Morgan Hill General Plan

Updated through July 2006

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Introduction

The General Plan Vision

The General Plan envisions Morgan Hill keeping its small-town character while offering new opportunities for businesses and amenities for residents. Agriculture will continue at the outskirts, and new housing for a range of incomes will be accommodated in a variety of locations. Urban land uses will be encouraged around the downtown, and incentives would foster infill development instead of sprawl.

The Plan calls for focusing sub-regional commerce around the freeway, and expanding downtown and neighborhood shopping areas. Efforts to avoid strip malls and concentrate new commercial enterprises around key intersections will help bolster existing businesses and foster new ones. The role of downtown as the community center will be strengthened by improving pedestrian access, adding streetscape amenities, and encouraging uses like restaurants and specialty retail.

To help diversify the local economy, light industry and research and development will be promoted in areas buffered from residential neighborhoods. New industry is hoped to increase employment opportunities and generate revenues.

The Plan foresees preserving the scenic hillsides that surround the city. Enhancing gateways to the city – Madrone, south Monterey Street, freeway interchanges – is also a high priority.

Unfinished street connections would be completed to improve circulation, speed emergency response and reduce traffic congestion. Improvements to roadway landscaping would make driving a more pleasant experience, and uses along major transportation corridors – railroad, highway, busy streets – would be shielded from noise through innovative construction measures.

Commercial design standards would be developed to improve the appearance of the city, and “franchise architecture” would be discouraged.

The Plan anticipates coordinating with regional transportation authorities to relieve traffic impacts on city streets, including by widening the freeway and expanding public transit. A range of additional joint planning efforts will be needed to accommodate anticipated development, including major growth in Coyote Valley and some development in San Martin that could impact Morgan Hill. Accordingly, the Plan incorporates the policies in the South County Joint Area Plan adopted in 1994.

Public projects identified during a community visioning process in 1995 will be implemented. These include a new community and cultural center, a new or expanded public library, an aquatic center, and senior and youth centers. New

park and recreation programs and facilities and bikeways would also foster the sense of community and make the city more accessible.

In short, the overall combination of actions envisioned by the Plan will help Morgan Hill grow and prosper without compromising its historic and enduring rural charm.

Plan Development

In the fall of 1998, the City appointed a General Plan Task Force to oversee a major revision of the Morgan Hill General Plan. The Task Force – comprised of the Mayor Pro Tempore, one Council Member, three Planning Commissioners, and 14 community residents – conducted numerous public meetings, defined an expanded set of community goals, and prepared proposed updates to the General Plan text and maps that provide detailed discussion of community issues and develop policy direction in response to those issues.

The City hired planning and transportation consultants for technical assistance, including producing a survey of community opinions about planning and development issues. A **Background and Existing Conditions Report** was produced to document land use and circulation patterns, fiscal and economic conditions, urban design, natural resources and hazards, and public services and facilities.

Several forums were held to identify major planning issues in the community. Initially, the City hosted a Community Workshop in November 1998, where residents were asked to identify what they like and dislike about Morgan Hill, as well as changes they would make within the community.

The community's vision for the future, as established during the forums, includes:

- Maintain the rural atmosphere of the city by retaining agricultural activities and preserving natural wildlife habitat areas surrounding the city.
- Develop an extensive network of trails and parks along local creeks, connecting open spaces and recreation facilities (joint-use park and flood control agreements).
- Ensure the continued vitality of existing commercial centers throughout the community. Prohibit the construction of generic strip malls and eliminate blighted and/or vacant properties along commercial corridors.
- Encourage the development of light industrial activities (support for Silicon Valley industrial firms), but ensure that such industrial uses are buffered from residential buffered from residential neighborhoods.
- Develop new urban land uses concentrically around the existing core area; provide incentives for infill development of urban land uses.

- Improve the city's gateway areas: Madrone district, Monterey Road south of
- Watsonville Road, and freeway interchanges at Cochrane, Dunne and Tennant Avenues.
- Continue to revitalize and expand the downtown as the activity center for the community.
- Continue working with regional transportation authorities to coordinate traffic management and lessen regional impacts on city roadways. Encourage CalTrans to expand Highway 101 through and north of the city, and expand public transit to and from the city.
- Improve and maintain landscaping and trees along roadways throughout the city.
- Provide employment opportunities with local businesses and industries, and housing choices affordable to those people who work in Morgan Hill.
- Increase community facilities and programs, both educational and recreational. Focus priorities on activities for seniors and youth within the community.

A Community Preferences Survey was distributed to 3,200 households in Morgan Hill. Survey respondents rated the acceptability of different types of development, the importance of several quality-of-life issues, the acceptability of various housing options, and the adequacy of and need for public services and facilities. Major planning preferences identified by the community include the need to/for:

- Increase local shopping opportunities
- Joint planning, especially in light of projected build-out of Coyote Valley and San Martin
- Improvements to community gateways
- Increase local employment and remedy discrepancies between labor force demographics and types of jobs available
- Preserve rural character, open space, creeks and hillsides
- Improve architecture and design of commercial uses, especially along the freeway
- Increase residential architectural diversity
- Provide detached single family housing
- Mitigate noise impacts of major transportation corridors (railroad, highway, arterials)
- Reduce regional traffic congestion and complete unfinished roadway connections
- Expand parks and recreation facilities and programs
- Ensure the fiscal viability of City government

Key Planning Considerations

In 1980 the City adopted the Downtown Design Plan. The Plan includes specific recommendations for land use and design of public and private projects in the area bounded by Main Avenue on the north, Dunne Avenue on the south,

the railroad tracks on the east and Peak Avenue on the west. Many of the projects recommended by the plan (including parking lots, streetscape improvements and private development projects) have been implemented. Other aspects of the Plan are out of date or otherwise not feasible.

In 1977, Morgan Hill first adopted the **Residential Development Control System** (RDCS) through voter initiative Measure E. An amended version of this growth management system, Measure P, was approved by voters in 1990 to extend through 2010. In 2004, the voters approved Measure C, amending and extending the Residential Development Control System through the year 2020. A part of the General Plan, the RDCS regulates growth by limiting the number of new homes approved each year. The RDCS directs that the City shall not apply to LAFCO to expand the Urban Service Area (except for projects determined to be "desirable infill") until less than a five-year supply of buildable residential land remains, nor shall the City grant new extensions of urban services for residences beyond the Urban Service Area.

New residential development proposals are subject to a two-part rating system, with those proposals earning the highest number of points receiving development allotments. Part 1 awards points for a proposed project's relation to and impact on local public facilities and services, while Part 2 allots additional points for such factors as the provision and design quality of parks and open space, public facilities, architectural and site features, and affordable housing units.

Measure C requires the basic RDCS provisions to be included in the General Plan; they appear in the Land Use Section of the **Community Development Element**. These provisions cannot be amended, except by another public vote. Measure C is approved through 2020, this General Plan assumes that the maximum construction rate under Measure C of about 250 units per year will continue through 2020.

The General Plan incorporates the policies of the **South County Joint Area Plan** (as amended through 1994), as noted in each element with parenthetical references to specific Joint Area Plan sections. The plan was adopted in 1989 to achieve harmony and cooperation among the City of Morgan Hill, the City of Gilroy and Santa Clara County, and consistency among their adopted policies regarding community development and environmental management. The City and its partners have agreed that many of these policies need to be updated, some because they are no longer applicable due to recent changes in State law.

Goals, Policies and Actions

The goals, policies and actions contained in each element of the General Plan together frame a mechanism for achieving the community's vision for its future. A review of the goals offers a summary of how development and future growth must be directed to achieve the community vision. Each **goal** identifies a physical, economic and/or social end that the community wishes to achieve.

Under each General Plan goal are a number of **policies** that establish basic courses of action that the Planning Commission and City Council will follow in working to achieve community goals. Policies are used directly to guide the

response of elected and appointed officials to development proposals and related community actions.

Although each General Plan goal requires specific policies, not every policy requires new **action** to carry out that policy. Many policies – especially those that continue the direction of the General Plan (as most recently updated) and the South County Joint Area Plan, already are being implemented. Policies that are complete show no associated actions.

Organization and Content

The Morgan Hill General Plan is organized into eight sections, including six updated elements that contain issue, goal and policy discussions to satisfy legal requirements (see *Table 1*). The Housing Element, last updated in 1990, is scheduled for updating in 2001.

- **Introduction** – summarizes the General Plan and its goals, the community's Vision for its future. Includes a profile and history of the city, major planning issues, and regional context.
- **Community Development Element** – includes sections addressing development patterns, residential neighborhoods, community character, recreation and public facilities.
- **Economic Development Element** – includes sections addressing commercial and industrial land uses, jobs/housing balance, and tourism.
- **Circulation Element -** includes sections addressing traffic, street network, parking, transit services and bike routes.
- Open Space and Conservation Element - includes sections addressing open space, hillside development, greenbelts, agriculture and historic resources.
- **Public Health and Safety Element** – includes sections addressing development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, and noise.
- **Regional Coordination Element** – includes sections addressing urban growth, jobs/housing balance, San Martin, Coyote Valley, future joint planning, and long-term urban growth boundary.
- **Housing Element** – scheduled for update in 2001.

Table 1. General Plan Elements

Morgan Hill GP Elements	Required GP Elements	Examples of Topics Covered
Community Development	Land Use	development patterns, residential neighborhoods, community character, recreation, public facilities
Economic Development	*optional*	commercial and industrial land uses, economic diversification, job opportunities, tourism
Circulation	Circulation	traffic, street network, parking, transit services, bike routes
Open Space and Conservation	Conservation , Open Space	open space, hillside development, riparian areas, endangered plants and animals, greenbelt, agriculture, historic resources
Public Health and Safety	Noise, Safety	development in hazardous areas, hazardous waste management, seismicity, flood control, water quality, noise
Regional Coordination	*Optional*	urban growth, phasing of development, San Martin and Coyote Valley, future joint planning, long-term urban growth boundary
Housing	Housing	*scheduled for 2001 update*

General Plan Requirements

The California Constitution allows cities to regulate land use planning, zoning, subdivision and building on private property to promote the health, safety and welfare of the general public. State law requires each city to prepare and adopt a "comprehensive, long-term General Plan for the physical development" of the community. Intended to guide local decision-making regarding future growth, the General Plan expresses community goals about the future distribution and character of land uses and activities, both public and private.

The plan should be comprehensive, by both covering the local jurisdiction's entire planning area and addressing the broad range of issues facing the community, including physical, social, aesthetic and economic concerns. The General Plan must also be internally consistent, bearing no policy conflicts between the elements, both required and optional. Finally, the General Plan must be a long-term document, establishing development policies to serve as the basis for day-to-day land use decision- making within an approximate 20-year time frame.

Because planning and development issues do not follow political boundaries, the law provides for including in the General Plan "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning." The Morgan Hill General Plan covers the incorporated area of the city and the City's Sphere of Influence. Established by the County Local Agency Formation Commission (LAFCO), the Sphere of Influence denotes an area under Santa Clara County jurisdiction where the City has a shared concern regarding land use and development. Within the Sphere of Influence lie the City's Urban Growth Boundary – where urban land uses are anticipated in the next 20 years, and the

Urban Services Area – where the City expects to provide essential services within the near future, such as water, sewer and law enforcement.

The General Plan must include policies for each of the following elements:

- **Land use,** designating the general distribution and intensity of land uses, including housing, business, industry, open space, education, and public facilities, etc.
- **Circulation,** identifying the general location and nature of existing and proposed highways, arterial and collector roadways, transit terminals, and other transportation facilities.
- **Conservation,** addressing the conservation and use of natural and cultural resources, including wetlands, forests, rivers, archeological remnants, and historic structures.
- **Housing,** assessing the current and projected housing needs of all segments of the community and identifying land to provide adequate housing to meet such needs.
- **Noise,** identifying and appraising the noise sources within the community and developing ways to mitigate such nuisances.
- **Open Space,** detailing techniques for preserving open space areas for natural resources, outdoor recreation, public health and safety, and agricultural activities.
- **Safety,** establishing policies to protect the community from risks associated with seismic, geologic, flood, and fire hazards.

Recent Morgan Hill General Plan updates focused on land use and circulation (1990), housing (1992) and the City's Urban Growth Boundary (1996).

Glossary

Action
A specific activity or task designed to carry out a policy.

Arterial
A roadway that typically accommodates 10,000-40,000 intra-community and highway access vehicle trips daily at speeds of 30-40 mph. Access to arterials is preferred via collector and local streets, but direct access to adjoining parcels is common.

Capital Improvements Program
A program, administered by City government and reviewed by the Planning Commission, that schedules permanent physical improvements five or six years into the future.

Collector
A street that typically accommodates 5,000-20,000 vehicle trips daily at speeds of 25-30 mph within and between neighborhoods. Collectors are intended to distribute trips from local streets to arterials.

Compatible
Capable of existing together without conflict or ill effects.

Density
The average number of people or residential dwelling units per acre, including land needed for streets.

Downtown
The commercial area around Monterey Road from Main Avenue to Dunne Avenue, and from Del Monte Avenue to Depot Street.

Dwelling Unit
A room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Goal
An ultimate end toward which effort is directed. A goal is general, long-term and not usually achievable within the General Plan time frame.

General Plan
An expression in words and maps of City policy regarding future development based on the needs and desires of its citizens. It sets forth development guidelines needed to achieve social, economic and environmental goals. The General Plan is the official document governing City Council, Planning Commission and administrative decisions regarding zoning, subdivision and public improvements.

Greenbelt
The purpose of areas shown as "Greenbelt" on the Greenbelt Diagram is to help physically define the City in terms of distinguishing between rural and urban character, to identify areas where the City and County intend to focus efforts to minimize the impacts of rural development, and to identify selected locations where acquisition of open space easements or land in fee title will be pursued by the City or other public agencies. The Greenbelt includes public spaces and private properties that have importance for one or more environmental reasons, including visual prominence, earthquake hazard-related limitations, and steep slopes. The Greenbelt areas are non-urban lands which are located primarily in the unincorporated County area, outside of the City. Identification as Greenbelt does not change the development potential or restrictions imposed under applicable Santa Clara County or City development policies and regulations.

Infill
Development of vacant land in areas largely already developed.

Infrastructure
Public services and facilities such as roads, sewage treatment and water supply systems, and other utilities.

Local Agency Formation Commission (LAFCO)
A County body that reviews and evaluates all proposals for formation of special districts, incorporation of cities, consolidation of districts, mergers of districts and cities, certain annexations to cities, and urban growth boundaries and urban service areas.

Minimize
To reduce or lessen, but not necessarily to eliminate.

Mitigate
To ameliorate, alleviate or avoid to the extent reasonably feasible.

Noise Contour
A map line connecting points of equal noise level.

Open Space
An area of land or water that is essentially unimproved and devoted to 1) preservation of natural resources, 2) managed production of resources, 3) outdoor recreation, or 4) public health and safety.

Park and Recreation Facilities
All land in City-owned trails, parks, and special use facilities (including community, senior, youth and aquatic centers), in school or County-owned recreational facilities with a joint-use agreement for City use; plus half of all recreational land controlled by homeowner associations, and ten percent of recreational open space, as defined in the Parks, Facilities and Recreation Programming Master Plan.

Policy
A settled course of action that, when adopted, is an official statement of City intent.

Sphere of Influence (SOI)
The possible ultimate physical boundaries, service area or area of influence of the City, as determined by LAFCO. Not all land within the Sphere of Influence is intended for future urbanization. Some areas within the Sphere may receive some, but not full urban services, by the City. All land within the Sphere bears relation to the City's planning activities.

Standard
An established rule or measurement that defines required or desirable performance or relationships.

Sub-regional
Pertaining to or serving a portion of a region larger than any one city.

Urban Growth Boundary

An officially adopted and mapped line dividing land to be developed from land to be protected for natural or rural uses, including agriculture. UGBs are regulatory tools, often designated for 20 or more years to provide greater certainty for both development and conservation goals.

Urban Limit Line

The Urban Limit Line (ULL) separates urban and future urban areas from rural areas. The ULL is a longer-term version of the Urban Growth Boundary (UGB) and is intended to reflect the City's long term policy for growth of Morgan Hill, beyond the twenty-year timeframe of the UGB. The purpose of an ULL is to encourage more efficient growth patterns, minimize public costs, and protect environmental resources. Some, but not all, of the land outside the ULL has been identified as Greenbelt.

Urban Service Area

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.

Zoning

Division of the city into areas for which allowable uses and building limitations are specified.

City Profile

Morgan Hill lies about 20 miles south of downtown San Jose along U.S. Highway 101 in southern Santa Clara County. The city is set in a valley formed by the foothills of the Santa Cruz Mountains to the west, and the Mount Hamilton Range to the east. Historically an agricultural community, Morgan Hill has grown into a small city with a quaint downtown and high-quality residential neighborhoods. Open hillside areas, numerous creeks, and surrounding agriculture create a feeling of rural open space within the city.

Monterey Road, the major north-south arterial, served as Highway 101 for many years and remains the city's major commercial corridor. (Although it is formally mapped as Monterey "Street" in the city, locals refer to the historic thoroughfare as Monterey "Road.") Over the last two decades, the downtown has been revitalized and expanded along Monterey Road, between Main Street and Dunne Avenue. Significant streetscape and façade improvements and amenities have made the downtown a more pedestrian-friendly core, with community events, such as holiday parades, concerts and a farmers market, utilizing the downtown as a center of activities.

Regional Location

Although a diverse mix of retail, service, and office uses exist along Monterey Road, there are also a number of vacant and underutilized parcels. Visitor-serving and sub-regional commercial activity has built up around two of the three freeway interchanges about a mile east.

Small high-tech support firms and manufacturing plants comprise a majority of the industrial land uses in Morgan Hill, which have historically been located along the railroad tracks in the city, between Monterey Road and Highway 101. Several industrial parks, including the 400-acre Morgan Hill Ranch along Cochrane Road, are currently under development.

The voter-approved Residential Development Control System (RDCS) allows a limited number of homes to be built each year, according to a point system based on a variety of factors, including provision of public services, site planning, and architectural design considerations. High-quality residential neighborhoods have resulted from the process. Small pocket parks, natural creek channels, and detention ponds are scattered throughout the city's residential areas.

Agricultural use continues in the lands surrounding the city. Large-lot ranch homes, natural open space parcels, and minimally developed hillsides also contribute to the community's rural character. The City plans to preserve those open space and agricultural lands to maintain this rural atmosphere.

City History

Situated in the southern Santa Clara Valley, 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 Street.

Between the 1820s and 1840s, Mission Santa Clara lands were partitioned into private ranchos. Morgan Hill lies within the historic boundaries of the 9,000 acre Rancho Ojo de Agua de la Coche, granted in 1835 to Juan Maria Hernandez, and purchased by Martin Murphy Sr., an Irish-born pioneer, in 1845. 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. Among the earliest permanent buildings were inns, livery stables, and blacksmith shops, centered on the intersection of Peebles Avenue and Monterey Road.

Santa Clara County ranked as one of the region's earliest and most productive agricultural centers, famed for its grains, fruits, and vegetables. Cattle ranches in the southern Santa Clara Valley were replaced by diversified agriculture in the 1860s and 1870s, including the cultivation of apricots, peaches, prunes, pears, cherries, grapes, walnuts, almonds, olives, garlic, and tomatoes. By the 1870s, the Madrone village boasted a hotel, general store, livery stable, post office, school, and church along with its stagecoach stop. The Santa Clara & Pajaro Valley Railroad opened its first rail line through the area, from San Jose to Gilroy, in 1869.

In 1882, approximately 4,500 acres of the old Rancho Ojo de Agua de la Coche was passed down to Diana Murphy (granddaughter of Martin Murphy Sr.). That same year, she married Hiram Morgan Hill, a San Francisco socialite. Morgan and Diana Hill entertained lavishly, and trains would often stop at the ranch to let off guests. The stop became known informally as "Morgan Hill." In 1892, the Hills retained the C.H. Phillips Land Company of San Jose to act as agents for the subdivision and sale of Morgan Hill Ranch. The property was disposed of in parcels ranging in size

from five acres to 100 acres, and a downtown and new train station were established under the name "Morgan Hill."

The town developed rapidly in the 1890s, streets were improved, and a water system was installed. A post office was established in 1893, and a newspaper began publication in 1894. By the turn of the century, the thriving village contained dozens of houses, three churches, a schoolhouse, a commercial district with two hotels and three general stores, and a small industrial enclave near the railroad with a cannery and fruit-packing plant. Monterey Road and Main Street served as the major north-south and east-west axes of the town. Morgan Hill was incorporated in 1906, with a population of about 600. The town of Morgan Hill grew slowly over the next few decades, numbering about 1,000 residents in 1940.

Following World War II, the Santa Clara Valley sustained rapid growth as agricultural lands gave way to residential, commercial and industrial development. In 1950, Morgan Hill had 1,600 residents; however, land annexation and residential subdivision development since then has brought thousands more residents to the area. 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. By then, the city's population reached 17,000, residents and growth has remained steady over the last two decades due to adoption of the Residential Development Control System. Increased traffic along Highway 101 has led to highway commercial activity at the interchanges, and a large industrial park was developed in the northern portion of the city. Residential subdivision activity has continued, and estimates place the city population at 33,092 in 2000.

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Community Development

The Community Development element discusses land use, community character and public facilities. 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.

Community Development Goals

1. An effective and efficient planning and decision-making process
2. An orderly and efficient pattern of urban development
3. A long-term urban growth boundary (UGB) around the city
4. Efficient and appropriate development of land within the UGB
5. Preservation of agricultural and open space uses on unincorporated lands outside the UGB
6. Avoidance of incompatible land uses and conflicting activities
7. A variety of housing types and densities available to all residents
8. Distinct, well-designed residential neighborhoods
9. Sufficient and concentrated commercial uses
10. Sub-regional retail at freeway interchanges
11. Adequate land for industrial development
12. A visually attractive urban environment
13. A vibrant, identifiable downtown
14. Distinct, attractive gateways to the community
15. Appropriate transition between urban land uses and surrounding undeveloped areas
16. An urban level of services and facilities
17. Efficient police, fire and emergency medical response and services
18. Useful, accessible and high-quality park, recreation and trail facilities and programs
19. Coordinated urban and school development
20. Efficient wastewater treatment
21. Effective management of water resources
22. Minimal local drainage problems

Land Use Diagram

The Community Development Element designates the general distribution of land uses, including housing, business, industry, open space and public facilities within the city's Sphere of Influence. *Map 1* divides Morgan Hill into a series of residential and non-residential land use designations, and *Map 2* shows designation boundaries in detail for the Monterey Road corridor. 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 2*.

Density refers to the number of dwelling units allowed per gross acre of land (prior to dedications for streets and other improvements). **Intensity** of land use is expressed in two ways – type of use and building mass – both of which are described broadly in *Table 2*. The types of land uses allowed in each designation are described here in general terms; the Zoning Ordinance provides detailed lists of specific allowable uses. In addition to the primary land uses appropriate in each designation, the Zoning Ordinance may allow secondary uses that are related to and compatible with the primary uses.

+Table 2. Urban Land Use Designation

Land Use Designations	Acres	Primary Uses	Density Range	Minimum Lot Area	Maximum Building Coverage	Maximum Building Height
Residential Estate	1,216	Detached homes	<1 unit/acre	40,000 sf	30%	30 feet
Single Family Low	1,279	Detached homes	1-3 units/acre	12,000 sf	40%	30 feet
Single Family Medium	1,801	Detached homes	3-5 units/acre	7,000 sf	50%	30 feet
Multi-Family Low	531	Detached and attached homes	5-14 units/acre	6,000 sf	50%	30 feet
Multi-Family Medium	171	Attached homes	14-21 units/acre	6,000 sf	60%	30 feet
Multi-Family High	7	Attached homes	21-40 units/acre	6,000 sf	60%	48 feet
Commercial	454	Retail, office, services	N/A	20,000 sf	50%	30 feet
Non-Retail Commercial	36	Offices, services	N/A	6,000 sf	50%	35 feet
General Commercial	24	Retail, office, services	N/A	10,000 sf	50%	35 feet
Mixed Use	50	Attached homes mixed with retail, office, services	8-18 units/acre Opportunity Sites 25-40 units/acre	(Commercial) 10,000 sf (Residential) 6,000 sf	60%	Com. 35 feet Res. 48 feet
Industrial	1,112	Warehouse, offices, manufacturing	N/A	20,000 sf	60%	50 feet
Office Industrial	26	Offices, R&D, wholesale	N/A	20,000 sf	50%	50 feet
Campus Industrial	18	High-tech, R&D	N/A	20 acres	20%	35 feet
Public Facilities	253	Publicly owned	N/A	N/A	50%	35 feet

The city is characterized by semi-rural areas with residential and agricultural uses, residential neighborhoods, commercial areas, and roadway corridors where residential and non-residential uses are mixed. The land use goals and policies of the General Plan are oriented toward maintaining the distinct neighborhoods and

the downtown – recognizing them as vital in determining community character, while providing new opportunities for businesses that provide quality jobs and needed goods and services. Higher-intensity uses are intended to be concentrated near major intersections, with the land uses in surrounding areas becoming progressively less intense as the distance from those commercial nodes increases.

The following paragraphs describe how the General Plan divides Morgan Hill into areas designated for different types of land use.

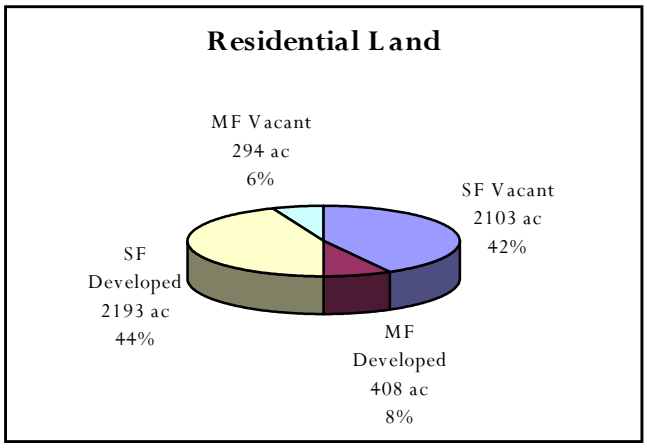
Rural Designations

Rural County. This designation applies to 8,088 acres outside the city limit in the Sphere of Influence. Lots with the Rural County designation generally are 5-20 acres with one single family home and/or agricultural operation per parcel. Five acres is generally the minimum acceptable lot size for new development.

Open Space. Public parks and private golf courses account for most of the 2,476 acres of Open Space designation in the city and Sphere of Influence. These areas generally are intended to remain free of development, except for one single-family home on each lot of at least five acres on slopes less than 20 percent. Land designated Open Space is meant to remain unimproved and devoted to preservation of natural resources, managed production of resources, outdoor recreation, or public health and safety. Several key pieces of Open Space complement adjacent, higher density residential and commercial development. Measure C requires lands within the City that are designated "Open Space" on the City's General Plan Land Use/Circulation Elements Map, as amended through November 19, 2003, are reaffirmed and readopted through fiscal year 2019/2020. This provision shall not prevent the City Council from designating additional lands as open space.

Residential Designations

Residential Estate. This designation, which applies to 1,216 acres, is intended to promote and encourage a suitable environment for family living on relatively large parcels of land. Concentrated along the western and southern city borders, the Residential Estate designation limits uses to single family homes, appropriate agricultural uses, and appurtenant community services and facilities. One acre is generally the minimum acceptable parcel size for new development.



*Single Family Low. T*he Single Family Low designation covers 1,279 acres of the city and is intended to accommodate families in suburban single family homes on medium-sized parcels. The highest concentrations of the Single Family Low designation are at the eastern city limit, especially near Anderson Reservoir, The minimum acceptable parcel size for new development is generally ¼-acre.

Single Family Medium. Single Family Medium areas totaling 1,801 acres are 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 U.S. 101 and the railroad. This designation allows as many as five dwelling units per acre.

Multi-Family Low. Applied to 531 acres, the Multi-Family Low designation is meant to accommodate both attached and detached dwellings in residential neighborhoods. Multi-Family Low areas generally are located close to commercial corridors, including West Dunne Avenue and Monterey Road.

Multi-Family Medium. Pockets of Multi-Family Medium, the highest-density residential designation, account for 171 acres primarily centered around the downtown area. Frequently found near commercial areas that in part serve the adjacent residents, this designation accommodates as many as 21 dwelling units per acre, most of which are attached apartments or condominiums.

Multi-Family High. Pockets of Multi-Family High, the highest-density residential designation, accounts for 6.49 acres primarily centered around the downtown area and the commuter rail station. Development within this area shall be supportive of transit oriented design (e.g., development intensity, pedestrian orientation and linkages, parking placement and design, development concentrations, etc.) this designation may accommodate as many as 35 dwelling units per acre most of which would be attached apartments or condominiums.

Mixed Use. Applied in accordance with the Downtown Plan, this designation covers 68 acres of smaller parcels with the downtown area. It is intended to encourage a mixture of commercial and residential uses. The mixed use designation allows for as many at 8 to 18 dwellings units per acre with the exception of three opportunity sites which are defined as follows:

> The "Sunsweet Opportunity Site" which encompasses APN's 726-13-032, 033, 034, 041, 042, 043 & 044 shall be designed as a single Planned Unit Development, showing relationship between development and parking areas, with development to occur at a density of 25-40 dwelling units per acre for the area within a mixed use project site (exclusive of APNs 726-13-034 & 726-13-041, and areas designed for public parking).
>
> The "Dunne Ave. PUD" which encompasses APN's 726-04-003, 006, 007, 008, 011 & 012. Each of which shall develop at a density of 25-40 du/ac, only as part of single Planned Unit Development.
>
> The parking lot area for the Downtown Mall which encompasses APN's 726-14-025, 026 & 03, shall develop at a density of 25-40 du/ac, only as part of a single Planned Unit Development.

Non-Residential Designations

Commercial. The Commercial designation, which accounts for 454 acres primarily along arterial roadways west of U.S. 101 and along the eastern freeway frontage, is intended to allow a wide range of retail businesses, office uses and professional services. The largest concentrations are found along Monterey Road

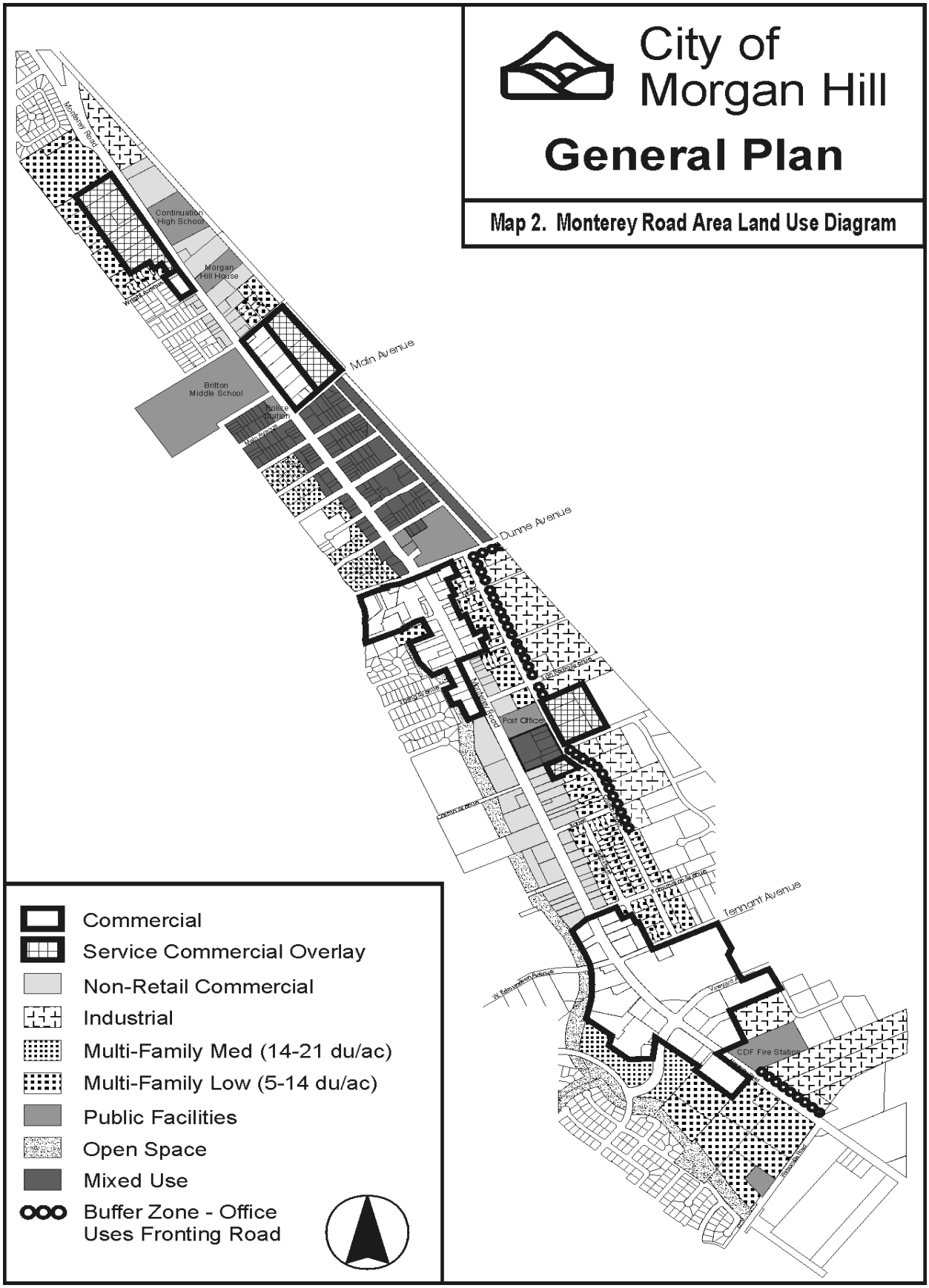
and at the freeway interchanges, where retail stores are emphasized. The Service Commercial overlay along Monterey Road north of Wright Avenue allows auto-related uses, except for sales.

Non-Retail Commercial. This designation applies to 36 acres along Monterey Road between Llagas Road and Tennant Avenue. The Non-Retail Commercial designation is intended to focus service and office uses away from major intersections where the Commercial designation encourages higher traffic generating retail uses. It also accommodates mixed-use development (residences above shops) to help create a market for local stores and a neighborhood atmosphere in the downtown.

General Commercial. This designation accounts for 24 acres of the Morgan Hill Business Ranch on the south side of Cochrane Road at the freeway. The General Commercial designation is intended to allow a variety of commercial uses. (The designation was established by voter initiative and cannot be changed without a public vote.)

List continues on page 22

Map 1: General Plan Land Use Diagram


City of
Morgan Hill
General Plan
Map 2. Monterey Road Area Land Use Diagram
Monterey Road
Continuation High School
Morgan Hill House
Main Avenue
Britton Middle School
Police Station
Dunne Avenue
Post Office
Tennant Avenue
CDF Fire Station
Commercial
Service Commercial Overlay
Non-Retail Commercial
Industrial
Multi-Family Med (14-21 du/ac)
Multi-Family Low (5-14 du/ac)
Public Facilities
Open Space
Mixed Use
Buffer Zone - Office Uses Fronting Road

Mixed Use. Applied in accordance with the Downtown Design Plan, this designation covers 68 acres of smaller parcels in the downtown area. It is intended to encourage a mixture of retail uses and residences.

Industrial. The Industrial designation accounts for 1,112 acres within the Urban Growth Boundary, including 350 acres of newly designated land, much of which was previously designated for residential uses. A variety of existing and potential research, warehouse, manufacturing, service commercial and other uses are accommodated under this designation.

Office Industrial. Two areas of Office Industrial designation cover 26 acres along U.S. 101 near the Dunne Avenue interchange. These areas are intended to promote administrative and executive office uses, including experimental and engineering laboratories devoted exclusively to basic research and development (provided they meet certain standards for handling of any hazardous materials).

Campus Industrial. The Campus Industrial designation applies to 18 acres northwest of the Tennant Avenue interchange, where clean industry such as high-technology and medical services are encouraged to locate in park-like settings that contain large areas of landscaping.

Public Facilities. The 253 acres designated for Public Facilities is comprised of land used by the City, service providers (including emergency medical, hospitals and utility companies) and the Morgan Hill Unified School District. The General Plan does not anticipate any changes to this designation.

Land Use Decisions

Encouraging future growth to occur in and around existing developed areas of the city will increase the likelihood that a high level of services and amenities will be available for residents and visitors.

Goal 1. An effective and efficient planning and decision-making process

Policies

1a. Ensure that City decisions regarding planning are reached in a comprehensive, coordinated manner.

Actions

1.1 Amend City ordinances, programs and plans (e.g., zoning, parking, capital improvements) to conform to amendments or revisions to the policies of the Community Development Element.

1.2 Develop a comprehensive municipal service and capital improvement program for 5- and 20-year time periods. Detailed service and utility planning shall be done for a 5-year time span.

1.3 Review the General Plan annually to determine what progress is being made toward achieving the Plan's goals and policies.

1.4 Schedule General Plan updates to coincide with U.S. Census data updates.

1.5 work with other governmental agencies to reach consensual and coordinated approach to future community development tasks (also see Regional Coordination Element).

Development Patterns

Of the approximately 21,700 acres within the Morgan Hill planning area (17,527 of which are contained in parcels), less than 3,400 acres are developed with residential, commercial or industrial uses. The General Plan provides for an additional 3,400 acres of urban development. Development is expected to follow the existing land use pattern and expand into new areas where growth is most likely to create the desired community. *Maps 1* and *2* show locations planned for urban uses.

Goal 2. An orderly and efficient pattern of development

Policies

2a. Encourage the orderly development of the city, with concentric growth and infill of existing developed areas.

2b. Ensure that facility/service standards can be met for new development by the time of occupancy.

2c. Consider land within or adjacent to the city as available for urban development only when it is included within the Urban Service Area and Urban Growth Boundary and can be developed in a manner that will be cost-effective to the City.

2d. Plan for the needs of all socioeconomic segments of the community, encouraging self-sufficiency in jobs and housing within the city.

Actions

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

2.2 Include enough land within the Urban Service Area to provide for a minimum of 5 years of urban growth; review and modify the Urban Service Area boundaries as needed.

Urban Growth Boundary (UGB)

In 1996 the City Council adopted a long-term Urban Growth Boundary (UGB), which differentiates land within the Sphere of Influence intended for future urbanization from land intended to remain rural and unincorporated for the next 20 years. Prior to urbanization, large-parcel uses, including farming, are encouraged on land inside the UGB but outside the city. Existing and limited new rural residential uses as well as agricultural and open space uses are appropriate for lands outside of the UGB.

The Urban Limit Line (ULL) was established as part of the Urban Limit Line/Greenbelt Study and includes lands which may be needed for City growth beyond the next 20 years. Establishment of this line was necessary to ensure that areas which are planned to be come part of the City's Greenbelt will not be needed for future City growth. Some, but not all, of the land outside the ULL has been identified as "Greenbelt" areas. There is no timeline for adding

unincorporated land that is inside the ULL to the City. Some unincorporated land may not be added to the City for more than three decades. The Greenbelt is described in the Greenbelt section of the Open Space and Conservation Element and in the Community Development Element.

Goal 3. A long-term Urban Growth Boundary and Urban Limit Line around the city

Policies

3a. The Urban Growth Boundary (UGB) should be maintained for the City of Morgan Hill, in order to: a) identify lands within the Morgan Hill Urban Limit Line which are intended for urbanization in the future;
b) provide greater stability of future land use patterns than is currently provided by the existing "short term" urban service area (USA) boundaries; c) indicate the preferred extent and direction of the city's future urban expansion and capital improvements planning, consistent with the city General Plan; d) encourage compact and concentric urban growth and development; e) promote fiscal responsibility, cost-effective service delivery, and the City's ability to plan for and adequately maintain urban services over time; f) provide for an adequate land supply necessary for sustainable economic growth; g) compensate for the impacts of the city's historical patterns of urban growth; h) achieve greater compatibility of land use planning and decision-making for lands of mutual interest to the City and County; and i) provide additional certainty to rural landowners needed for purposes of planning investments and maintaining viable agricultural operations.

3b. 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. (Note: Residential Estate and Single Family Low lands outside the UGB south of Watsonville Road are anticipated to provide needed residential development beyond the timeframe of this General Plan update.)

3c. 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.

3d. Establish and maintain an Urban Limit Line (ULL) around the City to serve as a longer term version of the Urban Growth Boundary and define the inner limits of potential Greenbelt areas.

3e. The Urban Limit Line should be continuous around the City and located outside of or coterminous with the city limits and Urban Growth Boundary. Greenbelt areas should be located outside of the ULL. The ULL may be located within the city limits so that parks or other incorporated, City-designated open space land at the fringe of the community may be included within the Greenbelt.

Actions

3.1 Maintain a long-term urban growth boundary.

3.2 County staff and decision-makers shall have adequate opportunity to participate in the evaluation of proposals to modify the city's UGB – the relative level of participation to 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).

3.3 Establish explicit, objective planning criteria, findings, or prerequisites for considering proposals to modify the UGB location, which are reasonable and consistent with the goals, precedent, and spirit of the current South County Joint Area Plan. These may include but are not limited to standards for adequate land supply reserves, availability and levels of urban services, consistency with circulation and other plan elements, demographic projections, and resource conservation criteria.

3.4 Evaluate future proposals to modify the UGB according to established criteria, findings or prerequisites, such as the need to maintain a 20-year supply on average of available land for accommodating projected growth. The determination of the amount of land needed for a 20-year supply should be based on past and assumed rates of growth and take into consideration changes in development practices including Smart Growth principles. The UGB should only be expanded for those general land use categories (i.e. residential, commercial, industrial) for which less than a 20-year supply remains. Do not reconsider the UGB location more frequently than in conjunction with a comprehensive City General Plan Update every 10 years or so. Revaluation of the UGB location may be necessary in conjunction with implementation of Phase 2 of the Urban Limit Line/Greenbelt Study regarding land use in the Southeast Quadrant.

3.5 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.

3.6 Upon completion of the Industrial Lands Market Study and/or planning for long-term use of the area east of Highway 101 and south of San Pedro (the Southeast Quadrant), determine the appropriate location for the Urban Limit Line in that area. Planning for the Southeast Quadrant may occur as part of the next comprehensive General Plan Update.

3.7 When the portion of the Vista de Lomas area that is within the Urban Limit Line is included within the Urban Growth Boundary and planned for development, it should be assigned a General Plan designation which would limit its residential density to one unit per every 2.5 acres.

Goal 4. Efficient and appropriate development of land within the UGB

Policies

4a. 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. Also encourage the County to Retain large minimum parcel sizes, and promote agricultural and open space uses on unincorporated lands.

4b. 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 5. Preservation of agricultural and open space uses on unincorporated lands outside the UGB

Policies

5a. 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.

5b. Retain current Rural County and Open Space land use designations in the City's General Plan, applicable to rural unincorporated lands outside the UGB.

5c. 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.

5d. Coordinate measures to enhance the economic viability of agriculture in conjunction with other inter-jurisdictional planning in the South County.

Actions

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

5.2 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.

5.3 Work with Santa Clara County to reach consensual agreement regarding the expansion of the city's urban area and permanent preservation of greenbelts in unincorporated areas surrounding the city.

5.4 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.

Incompatible Uses

Goal 6. Avoidance of incompatible land uses and conflicting activities

Policies

6a. Avoid development in areas of natural hazards such as landslide and flood prone areas (see related policies in Open Space and Conservation and Public Safety Elements).

6b. 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).

6c. Evaluate potential impacts of development projects on adjacent uses in initial environmental assessments and EIRs.

Actions

6.1 Use setbacks, natural and man-made barriers such as streams, park land, and drainage ways, and other mitigation to separate incompatible uses whenever possible.

6.2 Investigate potential conflicts between future residential development and existing agricultural operations and identify methods of resolving such conflicts prior to development.

Residential Development

By approving Measure C in 2004, Morgan Hill voters extended the City's Residential Development Control System (RDCS) to 2020. The General Plan assumes that some form of residential growth control and the current allowed rate of 250 new units per year will continue until 2020, resulting in a city population at that time of 48,000 (see *Table 3*).

Measure C requires that its basic provisions be included in the General Plan. These paragraphs (which appear below under ***Residential Development Control***) were approved as a voter initiative and cannot be amended except by another public vote.

At current construction rates, available residential land in the city and in the UGB will take more than 30 years to develop. Up to 4,200 new dwelling units of various types could be built in Morgan Hill east of Monterey Road, plus 1,400 west of Monterey Road. UGB lands are designated for a maximum of about 1,200 new units east of Monterey Road and 800 west of Monterey Road. Another 225 acres outside the UGB are designated for single family development south of Watsonville Road and west of Monterey Road. The city and SOI currently contain about 12,400 dwelling units and would need about another 3,900 to accommodate 48,000 residents.

Table 3. Population Projections

Year	City Population	Avg. % Growth/yr
2000	33,092	
2005	36,500	2.0
2010	38,800	1.2
2015	43,400	2.3
2020	48,000	2.0

Residential Development Control

The following provisions, enacted by voter initiative Measure P in 1990 and refined and extended by votes of the people of the City in 2004 and 2006 shall apply to all residential development in the City, and to any residential development that requires provision of urban services by the City, to and including fiscal year 2019/20.

Requirement of Development Allotments for all Residential Development

For the years to and including fiscal year 2019/20, no residential development shall be undertaken, and no discretionary permit or building permit shall be issued, in the City of Morgan Hill unless a development allotment has been obtained therefore in accordance with the provisions of this section of the General Plan and the Residential Development Control System (RDCS) set out in the Morgan Hill Municipal Code, except for secondary dwelling units ("granny units") and for a single dwelling unit, on the following conditions: If one unit is proposed on a parcel of sufficient size to accommodate additional units, it may be permitted without an allotment only if a deed restriction is placed upon the parcel which requires allotments to be obtained for any additional dwelling units on that parcel. Furthermore, if more than one continuous parcel is proposed for development by the same individual or entity under the single dwelling unit exemption on each parcel, Residential Planned Development Zoning shall be required for such development. The Residential Development Control provisions of this section shall apply to all types of residential development in the City of Morgan Hill, including single family (which includes mobile homes) and multi-family housing.

Number of Development Allotments

The population ceiling for the city as of January 1, 2020 is 48,000. This ceiling shall not be increased, regardless of whether additional lands are added to the city or its Urban Service Area. However, if any of the following existing County subdivisions, which are already within the City's Urban Growth Boundary ("Existing County Subdivisions"), are annexed into the City, the population within them shall not count against the 48,000 person population limit: Holiday Lake Estates Unit 1, Casalegno's Subdivision (Casa Lane), and El Dorado III (at southwest corner of Hill Road and Diana Avenue).

Except for the 100 allotments made available by the voters in November 2066 for projects of up to 25 units in the downtown core area defined as from south of Main, north of Dunne, east of Del Monte, and west of the railroad tracks ("Downtown Core"), which are in addition to the usual numbers as determined by this paragraph, the number of allotments shall be determined biennially, using the California Department of Finance's most recently determined figures for the persons per household and total population of the City of Morgan Hill. The State's estimate will be adjusted for any relevant housing backlog not included in its population estimate, any Existing County Subdivision (as defined under the prior paragraph) that has been annexed, and any other quantifiable factor which improves the accuracy of the estimate. The adjusted population is then subtracted from 48,000, the result divided by the Department of Finance's most recently determined figure for person per household in Morgan Hill, and then divided by the number of years remaining between the population estimate date and 2020. This gross annual allotment is then reduced for any fiscal year by its previously awarded allotments (awarded in prior years) and the number of exempt units anticipated for that fiscal year.

Except for the 100 allotments made available by the voters in November 2006, the number of development allotments shall be divided between conventional single family dwellings, mobile homes and multiple family dwellings in a manner determined by the City Council, provided that no less than 33 percent of all allotments shall be awarded to single family dwelling units. The number of affordable/elderly dwelling units shall be assigned in a manner consistent with state law for the total number of allotments to be assigned for that year. The City Council may, if it chooses, further divide the allotments according to geography, price, development size, phasing (including the number of units and timing of allotments required to complete the project), and similar criteria as deemed necessary to provide for the general welfare.

For the competitions for allotments in fiscal years 2006-07 through 2009-10, the City Council shall reserve a certain number of allotments for projects in the Downtown Area. The number of allotments allocated, and the geographic limits of the Downtown Area for this purpose, shall be determined by the Council. The Council may amend the number of reserved allotments and geographic limits of Downtown for this purpose, and may continue to reserve an appropriate number of allotments to Downtown area projects after the 2009-10 fiscal year. Downtown housing and mixed use projects within the Downtown RDCS Boundary that were awarded allotments in March 2006 may be started and completed earlier than their allotment years. The City Council may establish procedures for scoring and awarding the 100 allotments made available by the voters in November 2006, which may not require a competition but which shall provide that all projects must achieve a minimum score for the project type, and which may allow for flexible project start and completion dates.

The City Council may, in any year reserve an appropriate number of allotments per year to vertical mixed-use projects, which are not restricted to the Downtown Area.

Development Allotment Applications and Evaluations

Development allotments shall be allocated to proposed developments in accordance with a Residential Development Control System set out in the Morgan Hill Municipal Code. This system shall provide for awards of development allotments based on the number of points scored for all development proposals biennial competition, or outside of a competition but based on requiring projects to achieve a minimum point score, for the special 100 downtown allotments established by the voters in November 2006. The point scale used shall take into account the impact of the proposed development on the following public facilities and services: water supply system, sanitary sewer and treatment plant, drainage and runoff, fire and police protection, traffic and other municipal services.

Proposed developments shall be awarded points for provision of schools, and related facilities, open space, orderly and contiguous development, public facilities, parks and trails, low-income and moderate income housing and housing for the elderly, and diversity of housing types; and for quality of architectural design and site design.

Small residential developments provide special benefits to the City by encouraging local developers, providing design variety, and promoting utilization of smaller lots. These developments do not impose as high a burden on municipal services as do larger projects, because their demands are incremental and they tend to be infill developments. Such small developments may be unable to compete with larger developments in terms of the levels of amenities provided. In order to treat small developments in a manner reflecting their benefits to the community, the Residential Development Control System shall be designed to provide for small development through appropriate means selected by the City Council, such as a separate small project competition and a more streamlined and less costly process.

In implementing the provisions of the Residential Development Control System and making awards of development allotments, the City Council shall comply with Government Code Sections 66000 et seq. and other relevant provisions of the state Planning and Zoning Law.

Emergency Situations

No residential development shall be permitted during a period of emergency or severe impaction of public facilities, as declared by the City Council pursuant to provisions of the Municipal Code. The declaration of an emergency or severe impaction situation may be based on determinations of mandatory water rationing, sewage system operating at 95% capacity, or other endangerment to the public health, safety or welfare. In the event of overcrowding in public school serving Morgan Hill, the City Council shall work with the school district pursuant to Government Code sections 65970 et seq. to seek appropriate mitigation and prevent further overcrowding, including, as authorized by state statute, prohibiting residential development within the overcrowded school attendance area. The Council shall, in implementing this provision, comply with the provisions of Government Code Sections 65858, 65996, and any other applicable provisions of law.

Open Space Conversions

No development allotments shall be awarded for a development proposal pursuant to this chapter and the RDCS unless the public benefits included in the proposal are secured in a permanent and enforceable manner. Lands that are designated for private or public open space, greenbelts, parks, paths, trails, or similar scenic and recreational uses in a residential development allotment application under this section shall, once the application is approved, be limited to the uses specified in the application through the use of permanent dedications, easements, or similar devices.

With respect to development allotments already awarded, wherever legally possible no further building permits shall be granted for a project until such public benefits specified in the development application, particularly but not exclusively open space dedications, have been secured in a permanent and enforceable manner.

The lands within the City of Morgan Hill that are designated "Open Space" on the Morgan Hill General Plan Land Use/Circulation Elements map, as amended through November 19, 2003, are hereby reaffirmed and readopted through FY 2019/20. This provision shall not prevent the City Council from designating additional lands as open space.

Urban Service Area Restrictions

The City of Morgan Hill shall neither apply to LAFCO, nor otherwise request or support, the addition of any land to its Urban Service Area, until such time as the City Council finds that the amount of undeveloped, residentially developable land either within the existing Urban Service Area is insufficient to accommodate five years worth of residential growth beyond that required to accommodate the number of development allotments available in the next competition. The projected rate of growth for purposes of this determination shall be the rate of growth provided for by this section of the General Plan and the RDCS. After making such a finding of space insufficiency, the City may support the addition of land to the Urban Service Area only to the extent necessary to support approximately five or fewer years of growth beyond that required to accommodate the number of development allotments available in the next competition.

The City Council may formulate standards by which it may make exceptions to the above-stated provision, for desirable infill. Desirable infill is defined as a tract of land not exceeding twenty acres and abutted on at least two sides by the city or abutted on one side by the city and having two other sides within a quarter mile of a city boundary (as determined by a perpendicular line drawn from the side of the parcel to the city boundary) and whose inclusion into the Urban Service Area would not unduly burden City services and would beneficially affect the general welfare of the citizens of the city. The standards set up for granting such exceptions must include criteria to prevent repetitively granting exceptions to the same applicant, development, or parcel. The City Council, prior to approving any expansion of the Urban Service Area for desirable in-fill, shall make findings documenting that expansion would not unduly burden City services, and that the expansion would beneficially affect the general welfare of the citizens of the City, as defined in the following paragraph.

Areas whose addition to the Urban Service Area would be considered to beneficially affect the general welfare of the citizens of the City include those areas that promote orderly and contiguous development by facilitating the provision of infrastructure improvements, or allow for the establishment of public facilities such as parks, schools, or other buildings to be owned or operated by the city, school district, water district, or any other public agency. Infrastructure improvements that would promote orderly and contiguous development are those that connect to the existing infrastructure (for example, the continuation of a dead-end street that would improve traffic circulation patterns), or otherwise complete or complement the existing system. The infrastructure improvements that are the basis of the City's findings that the expansion would beneficially affect the general welfare of the City must be installed, or the land needed for public facilities that are the basis of the City's findings that the expansion would beneficially affect the general welfare of the City must be conveyed to the public agency, within five years of the date the area is added to the Urban Services Area or upon its development, whichever occurs first. The commitment by the applicant to install the infrastructure improvements on which the City's findings are based, or convey the land needed for the public facilities on which the findings are based, must be secured prior to official action adding the area to the Urban Services Area, through a development agreement or other legally binding agreement recorded against the property. The City shall not require an applicant to provide infrastructure or land in a quantity exceeding that which is needed to fully offset and mitigate all direct and cumulative impacts on services and infrastructure from new development proposed by the applicant.

The City Council may make exceptions to these requirements for, and support the annexation to the City of Existing County Subdivisions as defined in paragraph B, "Number of Development Allotments," of the Residential Development Control provisions of the General Plan.

This section is not intended to, and shall not be applied to, restrict or constrain the discretion of the LAFCO, nor to prevent any action required by the Knox-Hertzberg Local Government Reorganization Act of 2000 or other state statute or by any Court judgment.

In order to assure that City services and resources are not unduly burdened, urban sprawl and noncontiguous development must be discouraged. Therefore, for any land added to the Urban Service Area between March 1, 1990 and the effective date of Measure P, December 8, 1990, and not considered "infill" as defined above, the City shall not provide urban services to support any ***d14evelopment*** *at a higher density than that provided for in the Santa Clara County General Plan as of March 1, 1990.*

Urban Services Extensions

The City of Morgan Hill shall grant no new extensions of urban services for residences beyond its Urban Service Area except in the event that 1) Morgan Hill has entered into a mutual aid or reciprocal emergency agreement for police, fire, or other emergency services to be provided by City facilities on County land; or 2) an owner of an existing development requests an extension due to the failure of an existing septic system or well and the City Council makes a finding that denial of services to that development would have a direct adverse impact on the public health and safety.

Goal 7. A variety of housing types and densities available to all residents

Policies

7a. Plan for a population of approximately 48,000 residents in 2020.

7b. Plan for an approximate 70/30 ratio of single family to multi-family housing for all future residential development.

7c. Under the Residential Development Control System (RDCS) procedures, continue to emphasize single family development in the distribution of units between single family and multi-family development.

7d. Encourage higher residential densities at locations where convenient access and adequate infrastructure is readily available.

7e. Provide for an adequate supply of multi-family housing, located convenient to shopping, services, and transportation routes.

7f. Continue to provide for mobile home park and modular home developments at appropriate locations within the city, employing high standards of site planning and design.

7g. Continue to provide for a full range of residential land use densities and building types, including mobile homes, within the General Plan and Zoning Ordinance

7h. Utilize all parcel sizes and land use categories in updating the City's Zoning Ordinance to provide for a full range of residential densities and housing types.

7i. Encourage a mix of housing types and lot sizes within residential projects with five or more lots or units.

7j. 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.

7k. 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.

7l. Encourage preservation and rehabilitation of single family neighborhoods within the city.

7m. Allow residential uses in commercial zones and residential and commercial uses within a structure in a commercial zone (e.g., downstairs commercial and upstairs residential), subject to meeting performance standards.

7n. Subject mobile home park and subdivision development to Residential Planned Development (RPD) zoning.

7o. Distribute housing among the South County communities so as to achieve an appropriate population balance and equitable distribution of public services. (SCJAP 3.02)

7p. Provide housing at a range of costs that meet the needs of all sectors of the workforce. (SCJAP 3.02)

7q. The area designated for Single Family Low Density residential use located at the southwest corner of the intersection of Murphy and Diana Avenues shall be implemented using the R-1 12,000 zoning district.

Action

7.1 Expand the Multi-Family Low residential land use designation to allow development of detached units based on design and development criteria intended to limit visual impact (e.g., floor-area ratio, single story, mass of garages, etc.), and limit the number of small-lot detached units in a given project to a small proportion (less than 25 percent) of overall units.

7.2 Limit the number of single-family attached units in a given project in Single Family designations to a small proportion (less than 25 percent) of overall units.

7.3 The portion of the 65-acre development located between the Union Pacific Railway and Hale Avenue, south of Tilton Avenue which is planned for multi-family development shall be buffered from view from Hale Avenue by a row of single family homes developed on lots of a minimum 9,000 square feet in size.

7.4 Future development of the forty-acre parcel on Kruse Ranch Lane north of Dunne Avenue should be located such that environmental impacts, including offsite visual impacts, are minimized. To the extent possible, future development should be clustered and located on the lower portion of the site.

7.5 Consistent with the recommendations of the Urban Limit Line/Greenbelt Study Report, enter into an agreement with the owners of 118 acres of land in the area generally bounded by Sunset, Edmundson and DeWitt which would provide for the following:

a. Construction of four houses on lots which front of Edmundson Ave.

b. Construction of one house on the property which fronts on DeWitt Ave.

c. Expansion of the Urban Growth Boundary to include 19 acres adjacent to Sunset Ave., consisting of slopes of 10 percent or less, and allowing between one and three houses per acre.

d. Recordation of open space easements over approximately 84 acres of the property (most of which is located outside of the City) prohibiting any further development of that area.

7.6 The 18-acre property located at the southwest corner of Santa Teresa Blvd. and Watsonville Road should develop at a density which transitions form minimum parcel sizes of one acre on the southeastern side of the site to minimum parcel sizes of approximately two and one half acres on the southwestern side of the site.

Neighborhoods

Morgan Hill has a variety of neighborhoods, each with a unique character that adds to the diversity of the city. The General Plan seeks to preserve neighborhood vitality by buffering residences from commercial and industrial uses, but also by integrating homes and businesses within mixed-use projects where appropriate.

Goal 8. Distinct, well-designed residential neighborhoods

Policies

8a. Maintain distinct boundaries between commercial uses and residential neighborhood. (This does not preclude residential uses within

commercial areas as part of mixed-use projects, or in designated mixed-use areas.)

8b. Require any higher-density multi-family developments to include site design and a variety of unit types to mitigate potential impacts typically associated with larger projects.

8c. Encourage future residential development projects where local streets are safe, convenient and aesthetically pleasing; and where elementary schools and parks are centrally located to serve the immediate residential area.

8d. Complete street connections between neighborhoods to promote efficient circulation and emergency service response time.

8e. Design residential neighborhoods so they are distinct and separated from conflicting non-residential uses.

Actions

8.1 Develop mechanisms to ensure a variety of building configurations in all multi-family areas.

8.2 Develop, adopt and enforce design standards for residential neighborhoods, providing for special design themes, signage, and roadway and sidewalk materials, and other methods of strengthening neighborhood identity.

8.3 Provide for an acceptable transition in lot size and density between adjacent residential areas.

8.4 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.

Commercial Development

Most of the roughly 550 acres designated for commercial development lies along Monterey Road and Highway 101. About half that land is vacant. Market projections indicate that during the next 20 years Morgan Hill will need another major grocery store and could support centers for sub-regional and tourist-oriented uses, which together could utilize 50 or more acres. It is important in retaining the city's identity to ensure that commercial uses are located where they can best serve target markets and least impact residential neighborhoods (also see the **Economic Development Element**).

The General Plan Retail concentrates uses on Monterey Road around the Dunne and Tennant Avenue intersections, where higher traffic volumes can be better accommodated.

Encouraging and maintaining non-retail uses along the intervening stretches is intended to help limit "strip commercial" appearance, reduce the potential for unacceptable traffic conditions, and contribute to the vitality of existing shopping centers.

Hotel and other traveler and regional serving commercial uses are proposed to be located along the Highway 101 corridor.

An additional grocery store is expected to be built in the northern part of Morgan Hill to serve the growing population in that area.

Goal 9. Sufficient and concentrated commercial uses

Policies

9a. Encourage a variety of commercial and office development to meet the needs of city residents.

9b. Ensure the viability of downtown and other recognized shopping areas, and discourage isolated and sprawling commercial activities along major roads.

9c. Encourage retail sales use at major intersections-as the focus of clustered commercial development.

9d. Encourage commercial development and concentrate community shopping uses along Monterey Road north of Watsonville Road.

9e. Discourage commercial activities along Monterey Road south of Watsonville Road.

9f. Encourage preservation of older homes along Monterey Road north of Central Avenue for commercial use.

9g. Plan for a future grocery store east of Highway 101 along Cochrane Road.

9h. Auto-related commercial uses shall be allowed in addition to other non-retail commercial uses on Monterey Road, between Wright Avenue and Old Monterey Road, only under strict standards for performance, design and neighborhood compatibility.

Actions

9.1 Provide for a variety of commercial, office and industrial use categories in the Zoning Ordinance.

9.2 Update the Zoning Ordinance to specify appropriate levels of non-retail development at major intersections and appropriate levels of retail development along Monterey Road between the retail commercial nodes.

9.3 The northeast corner of the Morgan Hill Business Park, consisting of parcels 1 and 2 of the Morgan Hill Business Park, as shown on the Development Plan therefore, and located at the southwest corner of Cochrane Road and the South Valley Freeway, shall be designated for General Commercial uses (Note: this policy was adopted by voter initiative and cannot be amended without an affirmative vote of the electorate).

9.4 Amend the Zoning Ordinance to create acceptable standards by which auto-related uses may be allowed on Monterey Road, between Wright Avenue and Old Monterey Road.

9.5 Work with the County to limit the approval of new commercial uses in the unincorporated portion of the area south of Watsonville Road along Monterey Road.
9.6 Amend the Zoning Ordinance, as necessary, to preserve a site east of Highway 101 and north of Cochrane Road for a grocery store.
9.7 Amend the Zoning Ordinance to prohibit convenience commercial uses in residential neighborhoods.
9.8 Amend development and building standards as necessary to facilitate commercial re-use of older homes on Monterey Road north of Main Avenue.
9.9 Amend the Zoning Ordinance to prohibit auto sales in the Service Commercial designation along northern Monterey Road.

Sub-regional Retail Uses

Market research indicates that Morgan Hill can stem retail leakage by providing an additional 170,000 square feet of sub-regional retail uses on about 15 acres. Depending on how fast and intensively Coyote Valley develops, Morgan Hill could provide an additional 260,000 square feet of sub-regional retail on another 25 acres during the next 20 years.

Highway proximity is the most important consideration for sub-regional retail uses. This type of center should include apparel, appliances, books, building materials, electronics, furniture, office supplies and restaurants. The *Land Use Diagram* identifies one set of parcels totaling more than 48 acres at the northeast Cochrane interchange, and another of 29 acres at the southwest Tennant interchange, to accommodate future sub-regional retail development.

Goal 10. Sub-regional retail at freeway interchanges

Policies

10a. Encourage tourist-oriented and sub-regional retail uses at the northeast Cochrane and southwest Tennant freeway interchanges (also see Economic Development Element).
10b. Limit repetitive ancillary commercial uses, such as fast-food restaurants and service stations, on lands around all interchanges.
10c. Zone all commercial areas at freeway interchanges Planned Unit Development, PUD, to ensure that they develop in a coordinated manner addressing such issues as design, signage and circulation.

Actions

10.1 Reserve land at the northeast Cochrane and Southwest Tennant freeway interchanges for sub-regional retail uses with appropriate designations on

the Land Use Map.

10.2 Apply gateway design standards to all freeway commercial development.
10.3 Identify preliminary design criteria and improvements needed for the staged development of a sub-regional commercial center.
10.4 Prepare a general set of standards, criteria and incentives for potential developers that identifies an appropriate process and schedule for the development of a sub-regional center.
10.5 Amend the Zoning Ordinance to require ancillary commercial uses, such as fast-food restaurants and service stations, on lands around interchanges to be part of larger developments.

Industrial Development

Industrial development boosts the local economy through tax revenues and high-quality employment opportunities for residents. Except for the 400-acre Morgan Hill Ranch Business Park (which is already more than half built-out), most industrial parcels comprise small separate ownerships near the railroad. Although these account for more than 200 acres of vacant land, they are generally too small to meet market demand.

Instead, projections indicate that in the next 20 years the city will need 200-300 additional acres in large, distinct business parks with good freeway access and visibility. Ideally, new business parks will attract, clean, high-tech businesses separated from incompatible land uses. The *Land Use Diagram* identifies four appropriate sites totaling about 225 acres for new industrial development in three distinct areas near Highway 101. (Total vacant industrial land exceeds 700 acres.)

Goal 11. Adequate land for industrial development

Policies

11a. Encourage industrial development as a means of diversifying the economic base.
11b. Attract industrial uses and promote development of industrial parks.

11c. Industrial development in the area east of Highway 101 (south of Cochrane Road and north of Diana Avenue) and the area west of Highway 101 and south of Tennant Avenue shall occur under Planned Unit Development zoning to ensure that issues such as circulation, allowable uses, neighborhood compatibility and development standards are properly addressed.
11d. Encourage the placement of office portions of industrial uses to serve as Buffers to potential conflicting uses, such as residential neighborhoods.
11e. Ensure that all industrial uses are well sited and buffered from incompatible uses; buffers may include offices adjacent to sensitive uses, landscaping, berms, etc.

11f. Allow light industrial or office commercial use of the property located on the east side of Monterey Road south of the Union Pacific train trestle, subject to strict design standards and limitations which recognize its access limitations.

Actions

11.1 Apply the design and landscaping standards set forth in the City Design Standards to all new industrial development.

11.2 Require industrial uses along Joleen Way to develop under a Planned Unit Development with a Master Plan that addresses circulation/access and potential incompatibility with adjacent residentially zoned property, and that provides for development of visually attractive, non-industrial uses such as offices or other low-intensity uses along the Dunne Avenue frontage.

11.3 Develop standards to ensure that industrial uses in close proximity to residential uses provide appropriate buffers and/or transitions to adjacent residential areas.

11.4 The industrial area east of Highway 101 shall develop in no more than three PUDs. The boundary between the PUDs, should two or three be proposed, would be Half Road and Main Avenue. The PUDs 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 PUDs. Allowable uses within these PUDs shall include, in addition to industrial uses, medical facilities, hospitals, and educational facilities.

11.5 The industrial area south of Tennant Avenue, west of Highway 101 and east of the railroad tracks shall be planned as a single PUD. The PUD for that area shall include minimum thresholds which must be met prior to development of any of the parcels in the area. Such thresholds should address among other issues, the availability of public facilities including sewer, water and storm drainage and the extensions of Butterfield Boulevard and Watsonville Road into the area. The PUD should also address the number or percentage of parcels which have been assembled for industrial development before any such uses may be established.

11.6 Amend the Zoning Ordinance to create acceptable standards by which industrial or office commercial uses may be established on the property located on the east side of Monterey Road south of the Union Pacific train trestle. Such standards shall recognize the significance of this portion of Monterey Road as the northerly entrance to downtown the necessary limitations on use due to its single point of access.

11.7 Evaluate annually the amount of industrial land available for development within the 5-year Urban Service Area, and propose expansion or adjustments in General Plan industrial land categories and related zoning as necessary.

Built Environment

Because no single architectural theme dominates Morgan Hill, design standards in the city should emphasize a variety of styles and specify fundamental architectural ideas that must be utilized. Such standards can address building envelope, mass and scale, window and door placement, façade, roof shape, landscaping, parking and other issues.

Goal 12. A visually attractive urban environment

Policies

12a. Avoid monotony in the appearance of residential development.
12b. Discourage the use of "franchise architecture."
12c. Improve the appearance of commercial developments by minimizing the amount of parking fronting the street.
12d. Rehabilitate or replace run-down, blighted buildings and developments, including trailer courts.
12e. Minimize the use of sound walls.
12f. Landscape medians and public areas along major streets and Highway 101 using plant materials, wherever feasible.
12g. Ensure adequate maintenance of streetscape improvements.
12h. Encourage installation of public art in new and renovated non-residential projects.
12i. Ensure that development directly south of, and across Monterey Road from, the Post Office appropriately complements the Post Office and incorporates West Little Llagas Creek as an amenity.

Actions

12.1 Develop, adopt and enforce Design Standards for all commercial, industrial, and residential areas in order to provide a high quality environment and to attract desired types of businesses in specific locations. The design standards should address issues such as setbacks, building design and articulation, landscaping, parking and signage.
12.2 In requiring noise impact mitigation of new and/or expanded development, the City shall promote the use of techniques less visually disturbing than sound walls, including but not limited to earth berms and intervening placement of non-sensitive buildings.
12.3 Develop a plan and standards to encourage the inclusion of public art in new and renovated non-residential projects.

Downtown

Downtown includes the commercial area around Monterey Road from Main Avenue to Dunne Avenue, and from Del Monte Avenue to Depot Street. In accordance with the Downtown Design Plan – which establishes City goals and expectations for the land use and aesthetic character of the area, the commercial core along Monterey Road has been carefully designed to create a sense of civic identity. Extensive street and median planting, arcaded walkways, and ample street furniture provide for a pleasant visual and pedestrian experience. The downtown is highly regarded by residents, and its preservation and enhancement are high priorities for the City.

Goal 13. A vibrant, identifiable downtown

Policies

13a. 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.

13b. The Downtown Design Plan shall be considered a part of the General Plan.

13c. 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.

13d. 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.

13e. Require adequate parking for all businesses within the downtown.

13f. Encourage industrial uses to move away 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.

13g. Encourage retail uses in the downtown, with offices located away from Monterey Road or on upper floors along Monterey Road.

13h. Encourage a mixture of uses in the downtown that will promote its identity as the cultural and activity center of the city.

13i. Reinforce the downtown as a major retail and office center through the implementation of the Downtown Design Plan.

13j. Locate CalTrain and other transit stops convenient to the downtown, focusing on transit- and pedestrian-oriented development.

13k. Ensure that Circulation Element and road improvement programs provide efficient access to the downtown at a level of service not intended to accommodate regional pass-through traffic.

13l. Encourage residential uses on upper floors above commercial uses in the downtown area.

Actions

13.1 Provide community assistance and support for downtown activities and special events - festivals, art shows, farmer's markets, collector car shows, craft fairs, etc.

13.2 Review the downtown commercial land use category and associated zoning categories to ensure that they promote pedestrian-oriented retail uses, including by requiring offices to be located away from Monterey Road or on upper floors along Monterey Road.

13.3 Review the General Plan and Zoning to ensure that there is adequate land available for an appropriate mix of activities downtown.

13.4 Review the proposed Third Street pedestrian mall for possible redesign to increase its attractiveness or usefulness to pedestrians.

13.5 Develop programs through the Redevelopment Agency to acquire parcels of land as they become available, to assist in assembling larger parcels of land, and to provide land write downs as necessary, to assist high priority uses to locate in and around the downtown.

13.6 In updating the Downtown Design Plan, include an evaluation of parking needs and consider appropriate residential densities and building heights for the downtown.

13.7 Apply the Downtown Design Plan to all development proposals in the downtown.

13.8 Review and revise as necessary the budget for maintaining downtown streetscape improvements.

13.9 Use the Residential Development Control System to foster residential uses above commercial uses.

Gateways

Gateways are the key locations where people enter and leave the city or its distinct districts. They let people know they have left one place and come into 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.

Goal 14. Distinct, attractive gateways to the community

Policies

14a. 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 railroad station.

14b. Protect the visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and the Coyote greenbelt area north of Morgan Hill). (SCJAP 16.06)

Actions

14.1 Develop and implement designs for public improvements at the key gateways to Morgan Hill including: Madrone area north of Cochrane Road, the Cochrane Road / Monterey Road intersection, Monterey Road

south of Watsonville Road, the CalTrain station and freeway interchanges at Cochrane, Dunne and Tennant.

14.2 Develop, adopt and enforce Gateway Design Standards which set forth specific site, landscaping, architectural, and sign design standards for private development at and around the gateways to the community.

14.3 Work with CalTrans and Union Pacific to improve the appearance of the railroad overcrossing (a secondary gateway to the city) and land along the railroad.

Edges

Around much of the City, Greenbelt areas have been identified to define the limits of future urbanization. The character of the limits or edges between urban and rural environments is important to establishing the city's identity and providing residents on either side of the edge with a sense of place. The demarcation from urban to non-urban areas can take two different forms. With a **hard edge**, the urbanized portion of a city ends abruptly, with rural/agricultural lands around it. With a **feathered edge**, development intensities taper off from higher densities in the city interior to lower densities at the edge, creating a transition from urban to rural. Although they can provide appropriate transitions, feathered edges can make gateways difficult to distinguish. In either case, edges form a boundary between "town" and "country" and limit the potential for unwanted urban sprawl.

Goal 15. Appropriate transition between urban land uses and surrounding undeveloped areas

Policies

15a. West of Highway 101 and north of the Madrone Industrial Park, feather residential uses toward the northern Sphere of Influence boundary with San Jose.

15b. Maintain existing residential feathering south of Watsonville Road and west of Monterey Road, and maintain the residential estate designation east of Monterey Road to the railroad.

15c. Review other areas of the city to evaluate whether a feathered edge would be appropriate.

15d. Feathering from higher urban densities to lower rural densities should occur within the city limits. Feathering should begin as development nears the Urban Limit Line.

Action

15.1 Retain the existing land use pattern of large lots east and west of 101 and north of Cochrane Road

Services

The City provides police protection, parks and recreation programs, community planning and building inspection, water supply, sewage disposal, drainage, and street maintenance. The City contracts with the Santa Clara County Fire Protection District for fire protection and emergency medical response. Various

other public and quasi-public providers offer education, electricity, natural gas, telephone and cable television services.

Goal 16. An urban level of services and facilities (SCJAP 5.01)

Policies

16a. Maintain high standards of siting and design in the development of City facilities (e.g., parks, City offices, fire stations).

16b. Evaluate the need for additional or upgrading of community facilities based on such factors as the location and extent of new residential, commercial and industrial development, residential densities, and neighborhood development patterns.

16c. Identify public facility and service needs, and coordinate their development to minimize costs and support achievement of community goals. (SCJAP 5.00)

Actions

16.1 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.

16.2 Require all City projects to go through the same development review procedure as private projects, (i.e., Development Review Committee, Planning Commission and Architectural and Site Review Board [ARB] approval.)

16.3 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.

16.4 Fully utilize existing strategies to achieve an urban level of public services throughout the city, including a) require that the timing and location of future urban development be based upon the availability of public services and facilities; b) require new development to pay all the incremental public service costs which it generates; and c) require developers to dedicate land and/or pay to offset the costs relating to the provision and expansion of public services and facilities. (SCJAP 5.01)

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

Public Safety

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. The City is currently updating its Fire Safety Master Plan.

Goal 17. Efficient police, fire and emergency medical response and services

Policies

17a. Ensure police and fire staffing and facilities as necessary to provide adequate public safety protection.

17b. Promote police and fire security considerations in all structures by ensuring that crime and fire prevention concepts are considered in development and design.

17c. Encourage provision of a full range of medical services in the city, including an acute care hospital.

Actions

17.1 Store duplicate records of utility systems in emergency operations centers for continuing operations and repairs of vital services in the event of a disaster.

17.2 Evaluate the emergency operations center for seismic vulnerability, and modify its design as necessary to assure the continuity of vital services following a damaging earthquake.

17.3 Enforce the City's Security Ordinance through the Development Review Committee.

17.4 Ensure that a sufficient supply of appropriately located vacant land is planned and zoned for medical services.

17.5 Assist in the formation of a healthcare foundation charged with developing and implementing an action plan for attracting physicians and other medical services, and with establishing an acute care hospital in the city.

17.6 Continue to implement fire safety requirements through the Development Review Committee.

17.7 Consider strengthening Fire and Police standards in Chapter 18.78 of the Municipal Code.

17.8 Develop and adopt a Public Safety Master Plan that includes three specific elements addressing Fire, Police and Emergency Medical Services to ensure that the City has adequately planned for the construction and maintenance of public safety services.

- The Fire Protection Element of the Public Safety Master Plan shall address the need for, timing and location of future fire stations, methods for providing preferred levels of service, and fire prevention programs.
- The Police Service Element of the Public Safety Master Plan shall address police staffing levels, performance standards, and the need for and location of additional police facilities.
- The Emergency Medical Element of the Public Safety Master Plan shall address paramedic response and its relationship to fire protection responders.

17.9 Until such time as there is an acute care hospital operating in the City, ensure that there is at least one vacant site of 10-to-15 acres in size that is zoned to allow that use.

17.10 Amend the Zoning Ordinance, as necessary, to ensure that medical facilities are allowed within industrial zoning districts.

Parks and Recreation

Providing parks, recreation facilities and programs is a high priority expressed by community residents. With available funding and a renewed City recreation program, Morgan Hill has an unparalleled opportunity to expand parks, trails, facilities and recreation programs through City initiative and partnerships with other agencies and organizations (see *Map 3*).

Goal 18. Useful, accessible and high-quality park, recreation and trail facilities and programs

Policies

18a. Recreational facilities and programs shall meet the needs of all Morgan Hill residents, including seniors, youth, and citizens with disabilities.

18b. Parks and recreational facilities shall be sited to maximize access to all residents. Where feasible, neighborhood parks shall be distributed throughout the community so that all residents live within walking distance of a neighborhood or community park. (Walking distance is defined as within a 1/2-mile radius of the park. This may not be feasible in all neighborhoods, especially hillside neighborhoods. See the Parks, Facilities and Recreation Programming Master Plan for definitions of neighborhood and community parks.)

18c. The City shall acquire and develop parks and recreation facilities, and develop joint use agreements with other agencies and organizations that provide community recreation facilities, to achieve a standard of 5 acres of parkland per thousand population. Parkland toward this standard shall be calculated based on the recommendations and Parkland Classification System in the Parks, Facilities and Recreation Programming Master Plan.

18d. Location and development of parks shall be coordinated with the Open Space and Conservation Element of the General Plan to maximize opportunities for resource protection, Greenbelt creation, environmental education, and passive recreational use of open space where appropriate.

18e. All facilities 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).

18f. Encourage partnerships with public, non-profit and private agencies and organizations in the acquisition, development and long-term operations of parks, recreational facilities and trails.

18g. Where appropriate, locate new neighborhood parks adjacent to new schools, to optimize the multiple use of public open space facilities.

18h. Parks and recreational facilities shall be designed to primarily meet community needs. Regional need may be a consideration in the planning and design of recreation facilities if there are long-term operations and maintenance benefits (such as facilities where regional tournaments may help off-set long-term operations costs) and/or to meet other General Plan goals (such as economic development). Facilities that may meet regional needs shall be located and designed in such a way to minimize impact on residential neighborhoods.

18i. Incorporate emergency services (fire and police) into the design review process for new parks, recreation facilities and trails.

18j. Continue to support development of the recreational facilities identified in the Morgan Hill Vision Process. These include the community and cultural center, community recreation center (with senior and youth facilities), aquatics center, sports park/soccer complex, permanent skate park, and trails. Other facilities to be developed include a BMX park, new neighborhood parks in areas currently underserved by parks, and a dog off-leash area.

18k. Encourage the development of trails along creeks and drainage channels, connecting parks, regional trails, schools, library, and other community facilities.

18l. Coordinate trails, parks, and recreation facilities with a citywide bikeways system to include bicycle paths, lanes and routes.

18m. Continue to actively support the Parks and Recreation policies of the South County Joint Area Plan.

Map 3. Park, Recreation and School Facilities

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18n. Where appropriate, incorporate multi-functional and multi-generational design into facilities, provided that such multi-use does not create long-term operational conflicts. Sports fields and courts shall be located for efficiency, convenience and to support neighborhoods. Some fields and courts shall be grouped together at centers or complexes for league and tournament use, while other fields and courts shall be located at neighborhood parks for neighborhood use

18o. Consider long-term operations and maintenance implications when designing new or renovating existing parks and recreation facilities. Cost implications and funding sources for long-term operations and maintenance shall be identified for each new facility prior to proceeding with project development.

18p. Due to high maintenance costs and relatively low recreational value, development of future mini-parks shall be discouraged, unless they serve a specific function, such as a downtown plaza. Small neighborhood flood control basins (less than two acres) shall be landscaped as a neighborhood amenity, but shall not be considered part of the parks and recreation system. Larger (2 acres or greater) flood control basins may be considered for parks provided that the flood control function does not preclude the desired recreational function.

18q. 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.

18r. Actively pursue additional funding sources and mechanisms to support acquisition, development, and long term operations of parks, trails, facilities and recreation programs.

18s. Parks and recreational facilities shall be maintained to consistent and established standards. Maintenance standards and performance shall be regularly evaluated.

18t. Incorporate community outreach and involvement into the design process for parks and recreation facilities, and in the development of community recreation programs.

18u. Trails and linear parkways along creeks and drainage ways shall be coordinated with development to ensure protection and restoration of natural resources.

18v. Where possible, coordinate the location of future parks with Greenbelt areas so as to maximize public open space and recreational benefits.

Actions

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

18.2 Encourage partnerships with other agencies and organizations, including the Morgan Hill Unified School District (MHUSD) and other schools, Santa Clara Valley Water District, and the Santa Clara County Parks and Recreation Department, to acquire and develop parks and recreation facilities.

18.3 Work in partnership with 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/park, with the other agency agreeing to pay its fair share. Also consider partnerships to enhance community recreational use of existing and proposed school facilities.

18.4 Joint use agreements between the City and MHUSD shall be developed for all new school/neighborhood parks identifying maintenance responsibilities and maximizing shared use of resources where mutually beneficial. Also consider partnerships to enhance community recreational use of existing and proposed school facilities.

18.5 Work in partnership with the Santa Clara Valley Water District to establish easements and develop trails and linear parks along creeks and drainage channels.

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

18.7 Utilize site selection evaluation criteria for major parks and special use facilities to minimize impact on adjacent neighborhoods. (These criteria are included in the Parks, Facilities and Recreation Programming Master Plan.)

18.8 Regularly review and update park development impact fees 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.

18.9 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.

18.10 Utilize standards for the preparation of specific park and facility master plans, including appropriate levels of public outreach and involvement, as established in the Parks, Facilities, and Recreation Programming Master Plan.

18.11 Evaluate whether the City or recreation partner(s) should provide recreation programs on a case-by-case basis, based on criteria included in the Parks, Facilities, and Recreation Programming Master Plan.

18.12 Where partnerships with other agencies and organizations are desired, establish joint use agreements that clearly define scheduling, programming and maintenance responsibilities of each partner. Encourage partnerships where revenues beyond operations and maintenance costs must be reinvested in the facility or elsewhere within the community to enhance recreation opportunity.

18.13 Enhance the City's role as a center of information for community recreation programs provided by the City and other recreation providers.

18.14 Establish a consistent and reliable funding source for long-term operations and maintenance. Consider a city-wide assessment district and other mechanisms for this purpose.

18.15 If a citywide assessment district or other funding method is adopted for long-term operations and maintenance, consider converting appropriate private Homeowners Association (HOA) Parks to public neighborhood parks.

18.16 Incorporate guidelines for the design and development of future HOA parks into the design review process. (These guidelines are included in the Parks, Facilities and Recreation Programming Master Plan.)

18.17 Consider restrooms at new parks based on guidelines established in the Parks, Facilities, and Recreation Programming Master Plan. At neighborhood/school parks, encourage the design and location of restrooms that can serve both the park and the school.

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

18.19 Encourage establishment of a non-profit foundation to support parks and recreation facilities and programs.

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

18.21 Enhance scholarship programs to assist with program fees and equipment costs for low-income youth.

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

18.23 Regularly review and update the Parks, Facilities and Recreation Programming Master Plan to measure progress, and address unforeseen future needs and conditions. The Master Plan should be reviewed annually as a part of the City's regular budgeting process. A more thorough review of the Master Plan should occur every five years.

18.24 Investigate the potential for development of hiking trails on the open space/greenbelt areas of El Toro.

Schools

Table 4. School District Enrollment

Year	K-6	7-9	10-12	Total
1999/2000	5,173	2,161	1,922	9,256
2003/04	5,292	2,285	1,986	9,563
2007/08	5,464	2,252	2,062	9,778

Morgan Hill Unified School District, 2000

The Morgan Hill Unified School District extends from south San Jose through San Martin. It includes all of Morgan Hill, portions of San Jose, and unincorporated areas including Coyote and San Martin. Governed by policy decisions of a locally-elected, seven-member Board of Education, the District operates ten elementary schools, two middle schools, one comprehensive high school, one continuation high school, a Community Adult School, a District central office, and a corporation yard (see *Map 3*).

The District has chosen to participate in class-size reductions through the third grade, and has adopted both room capacity standards and instructional space requirements for the schools within its jurisdiction. With total enrollment nearing

10,000 students, the District anticipates the need to build additional school facilities in Morgan Hill in the near future (see *Table 4*). The *Land Use Diagram* indicates general locations for new public elementary schools.

The city also contains private schools for elementary aged children, including Carden Academy, Morgan Hill Country School, Montessori Learning for Living, St. Catherine's Catholic, and South Valley Christian. Gavilan Community College based in Gilroy (10 miles to the south) offers higher education opportunities, including at a Morgan Hill satellite campus.

Goal 19. Coordinated urban and school development

Policies

19a. Work with the Morgan Hill Unified School District to assure coordinated planning for school facilities needed in conjunction with new development, and to identify appropriate locations for future school facilities.

19b. 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.

19c. 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.

19d. Encourage the upgrading of elementary school facilities to serve as the focal point of each neighborhood's social, cultural, vocational and recreational, as well as educational, activities.

19e. Cooperate with the City of San Jose, Santa Clara County, and the Morgan Hill Unified School District to insure a high quality education experience for school age children by providing adequate and safe school facilities, preventing overcrowding, and providing school locations convenient to the population served.

19f. Encourage the Morgan Hill Unified School District to consider locating an elementary and/or junior high school east of Murphy Avenue between Dunne and Tennant Avenues, as appropriate to accommodate future growth.

19g. To allow school facilities to be used most efficiently and to minimize busing needs, residential development should occur in areas served by existing schools. Contiguous residential development and infill development within built-up areas should be encouraged. (SCJAP 4.05)

19h. Control the pattern and timing of growth in a way that allows the school districts to plan and finance facilities in an orderly fashion. (SCJAP 4.02)

19i. Where appropriate, promote the concept of the neighborhood school, which provides education to the children in the neighborhood and serves as a resource facility to the residents. (SCJAP 4.06)

19j. Coordinate community development and school development to optimize educational goals and enhance the school's role as a community resource. (SCJAP 4.00)

19k. In order to avoid *de facto* segregation in schools, plan housing for low and moderate income families throughout the South County where urban

services are available. Avoid concentration of such housing in any one area. (SCJAP 4.09)

19l. 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.

19m. Encourage the Morgan Hill Unified School District to locate elementary schools at the locations designated on the Land Use Diagram.

Actions

19.1 Work with the Morgan Hill Unified School District to promote the design and location of schools that are flexible enough to meet the changing population patterns of the city and that can accommodate diverse community activities of the area, as neighborhoods mature.

19.2 Work with the school districts, Santa Clara County, and the Cities of San Jose and Gilroy to keep each other informed of growth- and development-related school issues. Hold joint meetings as needed to plan for needed school expansions resulting from new development. (SCJAP 4.01)

19.3 Coordinate development with the scheduling of capital funds for schools. (SCJAP 4.03)

19.4 Condition development approvals on the availability of schools. (SCJAP 4.04)

19.5 Continue to give credits or penalties under the RDCS for the impact of proposed developments on local schools. (SCJAP 4.05)

19.6 Coordinate actions with the school districts and other community and social agencies to mobilize additional resources to deal with issues which 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. (SCJAP 4.07)

19.7 Work with the Morgan Hill Unified School District in selecting sites for new schools to optimize educational goals. (SCJAP 4.08)

19.8 Work with the Morgan Hill Unified School District to locate parks and schools together to optimize their multiple use as community facilities and reduce fiscal strain on both agencies. (SCJAP 4.10)

19.9 Develop additional funding methods for needed school facilities, since present school financing methods are inadequate and projected growth could more than double school enrollment by 2005. (SCJAP 4.11)

19.10 Continue to lobby for state legislation to continue to allow collection of impact fees from industrial and commercial projects. (SCJAP 4.12)

19.11 Work with other local governments and the private sector to evaluate the adequacy of available funding, and develop innovative financing techniques for school improvements and construction. (SCJAP 4.13)

19.12 Continue to collect development impact fees on new construction to the extent allowed by law. (SCJAP 4.14)

19.13 Insure that development impact fees are commensurate with the cost of the public improvements generated by new development, in accordance with state law. (SCJAP 4.15)

19.14 Investigate the use of Mello/Roos bond proceeds to fund schools needed in conjunction with the Coyote Valley expansion planned by San Jose. (SCJAP 4.16)

19.15 Conduct negotiations between the Morgan Hill Redevelopment Agency and Morgan Hill Unified School District Board to determine if it is appropriate to use Redevelopment Act contributions to assist schools. (SCJAP 4.17)

19.16 When appropriate, require industrial and commercial development to provide mitigation for school impacts in accordance with state law. (SCJAP 4.18)

Sewer Capacity, Water Supply and Storm Drainage

The City Sewer, Water System and Storm Drainage Master Plans are being updated in 2001 to reflect changes in volume and system operating conditions, and to coordinate with General Plan policies and actions aimed at accommodating projected growth.

The sewer plan forecasts wastewater flows, assesses collection system ability to convey these flows to the wastewater treatment plant, recommends capital improvements needed to correct existing and projected deficiencies in the collection system, and computes increased connection fees needed to pay for the capital improvement program. The Plan notes that water conservation efforts can be expected to reduce future wastewater production by 10-15 percent.

The water system plan evaluates existing components of the City water supply, storage and distribution system, and includes projections of future demand and needs for facility expansion. The storm drainage plan contains a schedule of recommended storm drain improvements in the city, including installation of an extensive underground pipe system.

Goal 20. Efficient wastewater treatment

Policies

20a. Expansion of the joint Gilroy/Morgan Hill Wastewater Treatment Facility should proceed, since additional sewer capacity is a prerequisite for further urban development and urban development is most appropriately served by sanitary sewer systems. (SCJAP 6.00)

20b. Septic systems should be used only for low-intensity uses where they will not have a negative impact on the environment. (SCJAP 6.00)

20c. Ensure that the total capacity for the Gilroy/Morgan Hill Wastewater Treatment Facility, its timing for completion, and configuration are consistent with SCJAP policies for the overall growth of Morgan Hill and Gilroy.

20d. The Cities of Gilroy and Morgan Hill should determine the best method to increase and fund their sewer treatment capacity in order to facilitate development that is consistent with their general plans. (SCJAP 6.01)

20e. Fund the Wastewater Treatment Facility expansion in a manner which considers the financing needs of other infrastructure in the South County. (SCJAP 6.01)

20f. No new land uses requiring the use of alternative sewage treatment and disposal systems shall be permitted until a reliable track record for the type of system has been documented and conditions for ongoing safe and effective operation have been established. (SCJAP 6.04)

20g. 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. (SCJAP 6.02)

20h. Determine San Martin's sewage treatment needs with consideration given to the implications of economics, population, land use, environmental concerns and the governmental status of San Martin. (SCJAP 6.03)

Actions

20.1 Update the Sewer Master Plan to reflect changes to the General Plan.

20.2 Work with Gilroy to review sanitary sewer needs and plan for the provision of additional sewer treatment capacity to serve Morgan Hill.

20.3 Investigate alternative methods for wastewater treatment.

Goal 21. Effective management of water resources

Policies

21a. Manage the supply and use of water more efficiently through appropriate means, such as watershed protection, percolation, conservation and reclamation. (SCJAP 7.00)

21b. Ensure that new development does not exceed the water supply. (SCJAP 7.08)

21c. 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. (SCJAP 7.04)

21d. 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. (SCJAP 7.07)

21e. Each South County jurisdiction and agency pumping water from wells should be responsible for knowing the demand that its 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. (SCJAP 7.03)

21f. Protect streambeds and other appropriate percolation areas from encroachment by urban development. (SCJAP 7.05)

21g. 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. (SCJAP 7.09)

Actions

21.1 Update the Water Master Plan to reflect changes to the General Plan.

21.2 Review the tiered system for water rates to ensure that it encourages conservation without unduly burdening local residents.

21.3 Explore use of gray water to help mitigate long-term water shortages.

21.4 Explore opportunities to import reclaimed water from the wastewater treatment plant.

21.5 Encourage the Santa Clara Valley Water District to continue to allow use of untreated water for irrigating large landscaped areas.

21.6 Continue coordination among the South County jurisdictions and the Santa Clara Valley Water District to assure that the South County will get sufficient deliveries of San Felipe water as needs require. (SCJAP 7.06)

21.7 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. (SCJAP 7.01)

21.8 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. (SCJAP 7.02)

21.9 Work with the Santa Clara Valley Water District to encourage water use efficiency and conservation programs for residences, businesses and agriculture.

Goal 22. Minimal local drainage problems

Policies

22a. Address issues related to flooding throughout the city.

22b. Ensure that those residents who benefit from, as well as those who contribute to the need for, local drainage facilities pay for them. (SCJAP 13.02)

Actions

22.1 Update the Drainage Master Plan to reflect changes to the General Plan.

22.2 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. (SCJAP 13.00)

22.3 Since County maintenance is limited to maintaining local storm drainage facilities which may affect County roads, require additional funding from residents and/or developers for any additional storm drain-related maintenance beyond that which is currently provided. (SCJAP 13.01)

22.4 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. (SCJAP 13.03)

22.5 Work with 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. (SCJAP 13.04)

22.6 Require developers of individual projects to provide mitigation of drainage impacts and protection of 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. (SCJAP 13.05)

22.7 Coordinate with the Santa Clara Valley Water District to ensure compatibility of the local and regional storm drainage systems.

22.8 Ensure that the level of detention or retention provided on-site is compatible with the capacity of the regional storm drainage system.

Economic Development

The Economic Development Element seeks to diversify the local economy with a broad range of retail and service amenities, increase job opportunities for local residents, decrease the need to commute, and expand the city's job base. (*Table 5* lists major employers in the city, and *Table 6* shows employment projections.) This section also contains policies intended to retain and attract appropriate businesses. Many of these strategies, if successful, will help provide greater fiscal strength and stability to the City.

Table 5. Major Employers in Morgan Hill

Company	Employees
Anritsu/Wilson	1000
Morgan Hill Unified School District	900
CMS Hartzell	501
Abbott Laboratories	450
Ericsson	430
Cloverleaf Construction	250
Fox Racing	219
Custom Chrome	189
Safeway	173
City of Morgan Hill	164
Sakata Seeds of America	150
Specialized Bicycle Components	140

City of Morgan Hill, 2000

Table 6. Employment Projections - Sphere of Influence

	1997		2025	
Sector	Jobs	%	Jobs	%
Industrial	2,270	15.8	4,440	12.6
Medical	670	4.7	670	1.9
Non-retail Commercial	1,520	10.6	3,290	9.4
Research and Development	4,840	33.7	18,690	53.1
Retail Commercial	5,060	35.2	8,100	23.0
TOTAL	14,360		35,190	

City of Morgan Hill, 2000

Economic research indicates that although Morgan Hill is disadvantaged in attracting certain businesses due to its relatively small population and the nearby location of highly competitive retail areas, the city may have the potential to attract sub-regional retailers to satisfy niches currently missing in its market. Leakage currently exists for services such as restaurants, and goods such as apparel, appliances, books, building materials, electronics, furniture and office

supplies. Local demand also is expected to support another grocery store in the city, while visitor traffic could sustain tourist-oriented businesses.

Community Development Goals 9-11 include policies and actions aimed at facilitating development of commercial and industrial uses, including sub-regional retail, tourist-oriented and neighborhood-serving businesses.

Economic Development Goals

1. A strong, stable and diverse economic base
2. Additional, adequate job opportunities for local residents
3. A viable tourist industry

Business and Employment Opportunities

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. (As noted above, the local market currently does not meet demand among city residents for certain goods and services.) The City also desires to retain and attract businesses that expand the range of goods and services available, to create and maintain jobs, to diversify the local economy, and to enhance quality of life in Morgan Hill. Accommodating unique, niche retail business in particular can help bolster the city's economic base.

Goal 1. A strong, stable and diverse economic base

Policies

1a. Designate sufficient areas of land to promote the development of a balanced community containing adequate jobs, retail services, and commercial activity.

1b. 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 diversity to the local economy
- stimulate other businesses to develop in the area
- augment or provide a service/amenity presently needed or lacking in the community
- offer higher-paying, quality jobs for local residents

1c. Promote the overlap between visitor and resident serving uses by encouraging retail goods and services that serve both market segments.

1d. Promote businesses with manageable impacts on the City's water, storm water, and wastewater systems.

1e. Encourage downtown merchants to participate in maintenance of downtown infrastructure.

1f. Encourage mixed-use development downtown with residences above ground-floor commercial uses.

1g. Ensure that the Circulation Element and road improvement programs provide for adequate, convenient access to commercial, industrial and service areas.

1h. Encourage types of economic development that address identified community needs and are planned in such a way as to minimize negative impacts. (SCJAP 2.00)

1i. Promote economic development that creates community self-sufficiency in jobs, housing and services, and that creates employment to support the needs of all socioeconomic segments of the South County community. (SCJAP 2.01)

1j. Promote a diversified economic 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. (SCJAP 2.02)

1k. In considering which industries to promote, attention should be given to their impacts on economic development, jobs/housing balance, transportation, energy, public services, water and air quality, and natural and heritage resources. Specifically, recognize the strong interrelationship between industrial growth, jobs/housing balance and transportation systems capacity. (SCJAP 2.03)

Actions

1.1 Maintain and update the City's Business Assistance Guidelines.

1.2 Provide businesses with financial and non-financial assistance, as appropriate, pursuant to the City's Business Assistance Guidelines.

1.3 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.

1.4 Develop and maintain business assistance programs, such as development fee deferral, commercial improvement loans and façade grants to facilitate development of targeted areas including downtown, as appropriate.

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

1.6 Provide business ombudsman services to the community.

1.7 When feasible and appropriate, leverage City funds with other funding sources to assist business.

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

1.9 Include within the annual General Plan review an evaluation of the adequacy of land available for commercial/ industrial/service activities.

1.10 Maintain business assistance programs to encourage new businesses and industries to locate in and strengthen the viability of the downtown and local business/industrial parks.

Jobs and Housing

With a significant portion of the workforce commuting to out-of-city employment, Morgan Hill could support new businesses that offer opportunities for residents to work closer to home. Appropriate new jobs in the city could help alleviate peak-hour traffic.

Goal 2. Additional, adequate job opportunities for local residents

Policies

2a. In order to minimize the need for workers to commute to Morgan Hill from areas with lower cost housing, encourage businesses that pay salaries sufficient to allow workers to live in the City.

2b. Support development of training programs through County agencies, schools and local employers to maintain and expand a local labor force with skills that match anticipated employment needs.

2c. Balance job and housing supplies to minimize housing cost increases, traffic congestion and commute times, and to optimize economic diversity and capacity to provide services. (SCJAP 3.00)

2d. Attain/maintain a balance of jobs and housing within the city through: a) general plan land use designations, b) zoning and other land use controls, c) growth rate controls, d) sewer capacity allocations, and e) policies to attract industry that will hire local residents. (SCJAP 3.01)

2e. As urban development and jobs should be provided within the city, the City shall not seek to balance jobs and housing in unincorporated areas. (SCJAP 3.08)

Actions

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

2.2 Monitor the jobs/housing ratio in the city and Coyote Valley as development proceeds, so that appropriate policies to maintain balance can be implemented. (SCJAP 3.03, 3.04, 3.05)

2.3 Establish the City's role in implementing 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. (SCJAP 3.06)

2.4 If actions to correct jobs/housing imbalances are determined ineffective, undertake additional transportation improvements and housing programs that will offset negative impacts. (SCJAP 3.07)

2.5 Work jointly with the City of San Jose to minimize impacts of Coyote Valley development on the South County jobs/housing balance. (SCJAP 3.09)

2.6 If a jobs/housing imbalance in rural South County areas results in increasing costs for service provision and declining revenues available to cover these costs, initiate joint Cities/County discussions of ways to mitigate the impacts. (SCJAP 3.10)

Tourism

Morgan Hill and its businesses can benefit from economic activity associated with single-day or overnight visits. Much of this activity will be limited to establishments near the Highway 101 corridor, but some tourists could seek more active experiences involving recreation (including around Anderson and Uvas Reservoirs), entertainment (Bonfante Gardens) and the agricultural heritage of the city (such as at businesses related to fruits, vegetables and viticulture).

Goal 3. A viable tourist industry

Policies

3a. Encourage tourism, including agritourism, as a local industry.

3b. Emphasize public projects that support tourism (e.g., cultural center, special events venue).

3c. Encourage location of tourist and recreation oriented commercial development along the freeway.

Actions

3.1 Work with the local Chamber of Commerce to promote and stimulate tourism activity, including by increasing distribution of information about county and regional parks, recreation facilities, and area wineries, breweries, working agriculture, and eating and drinking establishments.

3.2 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.

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Circulation

The Circulation Element offers mechanisms for making Morgan Hill a safe and efficient place to travel, whether by train, bus, car, bike or foot. It contains goals, policies and actions aimed at making the existing road network more efficient and user-friendly, solving existing traffic and parking problems, and expanding transit and non-motorized travel opportunities.

Circulation Goals

1. A balanced, safe and efficient circulation system for all segments of the community
2. Coordinated transportation planning efforts with local, regional, State and Federal agencies
3. A coordinated, continuous network of streets and roads
4. Emphasis on transportation improvements in the Butterfield/Monterey corridor
5. Adequate off-street parking
6. A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation
7. A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations
8. Expanded pedestrian transportation opportunities

Traffic and Transportation

Housing and job growth is projected to cause vehicle trips to more than double in the city in 20 years (and increase by more than half between Morgan Hill and other areas). Congestion in Morgan Hill is substantially affected by regional traffic. As long as Highway 101 capacity does not meet demand, regional traffic will continue to use local roads.

The roadway configurations in this Circulation Element are intended to accommodate traffic forecast to occur by 2025. By then, almost half of peak-hour traffic on Monterey Road, Santa Teresa Boulevard and Butterfield Boulevard is expected to consist of vehicles traveling through the city, primarily to bypass the highway. Forecasts indicate regional demand will also affect the Hill Road Corridor and Murphy Avenue, as well as major east-west roadways (Cochrane Road, Main Avenue, Dunne Avenue, Tennant Avenue, Watsonville Road, Maple Avenue, and Middle Avenue) used to access north-south roadways and the highway. East-west travel also will rise due to new retail, office, industrial, and research and development activity in the city.

As part of the development of this Circulation Element, alternative road improvements and land use patterns were proposed and tested. As a result of that

process, an area-wide road system was identified that would accommodate projected traffic volumes at acceptable levels of service. The policies pertaining to transit, ridesharing and non-motorized transportation (under Goals 6 and 7) are intended to at least achieve the 10 percent trip reduction assumption built into the current VTA model.

Planned Transportation System

The city transportation system is envisioned as a coordinated combination of public transit and private vehicles, with the majority of trips continuing to be made by private automobile.

Policies in this element reflect existing public transportation service, support expansion of CalTrain commuter service in the South County and encourage other alternative transportation systems, including light rail. Expanded express bus service to employment centers and the CalTrain station will be encouraged, and new bicycle and pedestrian facilities are encouraged.

Travel forecasts show that substantial roadway improvements will be required. The local road network will need to be improved to handle increases in both regional travel passing through Morgan Hill and local traffic generated within the city. The number of lanes on Highway 101 will have a substantial effect on the needed width of local roadways in Morgan Hill. If the capacity of Highway 101 is not increased to meet the demand generated by increased regional traffic, more vehicles will divert off of the freeway, resulting in the need for wider local roadways.

This Circulation Element encourages the widening of Highway 101 to the extent needed to meet forecasted future demand. However, possible right-of-way constraints may result in 10 lanes being the maximum width of Highway 101. Additionally, the direct financial cost, the environmental impacts, and the cost of environmental mitigation measures may make the widening of Highway 101 beyond 8 lanes difficult. Therefore, right-of-way for the city roadway system is based on the assumption that Highway 101 will be 8-lanes wide through Morgan Hill, while improvements would initially be constructed assuming Highway 101 would be 10-lanes wide. This allows both the construction of narrower roads in the near-term and longer-term widening if Highway 101 is not built to 10 lanes.

Major features of the future circulation system are shown on *Map 4 and* summarized below.

North-South Roadways. The following is a summary description of major north-south roadways.

> **Highway 101.** This Circulation Element encourages the widening of Highway 101 through Morgan Hill to the extent needed to meet future demand.
>
> **Monterey Road.** This Element calls for four lanes between a point just north of Cochrane Road and a point just north of Watsonville Road, and six lanes between Burnett Avenue and a point just north of Cochrane Road (where one southbound lane becomes an eastbound left-turn lane) and from a point just north of Watsonville Road south to San Martin,

pending the outcome of special studies to evaluate alternatives for connecting Butterfield Boulevard to Monterey Road at both the north and south ends of the city and for connecting Monterey Road to the Santa Teresa Corridor (see Action 4.1).

Butterfield Boulevard. As of 2001, Butterfield Boulevard extends from Cochrane Road to San Pedro Avenue. North of Cochrane Road, it is planned to be a 2-lane collector that connects to Madrone Parkway. South of Cochrane Road, it is envisioned as a 6-lane arterial with no on-street parking, primarily to keep Monterey Road four lanes through the downtown and to minimize through traffic on Santa Teresa Boulevard. Butterfield Boulevard would connect with Monterey Road near East Middle Avenue (pending the outcome of special studies called for by Action 4.1).

Santa Teresa Corridor. The Santa Teresa Corridor, which includes Santa Teresa Boulevard, Sunnyside Avenue, DeWitt Avenue, and Hale Avenue, is envisioned as a single continuous route. At 2025, the width of the Santa Teresa Corridor would be four lanes north of Dunne Avenue, and two lanes south of Dunne Avenue. However, the ability to widen the Corridor to four lanes south of Dunne Avenue should be maintained to accommodate potential traffic increases beyond 2025.

Murphy Avenue Corridor. Murphy Avenue exists south of Diana Avenue. This Circulation Element encourages the northern extension of Murphy Avenue to connect with St. Louise Drive, and designates the Murphy Avenue Corridor as a 4-lane arterial. St. Louise Drive extends north to Barrett Avenue as a collector. This Circulation Element also encourages the consideration of a new interchange on Highway 101 at East Middle Avenue, with a design that would allow vehicles to transition between Highway 101 south of East Middle Avenue and Murphy Avenue north of East Middle Avenue.

Hill Road Corridor. Hill Road exists between East Main Avenue and Maple Avenue. This Circulation Element encourages the northern extension of Hill Road to connect with Peet Road, and designates the Hill Road Corridor as a 2-lane arterial. However, the General Plan encourages a 4-lane right-of-way width for the Hill Road Corridor to accommodate potential traffic increases beyond 2025.

Condit Road. This Circulation Element designates Condit Road as a 2-lane collector. However, the General Plan encourages a 4-lane right-of-way width for Condit Road to accommodate potential traffic increases beyond 2025.

East-West Roadways. The following is a summary description of major east-west roadways.

Cochrane Road. This Circulation Element designates Cochrane Road as a 6-lane 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 Circulation Element designates Edmundson Avenue as a 4-lane arterial from Monterey Road to the Santa Teresa Corridor.

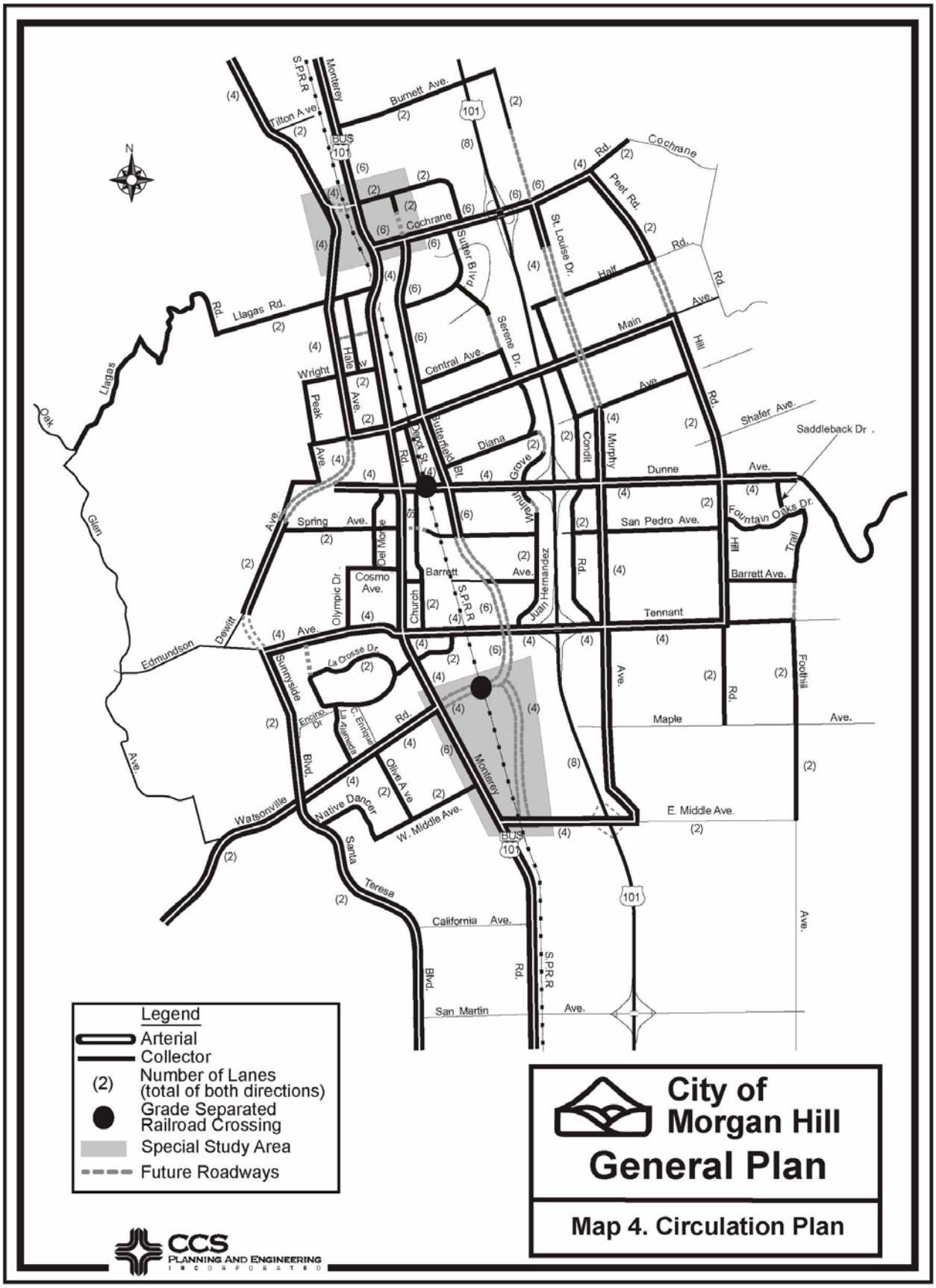
Madrone Parkway. This Circulation Element designates Madrone Parkway as a 4-lane arterial from Monterey Road to Hale Avenue and as collector from Hale Avenue to Butterfield Blvd.

Main Avenue. This Circulation Element designates Main Avenue as a 2-lane arterial from Hale Avenue to Depot Street and a 4-lane arterial from Depot Street to Hill Road.

Dunne Avenue. This Circulation Element designates Dunne Avenue as a 4-lane arterial from the Santa Teresa Corridor to Gallop Drive.

Tennant Avenue. This Circulation Element designates Tennant Avenue as a 4-lane arterial from Monterey Road to Hill Road.

Watsonville Road. This Circulation Element designates Watsonville Road as a 4-lane arterial from the Santa Teresa Corridor to Butterfield Boulevard.


Legend
Arterial
Collector
(2) Number of Lanes (total of both directions)
Grade Separated Railroad Crossing
Special Study Area
Future Roadways
City of Morgan Hill
General Plan
Map 4. Circulation Plan
CCS PLANNING AND ENGINEERING INCORPORATED
Burnett Ave.
Tilton Ave.
Monterey
S.P.R.R.
Cochrane
Peel Rd.
St. Louise Dr.
Half
Main
Hill
Llagas Rd.
Llagas
Oak
Glen
Wright
Peak
Hale Ave.
Central Ave.
Serene Dr.
Sutter Blvd
Butterfield Bl.
Depot St.
Diana
Grove
Condit
Murphy
Shafer Ave.
Saddleback Dr.
Dunne
Ave.
Fountain Oaks Dr.
Spring Ave.
San Pedro Ave.
Del Monte
Cosmo Ave.
Olympic Dr.
Barrett
Church
Walnut
Juan Hernandez
Barrett Ave.
Tennant
Trail
Foothill
Dewitt
Edmundson
Sunnyside
La Crosse Dr.
Encino Dr.
C. Enrique
La Alameda
Olive Ave
Native Dancer
W. Middle Ave.
E. Middle Ave.
Maple
Watsonville
Santa Teresa
California Ave.
San Martin
Blvd.
Rd.
101
BUS 101

Level of Service

Level of Service (LOS) is a way of measuring how well a road is operating, based on the ratio of the volume of traffic to the capacity of the road (see *Table 7*). LOS A is a free flowing condition, with volume to capacity at 0.59 or less. LOS F is extreme congestion, with traffic volumes at or over capacity.

The planned city circulation system is designed to operate at LOS D+, except at several intersections where achieving LOS D+ at General Plan buildout would require extraordinary development expenditure and right-of-way acquisition.

Table 7. Level of Service Definitions

Roadway Segments

LOS	Acceptability	Description
A	Acceptable	Conditions of free flow. Speed is controlled by driver's desires, speed limits or physical roadway conditions, not other vehicles.
B	Acceptable	Conditions of stable flow. Operating speeds beginning to be restricted, but little or no restrictions on maneuverability.
C	Acceptable	Conditions of stable flow. Speeds and maneuverability somewhat restricted. Occasional back-ups behind left-turning vehicles at intersections.
D	Marginally Unacceptable	Conditions approach unstable flow. Tolerable speeds can be maintained but temporary restrictions may cause extensive delays. Speeds may decline to as low as 40 percent of free flow speeds. Little freedom to maneuver; comfort and convenience low.
E	Unacceptable	Unstable flow with stoppages of momentary duration. Average travel speeds decline to one-third the free flow speeds or lower, and traffic volumes approach capacity. Maneuverability severely limited.
F	Unacceptable	Forced flow conditions. Stoppages for long periods, and low operating speeds (stop-and-go). Traffic volumes essentially at capacity over the entire hour.

Intersections

LOS	Delay/Vehicle	Description
A	0 - 5 seconds	Free/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5 - 15	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15 - 25	Stable Operation / Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D+	25-28	Intersection operation begins to approach unstable condition with minimally acceptable delays. Most drivers feel restricted. On rare occasion, drivers have to wait through more than one red signal indication.
D	28 - 40	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40 - 60	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	> 60.0	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

CCS Planning and Engineering

Goal 1: A balanced, safe and efficient circulation system for all segments of the community

Policies

1a. Plan, construct and maintain a coordinated and efficient system of local streets and highways throughout the community.

1b. Plan for roadway system right-of-way based on the assumption that Highway 101 will be 8-lanes wide through the city, but plan initial roadway improvements based on the assumption that Highway 101 will be 10-lanes wide**.**

1c. Provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including such modes as auto, ride sharing, public transit, bicycling and walking. (SCJAP 11.00 & 11.01)

1d. Ensure compatibility of the transportation system with existing and proposed land uses, promoting environmental objectives such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas. (SCJAP 11.02)

Action

1.1 Develop techniques for ensuring that right-of-way is available at appropriate times and locations to accommodate traffic conditions associated with an 8-lane configuration for Highway 101.

Goal 2: Coordinated transportation planning efforts with local, regional, State and Federal agencies

Policies

2a. Work with the County to maintain a long-range coordinated regional transportation system, using highways, commuter rail systems, High Occupancy Vehicle (HOV) and bus lanes on freeways.

2b. 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, particularly along Monterey Road and Santa Teresa Boulevard.

2c. Work with the Santa Clara County Valley Transportation Authority (VTA) toward relieving congestion in the city by improving access to the freeway.

2d. Encourage VTA and Caltrans to

widen Highway 101 to 8 lanes to accommodate expected near-term traffic volume, and to 10-lanes when appropriate to accommodate future traffic volume.

2e. Integrate planning for land use and transportation development by insuring that the timing, amount, and location of urban development is consistent with the development of the transportation system capacity, and that land uses are designed to promote use of appropriate transportation modes. (SCJAP 11.05)

Actions

2.1 Support the VTA T 2020 Plan and actions to update and expand this planning process.

2.2 In cooperation with the County, work with the Association of Bay Area Governments, the Metropolitan Transportation Commission, Caltrans, and the U.S. Department of Transportation to implement the regional transportation plan.

2.3 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.

2.4 Schedule Morgan Hill traffic model updates to coincide with VTA model updates.

2.5 Improve coordination and cooperation between the South County Cities and the County on all South County transportation planning. (SCJAP 11.07)

2.6 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.
2. Move traffic with destinations outside of Morgan Hill to Highway 101 efficiently, minimizing impacts on local streets.
3. Keep traffic using Highway 101 for access to areas outside of Morgan Hill on that Highway and off local streets.

Goal 3: A coordinated, continuous network of streets and roads

Policies

3a. Achieve and maintain an equitable, full-cost recovery funding and capital expenditure system to ensure that roadways are constructed or improved when needed.

3b. Avoid creating incomplete public improvements that create public safety hazards.

3c. Require developers to provide for the construction of their portion of arterial and collector streets at the time of development.

3d. As the design criteria for roadway improvements, use LOS E at freeway ramp intersections and LOS D+ or better elsewhere, except use LOS D at the following intersections (where achieving LOS D+ would require extraordinary development expenditure and right-of-way acquisition):

- Madrone Parkway and Monterey Road

- Tennant Avenue and Butterfield Boulevard
- Watsonville Road and Monterey Road

3e. To the maximum extent possible, fund those road improvements that are required to correct existing deficiencies from general road fund revenues.

3f. Require the following streets to be built to arterial standards in the locations, and at the widths, shown on the Circulation Element Map, and encourage the County to improve these roadways to arterial standards in unincorporated areas:

North/South Roadways

- Butterfield Boulevard (Cochrane Road to Monterey Road near East Middle Avenue)
- Hill Road Corridor (Cochrane Road to Tennant Avenue)
- Monterey Road
- Murphy Avenue Corridor (Cochrane Road to East Middle Avenue)
- Santa Teresa Corridor

East/West 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)
- Madrone Parkway (west of Monterey Road)
- East Middle (Monterey Road to Murphy Avenue)
- Tennant Avenue (Monterey Road to Hill Road)
- Watsonville Road

3g. 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.

3h. Require Planned Unit Developments (PUDs) for commercial, office or industrial uses at the intersections of Highway 101 and arterial streets (as designated on the Circulation Element Map) to take access from a public street intersecting with the arterial street 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.

3i. 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. Grade-separated crossings should be encouraged at the following locations:

- Dunne Avenue,
- the future easterly extension of Watsonville Road, and
- north of Cochrane Road (study possible locations for this third crossing).

3j. Give special consideration to the design of Monterey Road, balancing its dual function as an arterial street and as an access road to the downtown and the major commercial areas of the city.

3k. Require arterial streets to be designed as well landscaped boulevards and minimize the use of fences and walls in adjacent developments wherever possible.

3l. Continue to implement the program for planting street trees and landscaping arterial streets and major intersections.

3m. Establish and maintain the right-of-way for two continuous arterial streets east of Highway 101, generally utilizing the existing alignments of Murphy Avenue and Hill Road.

3n. Work with the appropriate agencies toward providing an interchange on Highway 101 at Middle Avenue, transitioning to a north/south arterial aligned east of Highway 101.

3o. Cooperate with the County in efforts to connect Murphy Avenue to St. Louise Drive and Burnett Avenue, and Hill Road to Peet Road.

3p. Continue to reserve right-of-way for Santa Teresa Boulevard to be widened to four lanes south of Dunne Avenue to accommodate potential traffic increases beyond the year 2025.

3q. Periodically review speed limits on all city streets.

3r. Require the following streets to be built to collector standards in the locations designated on the Circulation Element Map, and encourage the County to improve these roadways to collector standards in unincorporated areas:

North/South Roadways

- Church Street (Dunne Avenue to Tennant 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
- Madrone Parkway (east of Monterey Road)
- Murphy Avenue 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 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)
- Madrone Parkway (east of Monterey Road)
- Main Avenue (Hale Avenue to Peak Avenue)
- West Middle 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)

3s. Preserve options for future transportation facilities in advance of development by such means as identification of routes, reservation of rights-of-way, setback of development to accommodate future width lines, and limiting of access along future major arterials. (SCJAP 11.06)

Actions

3.1 Require any proposals to amend the General Plan that would result in an increase in traffic generation to demonstrate that approved LOS standards would be maintained or that mitigation measures are adequate to maintain acceptable LOS on the street system.

3.2 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.

3.3 Establish thresholds to be used by applicants and City staff in the application of the LOS standard. The purpose of the thresholds would be to ensure consistency in the application of the LOS standard.

3.4 Establish guidance addressing the traffic analysis of 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.

3.5 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.

3.6 Establish a list of priorities for roadway improvements and establish funding mechanisms to ensure that roadway improvements can be built when needed.

3.7 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

3.8 Use City capital funds, assessment district funds, and State and Federal grant funds to complete those portions of arterial streets not upgraded by developers.

3.9 Assign all roadways in the city street system to a functional classification. The functional classification system designates the purpose and physical characteristics of the roadways, and is composed of the following seven categories:

- State Freeway,
- 2-Lane Arterial
- 4-Lane Arterial
- 6-Lane Arterial
- Commercial/Industrial Collector
- Residential Collector
- Local Street

3.10 Establish improvement projects as necessary through assessment districts or by the Redevelopment Agency in the case of Butterfield Boulevard, and Watsonville Road east of Monterey Road.

3.11 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 Circulation Element map) to develop in a manner that minimizes interference with future grade separations of the railroad tracks and the arterial street.

3.12 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).

3.13 The planning and design of the Watsonville Road extension should include~~s~~ a grade-separated crossing of the Union Pacific Railroad.

3.14 Where appropriate, the street design for Monterey Road should include a landscaped median with left-turn pockets at intervals approved by the City.

3.15 Designate residential properties fronting on Dunne Avenue as Planned Residential Development in order to maximize the potential for improved landscaping and design.

3.16 Landscape and include street trees in the public right-of-way (exclusive of paved areas) and medians.

3.17 Work with the County to develop a strategy to fund construction of the Middle Avenue interchange.

3.18 In cooperation with the County, determine what traffic facilities are needed south of Tennant Avenue and the Hill Road area.

3.19 Construct roadway extensions and connections to complete the roadway system.

3.20 Require preservation of right-of-way between existing street portions in order to aid in completing these streets.

3.21 Evaluate the feasibility of developing Murphy Avenue as a two lane Arterial or Collector street. The evaluation should assess as two alternatives, the potential of designating Condit Road an Arterial street and reducing land use intensities in the area served by Murphy Avenue and Condit Road.

3.22 Prepare alignment studies for the Hill Road and Murphy/Condit Road corridors to determine the most appropriate and efficient way of connecting these discontinuous streets.

Goal 4: Emphasis on transportation improvements in the Butterfield/Monterey corridor

Policies

4a. Establish and maintain an adequate right-of-way for a major arterial along Butterfield Boulevard, extending from Cochrane Road generally along the alignment shown on the Circulation Element Map to connect with Monterey Road at the south end of town.

4b. Connect Monterey Road to Butterfield Boulevard both at the north and south end of town - generally in the vicinity of Cochrane Road at the north, and north of California Avenue at the south.

4c. Provide for a new connection of Monterey Road to the Santa Teresa Corridor north of Cochrane Road.

4d. Provide for the extension of Watsonville Road east across Monterey Road to connect with Butterfield Boulevard.

Action

4.1 Conduct special studies to evaluate alternatives for connecting Butterfield Boulevard to Monterey Road at both the north and south ends of the city and for connecting Monterey Road to the Santa Teresa Corridor.

Goal 5: Adequate off-street parking

Policies

5a. Ensure that all developments provide adequate and convenient parking (also see Policy CD-13f).

5b. Design development projects with due consideration to linking off-street parking facilities, where applicable.

Actions

5.1 Periodically review parking standards to ensure their adequacy.

5.2 Review the existing parking ordinance and amend where needed to provide for adequate on and off street parking throughout the city.

5.3 Require cross-connection of parking lots, where applicable, at the time of design review for all commercial and industrial developments.

Goal 6: A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation

Policies

6a. 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).

6b. Work with VTA to increase commuter bus service to and from Morgan Hill, including to access mass transit.

6c. Investigate the creation of an integrated transit transfer center that would provide convenient transfer between bus, auto and rail.

6d. Make existing and future commuter bus service convenient and accessible.

6e. Promote improved local transit service, including shuttle service through the downtown and major shopping and employment centers.

6f. Support a Countywide car/vanpool matching program.

6g. Support Countywide programs to encourage employers to promote use of mass transportation.

6h. Encourage employers to provide a flexible set of working hours to ease traffic congestion.

6i. Use advanced technologies to enhance and improve safety and mobility.

6j. Expand public transit as needed to meet the changing needs of the area for local and regional access, including such methods as bus, dial-a-ride, paratransit and rail, where appropriate. (SCJAP 11.04)

Actions

6.1 Encourage and support CalTrain service expansion in Morgan Hill, including in the reverse commute direction.

6.2 Work with VTA toward providing express and commuter bus service to connect Morgan Hill with light rail stations.

6.3 Work with VTA in planning for light rail service to Morgan Hill, including location of routes and stations.

6.4 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.

6.5 Work with the VTA to install enclosed bus shelters at major bus stops.

6.6 Require developers to install bus shelters compatible with City architectural standards, where appropriate.

6.7 Investigate the possibility of locating park and ride facilities on the east side of Highway 101.

6.8 Investigate methods of working with employers to encourage 10 percent of their employees utilize carpools, transit or other systems consistent with transportation demand management programs.

6.9 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.

6.10 Prohibit long-term on-street parking in the industrial and commercial area of the city.

6.11 Require all businesses with 100 or more employees to work with county and regional ride sharing associations to coordinate ride sharing programs.

6.12 Develop 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.

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 frequented by recreational cyclists that lead to the adjacent hills and agricultural lands. The City has adopted a Bikeways Master Plan to guide future implementation of a citywide bikeway system (see *Map 5*).

Goal 7: A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations

Policies

7a. 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.

7b. 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.

7c. 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.

7d. Development of the bikeways system shall be coordinated 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.

7e. 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.

7f. 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).

7g. 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.

7h. Where feasible, implement the bikeways system concurrent with adjacent development.

Establish priorities for bikeways 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

7i. Incorporate emergency services (fire and police) into the review process for new bikeways.

7j. 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.

7k. For multi-jurisdictional alignments, develop partnerships with Santa Clara County to plan, finance, implement and maintain the bikeways system.

7l. Bicycle parking 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.

7m. 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.

7n. Implement and maintain the City's bikeways system based on standards established in the Bikeways Master Plan.

7o. Continue to encourage bicycle safety and promotion programs, in partnership with other agencies and organizations.

7p. Promote extension of bicycle paths in conjunction with flood control efforts.

Map 5. Bikeways Plan

Actions

7.1 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.

7.2 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.

7.3 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.

7.4 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.

7.5 Incorporate bikeways maintenance tasks, (such as street sweeping and lane re-striping), into regularly-scheduled street maintenance cycles.

7.6 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.

Goal 8: Expanded pedestrian opportunities

Policies

8a. 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.

8b. Promote walking as an alternate transportation mode for its contribution to health and the reduction of energy consumption and pollution. (SCJAP 11.03).

Actions

8.1 Identify areas where sidewalks should be installed.

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Open Space and Conservation

The Open Space and Conservation 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.

Open Space and Conservation Goals

1. Preservation of open space areas and natural features
2. A stable, long-term city boundary reinforced by a greenbelt
3. A viable agricultural industry
4. Preservation of hillside areas as open space
5. Preservation and reclamation of streams and riparian areas as open space
6. Protection of native plants and animals
7. Conservation of natural resources
8. Preservation of the city's historic identity

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. In accordance with Measure C lands that are designated "Open Space" on the Morgan Hill General Plan Land Use/Circulation Elements map, as amended through November 19, 2003 are hereby reaffirmed and readopted through fiscal year 2019/20. This provision shall not prevent the City Council from designating additional lands as open space.

Goal 1. Preservation of open space areas and natural features

Policies

1a. 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, retain the city's unique identity.

1b. Support agricultural uses that can preserve open space.

1c. Preserve and maintain the wide variety of open spaces in the South County. Greenbelts should delineate and provide contrast between the city and adjacent urban areas. A system of city and

regional parks should be linked by pedestrian ways, trails, and streamside parks. (SCJAP 16.00)

1d. A variety of methods shall be used to retain open space and, at the same time, respect the needs and rights of property owners. (SCJAP 16.00)

1e. The South County includes a variety of open space areas, including the valley floor, stream corridors, lands around reservoirs, lands adjacent to scenic highways, 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. (SCJAP 16.01 & 16.02)

1f. 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 regulating land use to prevent the introduction of uses incompatible with open space resource preservation, within legally permissible limits, 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. (SCJAP 16.21)

Actions

1.1 Identify appropriate lands to preserve as open space.

1.2 Formulate a program for open space acquisition and maintenance that could involve a variety of funding sources and stewardship agencies.

1.3 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.

1.4 Pursue further coordinated action with Gilroy and Santa Clara County, as well as effective individual action, to achieve successful implementation of South County open space goals and objectives. (SCJAP 16.19)

1.5 Continue City programs to: a) retain important open space lands through planning for orderly, staged urban development; b) acquire and develop City and neighborhood parks, providing just compensation for the taking of private lands; c) implement portions of trail systems and streamside park chains within their boundaries; d) plan and regulate land use to avoid hazardous areas and protect critical natural resources; e) designate future open space areas on the Land Use map; and f) participate in the development of regional open space preservation programs. (SCJAP 16.20)

1.6 Use a variety of open space preservation tools to protect open space in the city, 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. (SCJAP 16.17)

Greenbelt

Maintaining the identity of Morgan Hill by providing a physical separation from San Jose and San Martin has long been important to city residents.

The purpose of the Greenbelt is to help physically define the City and separate it from San Jose and San Martin. The Greenbelt includes both public open space and private properties. Hillside areas within the Greenbelt include those that are the most visually prominent, as viewed from the valley floor. Edges of several Greenbelt areas are at elevations that reflect the beginning of hillside environments. Greenbelt areas on the valley floor include Silveira Park, Malaguerra Park and the Coyote Creek Parkway.

Areas outside of the Urban Limit Line that have been substantially subdivided into parcels smaller than 10 acres generally are not included in the identified Greenbelt areas. These areas are primarily located on the valley floor, outside the city limits. 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 minimize 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. It is desirable for the City and County to coordinate land use planning activities in these areas.

Identification of areas as "Greenbelt" does not change the development potential or restrictions imposed under Santa Clara County development policies and regulations. Land uses within "Greenbelt" areas would continue to be agriculture, limited new residential uses, parks and other open space with minimal improvements. The City would 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.

Identified "Greenbelt" areas are shown on Map 6.

Goal 2. A stable, long-term city boundary reinforced by a greenbelt

Policies regarding Creation of the Greenbelt

2a. Establish and maintain a greenbelt to demarcate the urbanized area of the city from surrounding non-urbanized lands.

2b. Greenbelt areas should distinguish the urban area of Morgan Hill from San Jose and San Martin. The northern and southern boundaries of the city shall be defined by greenbelts to maintain community identity. (SCJAP 16.13)

2c. 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.

2d. In the area between Monterey Road and Highway 101 at the northern Sphere of Influence line, existing urban development precludes the City from providing a non-urban buffer between it and San Jose. The San Jose

Coyote Valley Greenbelt, which includes the area south of Palm Ave. and north of the Morgan Hill city limits and is located within the San Jose Sphere of Influence, will provide the non-urban buffer for that area.

2e. Pursue a targeted program for acquisition of Greenbelt land in fee title or conservation easements. Properties that are most threatened with development which, if acquired, would provide significant public benefit should receive the highest priority for acquisition and/or establishment of easement.

2f. Acquire undeveloped parcels as a first priority.

2g. 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.

2h. Acquire land in fee title when the City's objectives include allowing public access to the site for recreational or related activities.

2i. Acquire properties and easements on a "willing seller" basis. Eminent domain will not be used.

Policies regarding Location of the Greenbelt

2j. Locate the Greenbelt outside of the Urban Limit Line, where practical.

2k. Greenbelt areas should include steep hillside areas and areas with other severe geologic or environmental constraints which are located outside of the ULL.

2l. Greenbelt areas should include land designated Open Space in the General Plan and located on the fringe of the community.

2m. Greenbelt areas should not include unincorporated areas with residential development on lots of less than 10 areas, except in unusual circumstances.

Policies regarding Uses within the Greenbelt

2n. Support County policies or prohibiting commercial and industrial uses (excluding agricultural industry) in the unincorporated and greenbelt areas surrounding the city.

2o. The land uses appropriate within a greenbelt, 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 . (SCJAP 16.16)

2p. Within Greenbelt areas, 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.

2q. Greenbelt areas which are privately owned are not intended for public recreational use.

Actions regarding Creation of the Greenbelt

2.1 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.

2.2 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.

2.3 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. (SCJAP 16.13 &16.14)

2.4 Work with San Jose, Gilroy and Santa Clara County to implement plans for the preservation of greenbelts between the cities. (SCJAP 16.22)

2.5 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. (SCJAP 16.22)

2.6 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.

2.7 The second highest priority areas for Greenbelt preservation include the west side of El Toro and the hill area south of Edmundson.

2.8 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.

2.9 When acquiring fee title or easements, offer property owners fair market value using industry standard appraisal techniques.

Actions regarding Location of the Greenbelt

2.10 The Greenbelt on El Toro should include all lands recommended for open space protection by Action 4.1 of this Element.

2.11 The Greenbelt on the western side of Paradise Valley should include land at or above the 490-foot elevation contour line.

2.12 The Greenbelt for the hill area south of Edmundson Avenue and north of Sycamore Avenue should include land that is outside the current Urban Growth Boundary and at or above the 490-foot elevation contour line.

2.13 Maintain the Boy's Ranch within the Urban Service Area in recognition of the services it is provided, while also identifying it as a Greenbelt area.

2.14 Silveira Park and the City-owned lands along Llagas Creek to the west should be included with the Greenbelt.

Actions regarding Uses within the Greenbelt

2.15 Support the County maintaining low densities and large minimum lot size requirements for undeveloped areas not planned for urbanization and lands identified as Greenbelt.

2.16 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.

2.17 Within City hillside Greenbelt areas, new development should be subject 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.

2.18 The basic Santa Clara County development review process should be evaluated, updated and strengthened 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.

Map 6. Greenbelt Areas

Agriculture

Agriculture has been important to the city as an industry and employment generator throughout its history, in addition to contributing to the city's rural character. 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.

Supporting agriculture requires finding innovative ways to help farming and ranching operations become and remain competitive in an increasingly marginal economic environment.

Goal 3. A viable agricultural industry

Policies

3a. 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.

3b. Support agricultural activity by encouraging agriculture-related industry, commercial uses, and community events within the urban area.

3c. Support significant agricultural activity within the Sphere of Influence by providing a market for agricultural products (e.g., farmer's market), and decreasing the costs associated with agriculture by allowing such uses to occur in the Sphere of Influence

3d. Support use of farming cooperatives within agricultural buffer areas.

3e. Support programs to encourage purchase of locally produced agricultural products.

3f. Support programs to foster agricultural education.

3g. Continue to support the long-term maintenance of agricultural land uses and agriculture as an economic enterprise in South County, since it contributes to the local economy, helps to delineate urban boundaries, and is a productive use for land which is not immediately planned for urban development. (SCJAP 14.00)

3h. Take positive action to encourage agriculture by supporting policies favorable to agriculture. (SCJAP 14.01)

3i. Protect agricultural lands from encroachment by incompatible land uses, including urban residential development. (SCJAP 14.02)

3j. Maintain the economic viability of agriculture using a variety of methods, such as: contiguous urban development, the designation as agricultural lands those lands which are outside of planned urban areas, minimum lot size designations in agricultural areas, the limitation of land uses in agriculturally-designated areas to agriculture and uses necessary for the support of agriculture, and the encouragement of direct marketing methods. (SCJAP14.02)

3k. 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. (SCJAP 14.03)

3l. Preserve some prime agricultural lands in South County (particularly within the prime agricultural areas east and south of Gilroy) for agricultural use through appropriate agricultural land preservation tools, such as exclusive agricultural zoning, transfer of development rights (TDR) programs, and right-to-farm legislation. (SCJAP 14.04)

3m. In the County, support continuation of the A-20 and A-40 minimum lot size designations in the agricultural area. (SCJAP 14.05)

3n. Support the expansion of the "uses compatible with agriculture" category in County zoning ordinances and Williamson Act policies only when such additional uses will clearly contribute to the long-term viability of agriculture. (SCJAP 14.06)

3o. 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. (SCJAP 14.07)

3p. 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. (SCJAP 14.08)

3q. 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. (SCJAP 14.10)

Actions

3.1 Use a variety of techniques to protect agricultural land, including land use regulation, urban development policy, conservation easements (with matching grant funds from appropriate agencies, where possible), and transfer or purchase of development rights.

3.2 When new development is proposed adjacent to an existing agricultural operation, require the appropriate buffer to be provided from land within the proposed development.

3.3 Participate in direct marketing of locally produced agricultural products, as appropriate.

3.4 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.

3.5 Use policies for Urban Service Area extensions and utility extensions to guide urban growth away from long-term agricultural areas. (SCJAP 14.09)

3.6 In order to separate agricultural from urban activities, and to minimize land use conflicts, establish buffers between viable agricultural areas and urban expansion areas, limiting activities in these buffer zones to uses which are compatible with both agricultural and urban activities. Specific uses should be defined through an open inter-governmental process. (SCJAP 14.11)

3.7 Determine the range of activities permitted in agricultural areas of South County through an intergovernmental process, where the range of allowed uses reflect the activities which are necessary to promote the continued economic viability of agriculture in South County. (SCJAP 14.12)

Hillside Areas

The slopes that flank Morgan Hill have played a major role in shaping the city. They have kept development primarily on the valley floor, provided a scenic backdrop for the community and open areas in residential projects below them, and generally have enhanced property values. Maintaining open views of the hillsides, as well as preserving their important resources, are City priorities.

Goal 4. Preservation of hillside areas as open space

Policies

4a. Retain the city's unique identity by preserving its landmark natural feature, El Toro Mountain, in a rugged, undeveloped state.

4b. Preserve scenic hillsides around the city in an undeveloped state, wherever feasible.

Actions

4.1 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).

4.2 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.

4.3 Purchase lands and/or open space easements on El Toro through funds provided by a general bond election and/or grants from State, Federal, and private sources.

4.4 Work with Santa Clara County Parks and Recreation Department and Open Space Authority to incorporate a portion of El Toro Mountain into the Santa Clara County park system.

4.5 All hillside areas with an average slope in excess of 10 percent shall be regulated by the Hillside Ordinance.

4.6 Limit all building pads located within the hillside areas to an elevation at or below the 80' vertical drop from the ridgeline.

4.7 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. (SCJAP 16.08)

4.8 Use the Preservation 2020 Task Force recommendations to support the regulation of hillside development. (SCJAP 16.08)

4.9 Implement intergovernmental agreements with the County, such as specific plans, to address land use and development policies for hillside areas, including the visual effects of hillside development on the ridge-lines. (SCJAP 16.09)

4.10 Encourage the Santa Clara County Open Space Authority to designate El Toro as a high priority area for preservation.

Riparian Areas

Five creeks traverse Morgan Hill: Coyote and Fisher Creeks drain north to the San Francisco Bay, and Edmunson, Tennant 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.

Goal 5. Preservation and reclamation of streams and riparian areas as open space

Policies

5a. Encourage reclamation of degraded streams and riparian areas.

5b. Maintain riparian systems, stream banks and floodways in open space or related open space uses such as wildlife habitat, recreation or agriculture. (SCJAP 16.10)

5c. A proposed streamside park along West Little Llagas Creek should be actively implemented and connected to the County trail system. (SCJAP 16.10 & 16.12)

5d. 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, recreation corridors and for bank stabilization. (SCJAP 15.08)

5e. 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. (SCJAP 15.08)

Action

5.1 Develop Design Guidelines provisions for preserving, reclaiming and incorporating riparian features into development.

5.2 Develop programs for the preservation and reclamation of degraded riparian areas.

Plants and Wildlife

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.

Goal 6. Protection of native plants and animals

Policies

6a. Preserve all fish and wildlife habitats in their natural state whenever possible. Consider development impacts upon wildlife and utilize actions to mitigate those environmental impacts.

6b. Minimize impacts upon wildlife when considering extending annexations, urban service areas, and other governmental actions that permit urban development of previously undeveloped property.

6c. Preserve outstanding natural features, such as the skyline of a prominent hill, rock outcroppings, and native and/or historically significant trees.

6d. Development shall be designed to conserve soil and avoid erosion. (SCJAP 13.06)

6e. Identify and protect wildlife, rare and endangered plants and animals and heritage resources from loss and destruction. (SCJAP 15.09)

6f. Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat. (SCJAP 16.11)

6g. Encourage use of native plants, especially drought-resistant species, in landscaping to the extent possible.

Actions

6.1 Develop Design Guidelines provisions requiring construction activities to avoid disturbance to natural features to the extent feasible.

6.2 Minimize development impacts upon wildlife within hillside areas through regulations of the Hillside Ordinance.

6.3 Consider development impacts upon wildlife in riparian areas and utilize actions to mitigate those environmental impacts.

6.4 Utilize a land modification matrix to evaluate all land modification and environmental impacts upon wildlife.

Conservation

Conserving resources often depends on modifying established behavior patterns. The plan intends to encourage residents and businesses to conserve resources by providing programs that are easy to participate in.

Goal 7. Conservation of natural resources policies

7a. New development should be designed to exceed State standards for the use of water and energy.

7b. Promote energy conservation techniques and energy efficiency in building design, orientation and construction.

7c. Maintain the citywide recycling program, including commercial and industrial efforts, as well as downtown recycling bins.
7d. All new public buildings should be designed to exceed state standards for energy and water efficiency.
7e. Promote aggressive litter control.
7f. Preserve Poppy Jasper as a natural resource unique to Morgan Hill.
7g. The landscaping plans for new development should address the planting of trees and shrubs that will provide shade to reduce the need for cooling systems and allow for winter daylighting.
7h. The City shall develop a comprehensive strategy for using water and energy efficiently at all City facilities.
7i. Use of renewable energy generation opportunities should be evaluated for all existing and future public buildings and facilities.
7j. The incorporation of renewable energy generating features, like solar panels, should be encouraged in the design of new development and in existing development.
7k. Promote water conservation and efficient water use in all public and private development projects and landscaping plans.
7l. Encourage use of non-potable water for landscape irrigation.

Actions

7.1 Participate in the formation of a cooperative energy network with other local governments, particularly in Santa Clara County.
7.2 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 and cooling systems, lighting, installation of natural ventilation methods and solar hot water systems, etc.
7.3 Develop local ordinances that promote energy conservation and efficiency. Examples of such ordinance include: energy audits, solar access, solar swimming pool heating, insulation and solar retrofit, and solar water heating.
7.4 Establish programs under HCD Block Grant rehabilitation or Section 220 funds, to weatherize and solar retrofit existing homes.
7.5 Emphasize energy conservation building techniques for new residential construction through the implementation of Chapter 18.78 of the Municipal Code.
7.6 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.
7.7 Investigate ways to increase public awareness and participation in recycling programs.
7.8 Require litter control considerations in all commercial development.
7.9 Work cooperatively with the County to ensure that City and County regulations prohibit the mining of Poppy Jasper.

Historic Preservation

The City has an inventory of 54 properties noted for potential historic significance, and has designated 12 of those as cultural resources (see *Table 8*). The 12 sites were chosen because they are related to one or more key aspects of city history.

Goal 8. Preservation of the city's historic identity

Policy

8a. Encourage the preservation and rehabilitation of the city's historic structures.

Actions

8.1 Review and update the inventory of historic resources, as appropriate.

8.2 Identify and protect heritage resources from loss and destruction. (SCJAP 15.09)

8.3 Prior to approving demolition of historically significant buildings, evaluate alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use.

8.4 Designate historically significant structures or sites as cultural resources, and offer said properties rehabilitation loans or grants.

Table 8. Designated Cultural Resources*

	Name	Address	Date
1	Hatch House	35 West Main St.	1907
2	Bone House	95 West Main St.	1899
3	Bruzzone House	145 West Main St.	1890s
4	Page House	17100 Monterey Rd.	1908
5	Methodist Church	17175 Monterey Rd.	1893
6	Votaw Building	17400 Monterey Rd.	1905
7	Morgan Hill House	17860 Monterey Rd.	1886
8	Cribari Winery	18980 Monterey Rd.	1904
9	Acton House	17555 Peak Ave.	1911
10	Grange Hall	40 East Fourth St.	1909
11	McCreery House	25 West Fourth St.	1907
12	Newbold House	20 East Fifth St.	1904

**This table is included for informational purposes and is not adopted as part of this General Plan.*

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Public Health and Safety

The Public Health and Safety element aims to protect persons from any detrimental impacts associated with development by requiring new construction to avoid hazardous areas and materials and/or provide adequate mitigation. This element also intends to safeguard public health by ensuring adequate water quality and by minimizing noise impacts.

Public Health and Safety Goals

1. Reduction of potential harm to persons or property from geologic/seismic hazards
2. Minimal threat to persons, property and the environment from fire hazards
3. Avoidance of exposure to hazardous substances
4. The least possible damage to persons and property from flooding
5. Protection of water quality from contamination associated with urbanization
6. Cooperative efforts to ensure regional water quality
7. Prevention of noise from interfering with human activity or causing health problems
8. Protection from noise associated with motor vehicles and railroad activity

Environmental Hazards

Several faults have been mapped or are inferred to underlie the eastern portion of the city (see *Map 7*), 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.

The potential for fire damage increases with distance from the fire stations on Monterey Road and East Dunne Avenue, as well as with elevation above the valley floor. Precautions are proposed to protect hillside areas from wildfire potential.

Goal 1. Reduction of potential harm to persons or property from geologic/seismic hazards

Policies

1a. Limit uses on lands with geologic hazards.

1b. Where urban development has already occurred and there has been extensive capital improvements made, use mitigation procedures for development on lands with geologic hazards, including geologic investigations on a scale commensurate with development where geologic data indicates there is a known or suspected problem.

1c. Direct site preparation in hazardous areas at long-term geologic stability.

1d Known or potential geologic, fire, and flood hazards should be reported as part of every real estate transaction, as well as recordation on documents to be reported for building permits, subdivisions and land development reports. Mitigation of hazards should be noted in the same manner.

1e. Design and construct critical structures above and beyond the Uniform Building Code requirements, where such measures are deemed necessary from available geologic and engineering data. Critical structures are those structures: a) needed after a disaster - emergency communications, fire stations, hospitals, bridges and overpasses; b) whose continued functioning is critical - major power lines and stations, water lines, and other public utilities; and c) whose failure might be catastrophic (e.g., large dams).

1f. 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.

1g. 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. (SCJAP 15.00)

1h. Hillsides should be protected, and development should be carefully controlled on steep slopes. When hillside land is developed, it should be done with minimum disruption of topography and vegetative cover. (SCJAP 15.00)

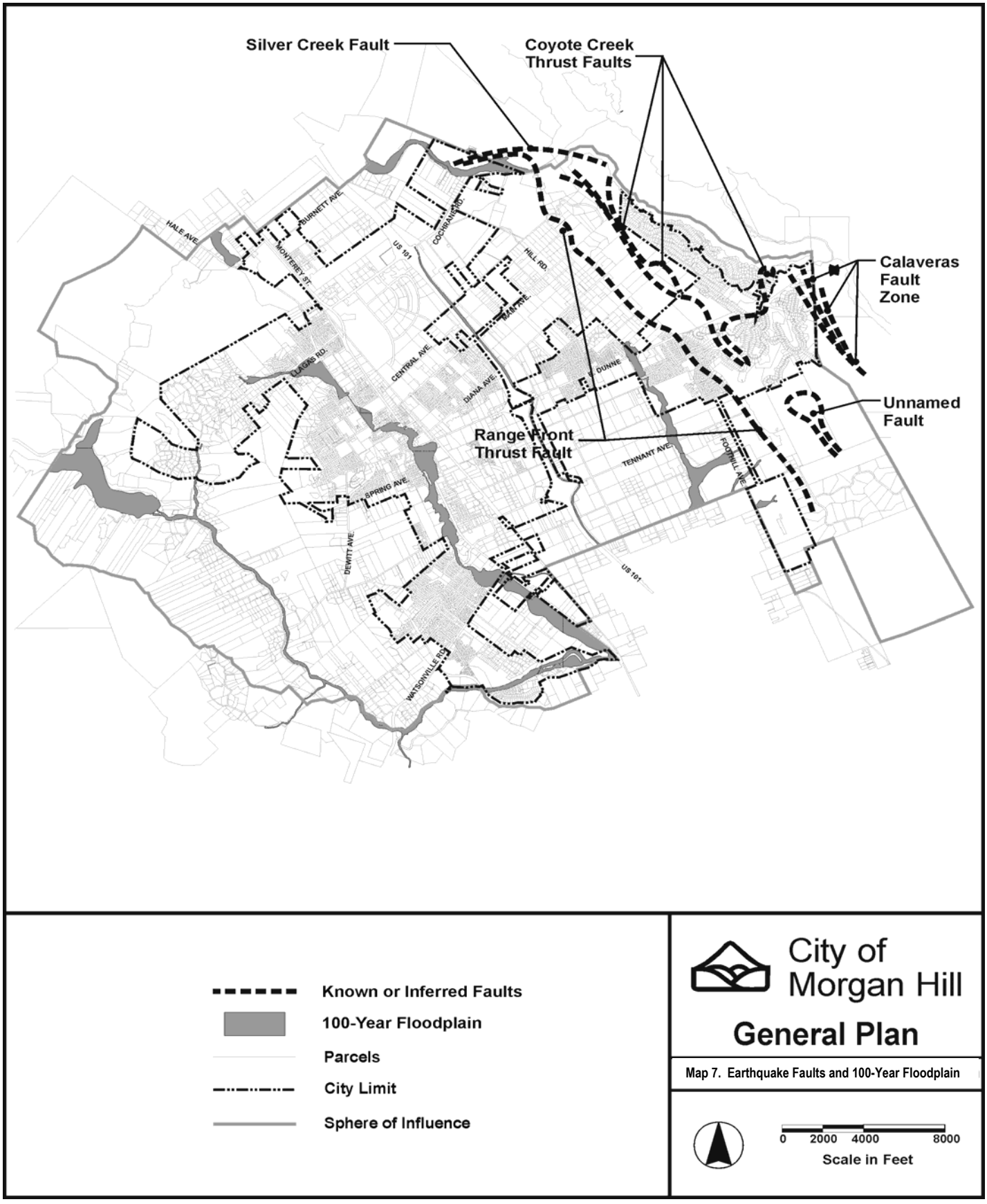
1i. Continue and improve public education programs that: a) increase awareness of the safety hazards present in South County, b) provide information on mitigation techniques, and c) strengthen public support for adopted policies which might restrict development in hazardous areas. (SCJAP 15.15)

1j. 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. (SCJAP 15.02a)

1k. 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. (SCJAP 15.02b.)

1l. 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. (SCJAP 15.02c)

1m. 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. (SCJAP 15.02d)


Silver Creek Fault
Coyote Creek Thrust Faults
Calaveras Fault Zone
Unnamed Fault
Range Front Thrust Fault
HALE AVE.
BURNETT AVE.
MONTEREY ST.
US 101
COCHRANE RD.
HILL RD.
MAIN AVE.
LLAGAS RD.
CENTRAL AVE.
DIANA AVE.
DUNNE
TENNANT AVE.
FOOTHILL AVE.
SPRING AVE.
DEWITT AVE.
WATSONVILLE RD.
Known or Inferred Faults
100-Year Floodplain
Parcels
City Limit
Sphere of Influence
City of Morgan Hill
General Plan
Map 7. Earthquake Faults and 100-Year Floodplain
0 2000 4000 8000
Scale in Feet

1n. Cluster development in hazardous areas with dwellings grouped on the least hazardous portion of the property. (SCJAP 15.02e)

1o. Limit development in less hazardous areas and design it to reduce risks to an acceptable level. (SCJAP 15.03)

Actions

1.1 Continue to require geologic studies for development in hillside areas and geotechnical studies for critical facilities in areas with liquifiable soils.

1.2 Enact, adopt and enforce an ordinance incorporating the Alquist-Priolo Act requirements to mitigate negative environmental impacts in geotechnical hazard areas.

1.3 Maintain and periodically update a Post-Disaster Contingency Plan, and make it available to all agencies normally involved in post-disaster rehabilitation.

1.4 Cooperate with the South County jurisdictions to develop a process for sharing information relating to development activity in areas of geological concern. (SCJAP 15.01)

Goal 2. Minimal threat to persons, property and the environment from fire hazards

Policies

2a. Ensure that appropriate precautions are taken during development to minimize the risk of fire and/or explosion associated with high-pressure gas lines.

2b. 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. (SCJAP 15.04)

2c. 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. (SCJAP 15.04)

Actions

2.1 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).

2.2 Continue to support special High Risk Fire Hazard Zones requirements.

2.3 Develop alternative north-south access roads through the South County for use in the event that the South Valley Freeway is damaged in a major earthquake. (SCJAP 15.07)

2.4 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. (SCJAP 15.10 & 15.11)

2.5 Enforce and maintain current zoning and land development ordinances and policies restricting development on hillsides to low-density, low-intensity uses. (SCJAP 15.12a)

2.6 Enforce and maintain strict grading and building regulations to minimize instability of sloping areas and reduce public costs associated with maintaining roads and utilities on unstable slopes. (SCJAP 15.12b)
2.7 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. (SCJAP 15.13)
2.8 Where appropriate, allow development in areas where a second improved access road has been provided for emergency escape. (SCJAP 15.07)
2.9 Update all information regarding hazardous areas to reflect current knowledge. (SCJAP 15.11)
2.10 Contract with a consulting geologist for the review of development projects in potentially hazardous areas with costs covered by a fee to the developer. (SCJAP 15.13b)

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 materials that pose a potential threat to human health include radioactive waste explosives, gasoline, pesticides, and household cleaning products, which are routinely transported on Highway 101.

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.

Goal 3. Avoidance of exposure to hazardous substances

Policies

3a. In order to minimize potential hazards, 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. (SCJAP 9.05)
3b. 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. (SCJAP 9.00)
3c. 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 MOU inspections, HMSO regulations, and implementation of applicable state laws. (SCJAP 9.01)
3d. Continue to inspect regularly 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). (SCJAP 9.02)
3e. 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). (SCJAP 9.03)
3f. Require submittal of a hazardous materials handling plan as a prerequisite for developments requiring zone changes and use permits. (SCJAP 9.04)

3g. Support County and Santa Clara Valley Water District programs to encourage source reduction and waste minimization by smaller firms which generate hazardous wastes. (SCJAP 9.06)

3h. Vehicles and other equipment that may threaten the quality of water from leaking fuel tanks or oil spills should be removed from the site and/or repaired. (SCJAP 9.07)

3i. Work with Gilroy, Santa Clara County, Santa Clara Valley Water District, Regional Water Quality Control Board, and local community groups to coordinate and implement public education programs regarding hazardous materials and waste management. (SCJAP 9.08)

3j. During the implementation of "AB 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. (SCJAP 9.09)

3k. 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. (SCJAP 9.10)

3l. Consider designating 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. (SCJAP 9.13)

3m. Support the County's implementation of a Memorandum of Understanding (MOU) between the Department of Health Services (DOHS) and the County Health Department, whereby the County would act as an agent in requiring hazardous material users and waste generators to provide annual records and in monitoring the haulers of hazardous materials and waste. (SCJAP 9.14)

3n. To reduce the risk involved in transporting hazardous waste and decrease the volume of waste that must be disposed of, encourage the generators of hazardous waste to use on-site pretreatment, such as: neutralization, precipitation and oxidation. (SCJAP 9.15)

3o. Initiate a program to identify and abandon dry wells which have been used to dispose of contaminants. (SCJAP 9.16)

3p. Periodic household hazardous waste collection programs and other related activities should occur on a regular basis in order to limit the types and amounts of hazardous waste entering the ordinary waste stream. (SCJAP 8.09)

3q. 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 sClara County Hazardous Waste management Plan or a City-designated equivalent.

3r. Require off-site hazardous materials operations to obtain permits through the process designated in Section 25199 of the California Health and Safety Code, including the Notice of Intent (NOI) and Local Assessment Committee (LAC) steps where applicable.

3s. Continue to allow Small Quantity Generators such as photo laboratories and 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.

3t. Provide mitigation to remedy the effects of new or expanding development over areas with environmental contamination of any and all unauthorized discharges.

Actions

3.1 Enforce hazardous waste facility inspection via a Memorandum of Understanding between State Department of Health Services (DOHS) and County Health Department whereby the County Health Department would act as an agent of DOHS in enforcing this provision, and City Hazardous Materials Specialists and Pretreatment Inspectors may conduct inspections. (SCJAP 9.03)

3.2 Require that the South County jurisdictions receive reports from the Department of Transportation and the California Highway Patrol regarding spills or leaks on the highway. (SCJAP 9.11)

3.3 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. (SCJAP 9.12)

Flood Control

All of the creeks in the city have flooding potential. Federal Emergency Management Agency standards govern development in the 100-year floodplain (see *Map 7*), the area with a one percent or greater chance of being flooded in any year. Development in the floodplain must be controlled because it can increase flooding hazards by raising water levels upstream and by adding flow, velocity, and debris downstream.

Goal 4. The least possible damage to persons and property from flooding

Policies

4a. Prepare for impacts associated with potential failure of Anderson Dam.

4b. Prohibit development in floodways and regulate in floodplains to minimize flood damage and be consistent with the federal flood insurance program and Santa Clara Valley Water District regulations. (SCJAP 15.05)

4c. Limit development along the shores of reservoirs which can be expected to sustain damage from seismically-induced seiche waves. (SCJAP 15.6)

4d. Continue restricting development in areas of poor accessibility. Development should not be allowed 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. (SCJAP 15.07)

4e. Natural streamside and riparian areas should be left in their natural state in order to preserve their value as percolation and recharge areas, natural habitat, scenic resources, recreation corridors and for bank stabilization. (SCJAP 15.08)

4f. 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. (SCJAP 15.08)

4g. 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. (SCJAP 12.00)

4h. Areas which are developed or planned for development should be protected by the construction of flood control facilities. Development should be managed through advanced planning and design standards to minimize off-site flooding and drainage problems. (SCJAP 12.00)

4i. 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. (SCJAP 12.01)

4j. If federal and state funds are not available for future flood control facilities and such facilities must be funded locally, assess the costs to those property owners who would benefit from and those who contribute to the need for such facilities. (SCJAP 12.02)

4k. Require developers whose proposed projects would induce downstream flooding to provide mitigation to eliminate the flood-inducing impacts of their projects. (SCJAP 12.03)

4l. If development is to be allowed in flood-prone areas, provide flood control facilities or appropriate flood-proofing prior to or in conjunction with development at developers' expense. (SCJAP 12.05)

4m. 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. (SCJAP 12.06)

4n. Require mitigation of any storm water runoff produced by development that occurs beyond that described in the General Plans of the City and County as of 1982. (SCJAP 12.07)

4o. 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. (SCJAP 12.08)

4p. Require careful consideration of the cumulative effects of development which would drain into the upper reaches of Llagas Creek and other creeks, in order to avoid the need for channelization and consequent destruction of its riparian vegetation and natural habitat. (SCJAP 12.09)

Actions

4.1 Apply floodplain zoning to all flood prone areas to maximize life safety, reduce property loss, and preserve natural vegetation, wildlife and scenic beauty.

4.2 Designate all floodways as open space, prohibiting construction except when consistent with State and federal regulations.

4.3 Develop, enact and enforce regulations for all floodplains, with specific standards to minimize flooding of existing structures and surrounding properties.
4.4 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.
4.5 Require dedication pursuant to the State Map Act sections 66475 and 66478.5 for access to and along all waterways.
4.6 Continue to require dedication of floodway and floodplain areas pursuant to the PL566 Drainage Program.
4.7 Establish an early warning protocol to alert persons within the dam failure inundation zone.

Water Quality

Because the City obtains all of its water from local wells, ensuring that development does not introduce pollutants into groundwater is extremely important.

Goal 5. Protection of water quality from contamination associated with urbanization

Policies

5a. 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. (SCJAP 8.00)
5b. Use continued caution in the siting of landfills and transfer stations, and rigorous enforcement of local and regional regulations, in order to ensure the protection of groundwater quality. (SCJAP 8.05)
5c. 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. (SCJAP 8.01)
5d. Continue to monitor groundwater and surface water quality conditions throughout the South County to determine if changes in regulations regarding septic systems and land use are needed. (SCJAP 8.04)
5e. 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.) (SCJAP 8.02)
5f. Encourage enhancement of sensitive wetlands as part of future development.
5g. Support the continuation of current County policies regarding septic systems and land use, with no lessening of standards. (SCJAP 8.03)
5h. Continue caution regarding the siting of landfills, the construction of landfills (i.e., they should have clay liners, etc.), and the waste allowed in a sanitary landfill in South County so as not to create hazards to groundwater quality. (SCJAP 8.06)

5i. Site and operate solid waste and hazardous waste transfer stations so as to minimize hazards to ground and surface water quality. (SCJAP 8.07)

5j. Protect properties located in areas that have soils with rapid water percolation from future development in order to ensure existing water quality. Permit development in such areas according to the City's Hazardous Materials Storage Ordinance section specifically related to high percolation rates. (SCJAP 8.11)

5k. Permit commercial and industrial developments proposed to be located in areas that have soils with rapid water percolation only under the strict safety limitations required by the City's Hazardous Materials Specialists. (SCJAP 8.12)

5l. 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. (SCJAP 8.13)

5m. Continue to monitor wells and provide the results to a central agency which would coordinate the date and make it available to all jurisdictions and agencies. (SCJAP 8.14)

5n. 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. (SCJAP 8.15)

Action

5.1 Evaluate water quality to ensure compliance with community standards and applicable State and federal provisions.

5.2 Develop standards requiring minimization of sediment and hydrocarbon runoff to streams.

5.3 Require wetland delineation and mitigation as part of the environmental review of future development.

5.4 Coordinate with jurisdictional agencies, as required, as part of the environmental review process for development projects.

Goal 6. Cooperative efforts to ensure regional water quality

Policies

6a. 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 , County Health Department, County Executive's Office, County Planning Office, Gilroy Planning Department, and San Martin Planning Committee. (SCJAP 10.02)

6b. 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. (SCJAP 10.01)

6c. Work with the Regional Water Quality Control Boards to rigorously enforce regulations relating to solid waste disposal. (SCJAP 8.08)

6d. 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. (SCJAP 8.10)

6e. Where appropriate, the Regional Water Quality Boards, Cities, County and other local agencies should adopt compatible ordinances (i.e., 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. (SCJAP 10.03)

6f. Require the protection and/or replacement of essential habitat for rare, threatened, or endangered species and species of special concern as required by state and federal law.

6g. Encourage the protection, restoration, and enhancement of remaining native grasslands, oak woodlands, marshlands and riparian habitat.

6h. Preserve and protect mature, healthy trees whenever feasible, particularly native trees and other trees which are of significant size or of significant aesthetic value to immediate vicinity or to the community as a whole.

Action

6.1 Consider intergovernmental coordination between the Cities, the County and local agencies as an effective means of resolving issues of concern ad investigating the feasibility of compatible standards, ordinances and enforcement procedures. (SCJAP 10.00)

Noise

Defined as unwanted sound, noise can be disturbing or annoying because of its pitch or loudness. Pitch refers to relative frequency of vibrations; higher pitch signals sound louder to people. Major noise sources in Morgan Hill in the year 2025 will include Highway 101, railroad activity, and traffic on major streets (see *Maps 8 and 9*). Commercial and industrial sources in Morgan Hill contribute very little noise to the community.

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 decibel 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 10pm - 7 am to account for human sensitivity to night noise.

Goal 7. Prevention of noise from interfering with human activities or causing health problems

Policies

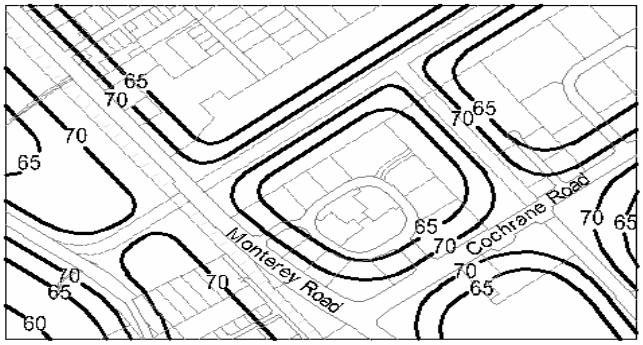
7a. New development projects shall be designed and constructed to meet acceptable exterior noise level standards (see *Table 9*), as follows:

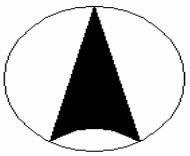
- The maximum exterior noise level of 60 dBA L_{dn} shall be applied in residential areas where outdoor use is a major consideration (e.g., backyards in single family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing an L_{dn} of 60 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.

Map 8. Future Noise Contours





GRAPHIC SCALE

1000 500 0 500 1000 2000 3000

(IN FEET)

Legend

—65— Projected 2025 Noise Contour Level (Ldn dBA)

City of Morgan Hill General Plan

Map 9. Potential Noise Contours for Circulation Study Areas

7b. 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.

7c. Appropriate interior noise levels in commercial and industrial structures are a function of the use of the space and should be evaluated on a case-by-case basis.

7d. 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).

7e. Noise level increases resulting from traffic associated with new projects shall be considered 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.

7f. Noise levels produced by stationary noise sources associated with new projects shall be considered significant if they substantially exceed ambient noise levels.

7g. Noise levels produced by other noise sources (such as ballfields) shall be considered significant if an acoustical study demonstrates they would substantially exceed ambient noise levels.

Actions

7.1 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.

7.2 The Noise Contour map shall be used to screen projects to determine if acoustical studies shall be required.

7.3 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.

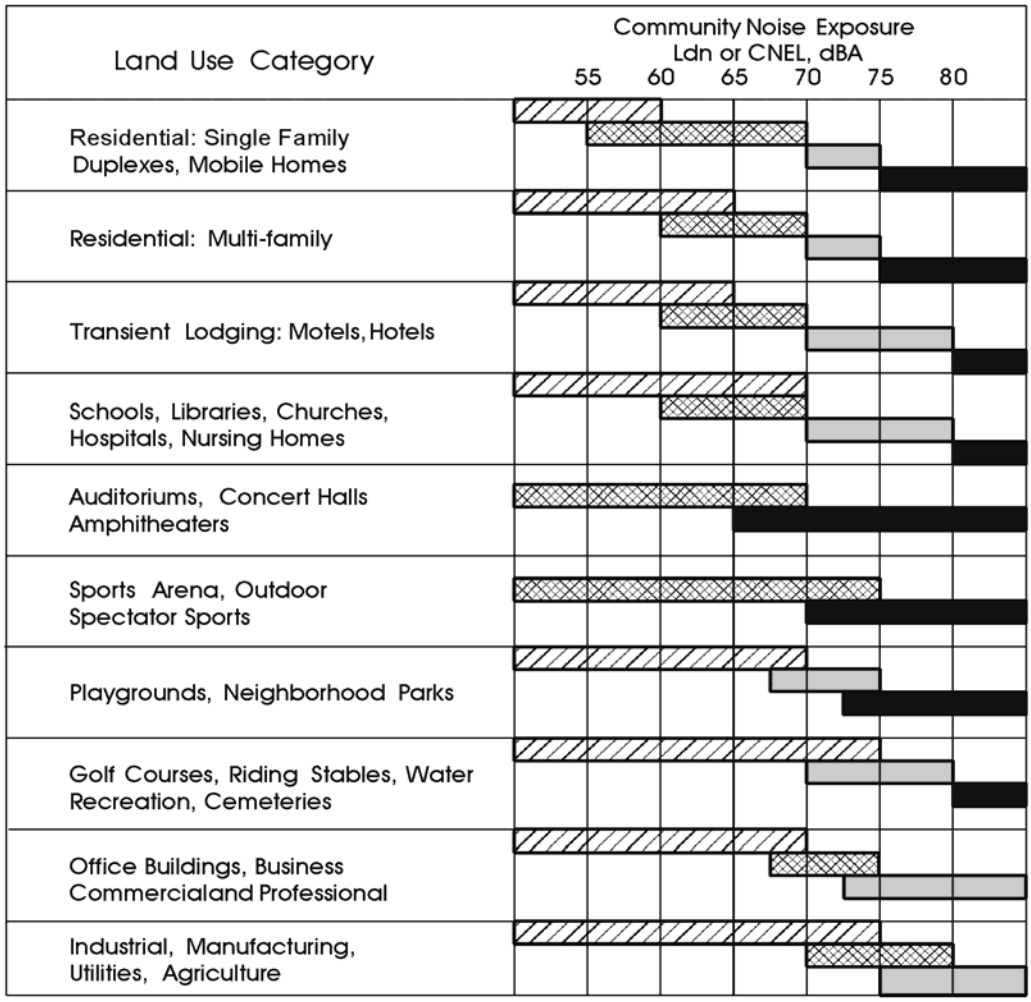
7.4 Amend the Zoning Ordinance to reflect noise limits intended to protect noise sensitive land uses from intrusion by stationary noise sources.

Goal 8. Protection from noise associated with motor vehicles and railroad activity

Policies

8a. Roadway design, traffic signalization and other traffic planning techniques (such as limiting truck traffic in residential areas) shall be used to reduce noise caused by speed or acceleration of vehicles.

Table 9. Acceptable Noise Levels



INTERPRETATION

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.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and 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.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, Appendix A: Guidelines for the Preparation and Content of the Noise Element of the General Plan, 1990.

8b. If noise barriers are deemed the only effective mitigation for development along major transportation corridors, an acoustical analysis shall be conducted to determine necessary dimensions.

8c. 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.

8d. Ensure that sound barriers do not become targets for vandalism.

Actions

8.1 Allow and encourage earth berms in new development projects as an alternative to sound walls if adequate space is available.

8.2 Require non-earthen sound barriers to be landscaped, vegetated or otherwise designed and/or obscured to improve aesthetics and discourage graffiti and other vandalism.

Regional Coordination

The Regional Coordination element outlines ways for the City of Morgan Hill to participate effectively in planning for growth in the surrounding region. Close coordination with neighboring and regional agencies is necessary to ensure that future development of adjacent areas is appropriate and occurs in a phased, efficient manner that will help Morgan Hill retain its distinct character.

Continuing rural development in San Martin and anticipated large-scale urban development in Coyote Valley, including a major industrial center, could heavily influence future growth, traffic and quality of life in Morgan Hill.

Almost all of the policies in this element derive from the **South County Joint Area Plan** (SCJAP). A number of South County Joint Area Plan policies included in this and other elements of the General Plan require updating. The City intends to assist the South County Joint Planning Advisory Committee in identifying which policies should be revised and in modifying them to incorporate current City goals and policies.

Regional Coordination Goals

1. Balanced urban growth in the South County
2. Limited, appropriate urbanization of unincorporated San Martin
3. Efficient, phased development of Coyote Valley
4. Effective, stable growth of the South County
5. An effective, productive South County Joint Planning Advisory Committee

Urban Growth

Goal 1. Balanced urban growth in the South County

Policies

1a. The South County Joint Area Plan is the integrated policy framework for community development and environmental management under which the City should undertake implementation actions compatible with those of Gilroy and Santa Clara County. (SCJAP 0.02)

1b. Continue effective joint planning between Morgan Hill, Gilroy and Santa Clara County since the South County is a fast-growing region, drawing large amounts of industry and people, and the pressures for growth are likely to continue beyond the current General Plan horizon. (SCJAP 1.00)

1c. Revise the Morgan Hill General Plan as needed to accommodate projected growth. (SCJAP 1.01)

1d. Develop an Urban Growth Monitoring Program to monitor population/employment growth in the South County and surrounding regions to: a) assess the effect of the jobs/housing balance in North

County and adjacent areas on the South County community, b) assess the demand for additional urban development in South County, and c) determine when it would be appropriate to plan for more extensive urban development in the South County. (SCJAP 1.03)

1e. When developing the Urban Growth Monitoring Program, specify the role of each jurisdiction in implementing the program, and assign responsibility for overall program coordination. (SCJAP 1.04)

1f. In the Urban Growth Monitoring Program, consider the conditions that would make new urban growth desirable, as well as the conditions that would call for limitations on urban growth, and establish criteria which would trigger planning for new urban growth. (SCJAP 1.04)

1g. In the Urban Growth Monitoring Program, consider potential long-term development patterns and areas which are to be kept in long-term rural use or open space. (SCJAP 1.05)

1h. Use information generated from the Urban Growth Monitoring Program as the basis for facilitating long-range infra-structure and urban service planning, and minimizing urban development pressure on land which is expected to remain in agricultural, open space or other low-intensity use. (SCJAP 1.06)

1i. Identify both the areas needed for future urban development and the areas to be kept in long-term rural land uses or open space. (SCJAP 1.02)

1j. Land uses in rural areas should be low-intensity and limited in number, and public services to rural areas should be appropriately limited. (SCJAP 1.07)

1k. 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. (SCJAP 1.08)

1l. Urban growth should occur in an orderly and contiguous pattern, within designated urban service areas and encouraging infill of vacant urban land. (SCJAP 1.09 & 1.10)

1m. Base expansion of urban service areas and annexations on the General Plan, consistent with the City's schedules for development and extension of services. (SCJAP 1.11 & 1.12)

San Martin Development

Goal 2. Limited, appropriate urbanization of unincorporated San Martin

Policies

2a. San Martin should remain an unincorporated, predominately rural-residential community governed by the County Board of Supervisors. (SCJAP 18.00)

2b. If, in the future, urbanization is recommended for San Martin, a wastewater management program should be developed which includes mechanisms for implementation and financing. (SCJAP 18.00 & 18.05)

2c. Continue current County land use and septic system policies for San Martin with no lessening of restrictions. (SCJAP 18.01)

2d. Restrict land uses generating discharges which are high in volume or high in nitrates, organic materials or other problem chemicals. (SCJAP 18.02)

2e. Retain existing County policies regarding the density of development and the discharge of wastes. (SCJAP 18.03)

2f. Monitor groundwater and surface water quality conditions in the San Martin area to determine if changes in current policies regarding septic systems and land use are needed. (SCJAP 18.04)

2g. Explore funding alternatives for financing the rehabilitation of existing water distribution facilities in San Martin. (SCJAP 18.06)

2h. Design, landscape and maintain all existing and future County facilities located in San Martin to be compatible with the surrounding environment. (SCJAP 18.07 & 18.08)

2i. Ensure that development around the South County Airport adheres to Airport Land Use Commission (ALUC) policies. (SCJAP 18.09)

2j. Issues of San Martin's future level of development and form of governance should be resolved by community residents, Santa Clara County, Gilroy, Morgan Hill, and affected special districts. (SCJAP 18.10)

2k. The Local Agency Formation Commission (LAFCO) should continue to exclude San Martin from the Spheres-of-Influence of Morgan Hill and Gilroy. (SCJAP 18.11)

2l. While San Martin remains unincorporated, continue to provide LAFCO and the County with constructive comments on decisions and policies relating to San Martin. (SCJAP 18.12)

2m. Explore jointly the possibilities for resolving San Martin's issues and problems through formal intergovernmental agreements. (SCJAP 18.13)

2n. Retain the existing County General Plan policies regarding development densities and the location of commercial and industrial uses in San Martin. (SCJAP 18.14)

2o. Study the potential costs and impacts associated with each of the future governmental alternatives for San Martin, including incorporation, creation of sanitation or other service districts, and the establishment of a municipal advisory council. (SCJAP 18.15)

2p. If future changes in the level of development or form of governance are recommended for San Martin, prepare and adopt a special area plan and an implementation program for the area, with input from Morgan Hill, Gilroy, and the San Martin Planning Committee. (SCJAP 18.16)

Coyote Valley Development

Goal 3. Efficient, phased development of Coyote Valley

Policies

3a. Review and address anticipated impacts on the South County resulting from development in Coyote Valley, both individually and through cooperative, inter-jurisdictional action. (SCJAP 19.00)

3b. Give specific attention to identifying appropriate mitigation for impacts on the education/school system, since quality of education is a primary objective of the South County community. (SCJAP 19.02)

3c. Work with San Jose and Santa Clara County to jointly develop a plan and specific measures for preserving a major greenbelt area between San Jose and Morgan Hill. (SCJAP 19.03)

3d. LAFCO, in reviewing proposed actions in the Coyote Valley, should consider jobs/housing balance, impacts to schools, and implementation of the Coyote Greenbelt. (SCJAP 19.04)

3e. Support the County's implementation of its Monterey Road policy in the Coyote Valley to upgrade or abate the existing uses, giving careful attention to all uses being considered along Monterey Road in the proposed Coyote Greenbelt area. (SCJAP 19.05)

Action

3.1 Meet jointly with the staffs of Gilroy, the County the School Districts and with the staff of the City of San Jose to determine the impacts of Coyote Valley development on the South County and to recommend appropriate responses for each jurisdiction. (SCJAP 19.01)

Joint Land Use Planning

Goal 4. Effective, stable growth of the South County

Policies

4a. 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. (SCJAP 17.01)

4b. 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. (SCJAP 17.02)

4c. Enhance the existing City/County referral process for review and comment on land use proposals by including a set of mutually agreed-upon criteria for analyzing land use proposals in the unincorporated areas. The criteria would focus the review process on mutually-defined issues relating to rural land use decisions, while allowing for consideration of other concerns when appropriate. (SCJAP 17.03)

4d. Further adapt the same City/County referral process by including review and comment on proposed major changes in city land use policy and for major city-area projects or expansions. The review should focus on area-wide objectives, such as jobs-housing balance, open space protection, and provision of infrastructure. (SCJAP 17.04)

4e. 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. (SCJAP 17.06)

4f. Work with Gilroy and Santa Clara County to assure that appropriately located sites are available for land uses which primarily serve the urban population but have difficulty finding urban sites for various reasons: a) identify suitable areas for necessary land uses which are difficult to site, based on estimates of long-term needs and appropriate locational criteria; b) while some of these land uses may best be located in a city, others may be appropriate in the unincorporated area; c) appropriate screening, landscaping, and other mitigation should be required to assure that they improve the site and the neighborhood; and d) the locating of such land uses should be done consistent with the provisions of state law regarding planning and environmental review, and with the adopted policies and review procedures of the three jurisdictions and their South County Joint Planning Advisory Committee. (SCJAP 17.07)

4g. Reach agreement with Gilroy and Santa Clara County on the infrastructure and public services needed for future urban development, their location and timing, and how the costs and revenues associated with planned development should be apportioned among the three jurisdictions. (SCJAP 17.08)

4h. Consistent with the Preservation 2020 Program: a) consideration should be given to land uses that will result in permanent preservation of substantial areas of open space; b) new land uses should be consistent with programs which the three jurisdictions develop to maintain greenbelts between Morgan Hill and San Jose, and between Morgan Hill, San Martin, and Gilroy; and c) the three jurisdictions should further define the appropriate land uses for greenbelts and methods of implementation that address conflicts between private property rights and public objectives. (SCJAP 17.09)

4i. Work with Gilroy and Santa Clara County to develop a process to anticipate and manage the cumulative impacts of land use, which would include: a) agreement on what are the critical environmental and other community impacts which are likely to have cumulative significance; b) agreement on feasible methods for monitoring and evaluating changing conditions regarding these impacts periodically; c) agreement on suitable thresholds and methods for considering when new policies may be appropriate to deal with changing conditions so that undesirable cumulative impacts can be prevented; and d) use of the above material in the review of land use proposals. (SCJAP 17.10)

4j. In order to maintain the environmental quality and appearance of the rural area, the County should: a) consider adopting additional guidelines for the siting and landscaping of some types of rural land uses; b) consider adopting such guidelines for certain areas, in addition to the San Martin area where design guidelines have already been adopted; and c) continue to strengthen the consistent and fair enforcement of regulations relating to land use and maintenance. (SCJAP 17.11)

4k. Review the City's design guidelines relating to urban development at the edge of the rural area for compatibility with overall objectives for the area. (SCJAP 17.12)

4l. Jointly review with Gilroy and Santa Clara County valley floor land use and development standards, as well as hillside and ridgeline development standards, where appropriate, for compatibility. (SCJAP 17.13)

4m. Since expectations of tax revenue may unduly influence land use decisions, resulting in less desirable land use patterns and competition among jurisdictions for control over territory: a) the elected and chief administrative officials of the three jurisdictions should consider agreements regarding sharing of tax-base, revenues, and service provision as an element in joint land use planning; and b) net cost/revenue should be considered in land use planning and in the review of large scale proposals. Consideration must be given to the limited funding and staff resources of the jurisdiction. (SCJAP 17.14 & 17.15)

4n. Continue to build upon existing cooperation agreements and work in concert with neighboring jurisdictions, school districts and agencies in order to further the coordination and cooperation which has already begun. (SCJAP 21.01)

4o. Review and prioritize the recommendations of the South County Joint Planning Advisory Committee, with particular attention to those recommendations requiring joint action in order to identify which are appropriate for intergovernmental agreements. (SCJAP 21.02)

4p. Review the various available types of intergovernmental agreements, and proceed with those that are determined to be appropriate. (SCJAP 21.02)

4q. Jointly pursue consistent, coordinated and vigorous enforcement of adopted codes, to ensure that uneven enforcement will not lead to a concentration of activities in any one area of the South County. (SCJAP 21.03)

Joint Planning Advisory Committee

Goal 5. An effective and productive South County Joint Planning Advisory Committee

Policies

5a. Work with the South County Joint Planning Advisory Committee to update and revise the South County Joint Area Plan, as appropriate.

5b. The South County Joint Planning Advisory Committee should have a process by which it will review projects of regional significance and projects referred to it by other agencies, in which the lead agency, or agency having decision-making jurisdictions, is provided with input relative to the South County Joint Area Plan and issues of concern to the South County community. (SCJAP 17.05)

5c. Support an ongoing Joint Planning Advisory Committee, composed of officials and citizens from the three jurisdictions, with the following functions: a) to serve as a forum where the local governments, the districts and the residents can work together to solve common problems and to recommend agreement on community objectives and the actions required to accomplish them; b) to make recommendations on matters referred by the sponsoring jurisdictions and identify issues to be brought to the sponsors for consideration; c) to address issues which were not addressed within the original charge of the first project; and d) to advise on the progress of the sponsors' joint implementation programs. (SCJAP 22.01)

5d. Support the establishment, by the Joint Planning Advisory Committee, of an annual agenda limited to a very few high priority topics that may be resolved within a year's schedule. The Committee should recommend topics to the sponsors for consideration in the next year's agenda. (SCJAP 22.02)

5e. Assist in providing staff as appropriate to the topics in the Joint Planning Advisory Committee's annual work program. (SCJAP 22.02)

5f. Develop monitoring programs as defined in South County program recommendations. (SCJAP 22.07)

Actions

5.1 Provide the South County Joint Planning Advisory Committee with a list of concerns regarding South County Joint Area Plan policies that should be updated.

5.2 Complete rural/urban land use policies and coordination of development standards (completion of the Committee's work on the Urban/Rural report, with particular attention to developing criteria for appropriate

uses for land designated rural, land designated urban, and lands in transition.) (SCJAP 22.03)

5.3 Consider Intergovernmental Fiscal Issues. (SCJAP 22.04)

5.4 Consider Economic Development in a community context (investigation of alternative methods for initiating a strategic economic development planning process in the context of desired community character and quality of life). (SCJAP 22.05)

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