
- SSI-9.3 Sound Wall Design
- SSI-9.4 Sound Barrier Vandalism
- SSI-9.5 Noise Studies for Private Development
- SSI-9.6 Earth Berms
- SSI-9.7 Sound Barrier Design
- SSI-10.1 Public Information
- SSI-10.2 Emergency Response Planning
- SSI-10.3 Building Design
- SSI-10.4 Heat Island Mitigation
- SSI-10.5 Community Capacity

- SSI-11.1 Staffing
- SSI-11.2 Prevention through Design
- SSI-11.3 Medical Services
- SSI-12.1 Emergency Response Public Awareness
- SSI-12.2 Emergency Response Education
- SSI-12.3 Disaster Preparedness
- SSI-12.4 Maintenance of Emergency Access Routes
- SSI-12.5 Emergency Response Plan
- SSI-12.6 Accessibility
- SSI-13.1 Underground Utilities
- SSI-13.2 System Assessment
- SSI-14.1 Efficient Water Management
- SSI-14.2 Water Conservation
- SSI-14.3 SB-X7-7
- SSI-14.4 Drought Planning
- SSI-14.5 Water Supply
- SSI-14.6 Well Pumping
- SSI-14.7 Water District Programs
- SSI-14.8 Sufficient Supply
- SSI-14.9 Well Monitoring
- SSI-14.10 Private Well Monitoring Programs
- SSI-14.11 Urban Encroachment
- SSI-14.12 Water Reclamation Facilities
- SSI-14.13 Use of Recycled Water
- SSI-15.1 Septic Systems
- SSI-15.2 Wastewater Treatment Facility and Growth
- SSI-15.3 Wastewater Treatment Facility Funding
- SSI-15.4 Alternative Sewer Systems
- SSI-15.5 County and Water District Assistance
- SSI-15.6 Regional Infrastructure Planning
- SSI-16.1 Drainage Facilities Payment
- SSI-16.2 Drainage System Capacity
- SSI-16.3 Stormwater Management Plans
- SSI-16.4 Regional System Compatibility
- SSI-17.1 Waste Diversion
- SSI-17.2 Waste Management Technologies
- SSI-17.3 Public Waste Reduction
- SSI-17.4 Food Scrap and Yard Waste Diversion
- SSI-17.5 Single-Use Materials
- SSI-17.6 Local Materials

- SSI-17.7 Citywide Recycling Program
- SSI-17.8 Public Participation
- SSI-17.9 Litter Control
- SSI-17.10 Energy Generation
- SSI-17.11 Hard-to-Recycle Materials
- SSI-17.12 Building Reuse
- SSI-17.13 Public Venues and Events
- SSI-18.1 Access and Availability
- SSI-18.2 Telecommunications Marketplace Competition
- SSI-18.3 Retrofitting
- SSI-18.4 Telecommunication Planning
- SSI-18.5 Collocation of Telecommunication Facilities
- SSI-18.6 Telecommunications Master Plan

APPENDIX C
POSSIBLE SCHOOL SITES

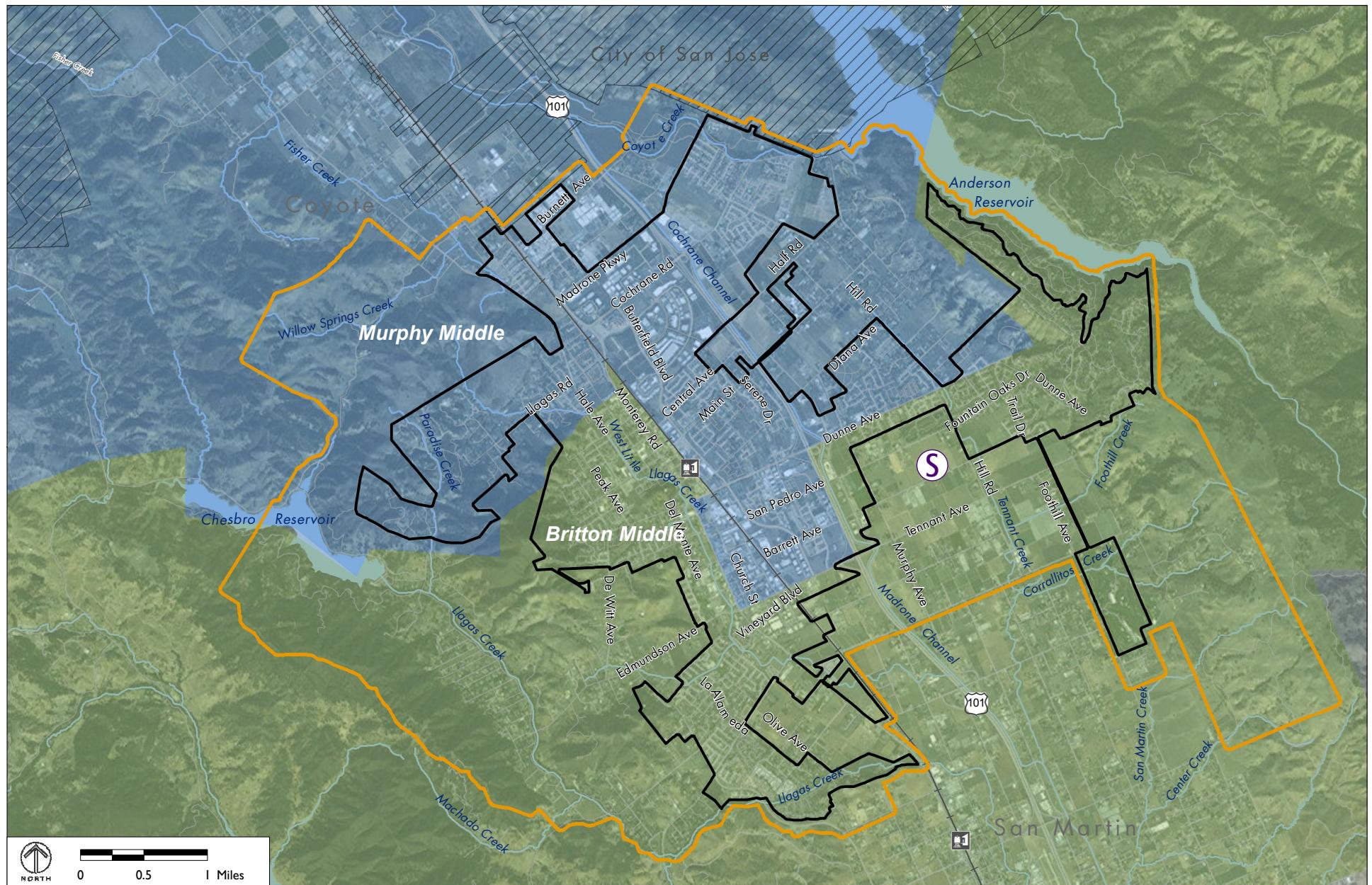


Sources: PlaceWorks, City of Morgan Hill, SchoolWorks, Inc, Morgan Hill Unified School District, 2016.

- | | |
|--------------------|-----------------------------|
| Barrett Elementary | Nordstrom Elementary |
| Burnett Elementary | Paradise Valley Elementary |
| El Toro Elementary | San Martin/Gwinn Elementary |
| Jackson Elementary | Wald Elementary |

- (S) Potential Elementary School Sites
- (□) City Boundary
- (■) Sphere of Influence

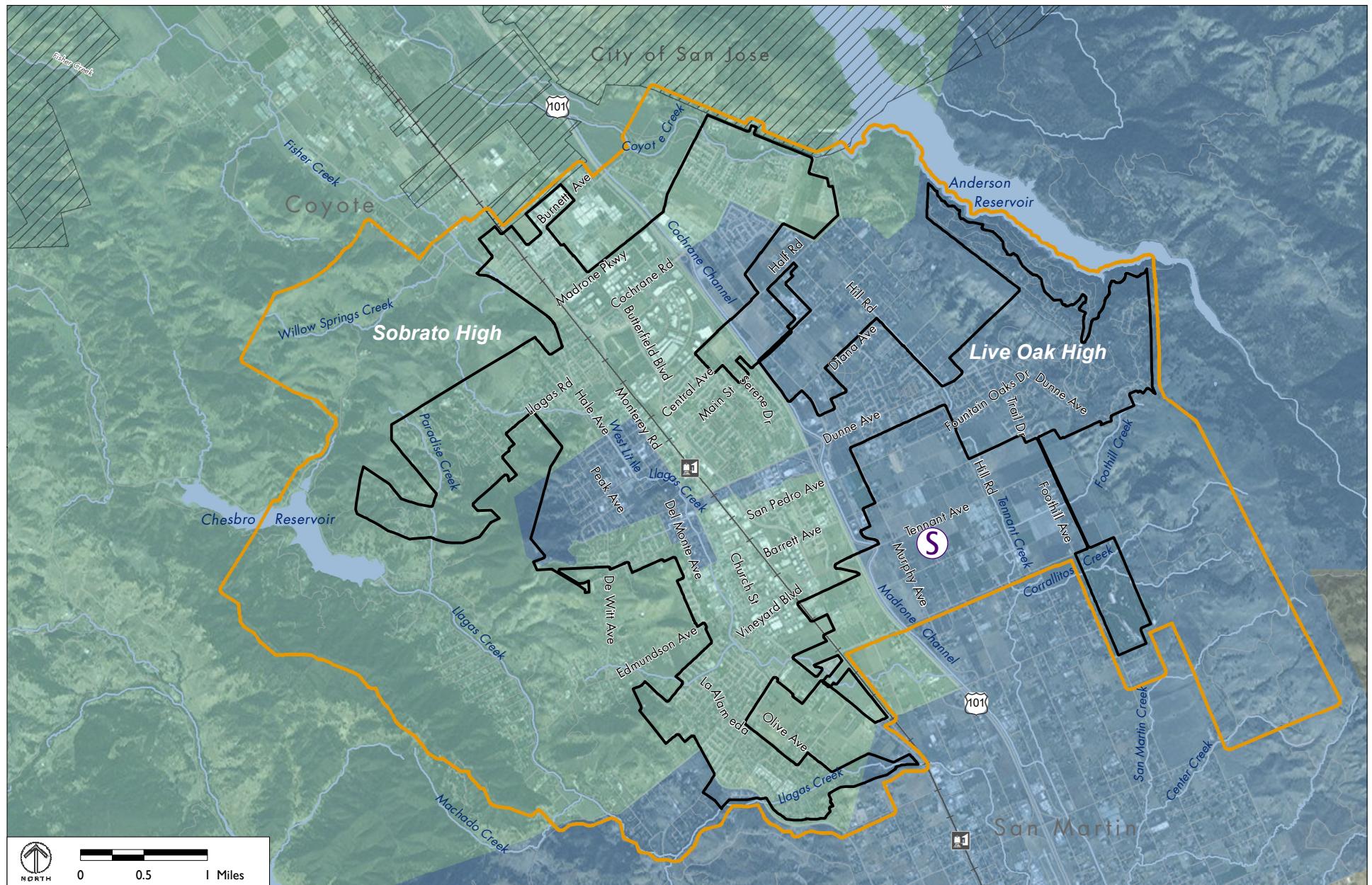
Figure C-1
Elementary School Boundaries



Sources: PlaceWorks, City of Morgan Hill, SchoolWorks, Inc., Morgan Hill Unified School District, 2016.

- | | |
|---|--|
| <ul style="list-style-type: none"> Britton Middle School Murphy Middle School | <ul style="list-style-type: none"> City Boundary Sphere of Influence |
| (S) Potential Middle High School Site | |

Figure C-2
Middle School Boundaries



Sources: PlaceWorks, City of Morgan Hill, SchoolWorks, Inc., Morgan Hill Unified School District, 2016.

- | | |
|---|--------------------------------------|
| Live Oak High School
Sobrato High School | City Boundary
Sphere of Influence |
| Potential High School Site | |

Figure C-3
High School Boundaries



MORGAN HILL 2035 GENERAL PLAN

CITY OF MORGAN HILL
ADOPTED JULY 27, 2016

CITY COUNCIL RESOLUTION NO. 16-128