City of Santa Cruz
General Plan 2030

Administrative Draft
February 27, 2009

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CHAPTER 1

Introduction

Santa Cruz incorporated as a town in 1866 and was first chartered as a city by the State in 1876. It is the oldest and largest city in Santa Cruz County. Located 74 miles south of San Francisco and 30 miles from San Jose on the north shore of Monterey Bay, Santa Cruz is the county seat. The city has a total land area of 12.7 square miles, and is encircled almost entirely by the Santa Cruz Mountains and public open space areas.

Santa Cruz is home to the University of California, Santa Cruz (UCSC). The first UCSC Long Range Development Plan was completed in 1963, construction of the campus began in 1964, and it opened in 1965 with one college. By 2007-08, the 2,000-acre campus had 10 colleges and an enrollment of more than 15,000 students. Undergraduates pursue 63 majors in humanities, physical & biological sciences, social sciences, and arts. Graduate students work toward graduate certificates and degrees in 34 academic fields.[1]

The city's post-World War II growth and development was most notably affected by the establishment of UCSC. Development of the university led to exponential population growth, with new housing rapidly filling in the gaps between existing Westside neighborhoods and the new campus. The city's population increased 29 percent during the 1970s and stood at an estimated 58,125 by January 1, 2008.

General Plan 2030 is a comprehensive revision of Santa Cruz's 1990-2005 General Plan, first adopted in October 1992. *General Plan 2030*:

- Expresses the desires of the Santa Cruz community about the city's future physical, social, economic, cultural, and environmental character.
- Builds on the efforts and visions of the past to define a realistic vision of what the city can be in 20–25 years.
- Establishes what the community wants to reinforce or change, and provides guidelines for change while preserving environmental resources, generating economic stability, and maintaining public services and facilities at adequate levels.
- Serves as a comprehensive and everyday guide for making decisions about the nature and location of economic and urban development and transportation improvements.
- Protects natural resources and the public health and safety.
- Ensures consistency of City actions, while providing the flexibility to respond to changing needs and times.
- Serves as the City's "constitution" for conservation, land use, and community development, providing the legal foundation for all zoning and subdivision ordinances, decisions, and projects—all of which must be consistent with the general plan.

[1] http://www.ucsc.edu/about/campus_overview.asp

This introductory chapter is presented in 13 sections:

1. The Planning Area
2. Related plans
    a. Local Coastal Program
    b. Area Plans
    c. Housing element
    d. UCSC LRDP
3. The role of this chapter
4. What is a general plan?
5. Legal requirements
6. Environmental assessment
7. Maps and diagrams
8. Santa Cruz General Plan history
9. The General Plan Process
    a. Master Transportation Study (MTS)
    b. Cruz to the Future Festivals
    c. General Plan Advisory Committee (GPAC)
    d. Public involvement
    e. General Plan communitywide survey
    f. Community design workshop
    g. Website
10. Vision and Principles
11. Organization of the plan
    a. Goals, policies, and actions
    b. Format
    c. Comparison with State-mandated elements
12. Role of the planning commission
13. Amending the plan
    a. Annual reports
    b. Amendment cycles
    c. Periodic updates

The Planning Area

Santa Cruz is located on the north shore of Monterey Bay and is encircled almost entirely by the Santa Cruz Mountains and public open space areas.

The city's vigorous and lively downtown lies directly south of the junction of north-south State Highway 17 and State Highway 1. Highway 17 leads north to San José and the cities of Silicon Valley, and the San Francisco Bay Area beyond.

Important planning boundaries for Santa Cruz are the city limits, the Sphere of Influence (SOI), and the Planning Area.

The city limits encompass a total land area of 12.7 square miles and include all areas under Santa Cruz's jurisdiction and control.

The Local Agency Formation Commission (LAFCO), in conjunction with the City, determined the Sphere of Influence. The SOI includes lands outside the city that can ultimately be serviced by the City and are thus within a probable future city limit. Lands in the Sphere of Influence and not within the city total .06 square miles.

State law requires the general plan to consider any territory outside the city boundaries which, in the City's judgment, bears relation to its planning. These "lands of interest" total 12.5 square miles.

Overall, then, the city's Planning Area totals 26 square miles and includes the city, all of the SOI, and the lands of interest. The City is expected by law to create land use plans for all property within its chosen planning area; however, no regulatory authority is conferred by the boundary.

The *General Plan 2030* boundary is parcel-based and specific, and is drawn to protect open spaces at the city's edge. It differs from the 1990-2005 Planning Area boundary only in minor ways.

Related plans

The General Plan's timeline extends to 2030 to coordinate with the U.S. Census, the UCSC Long Range Development Plan (LRDP), and other regional plans and data sources. *General Plan 2030* supersedes the 1990-2005 Santa Cruz General Plan and its several amendments, the 1974 Historic Preservation Plan, and several other planning documents.

LOCAL COASTAL PROGRAM

The Local Coastal Program (LCP) comprises a land use plan, implementing ordinances, and maps applicable to the coastal zone portions of the city to preserve unique coastal resources pursuant to the requirements of the California Coastal Act. The City—which last prepared and adopted its LCP as a part of the general plan—is updating the LCP as a separate document, while coordinating it closely with and referencing it to and in *General Plan 2030*.

OTHER PLANS

Fifteen different plans cover parts of the Planning Area in greater detail than can be accommodated by a general plan: The California Department of Parks and Recreation and the University of California have developed five plans for lands they administer, and the City has adopted plans for 10 areas that fall under its direct jurisdiction. The 10 Plans are not adopted as part of *General Plan 2030*, but their adopted versions are incorporated by reference in the Plan. Each Plan can be amended separately, and a concurrent amendment of the General Plan will be required only if a Plan amendment revises a General Plan goal, policy, action, or relevant text. The 10 Plans are, alphabetically:

- Arana Gulch Master Plan, 2006

- Beach and South of Laurel Comprehensive Area Plan, 1998
- Downtown Recovery Plan, 1991
- Eastside Business Area Improvement Plan, 1996
- Mission Street Urban Design Plan, 2002
- Moore Creek Corridor Access and Management Plan, 1987
- San Lorenzo Urban River Plan, 2003
- Santa Cruz Harbor Development Plan, 1992
- Seabright Area Plan, 1981
- Western Drive Master Plan, 1979

The three State administered plans are, alphabetically:

- Lighthouse Field State Beach General Plan, 1984
- Natural Bridges State Beach Plan, 1988
- Twin Lakes State Beach General Plan, 1988
- UCSC Long-Range Development Plan, 2006
- UCSC Marine Science Campus Coastal Long-Range Development Plan, 2004

HOUSING ELEMENT

The City's Housing Element was updated in 2002 (adopted October 2003) is available on the City's website at http://www.ci.santa-cruz.ca.us/pl/index.html#he. Major directives in the 2002–2007 Housing Element are:

- Encouraged a mix of commercial and residential uses along transit corridors and in the central core.
- Proposed and facilitated higher density residential along major transit corridors and in the downtown core.
- Encouraged the development of housing affordable to people with special housing needs such as seniors, people with disabilities, single parent families, college students, and people who are homeless.
- Promoted affordable housing through ordinances and current inclusionary programs without significant public subsidy.
- Continued the City's density bonus program, in tandem with the affordable housing ordinance, to allow developers to build additional housing units which help subsidize the inclusion of affordable units in the project.
- Prohibited the conversion of apartments to community housing (e.g., condominiums) if the multifamily dwelling vacancy rate is less than 5 percent.

State law requires the City to update its Housing Element in 2008 and adopt it by 2009. It will be made a part of *General Plan 2030*.

The role of this chapter

This chapter outlines the organization of *General Plan 2030*. It describes:

- What a general plan is,
- Its role,
- Its legal foundation,
- The city's relationship to the region,
- The Planning Area covered,
- The process followed in creating the plan,
- The community's vision for the future,
- The Plan's fundamental underlying principles, and
- The Plan's format.

What is a general plan?

A general plan is a *comprehensive, long-range*, and *internally consist*ent statement of a city's development and preservation policies. It sums up the City's philosophy of growth and preservation, highlights what is important to the community, and prescribes where different kinds of development should go. It is a city's primary tool for directing and managing growth and conservation.

- A general plan is *comprehensive*—it addresses all geographic areas within the City's planning area and all issues relating to the physical development of the city.
- The plan is *long-range*—it looks 20 or more years into the future and focuses on the broad trends that will shape tomorrow's city.
- The plan is *internally consistent*—each goal, policy, and action is checked against and integrated with every other goal, policy, and action in the plan.

Legal requirements

State law requires that cities prepare general plans, and regularly review and update them. The city council adopts (and can later amend) the general plan by resolution. Once a general plan is adopted or amended, the zoning, subdivision, and other land-regulating ordinances must be amended to be consistent with the plan.

State law requires that a general plan contain seven elements: land use, circulation, housing, conservation, open space, safety, and noise. Optional subjects added to a general plan (for example, community design and economic development in this Plan) have the same status as mandated elements.

The general plan is to be considered and used as a whole. Case law and accepted land use practice stress the equality of the elements in a general plan. Since all general plan elements carry equal weight, it follows that no single section, chapter, or subject can be stressed while ignoring others. All of the sections should be read together.

While the plan must be internally consistent, an exception—passed into law in 2004—allows the housing element to specify a different development density than set by the general plan.

Environmental assessment

Case law and the California Environmental Quality Act (CEQA) require that an Environmental Impact Report (EIR) be prepared to assess potential environmental consequences on adoption and implementation of a general plan. The particular form of assessment used for *General Plan 2030* is a Program EIR.

The City established the scope of the EIR early in the general plan update process. Issues addressed in the EIR are:

1. Land use
2. Population, employment, and housing
3. Visual quality
4. Traffic and circulation
5. Cultural resources
6. Biological resources
7. Agricultural resources
8. Mineral resources
9. Community services
10. Infrastructure
11. Geology, soils, and seismic hazards
12. Hydrology and flooding
13. Hazardous materials
14. Noise
15. Air quality

Maps and diagrams

The Land Use Map is attached at the back of this document. It is a required and integral part of the general plan. The map graphically expresses the plan's development and conservation policies by showing the desired arrangement and location of land uses. The map is consistent with the general plan text, goals, policies, and actions.[2]

General plans must also contain a circulation element, showing the "general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use ele-

[2] State planning law does not require a general plan land use map to be specific as to how it designates individual parcels. In fact, Government Code §65302 refers to "diagrams" and not to "maps." The State Attorney General in 67 Ops. Cal. Atty. Gen 75 (1984) stated that a "map" refers to preciseness whereas "diagram" represents approximation. In practice, some cities prepare land use diagrams; others prepare land use maps. Either way, the Land Use "map" or "diagram" must allow anyone who uses the Plan to reach the same conclusion about the designated use of any property covered by the Plan.

ment." Santa Cruz's Circulation Map shows current and proposed arterials, collectors, and local streets; rail lines; bus routes; bikeways; and trails.

Together, the Land Use and Circulation maps illustrate the primary ways the City plans to direct and manage growth through 2030. The general plan contains many other maps and diagrams to illustrate issues, policies, and actions, and these should be consulted.

Santa Cruz General Plan history

Santa Cruz was incorporated in 1866 as a town under the laws of the State of California and received its first charter as a city in 1876. In 1907, the citizens voted for a new charter designating a mayor as chief executive and a city council consisting of seven members. Subsequent charters gave a mayor and four commissioners both executive and administrative powers. In 1948, the City adopted a new charter which established a council-manager form of government, with a mayor and six council members setting policy, and a city manager serving as the chief administrator of those policies. That charter, with amendments, remains in use. Beginning in 1937, the State of California required all cities and counties to prepare and adopt Master Plans. In 1955, the State required the plans (renamed "general plans") to contain land use and circulation "elements."

In concert with the selection of Santa Cruz as the location for a new University of California campus, two general plans were prepared for the area in and around Santa Cruz: *The General Plan for Future Developmen*t, adopted by the city council in April 1963, and the *General Plan for the University Environs*, adopted jointly by the City and the County Board of Supervisors in October 1963. The two plans were in general agreement over land use, circulation, and community facilities proposals. The only discernable difference was that the City's plan showed two thoroughfare connections into the campus' east peripheral road; the Environs plan showed one.

The primary goals of both plans were integration of the campus and environs with each other and the existing city of Santa Cruz; provision within a convenient time-distance of the campus core of a wide range of housing types and costs, shopping, community facilities, and locations for research and development activity; and a circulation system designed to discourage automobile use.

A quarter of a century later, the City's 1990-2005 General Plan consolidated and superseded the City's 1980 General Plan, 1973 Open Space and Conservation Element, 1976 Seismic Safety and Safety Element, 1987 Housing Element, 1983 Parks and Recreation Recovery Plan, 1974 Historic Preservation Plan, 1976 Noise Element, 1985 Local Coastal Program, and several other planning documents. When progress on the Plan was interrupted by the Loma Prieta Earthquake in 1989, the 1990 Plan refocused City attention and resources on earthquake recovery and rebuilding the Downtown as a regional retail and employment center.

The housing element—updated, adopted, and State-certified in 2002—is part of the City's General Plan, but is found in a separate document and is not reprinted here. With the exception of the housing element, the 1990-2005 General Plan has remained rela-

tively unchanged since 1998—although it has been amended in lesser ways from time to time.

The general plan process

The City provided a number of significant and continuing opportunities for the community to participate in creating *General Plan 2030*.

MASTER TRANSPORTATION STUDY (MTS)

In April 2000, the City of Santa Cruz and UCSC initiated a partnership to jointly fund a community-based approach to transportation planning. The resulting Master Transportation Study (MTS) focused on creating a sustainable transportation future for 2020. Among other things, it called for integrating pedestrian, bicycle, transit and street transportation plans and programs as a foundation for updating the City's 1990-2005 General Plan. The MTS can be found on the City's website at http://www.ci.santa-cruz.ca.us/pw/MST2003/index.htm.

The City Council initiated the process by appointing a 17-member steering committee to oversee policy and implementation recommendations to the Transportation Commission and City Council. Representing the diversity of the Santa Cruz community, steering committee members were selected from the University, the City's planning, transportation, and downtown commissions, the Santa Cruz Metropolitan Transit District, neighborhoods, and community interest groups. The MTS—approved by the City Council in June 2003—influenced a significant number of general plan goals and policies relating to mobility and land use.

CRUZ TO THE FUTURE FESTIVALS

In April 2005, the City sponsored two "Cruz to the Future" festivals to reach out to the Santa Cruz community about the General Plan update and the issues it would address. Cruz to the Future provided background information, built relationships between citizens and City staff, and solicited resident and business owner views about the city and ideas for future development and preservation. The festivals—held in different parts of the city—were designed to encourage participation from a broad range of citizens, including those who might not typically attend public meetings or workshops. Topic areas included employment and the economy, housing, education (including UCSC growth), transportation, City infrastructure and services (including water supply and city budget), environmental resources and hazards, and demographic trends. The report, *Cruz to the Future, Community Input for the 2005 General Plan/LCP Update,* is provided in the Technical Appendix of this Plan. It is available in Adobe portable document format (PDF) at http://www.ci.santa-cruz.ca.us/pl/gp/PDF/cruz2future_rpt.pdf.

GENERAL PLAN ADVISORY COMMITTEE (GPAC)

To guide the process and prepare and recommend the outlines and essentials of a plan to the planning commission for review and elaboration, the city council formed a 17-member General Plan Advisory Committee (GPAC) made up of:

- All seven planning commissioners.
- One representative from each of the following City commissions: Arts, Historic Preservation, Parks and Recreation, Public Works, Transportation, and Water.

Each commission was responsible for appointing its representative and an alternate.

- Three at-large members of the public.
- An ex-officio non-voting representative of the University of California at Santa Cruz.

The 17 GPAC members and alternates met an average of twice a month for two years, from May 2005 through May 2007. In addition, four standing subcommittees (Interest Group Outreach, Vision/Guiding Principles, Policy Process Development, and Media/Public Outreach) met several times and presented their work efforts and recommendations to the full GPAC for action. The GPAC completed its task in May 2007 and forwarded its work and recommendations to the planning commission for the commission's consideration.

The GPAC members brought to the committee their insights based on their experience as residents and commissioners. All GPAC meetings were open to the public, and each agenda provided generous time for public comment. Information prepared by staff or consultants for each meeting was posted in advance on the City website. Meetings were formatted to allow in-depth committee and public discussion of issues identified through various sources, including the May 2006 communitywide survey (see below). The committee:

- Represented a broad segment of diverse interests.
- Functioned as a conduit and liaison to the City's several commissions.
- Held a series of informational meetings to identify the issues and opportunities facing the community.
- Evaluated the relevance of the goals and policies in the 1990-2005 General Plan.
- Drafted a vision for the future of Santa Cruz and a set of key principles to underlie the Plan.
- Reviewed and commented on background reports produced by staff and consultants. (The background reports described conditions existing in 2005, trends, and community issues to be addressed.)
- Hosted a community design workshop in September 2006.
- Formulated a set of goals and policies for the new Plan.

PUBLIC INVOLVEMENT

The GPAC began its work in May 2005 by holding a series of informational public meetings. Through its "Interest group outreach subcommittee," the GPAC invited and sought the opinions of a number of experts—many of whom live, work, and operate businesses in Santa Cruz—who then appeared before the committee on key subjects and major issues relating to the general plan.

In that manner, the GPAC took public and expert comment through 2005. In December, the committee began drafting a Vision and Principles to guide preparation of the Plan.

In March 2006, GPAC began addressing which of the 1990-2005 General Plan goals and policies should be retained or modified. The GPAC concluded its work in May 2007, transmitting a comprehensive set of proposed goals and policies to the Planning Commission.

During its two-year effort, the GPAC widely advertised its meetings to the public and to community and business organizations. All planning commission and city council meetings on the general plan were similarly advertised and open to the public. Specific efforts to promote community participation are described below.

GENERAL PLAN COMMUNITYWIDE SURVEY

The GPAC organized and sponsored a communitywide survey. In May 2006, a consulting firm conducted a random digit dial telephone survey to gauge residents' feelings about community planning issues. Trained professional interviewers contacted 600 residents, ages 18 and over, living in the Santa Cruz Planning Area. The margin of error for the survey was 4.0 percentage points. Based on questions asked at the end of the survey for statistical purposes, the resulting demographics of the sample closely matched U.S. Census data for the city after the survey data was weighted slightly by age.

The goals of the survey were to provide information on citizen attitudes on a broad range of issues covered by the General Plan, to assure that the information the GPAC had been receiving from the public was an accurate reflection of broad community opinion, and to identify any new issues needing study in the general plan.

- In general, survey respondents valued their unique quality of life and were optimistic about their city. Transportation, housing, and growth loomed as issues for the future.
- The majority of Santa Cruz residents appeared to be open to changes in neighborhoods that would bring more housing and business, but an overarching concern was maintaining a feel and look unique to the area.
- Residents wanted more low cost housing, but opinions were divided on the types of housing needed.
- Santa Cruz residents wanted it all: less traffic, more parking, more transit, and better bike access. While decreasing reliance on the automobile was a goal, few believed the City should plan for that to happen.
- Residents placed a high value on protecting local business, although many wanted more local jobs and diverse goods and services. Supporting tourism was also important to many.
- The majority of residents wanted the City to plan for the inevitable growth of the University. Many had strong opinions about specific housing and transportation issues. Most were fine with students living in the neighborhoods.
- Respondents cared about the environment and supported City policies that reflected their values. Many were open to providing park amenities in the greenbelt, but it was not a strong concern for most.

COMMUNITY DESIGN WORKSHOP

To reach a broad segment of the community, the GPAC hosted a community design workshop on a Saturday morning in September 2006. Outreach for the workshop was extensive:

- The City mailed postcards to over 1,000 people, including those on a general plan signup list and a list of downtown businesses.
- Flyers were left at the library and other public locations.
- The City placed quarter- and half-page display ads in the Santa Cruz Sentinel, in English and Spanish.
- City staff contacted area newspapers to encourage them to write about the Plan, its progress, and upcoming meetings.

The workshop, which was hosted by GPAC, gave community members an opportunity to decide how they would like Santa Cruz's natural character and built form to change over the next 20 years. One hundred people participated the workshop, which took place at the Gault Elementary School on Seabright Avenue.

The workshop had the following key objectives:

- Describe Santa Cruz's existing community character.
- Create desired outcomes to reinforce and enhance the city's character.
- Decide what improvements are best for different parts of the city.

At the start of the workshop, participants were asked, "What are the physical attributes of Santa Cruz that brought you here, or keep you here?" Their responses were written on large pads of paper at the front of the room. Participants then saw a slide presentation that described the city's existing community character and gave workshop participants a shared understanding of the city and of several technical concepts related to community character. Consultants facilitated a large-group exercise in which workshop participants were asked to describe the changes and improvements they wanted to see in Santa Cruz in the future. After a short break, participants gathered in small groups to discuss the community character of specific areas in Santa Cruz, and reported their conclusions to the full assembly. The participants' comments were recorded and incorporated in the Community Design Background Report and were referred to extensively in drafting the Community Design section of *General Plan 2030*.

WEBSITE

A general plan website was created within the City's website to provide detailed information throughout the update process. The website included meeting schedules, agendas, staff reports, background reports, and drafts of the plan at various stages.

Vision and Principles

A Vision for the future quality of life in the community and a set of principles to guide the development of the General Plan were drafted by the GPAC and accepted by the City Council on February 28, 2006:

VISION

Surrounded by greenbelt and the Pacific Ocean, Santa Cruz is a compact, vibrant city that preserves the diversity and quality of its natural and built environments, creates a satisfying quality of life for its diverse population and workers, and attracts visitors from around the world.

GUIDING PRINCIPLES

To achieve our vision, we will follow these principles in drafting our general plan:

- **Natural resources.** We will highlight and protect our unique setting, our natural and established open space, and the sustainable use of our precious natural resources.
- **Neighborhood integrity and housing.** We will maintain the identity and vitality of our neighborhoods, actively pursuing affordable housing for a diversity of households and promoting compatible livability and high quality design in new buildings, major additions, and redevelopment.
- **The university.** We will seek a mutually beneficial relationship with UC Santa Cruz, one where the City supports the University within the context of City responsibilities, community priorities, and the constraints of City infrastructure and resources; and one in which the University reciprocally supports the City by comprehensively addressing all of its needs to the greatest extent possible on the campus itself, and by fully mitigating whatever off-campus community impacts occur.
- **Mobility.** We will provide an accessible, comprehensive, and effective transportation system that integrates automobile use with sustainable and innovative transportation options—including enhanced public transit, bicycle, and pedestrian networks throughout the community.
- **Prosperity for all.** We will ensure a sustainable economy for the community, actively encouraging the development of employment opportunities for residents of all levels and ages, and actively protecting from elimination our current and potential sources of sustainable employment.
- **A dependable municipal tax base.** We will encourage diverse technology, visitor serving, industrial, home business and commercial business enterprises, and strategic redevelopment.
- **A balanced community.** We will maintain the community's longstanding commitment to shared social and environmental responsibility, fostering a balance between employment, housing affordable to persons of all income levels, transportation, and natural resources.
- **Education.** We will reflect our commitment to education through our schools, educational systems and programs, library system and facilities, life-long learning community programs, and our active communication/information network.

- **Arts and culture.** We will recognize and support our vital arts community, our unique historic areas and landmarks, our cultural heritage and resources, and our recreational facilities and community programs.
- **Community facilities and services.** We will offer excellent social services and will improve and maintain our infrastructure, community safety, and emergency preparedness.
- **An involved citizenry.** We will welcome citizen participation in government, encourage respectful cooperation and mutual regard among residents, workers, students, and visitors, and fully accept shared responsibility for community well-being.

Organization of the plan

General Plan 2030 is purposely brief. It is meant to be a useful, easy-to-read, everyday guide to the planning, development and preservation of the city, answering who will do what and why, and where, when, and how.

GOALS, POLICIES, AND ACTIONS

The Plan is built around a series of goals, policies, and actions. "Goals" are end-state—the long-range answers to what the community wants to accomplish to resolve a particular issue or problem. Each of the Plan's goals relates to fulfilling the City's Vision and at least one of the Guiding Principles.

"Policies" and "actions" are medium-range or short-range. Together they guide day-to-day decision-making so there is continuing progress toward attaining the goals. Many of the actions in this Plan were promulgated in the 1990 Plan, and most of the actions continue programs already in effect in Santa Cruz.

Goal, policy, and action are defined below.

Goal: A general, overall, and ultimate purpose, aim, or end, toward which the City will direct effort during the timeframe of the general plan.

Policy: A specific statement of principle or guidance that implies clear commitment; the direction the City elects to follow in order to meet its goals.

Action: A program, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

In short, goals determine what should be done, and where. Policies and actions together establish who will do the work and how and when. The text augments the goals, policies, and actions where necessary. Cross references are used to preclude redundancies.

Policies and actions are grouped and numbered under the goal they implement. Because any particular action may implement more than one policy, there are places where:

- No actions are listed under a policy;
- Two or more related policies are listed in sequence, followed by one or more

actions;

- Multiple policies implemented by a single action are cross-referenced.

FORMAT

General Plan 2030 has 10 chapters, a glossary, and a technical appendix. The chapters are

1. Introduction (this chapter)
2. Historic Preservation, Arts, and Culture
3. Community Design
4. Land Use
5. Mobility
6. Economic Development
7. Civic and Community Facilities
8. Hazards, Safety, and Noise
9. Parks, Recreation, and Open Space.
10. Natural Resources and Conservation

Chapter 5, Mobility, is the required "circulation element." Its purpose is to ease the ability of people and vehicles to move around, out of, and into the city in the long term, through 2030.

Chapter 6, Economic Development, covers the regional economy, the City's tax base, the role of the University in the local economy, the local workforce, the city's business districts, and a sustainable economy.

Chapter 7, Civic and Community Facilities, covers the typical public works subjects (water, wastewater, stormwater, solid waste) plus citizen involvement, community safety, education, health and human services, childcare, and technical innovation.

Chapter 8, Hazards, Safety, and Noise, includes the required noise and safety elements, and policies for the emergency systems needed to deal with a range of natural and manmade hazards that have the potential to affect Santa Cruz residents and workers.

Chapter 9, Parks Recreation, and Open Space, also covers trails and includes the required open space element.

Chapter 10, Natural Resources and Conservation, includes the required conservation element and covers energy use and climate change.

A glossary of terms follows the chapters to assist the user in understanding the plan and its intent. Where the definition of a term is critical to understanding the text or interpreting its thrust, the term may also be defined in the body of the Plan.

A separate technical appendix, bound separately from the adopted plan, contains background material used in preparing *General Plan 2030*. The appendix is not essential to the day-to-day use and implementation of the Plan and, like the glossary, is not adopted as

City policy. The appendix includes various background reports, the communitywide opinion survey, the environmental impact report, and the like. The information is public, and anyone wishing to review it may do so at the community development department in city hall or at the public library.

Role of the planning commission

Under California law, each city and county must have a planning agency. In Santa Cruz, as in most cities in California, the city council has assigned the functions of the planning agency to the planning commission. The State charges the planning commission with, among other functions, preparing, periodically reviewing, and revising the general plan; implementing the general plan through actions such as the specific plans and zoning and subdivision ordinances; and annually reviewing the capital improvement programs and local public works projects of the city or of other local agencies for their consistency with the City's general plan.

In addition, California law requires the planning commission to report on the following, by October 1 of each year, to the city council, the State office of planning and research, and to the California department of housing and community development (HCD):

- The status of the plan and progress in implementing it.
- The City's progress in meeting its share of regional housing needs pursuant to California Government Code §65584.
- Local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to §65583(c)(3).
- The degree to which the plan complies with the general plan guidelines developed and adopted pursuant to §65040.2.
- The date of the last revision to the general plan.

Amending the plan

Once adopted, the general plan does not remain static. State law allows up to four general plan amendments *per mandatory element* per year. Most amendments propose a change in the land use designation of a particular property (and thus propose a change to the land use element).

Santa Cruz has determined to augment the statutory amendment process in the following ways:

ANNUAL REPORTS

It is important to keep the general plan relevant and useful for land use and budgetary decision-making. Therefore, annually and prior to initiation of operating and capital budget discussions, the City will prepare a progress report on the general plan. The progress report could build on or be the same as required under Government Code §65400(b). The report is to include the following:

- Specific general plan achievements (e.g., housing, jobs, emissions, etc.) as

measured to the date of the report, and as might be projected to develop over time.

- Map updates using the City's geographic information system (GIS).
- Updates of actions—what has been completed, what is underway, and recommendations for the next calendar or fiscal year—in sufficient detail so that the city council might use the information to set priorities in approving the City's operating and capital budgets.

AMENDMENT CYCLES

The City desires that general plan amendments be considered in their totality and systemic aspects, not simply as a means to obtain a desired rezoning. Accordingly, the City will accept general plan amendments for review and action no more than twice each year. Every general plan amendment—whether originated by the City or by a private or institutional interest; whether a map change or a revision or addition to a goal, policy, action, or text—will be scheduled to be heard in one of the two cycles, and not as a stand-alone amendment. A supermajority vote of the city council will be required either to prepare or consider an "off-cycle" general plan amendment.

PERIODIC UPDATES

As time passes after a number of such amendments, the City may find it desirable to revise the general plan comprehensively to reflect changes to—or other changing circumstances or philosophy in—the land use map, goals, policies, actions, or text. State law requires California's Office of Planning Research to publish the names of jurisdictions with general plans older than 10 years, and to notify their city councils. In practice, it generally is recommended that a city comprehensively review its general plan every five years to determine whether it is still in step with community values and physical and economic conditions.

The general plan was expensive to prepare and is a valuable document. The City intends to protect its investment and keep the Plan current, adapting it to changing conditions. Rather than waiting 20 years to do a sweeping and expensive general plan revision, the City will update the Plan every five to seven years, coordinating the update as much as possible with the timing of the State-mandated Housing Element cycle. The recommendation for such an update may be generated by staff, the planning commission, or the city council, based on an identification of significant issues for review, and on changed or changing circumstances. Formation of a general plan advisory committee is not envisioned for the periodic updates.

Figure X, below, shows where the major components of the State-required general plan elements are found in *General Plan 2030.* Topics like local economy and community design, to name only a few, are not required by State law and do not appear in the table.

Figure X: Relation of General Plan Chapters to State-mandated Elements

MANDATED ELEMENTS		GENERAL PLAN Chapter	GENERAL PLAN Pages
LAND USE ELEMENT	Population Density and Building Intensity	4	42
	Land Use Diagram		
	Distribution of Housing, Business, Industry, and Open Space	4	
	Distribution of Recreation Facilities, Educational Facilities, and Public Buildings	4, 7, 9	
	Flood Areas (Map)		
	Implementation	4	
CIRCULATION ELEMENT	Description of Existing System	5	
	Map of Existing System	5	
	Description of Proposed System	5	
	Map of Proposed System	5	
	Utilities	7	
	Implementation	5	
HOUSING ELEMENT	Assessment of Existing Needs	Separate volume	2-1 to 2-32
	Assessment of Future Needs	Separate volume	4-1 to 4-6
	Existing and Potential Housing Sites	Separate volume	4-7 to 4-16
	Governmental Constraints	Separate volume	3-5 to 3-20
	Non-Governmental Constraints	Separate volume	3-2 to 3-4 3-21 to 3-26
	Energy Conservation	Separate volume	3-27 to 3-28
	Quantified Objectives	Separate volume	6-9 to 6-29
	Implementation	Separate volume	6-30 to 6-38
	Progress on Housing Programs	Separate volume	5-1 to 5-12
	Public Participation	Separate volume	1-5 to 1-6

MANDATED ELEMENTS		GENERAL PLAN Chapter	Pages
CONSERVATION ELEMENT	Water, Rivers	10	
	Forests	10	
	Soils	10	
	Mineral Resources	10	
	Flood Control	7	85, 94
OPEN SPACE ELEMENT	Description	9	
	Trails	9	
	Implementation	9	
SAFETY ELEMENT	Seismic Risk	8	
	Slope Instability	8	
	Flooding	8	110-119
	Fire Hazard	8	
	Emergency Response	8	
	Hazardous Materials	8	
	Implementation	8	
NOISE ELEMENT	Noise Sources	8	
	Noise Contours	8	
	Implementation	8	

CHAPTER 2

Historic Preservation, Arts, and Culture

Historic preservation, arts and culture contribute significantly to the unique character of Santa Cruz. The quality of life for residents is positively impacted by these qualities. Visitors and residents alike enjoy the history, arts and cultural resources in Santa Cruz.

This chapter is divided into the following sections:

- **Historic preservation, arts, and culture background**
- **Goals, Policies, and Actions**

Historic preservation, arts, and culture background

One of the 11 principles guiding the General Plan addresses the importance of arts, historic preservation, and culture to the city of Santa Cruz. The principle states:

- "We will recognize and support our vital arts community, our unique historic areas and landmarks, our cultural heritage and resources, and our recreational facilities and community programs."

Historic preservation

The attractive climate, natural resources, and topography of the Santa Cruz area provided an attractive environment for the prehistoric people who lived here, and for the Mission and pueblo. As a result Santa Cruz has a number of archaeological and prehistoric archaeological sites.

The General Plan contains policies to protect archaeological and paleontological resources from the impacts of development. The City's Planning Department implements those policies and associated Zoning Ordinance requirements. Applicants proposing development located in known or mapped sensitive archaeological and paleontological areas are required to submit a reconnaissance survey of the site to disclose any potential impacts to such resources.

Historic (as opposed to pre-historic) resources are generally structural, such as buildings designated in the Historic Building Survey. However, historic resources stretch beyond structures and also include places of significance in the history of Santa Cruz. While historic resources and buildings are the bedrock of historic preservation, historic businesses and enterprises that have been in Santa Cruz for many years are also important. These are considered "traditional cultural properties" (TCP). TCP is a special type of resource valued by living communities for culturally important reasons, especially if the TCP embodies or helps reinforce community's values, beliefs, and customs. A TCP's legal significance comes from its eligibility under one or more California Register criteria. Programs in this Plan specify procedures for identifying, documenting, and managing TCPs.

Too often, property owners and developers see historic preservation as rife with bureaucratic difficulties and an impediment to development. As a result, the City has experienced "demolition by neglect" and resistance to listings on the Historic Building Survey. The Plan adopts a proactive approach to historic preservation. It hopes to move the city forward, striking a careful balance between disincentives and incentives.

Local ordinances and zoning incentives can help make the remodeling of historic structures an attractive endeavor that will result in increasing the value of historic properties. Encouragement for the preservation and reuse of historic properties can come from zoning and design review measures that allow reduction of setbacks, recognition of preexisting nonconforming conditions, and approval of small additions not otherwise possible on non-historic properties.

In 1995, the City of Santa Cruz was designated as a Certified Local Government (CLG) for historic preservation. CLG is a national program designed to encourage the direct participation of a local government in the preserving and identifying historic resources within its jurisdiction. As a CLG, the City can apply for federal grants administered through the State Office of Historic Preservation and utilize opportunities for State training and other resources.

Arts and culture

Art brings beauty and a human quality to the built environment; it expresses the social and cultural history of the city and reflects the community's aspirations. Artwork can give City buildings a stronger public identity and incorporate private buildings into the community landscape.

In Santa Cruz, the Arts provide a sense of place that is authentic, connected, and unique in the region and its culture. The arts are a huge piece of the community's identity and economy as reflected in the vibrant year-round arts scene and annual events such as Shakespeare Santa Cruz and the Cabrillo Music Festival. Economically, the Arts contribute significantly both in terms of attracting visitors and as an employment sector. Through the City's Arts Commission, the City has formed a strategic alliance with the tourism industry, creating live-work spaces for artists and a centralized art marketing structure for cultural tourism.

The City also recognizes the importance of art education. Children educated in the arts have self-esteem, learn self-expression, and tend to stay out of trouble. Educational centers and programs are key to generating innovative initiatives, ideas, services, and products. The policies and actions of this General Plan encourage educational programming in the Arts.

The needs of the Arts community are varied, from support for artistic endeavors, such as performing arts facilities, to the need for spaces for housing and rehearsal. These various needs are reflected in the policies and actions of the General Plan.

Goals, Policies, and Actions

HISTORIC PRESERVATION

Goal HA1 Cultural resources protected and preserved

HA1.1 Preserve (or where not possible, responsibly manage) archaeological and paleontological sites important to the community's heritage.

HA1.1.1 Maintain and regularly update the City's Zoning Ordinance regulating and protecting archaeological and paleontological sites.

HA1.1.2 Every five years, update the City's archaeological and paleontological sensitivity maps and site information lists.

HA1.2 Protect (or where not possible, responsibly manage) sensitive archaeological and paleontological resources as early in the land-use planning and development process as possible.

HA1.2.1 Prepare informational materials for property owners regarding potential cultural resources and early development planning strategies.

HA1.3 Seek and consider input of descendent community and historical organizations on the protection of archeological resources.

HA1.3.1 Formalize meetings with descendent communities and historical organizations to gather input on the protection of cultural and historic resources.

HA1.4 Manage the discovery of human remains and the protection of archaeological deposits in accordance with local, State, and federal requirements.

HA1.4.1 Update the City's Zoning Ordinance to reflect current local, State and federal requirements for the discovery of human remains.

HA1.4.2 Support training for relevant City staff on protocol for the discovery of human remains.

HA1.5 Require that archaeological work within the city be performed by a qualified archaeologist.

HA1.5.1 Develop and implement an internal review process for the review of archaeological and historical work.

HA1.5.2 Create clear guidelines for the content of archaeological and historic reports.

HA1.6 Provide opportunities for the interpretation of paleontology and prehistoric and historical archaeology in the city.

HA1.6.1 Develop an intra-departmental program for the interpretive display of City paleontological and prehistoric and historical archaeology resources.

HA1.7 Encourage and facilitate the protection and preservation of traditional cultural properties. Cf. HA1.11.1.

HA1.7.1 Determine traditional cultural property significance in accordance with California Register criteria.

HA1.7.2 Consider the designation of traditional cultural properties for protection through an amendment to the Zoning Ordinance. Cf. HA1.11.1.

HA1.8 Protect, encourage, and develop guidelines for restoring and rehabilitating historic or architecturally-significant buildings, sites, and landmarks. Cf. HA1.11, 1.11.1 and CD2.3.2.

HA1.8.1 Update the City's Historic Building Survey as directed by the Historic Context Statement (2000).

HA1.8.2 Maintain and expand the City's Historic Districts and use of its Historic Preservation Overlay Zoning District. Cf. HA1.9 and LU3.9.4.

HA1.8.3 Every 10 years, update the Zoning Ordinance to reflect current trends in historic and cultural preservation.

HA1.8.4 Provide consultation to property owners on the repair, restoration, and rehabilitation of historic structures.

HA1.8.5 Give local landmark status to structures, sites or landmarks listed on the national Register and State Landmark and Register Program. Cf. HA1.11, 1.11.1 and CD2.3.2.

HA1.8.6 Develop an intra-departmental program for the interpretive display of city history.

HA1.8.7 Maintain the City's Certified Local Government (CLG) status.

HA1.9 Require compatible development within historic districts and on sites outside but immediately adjacent to those districts. Cf. HA1.8.2 and LU3.9.4.

HA1.9.1 Strongly encourage the preservation of the exterior features of historic buildings through clear Zoning Ordinance regulations.

HA1.9.2 Utilize the Secretary of Interior's Standards and Rehabilitation Guidelines for development within historic districts.

HA1.9.3 Encourage the restoration, retention, and incorporation of historic features in public right-of-ways and on publicly owned property.

HA1.10 Promote public awareness and appreciation of the city's historic and architectural resources. Cf. HA4.5.4, ED1.7, ED1.7.3.

HA1.10.1 Develop and distribute public relations material on the city's historic, cultural and architectural resources. Cf. HA4.5.4, ED1.7, ED1.7.3.

HA1.11 Provide incentives for the listing and rehabilitation of architecturally-significant buildings, sites, and landmarks. Cf. HA1.8 and 1.8.5, and CD2.3.2.

HA1.11.1 Update the Zoning Ordinance to include incentives for the listing and maintenance of historic buildings, sites, landmarks and cultural properties. Cf. HA1.7, 1.7.2, 1.8, and 1.8.5; and CD2.3.2.

HA1.11.2 Update the Zoning Ordinance to simplify and streamline the review process for a Historic Alteration Permit.

HA1.11.3 Encourage and assist property owners with the submittal of applications for the National Register of Historic Places, the State Landmark Program, or other regional, State, or federal listings when appropriate.

HA1.11.4 Actively seek outside funding sources for the preservation of historic buildings, sites, or landmarks.

HA1.11.5 Work with property owners to develop City code modifications or other methods for the preservation, repair, and maintenance of historic structures within the city.

HA1.11.6 Consider historic preservation in the development and enforcement of City regulations.

ARTS AND CULTURE

Goal HA2 Excellent facilities for arts and culture

HA2.1 Effectively and efficiently use City facilities for arts and cultural programs. Cf. HA2.2 and 3.3; ED 1.1.4 and 6.9.2; CC8.3.8; PR1.1.4, 2.1, and 2.2.4.

HA2.1.1 Actively seek funding for improvements to City facilities that can support arts and cultural programs.

HA2.1.2 Encourage the use of City facilities by arts and cultural programs.

HA2.2 Encourage and promote a mix of public and private facilities that meet the unique needs of artists, cultural organizations, patrons, and participants. Cf. HA2.1 and 3.3; ED 1.1.4 and 6.9.2; CC8.3.8; PR1.1.4, 2.1, and 2.2.4.

HA2.2.1 Revise the Zoning Ordinance to encourage the development of mixed public and private facilities that will meet the needs of artists and cultural organizations. Cf. CC8.3.8.

HA2.2.2 Encourage and facilitate performances and events in non-traditional settings. Cf. CC8.3.8.

HA2.2.3 Support the development of the Tannery Arts Center and other public/private partnerships that meet a variety of cultural needs.

HA2.2.4 Amend the Zoning Ordinance to encourage and allow the development of arts and cultural facilities in a wide variety of zoning designations. Cf. LU3.10.1.

HA2.2.5 Study the feasibility and funding sources of a downtown performing arts center, including the reuse or expansion of the Civic Auditorium. Cf. CC2.1.2.

Goal HA3 Vibrant arts and cultural programs

HA3.1 Promote the development of city Art and Entertainment Districts.

HA3.1.1 Work with the City's Arts Commission and Planning Commission to develop and adopt city Arts and Entertainment Districts.

HA3.1.2 Amend the Zoning Ordinance to create incentives for art based uses in the city Arts and Entertainment Districts.

HA3.2 Facilitate and support arts programs, events, and exhibitions throughout the community.

HA3.2.1 Maintain reduced rent for the use of City exhibition, performance, and instructional space for nonprofit organizations.

HA3.2.2 Work with local groups to provide and promote awareness of arts programs, events, and exhibitions throughout the community.

HA3.2.3 Incorporate the arts into special events presented by the City.

HA3.2.4 Encourage and support year-round events through supportive City policies, procedures, and fees.

HA3.3 Support educational programs in arts and culture that meet the needs of community and regional residents. Cf. HA2.1, 2.2 and 3.3; ED1.1.4 and 6.9.2; and PR1.1.4, 2.1, and 2.2.4.

HA3.3.1 Provide arts and cultural programs for both city and regional residents.

HA3.3.2 Encourage artist education and performances for children.

HA3.4 Support a citywide Arts Master Plan.

HA3.4.1 Prepare and adopt a citywide Arts Master Plan.

HA3.4.2 Update the Arts Master Plan every 5 years.

Goal HA4 Strong identity as an arts and cultural community

HA4.1 Visually reflect the city's culture, history, and identity, and the creativity of its residents, in the built environment. Cf. CD3.5.

HA4.1.1 Encourage public art projects that involve the community in design and implementation.

HA4.1.2 Facilitate the placement of works of art for public display.

HA4.2 Integrate art into City projects in accordance with the City's Public Art Plan.

HA4.2.1 Include public art in capital improvement programs when feasible, and contingent on available funding.

HA4.2.2 Maintain and enhance the Public Arts Program.

HA4.3 Encourage private development to enliven publicly accessible spaces and buildings with art.

HA4.3.1 Integrate art into a variety of publicly accessible settings.

HA4.3.2 Explore alternative funding sources to support publicly viewable art in both private and public developments.

HA4.3.3 Amend the Zoning Ordinance to require publicly viewable art in private development that meets a defined threshold.

HA4.4 Encourage the development of artist studios and artist live-work units.

HA4.5 Promote arts throughout the community and the region. Cf. ED1.1.3, ED1.8, PR2.2.3.

HA4.5.1 Encourage individual and corporate philanthropic support of the Arts and culture.

HA4.5.2 Work with the hospitality industry to promote Santa Cruz as a year-round arts destination. Cf. ED1.1.3, ED1.8, PR2.2.3.

HA4.5.3 Participate in the development of a county-wide arts and culture website and other outreach programs. Cf. CC8.3.8 and PR2.2.4.

HA4.5.4 Recognize, document, and publicize the economic value of Santa Cruz's art and cultural resources. Cf. HA1.10, 1.10.1, ED1.7, 1.7.3.

CHAPTER 3

Community Design

The *General Plan 2030* Vision and Principles were established to guide development of the City's General Plan. The vision for the city capitalizes on Santa Cruz's unique location, vibrancy, and character—themes central to the Community Design element:

Surrounded by greenbelt and the Pacific Ocean, Santa Cruz is a compact, vibrant city that preserves the diversity and quality of its natural and built environments, creates a satisfying quality of life for its diverse population and workers, and attracts visitors from around the world.

The following principle relates directly to community design—retaining the identity of the city's neighborhoods, providing housing for the populace, and emphasizing high quality design.

- **Neighborhood integrity and housing**. We will maintain the identity and vitality of our neighborhoods, actively pursuing affordable housing for a diversity of households and promoting compatible livability and high quality design in new buildings, major additions, and redevelopment.

This chapter is divided into three sections.

- **Community Design Setting** reviews the various features and history of the city's development.
- **City Character** describes the city's architectural and design characteristics and how development was regulated as of 2008.
- **Goals, Policies, and Actions** provides guidance for the City in making land use and implementation decisions.

Community design setting

Santa Cruz has grown dramatically since its incorporation in 1866. From its early origins as a Spanish settlement, Santa Cruz's character was shaped by its role as a port city and seaside resort. After the University of California at Santa Cruz (UCSC) campus opened in 1964, the city continued to grow, and new neighborhoods were built at the foot of campus.

Through all of these changes, the city retained a distinctive look and feel, with a mix of small-scale residential neighborhoods; widely-visited beaches; a river, many creeks, and riparian corridors; a more intensely-developed downtown with high-quality, distinctive buildings; and automobile-oriented commercial corridors, many of which provide connections to the highway. All of these combine to create Santa Cruz's overall community character—the sense of place and well-being that characterizes the city.

Natural setting

The natural setting played a major role in establishing the character of the community as Santa Cruz developed. The city hugs four miles of coastline on Monterey Bay, which defines the city's entire southern boundary. Views toward Monterey Bay and the Pacific Ocean provide orientation and a strong sense of identity. In some places, the city's coastline slopes gently toward large beaches; in others, tall coastal cliffs drop off sharply, and stairways lead from the top of the cliff down to the rocky shoreline and beaches below. The city's beaches and its coastal bicycle, pedestrian, and automobile routes are extremely popular destinations for residents and visitors alike.

Santa Cruz has maintained clearly-defined urban boundaries as it has grown. At the city's northern edge, the coastal terraces below the Santa Cruz Mountains are home to the UCSC campus and much of the open space that comprises the city's Greenbelt, including the Pogonip and DeLaveaga Park. These coastal terraces provide a backdrop of protected open space and afford panoramic views of the city and Monterey Bay. Additional open space surrounds the creeks and ravines that run along the city's western edge, cutting through the rugged topography on their way to the coast. The city's eastern edge is defined by the Santa Cruz Harbor and the protected open space of Arana Gulch.

The San Lorenzo River—an important defining feature—flows through the center of Santa Cruz and serves as the dividing line between the Eastside and Westside areas. To control floods, high levees were built along the river in the 1950s, isolating it from adjacent areas. At the same time, pedestrian and bicycle paths along the levees provide views of the river and the riparian vegetation that lines the channel. Bridges over the river offer similar views for drivers. Historically, most buildings near the San Lorenzo River have faced away from it, rather than toward it. At a community design workshop held in 2006, participants' highest-ranked goal was to create a "Riverwalk" district in Santa Cruz, with shops and restaurants along the river.

Varied topography shapes the city's character and creates many public views throughout the community, including views of Monterey Bay and the city as a whole. Arroyos and steep coastal cliffs provide the greatest variation in the city's topography. Other features include pronounced hills—most notably the coastal terraces of the UCSC campus, the Pogonip, the Carbonera area, and DeLaveaga Park; smaller hills—such as Beach Hill and Mission Hill—that act as community landmarks; and shallow slopes toward Monterey Bay. Ridgelines along Escalona Drive and Grandview Street mark significant changes of elevation.

Open space areas, including those that make up the city's Greenbelt, are significant contributors to Santa Cruz's natural setting. The Pogonip, DeLaveaga Park, Arana Gulch, Neary Lagoon, Younger Lagoon, Antonelli Pond, Arroyo Seco Canyon, the Moore Creek Preserve, and the Jessie Street Marsh are all important natural features that provide scenic amenities and contribute to the identity of surrounding residential neighborhoods. Public views to and from these open spaces help to orient people within the community, and trails in some of the areas provide limited recreational access.

Over the timeframe of this General Plan, the City expects to take advantage of opportunities to enhance its connections to Santa Cruz's natural features, and in so doing, enhance its community character.

City character

Although there were still areas of Santa Cruz in 2006 where empty parcels were available for future development, the city was, by then, largely built out. The City will look for opportunities to shape future development in those areas—and redevelopment elsewhere—to provide for expected needs while respecting and enhancing the city's unique identity and existing community character.

COMMUNITY VALUES

Santa Cruz values the character of its finely-scaled residential neighborhoods. Residents also value diversity. The varied character allows residents and visitors to hike in a natural open space, then travel a few minutes to—and meet a friend in—the bustling downtown. When asked, "What are the physical attributes of Santa Cruz that brought you here, or keep you here?" participants at a community design workshop held in 2006 said they like the city's "small-town character" and "unique neighborhoods," but also enjoy having a "real downtown" and "access to a bit of everything."

As growth and change inevitably occur, Santa Cruz must consider which aspects of its community character to retain and which to enhance. During the general plan update process, most community members indicated they enjoy the existing character of most of the city's residential neighborhoods, yet they support enhancements such as streetscape improvements, new public gathering places, and limited amounts of neighborhood-serving businesses. Residents were more supportive of change along Santa Cruz's commercial corridors, many of which have vacant and underutilized parcels and buildings that lack historic character and are nearing the end of their useful lives. Participants in the general plan update process expressed strong support for more-intensive "infill development" and higher-density housing along these corridors.

Although a 25-year general plan cannot anticipate every change that may affect the city's character, this Plan attempts to resolve the challenges and embrace the opportunities presented by change. Considerable discussion during the preparation of *General Plan 2030* focused on the decisions that will shape Santa Cruz's character over the timeframe of the Plan. This section of the Plan analyzes the city's community character and ways to ensure that new development will enhance that character.

NEIGHBORHOODS

The distinctive character of Santa Cruz's built environment was created from a mix of small-scale residential neighborhoods, commercial corridors with varied architectural styles and development patterns, and a more intensively-developed downtown with high-quality, distinctive buildings. Much of this character has evolved organically over time, without detailed design guidance from the City. In some cases, the results of this evolution left Santa Cruz with highly valued components of the built environment, such as the city's many historic buildings. In other cases, the unregulated building environment left unsightly features, such as the overhead utility lines widely used during the

20th century.

In addition to a general plan, Santa Cruz adopted Area Plans and design guidelines that make major contributions to the city's overall character in several distinct parts of the city. The most notable of these plans is the Downtown Recovery Plan, adopted after the 1989 Loma Prieta earthquake caused enormous damage to the city's historic downtown. The plan's design requirements helped create an attractive, vibrant downtown—almost entirely rebuilt by 2007. Area Plans for other parts of the city have also helped to ensure the high quality of new development.

In parts of Santa Cruz not covered by an Area Plan, developers must still obtain a "design permit" to ensure that most new development includes high-quality design and site planning. However, unlike many cities of its size, Santa Cruz did not establish comprehensive citywide design guidelines. One result is that the community's vision for its residential neighborhoods has not been clearly defined. By creating comprehensive guidelines, the City can ensure that new buildings will add to the city's overall character, accompanied by high-quality enhancements to the public realm.

A SENSE OF PLACE

A community's sense of place is defined in large part by its roadways and points of entry. The community's road network should include streetscape improvements (such as street trees) that make each street as welcoming and attractive as possible. In addition, the city's gateways should include landscaping, signage, banners, street furniture, and other improvements that convey a strong sense of arrival.

In general, Santa Cruz's gateways to the city lack design enhancements that would make the entries more recognizable and important. A few entrances to Santa Cruz include special gateway signs that welcome visitors as they leave the highway. Other gateways are marked by distinctive structures or pronounced changes in character. For example, the Clock Tower acts as a gateway to Downtown on Pacific Avenue.

While many of the city's roadways are aesthetically pleasing, others are primarily automobile-oriented and suffer from visual clutter, sparse landscaping, and exposed parking areas. These issues are especially common on the city's commercial corridors. Many of the city's streets could be enhanced by distinctive landscaping treatments, in conjunction with improved building design and site planning along the roadways. Some of the city's neighborhoods, such as Beach Flats, have signs that help people understand their location and find their way in the city.

The local landscaping helps give the city its unique sense of place. A wide variety of plants can adapt to the city's Mediterranean climate, and the many microclimates and soil types allow for further diversity. As in many communities, the year-round availability of irrigation water has encouraged people to plant lawns and other landscaping that requires large amounts of water during dry months. The use of native and drought-resistant plants for new landscaping can help reduce water use, ensuring that precious city water supplies are available for more essential uses.

WALKABILITY

Many things, including building design, contribute to the walkability of Santa Cruz's built environment. A number of the city's residential and commercial buildings, especially the historic ones, offer varied articulation and fine-grained architectural features that help them relate to the pedestrian. Some commercial buildings also include features that encourage foot traffic, such as large storefront windows and street-facing entrances. However, buildings along the city's corridors are often located behind large parking lots, discouraging pedestrians from walking from one business to another.

The nature and arrangement of land uses also contribute to a city's walkability. Many of the city's commercial corridors provide space for businesses that serve the surrounding neighborhoods, including grocery stores, laundromats, restaurants, and cafes. The city's parks and plazas enhance walkability by providing opportunities for pedestrian enjoyment and passive recreational uses such as strolling, shopping, talking, and relaxing.

Most important, the city's network of streets and pedestrian paths defines where people can walk. The most beloved streets, including Pacific Avenue and West Cliff Drive, are also the most pedestrian-friendly. They offer wide sidewalks, public art, and other features that create visual interest and enjoyment. West Cliff Drive, for example, enjoys stunning panoramic views of Monterey Bay, and Pacific Avenue offers a vibrant retail center, large street trees, limited vehicle traffic, and high-quality architecture. Streets in some of the city's residential neighborhoods, however, lack sidewalks and other basic amenities, discouraging people from walking. Other streets are hampered by fast-moving traffic that creates safety hazards for pedestrians.

Improved walkability was frequently discussed during the general plan update process. Many community members spoke of the need for more street trees and landscaping on neighborhood streets, as well as new pocket parks, community gardens, and attractive commercial areas that would create more destinations for pedestrians. They also wanted to improve connections to the coast with better directional signs and an enhanced "coast walk." Others suggested using traffic calming measures to slow down traffic, discourage neighborhood through-traffic, and improve pedestrian safety.

Goals, Policies, and Actions

Goal CD1 A built environment in harmony with its natural setting

CD1.1 Preserve natural features that visually define areas within the city.

CD1.1.1 Update and maintain Zoning Ordinance standards that minimize the impact of grading and development on important natural features such as coastal terraces and bluffs. Cf. NRC6.1.

CD1.1.2 Protect the Monterey Bay National Marine Sanctuary and the shoreline and views to and along the ocean, recognizing their value as natural and recreational resources. Cf. CD1.4.5, LU3.11.1, ED6.1.2, NRC6.2.

CD1.1.3 Protect and enhance unique natural areas citywide through the development and maintenance of management plans.

CD1.1.4 Identify and emphasize distinguishing natural features that strengthen Santa Cruz's visual image (i.e., open space, Monterey Bay).

CD1.2 Ensure that the scale, bulk, and setbacks of new development preserve important public scenic views and vistas.

CD1.2.1 Develop complimentary siting, scale, landscaping, and other design guidelines to protect important public views and ensure that development is compatible with the character of the area.

CD1.2.2 Develop minimum standards and guidelines for residential, commercial, and industrial development that reflect the character and needs of the districts.

CD1.3 Ensure that development is designed to be in harmony with natural topography and vegetation.

CD1.3.1 Encourage UCSC development to blend with the natural landscape and maintain natural ridgelines as seen from the city.

CD1.3.2 Update the Zoning Ordinance to address new construction techniques and "best management practices" related to construction on slopes.

CD1.3.3 Review the slope development provisions of the Zoning Ordinance and update them as deemed necessary.

CD1.4 Ensure that development adjacent to open space lands maintains visual and physical connections to that open space. Cf. LU3.11, PR3.3.

CD1.4.1 Use planned development and other clustering techniques to protect resources and views and allow for siting that is sensitive to adjacent uses.

CD1.4.2 Consider visual access to nearby natural areas as part of developmental review.

CD1.4.3 Require or maintain an appropriate buffer to commercial agricultural fields where appropriate.

CD1.4.4 Work with local and state fire agencies to maintain and update urban wildland interface zones that preserve the character of the natural environment while providing wildland fire safety.

CD1.5 Ensure that new development adjacent to the San Lorenzo River relates to the river in its design. Cf. CD3.7.

CD1.5.1 Enhance the prominence of the San Lorenzo River as a natural feature that provides structure, orientation, and recreational enjoyment by including it in surrounding area and management plans.

CD1.5.2 Provide incentives for new development adjacent to the San Lorenzo River that includes patios overlooking the river, enhanced connections to the levee trails, and other design features that connect the built environment to the river.

Goal CD2 Diverse neighborhoods and business districts with well-defined character

CD2.1 Protect and enhance the distinctive physical and design characteristics of neighborhoods and districts throughout the city.

CD2.1.1 Update City Area Plans as necessary in order to reflect new development, improvements, and potential opportunities.

CD2.1.2 Establish citywide design principles for areas not covered by an area or specific plan.

CD2.1.3 Develop design guidelines as needed to address the visual transition between areas of higher density and/or intensified development (i.e., along corridors such as Water and Soquel Streets) and adjacent existing developed neighborhoods with less intense development.

CD2.1.4 As part of the Zoning Ordinance amendment to establish mixed use districts, establish development standards to ensure that siting, massing, and scale of infill and intensified development are sensitive to existing neighborhood and business districts.

CD2.1.5 Develop an Ocean Street Area Plan. Cf. CD 4.4 and 4.4.1.

CD2.1.6 Update the Seabright Area Plan to address historic development patterns and future infill and intensification impacts, including visitor parking. Cf. LU3.9.1 ED1.8.13, ED1.8.14, and ED5.3.2.

CD2.1.7 Update the Downtown Recovery Plan to reflect Santa Cruz's successful recovery from the 1989 Loma Prieta earthquake, and to respond to current opportunities and challenges.

CD2.1.8 Develop plans for the Harvey West and Westside Industrial districts that define the appropriate character for new development, including its relationship to neighborhoods surrounding those areas.

CD2.1.9 Ensure that new commercial development and lodging contributes positively to the overall aesthetic character of Ocean Street and communicates the unique qualities and character of the city.

CD2.2 Work with local groups when planning significant public improvements for their neighborhoods and districts.

CD2.2.1 Develop a protocol for involving local neighborhood groups in planning significant neighborhood improvements. Cf. CC1.1.1

CD2.2.2 Engage the public in long range planning projects including Area Plans and General Plan updates.

CD2.3 Preserve and create defining edges, transitions, and landmarks that characterize individual neighborhoods.

CD2.3.1 Develop a citywide signage plan that identifies and defines neighborhoods and relates to Area Plan requirements where appropriate.

CD2.3.2 Update the City's landmark maps and the related Zoning Ordinances to further the identification and preservation of landmarks. Cf. HA1.8, 1.8.5, 1.11, and 1.11.1.

CD2.4 Improve neighborhood quality and housing through rehabilitation and code enforcement.

CD2.4.1 Update and implement the sign ordinance to address nonconforming and illegal signs.

CD2.4.2 Refine the zoning regulations regarding property maintenance as a means of improving neighborhood quality.

CD2.4.3 Seek grants and other funding for additional City code enforcement.

CD2.4.4 Educate the public on available home rehabilitation programs.

Goal CD3 High-quality design that reinforces the community's unique character

CD3.1 Develop and maintain physical and visual linkages between key areas in the city.

CD3.1.1 Strengthen the linkage between Downtown, the Beach Area, and San Lorenzo River through amendments to corresponding Area Plans and the Zoning Ordinance.

CD3.1.2 Maintain, update, and implement the City's San Lorenzo Urban River Plan.

CD3.1.3 Create a new link between Ocean Street and the Downtown through an Ocean Street Area Plan and corresponding Zoning Ordinance amendments.

CD3.1.4 Revise the Zoning Ordinance to require that the design of public and private development promote connectivity between neighborhoods and districts.

CD3.2 Ensure that the scale, bulk, and setbacks of new development preserve public views of city landmarks where possible.

CD3.2.1 Update the City Landmark Map, as necessary, to include new and restored landmarks.

CD3.2.2 Revise the Zoning Ordinance to include design guidelines for the protection of existing landmarks and for the development of new landmarks.

CD3.3 Encourage assembly of small parcels along transit corridors to achieve pedestrian-oriented development compatible with neighborhood characteristics.

CD3.3.1 Develop incentives to encourage the assembly of small parcels through Area Plan amendments and Zoning Ordinance changes.

CD3.3.2 Revise the Zoning Ordinance to limit development possibilities for small parcels.

CD3.4 Encourage new development to incorporate "universal design" principles.

CD3.4.1 Assist the public with the design of accessible homes.

CD3.4.2 Ensure that development is designed and constructed to allow for easy accessibility conversion.

CD3.5 Require superior quality design for buildings at visually significant locations throughout the city, such as gateways to Santa Cruz and intersections of major corridors. Cf. HA4.1.

CD3.5.1 Require superior quality design for existing or proposed landmark buildings.

CD3.6 Develop a street lighting plan. Cf. M1.6.1, M3.2.10, HZ5.1, NRC7.1.2.

Goal CD4 Attractive gateways, roadways, and landscaping

CD4.1 Make the city's major gateways defining, attractive, and welcoming.

CD4.1.1 Develop a citywide Gateway Plan that identifies and defines neighborhoods and relates to Area Plan requirements.

CD4.1.2 Develop a citywide Directional Sign Program that specifically addresses the downtown, the beach, and Ocean Street.

CD4.1.3 Identify and establish design concepts that make visitor-serving corridors attractive and interesting through landscaping, banners, flags, art, and displays.

CD4.1.4 Protect and enhance historic street patterns, rail lines, walls, and pedestrian walkways to emphasize historic routes and help define districts and neighborhoods.

CD4.1.5 Maintain the visual prominence of important city landmarks and destinations as viewed from major circulation routes and public viewpoints when possible.

CD4.1.6 Encourage rehabilitation and adaptive reuse of architecturally significant buildings rather than demolition.

CD4.2 Ensure that new development and right-of-way improvements enhance the visual quality of streetscapes. Cf. LU1.1.3, M1.3, , M4.1.5, CD4.3.1.

CD4.2.1 Where possible, site buildings at the street frontage and place parking areas away from street corners and to the rear of buildings. Cf. M1.3, LU1.1.3.

CD4.2.2 Review landscaping requirements for parking lots. Cf. M1.6, ED5.4.1.

CD4.2.3 Underground utilities when major road improvement or reconstruction is proposed, if possible.

CD4.2.4 Develop guidelines that ensure sound walls, retaining walls, or fences are visually interesting and well-landscaped.

CD4.3 Ensure attractive, functional, and appropriate landscaping throughout the city.

CD4.3.1 Update the Zoning Ordinance to provide functional and appropriate landscape options (for a variety of developments) that reflect a commitment to conservation and aesthetics and provide amenities that will encourage pedestrians. Cf. LU1.1.3, CD4.2, M1.3, M4.1.5.

CD4.3.2 Maintain high quality landscaping on City-owned lands, parking lots, and parks.

CD4.3.3 Protect existing significant vegetation and landscaping that provides scenic value along with wildlife habitat and forage. Cf. CC3.3.6, and NRC2.1, 2.2, 2.4, and 6.3.

CD4.3.4 Maintain an ordinance requiring replacement and maintenance when heritage tree removal is necessary for new development.

CD4.3.5 Develop a Street Tree Master Plan and landscaping theme for city streets and entrances.

CD4.3.6 Implement streetscape and other landscaping plans in the City's Area and Specific Plans.

CD4.3.7 Compose a list of recommended landscaping species that are appropriate, drought tolerant, and have forage value for wildlife.

CD4.3.8 Maintain a list of noxious and invasive species and educate the public about their disadvantages.

CD4.4 Improve the building design and streetscape along the Ocean Street corridor to emphasize its role as a gateway.

CD4.4.1 Prepare an Ocean Street Area Plan that identifies design standards and guidelines for new development, as well as proposed streetscape enhancements. Cf. CD2.15.

Goal CD5 Walkable neighborhoods and districts of compatible uses and buildings

CD5.1 Create a well connected street and pedestrian network. Cf. M4.1, M4.2, CC8.4, PR4.1.2.

CD5.1.1 Implement the Master Transportation Study's recommendations for improving the city's pedestrian network.

CD5.2 Require new development to include elements that relate to the pedestrian scale. Cf. CD4.3.1, M1.3.

CD5.2.1 Encourage buildings to be oriented towards sidewalks, public plazas, walkways, or rivers and to include features such as public benches and natural seating areas.

CD5.2.2 Encourage the incorporation of public benches and natural seating areas along public walkways and in public plazas and parks. Cf. LU1.1.3, M1.6, M1.6.3, and ED5.4.

CD5.2.3 Design parking strategies at a district or neighborhood-wide level to foster a pedestrian-oriented environment. Cf. LU1.1.3, M1.5, M1.5.3, and ED5.4.

CD5.2.4 Ensure that new and revised design guidelines encourage the use of pedestrian-scaled fenestration, awnings, entrances, landscaping, and other amenities.

CD5.3 Encourage increased access to existing community facilities, such as schools, to serve as neighborhood parks and open space. Cf. LU4.3, CC2.1.

CD5.3.1 Work with Santa Cruz City Schools to identify school facilities that could accommodate greater public access. Cf. CC8.2.1.

CHAPTER 4

Land Use

The purpose of the Land Use chapter is to shape the location and nature of future physical development and redevelopment in Santa Cruz in ways that preserve, protect, and enhance the community's quality of life.

This chapter is divided into five sections:

- **Land use background** highlights legal requirements and existing conditions and problems, and outlines the issues that led to the categorization and distribution of land uses.
- **Land use element requirements** briefly lists the requirements of California Government Code Section 65302(a) and Public Resources Code Section 2762(a) for general plans.
- **Existing land uses** describes the land use patterns existing in Santa Cruz in 2006.
- **General Plan land use designations** defines the characteristics and intensity of each land use category and maps the location of each land use category proposed for Santa Cruz in 2030.
- **Goals, Policies and Actions** provides City bodies with guidance in making land use decisions and implementing the actions recommended in this chapter.

Land use background

Vision and Principles were adopted to guide the development of the City's General Plan. The following principle relates directly to how land uses will be modified and arranged to meet and balance the community's needs.

- **A balanced community**. We will maintain the community's longstanding commitment to shared social and environmental responsibility, fostering a balance between employment, housing affordable to persons of all income levels, transportation, and natural resources.

In following that principle, this Plan strives to ensure that all aspects of the city's development will balance the need for creating housing and jobs, and protecting the environment, while considering mobility, community facilities, and resources. Grouped in five themes below are the issues examined in drafting the Land Use Goals and Policies recommended for *General Plan 2030*.

SUSTAINABILITY

Environmental quality, land uses, and development are inexorably linked. By providing for the city's continued economic growth and high quality of life without compromising the needs of future generations, sustainable land uses respond to environmental values

widely held in the community.

At the heart of this Plan is sustainable development. In its broadest sense, it promotes harmony among people and between humanity and nature. Also, because development cannot subsist on a deteriorating environmental or economic base, sustainable development maintains or enhances economic opportunity and community well-being, while protecting and restoring the natural environment upon which people and economies depend.

Even with an increased focus on sustainable development, Santa Cruz will not become entirely self-sustaining during the life of this General Plan. Like all cities, it will continue to depend on food, raw materials, and manufactured products from around the world. However, by limiting the effect of new local development on natural resources, this Plan contributes to protecting the natural environment while ensuring that Santa Cruz residents and the city's economy will continue to thrive.

COMPLETE NEIGHBORHOODS

Cities need to accommodate a variety of land uses if they are to provide for all of their community's needs. For example, Santa Cruz requires a variety of housing types, including single-room occupancy (SRO) units and small ownership units (SOUs) for students and single adults, as well as homes, apartments, and co-housing projects that accommodate larger households. These "places to live" must be arranged in some fashion in relation to other parts of the community. Residents need access to parks, open space, and other places where they can relax and socialize. They also need stores nearby so that they don't have to drive across town to do laundry or buy a few groceries. Many residents also desire community gardens so they can become more self-sustaining by growing some of their own food. These desires and basic needs are relevant to the city's remaining undeveloped lands as well as its existing residential neighborhoods, most of which lack at least some of these amenities.

EMPLOYMENT OPPORTUNITIES

The city needs a variety of opportunities to employ its residents' skills and educational backgrounds. *General Plan 2030* seeks to encourage a jobs/housing balance, so that Santa Cruz residents can live in housing that is affordable for the wages they earn and is near their workplaces. As of 2007, there were 38,604 jobs in Santa Cruz and 28,869 employed residents—a ratio of 1.27 local jobs per employed resident. (The standardized jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio above 1.0 indicates a net in-commute; below 1.0 indicates a net out-commute.) Thus, even if all of the city's employed residents had worked in Santa Cruz in 2007, it would still have been necessary for local businesses to hire workers from outside Santa Cruz in order to fill the 27 percent of available jobs over the 1.0 ratio.

In spite of the 27 percent surplus of jobs in 2007, more than half of all jobs in the city were held by people living outside of and commuting into Santa Cruz. This may be in part because people living elsewhere find employment in Santa Cruz but can't or don't want to move. Indeed, many people who worked in Santa Cruz in 2007 could not afford

the city's high cost of housing. As of 2004, almost a third of the jobs in Santa Cruz were in the Retail, Lodging and Entertainment sector, where the median income was $20,241. A household with two employed workers in the retail sector would not have earned enough to purchase any market-rate housing in Santa Cruz and could not have afforded to rent the vast majority of apartments in the city.

Almost half of the city's employed residents worked outside of Santa Cruz in 2007. People choose where to live based on many factors, not just the commute. Some Santa Cruz residents who work in highly specialized fields drive to higher-salaried jobs outside the city. Nevertheless, to promote sustainability, the community desires to lower Santa Cruz's jobs/housing ratio in an effort to reduce vehicle trips.

LAND USE AND MOBILITY

Decisions about where and at what densities people will live, work, shop, and play have immediate implications for the city's circulation system. Traditional planning and zoning in Santa Cruz (and many other cities) separated land uses to reduce the impacts of undesirable uses on residential areas. But the wide separation of uses made it necessary to drive long distances to get from one land use to another. As a result, and because of region-wide traffic increases, per capita increases in car use, and the additional traffic generated by population growth and increased UCSC enrollment, the city's transportation network has been under increasing stress for decades.

Many parts of the city lack the residential and employment densities needed to support a higher-quality public transportation system that could get solo drivers out of their cars. Another challenge to an effective transportation system is that jobs are dispersed throughout the region. That increases the number of locations that a transit system must serve.

The Mobility chapter of this Plan acknowledges that circulation planning must focus on improving the efficiency of the existing circulation system and reducing automobile dependence. In support, this chapter de-emphasizes the traditional separation of land uses in favor of mixed-use and higher density development. Future growth and change will be focused in the Downtown and along corridors where transit, bicycling, and walking can be strengthened as primary modes of travel.

In addition, areas along the Santa Cruz Branch Rail Line, which runs roughly parallel to Highway 1 between Watsonville and Davenport, will be examined as potential locations for housing and job centers. The Santa Cruz County Regional Transportation Commission intends to acquire this right-of-way in the future and create a commuter rail line that connects Santa Cruz with other nearby cities.

OPEN SPACE AND NATURAL RESOURCES

Open space lands include any area that has been left essentially unimproved for purposes of preserving natural resources, public health and safety, managed production of resources, or providing a recreational and aesthetic amenity. Open space uses within and surrounding the city include agriculture/grazing lands, natural areas, coastal recreation areas, and park lands. They define the community's sense of place, protect environmental quality, and provide wildlife habitat and recreational opportunities.

Monterey Bay endows the area with a vast open space to the south, giving the city its mild climate and identity as a coastal town. The open spaces that comprise the Santa Cruz Greenbelt also contribute strongly to the city's identity and are highly valued by community members. They include DeLaveaga Park, Henry Cowell State Park, Pogonip, UCSC, and sparsely-populated hilly terrain that provides an open space buffer to the north. Along the eastern edge of the city, less-expansive open spaces, including the Santa Cruz Harbor and Arana Gulch, combine with varying topography to create a perceptible edge. On the west, the Moore Creek Corridor, Younger Lagoon, and Wilder Ranch State Park make the transition to lands in agricultural and grazing use.

Land use element requirements

As required by California Government Code Section 65302(a), and Public Resources Code Section 2762(a), the Land Use chapter of the General Plan addresses:

- Distribution, location, and extent of the uses of land for housing, business, industry, open space, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, and other categories of public and private uses of land.
- Standards of population density and building intensity for the land use designations.

The Land Use chapter must also address solid and liquid waste disposal facilities. The City owns and operates a Class III sanitary landfill approximately three miles west of the city limits near Highway 1. In addition, the City owns and operates a regional wastewater treatment facility at Bay and California Streets. This chapter includes policies to ensure that adequate capacity is available in these facilities before new development occurs.

This chapter sets forth goals, policies, and actions to guide the intensity and distribution of land uses in Santa Cruz. The General Plan Land Use Map (a part of this chapter) graphically represents the City's vision for the future development of the city and it's Sphere of Influence (SOI). The Land Use chapter also includes goals, policies, and actions for the Planning Area, which encompasses the city, the Sphere of Influence, and "areas of interest" outside the city limits under the jurisdictional control of Santa Cruz County. Through the General Plan and the Land Use Map, the City indicates its land use preferences for areas outside the city limits.

Existing land uses

Santa Cruz's land use patterns are the result of the community's historic development patterns (including the city's original development as a manufacturing and shipping center), the establishment of the UCSC campus in 1964, and the more recent land use policies established by the City. Table LU-1 shows how much of Santa Cruz's land was occupied by various uses in 2006.

Existing land uses within the city limits have been categorized as described below. These categories differ from the General Plan land use designations that are described later in this chapter, as they reflect land uses in 2007 as opposed to desired future uses.

- **Single-Family Residential.** Parcels that contain a single residence, along with associated yards or common areas and related structures such as garages and sheds.
- **Two- to Four-Unit Residential.** Parcels that contain two, three, or four dwelling units, including duplexes, single-family homes with an accessory dwelling unit (ADU), and large houses that have been divided into apartments.
- **Multifamily Residential.** Parcels containing more than four dwelling units in the form of apartments, condominiums, townhouses, co-housing or other group housing arrangements. This category does not include mobile home parks or mixed-use buildings where a commercial use may be combined with a multifamily residential use.
- **Mobile Home Park.** Parcels where mobile homes are installed on a long-term basis.
- **Commercial/Mixed Use.** Parcels used for buying or selling goods and services (for example, food markets, restaurants, banks, and car dealerships). Included in this category is mixed-use development where various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design (for example, a building with retail uses on the ground floor and offices or residential units on the upper floors).
- **Office.** Parcels where business is conducted, but where retail uses do not occur.
- **Industrial.** Parcels that include manufacturing uses, warehousing, and similar uses.
- **Public/Institutional.** Parcels that include government-owned facilities, such as public schools, post offices, fire and police stations, and civic institutions such as libraries, community centers, and houses of worship. Properties owned by the University of California are included in this category.
- **Park.** Parcels where neighborhood, community, and regional parks are located.
- **Open Space.** Parcels reserved for the preservation and enjoyment of open space.
- **Parking.** Parcels reserved solely for vehicle parking, including multi-story parking garages and surface parking lots shared by multiple businesses.
- **Vacant.** Parcels that are completely undeveloped, excluding parking lots.

TABLE LU-1 EXISTING LAND USES IN SANTA CRUZ CITY LIMITS, 2006

Land Use	Acres	Percentage of Total Acres
Total Residential	2,617	38.3%
Single-Family Residential	2,068	30.3%
Two- to Four-Unit Residential	198	2.9%
Multifamily Residential	311	4.6%
Mobile Home Park	40	0.6%
Commercial/Mixed Use	252	3.7%
Office	61	0.9%
Industrial	197	2.9%
Public/Institutional	1,756	25.7%
Parks	654	9.6%
Open Space	1,068	15.6%
Parking	52	0.8%
Vacant	169	2.5%
Total	**6,826**	**100%**

Source: County assessor; City of Santa Cruz GIS, 2006; field reconnaissance and observations and examination of aerial photographs, May 2006 to October 2006. Acreages and percentages do not include public or private roads.

General Plan land use designations

The General Plan Land Use Map depicts the proposed organization of land uses and the intended future use of each parcel of land within the Santa Cruz Planning Area. Table LU-2 shows the proposed total acreage for each land use category.

[Note: Table LU-2 will be added when the General Plan land use map has been finalized.]

Allowed uses and the standards of density and intensity are specified below for each land use designation. All densities and intensities are based on gross acres.

The allowable development density for residential land use is defined as the minimum and maximum number of permanent dwelling units per acre over the entire project or development site. A mix of residential densities may be used to achieve that average. The actual development density that can be accommodated on any one individual site will depend on many factors, including but not limited to architectural design, parking requirements, landscaping, street layout, and neighborhood compatibility.

For nonresidential uses, including commercial, office, and industrial uses, development intensity is expressed as an average Floor Area Ratio (FAR). FAR is a measure of the total building floor area in proportion to the size of the building's lot. Specifically, FAR is the gross floor area permitted on a site divided by the total net area of the site, expressed in decimals.

RESIDENTIAL DENSITIES

Residential density is the number of permanent residential dwelling units per gross acre of land. Santa Cruz's residential land use designations come in a variety of densities, so that a range of housing types and opportunities can be provided in the city.

Each residential designation establishes a maximum and a minimum development density. A site's density must be at or above the minimum unless constraints associated with the natural environment require a lower density. A site's density must not exceed the maximum requirement, except as otherwise permitted or encouraged by policies and actions in this Plan.

Residential units within a single development project may be clustered on a site in order to respond to the site's topography and environmental factors, provided that the site's overall density does not exceed the maximum density. (In clustered development, a number of dwelling units are placed in closer proximity than usual, or are attached, to protect resources and views and allow for siting that is sensitive to adjacent uses.)

Residential uses are encouraged as part of mixed-use developments in commercial districts. The residential density for these projects is controlled by the maximum FAR for the commercial district plus the development standards in the Zoning Ordinance and Building Code.

RESIDENTIAL DESIGNATIONS

Very-Low-Density Residential (VL), 0.1 to 1 du/ac. Intended to provide a rural transition area between undeveloped land and single-family residential neighborhoods. Also applied to areas with significant environmental constraints. Large-lot, single-family homes are typically developed under this designation.

Low-Density Residential (L), 1.1 to 10 du/ac. Provides for single-family residential neighborhoods typically comprising detached homes. Santa Cruz's low-density residential areas include a wide variety of architectural styles.

Low-Medium-Density Residential (LM), 10.1 to 20 du/ac. Provides for moderately higher densities in areas with a mix of single-family and multifamily residential uses. Accommodates a variety of residential building types that can fit within a single-family neighborhood, including low-rise apartments, condominiums, and townhomes. Also includes areas with historic boardinghouses that have been converted to multifamily residential use.

Medium-Density Residential (M), 20.1 to 30 du/ac. Accommodates a mix of single-family and multifamily residential uses, including low-rise apartments, condominiums and townhomes. This land use category has been designated for some single-family neighborhoods with a historic pattern of small lots. It is the intent of the Plan that, in areas designated M where detached single-family homes are prevalent, new development should reflect the scale and character of the then-existing homes.

High-Density Residential (H), 30.1 to 55 du/ac. Accommodates mid-rise multifamily buildings, typically apartments, in areas where increased densities and building heights are appropriate. Used in locations where the City's goal is to provide for intensive infill housing.

COMMERCIAL DESIGNATIONS

Santa Cruz's commercial designations accommodate a variety of retail and office uses, including neighborhood-serving uses as well as businesses that serve the entire region. All commercial designations allow mixed-use developments that provide permanent residential dwelling units.

Neighborhood Commercial (NC), 0.25 to 1.5 FAR. Intended for small-scale commercial uses that serve residential neighborhoods, such as laundromats, grocery stores, and convenience stores. These uses can provide a focal point for the neighborhood and help reduce the number of automobile trips that nearby residents must take.

Community Commercial (CM), 0.25 to 1.75 FAR. Accommodates businesses that serve the general needs of the community, including retail, service, and office establishments. Typical uses in these areas include restaurants, grocery stores, furniture stores, general merchandise, medical and legal offices, and auto parts stores, as well as mixed-use projects that include these commercial uses on the ground floor.

Regional Visitor Commercial (RVC), 0.25 to 3.5 FAR. Applies to areas that emphasize a variety of commercial uses that serve Santa Cruz residents as well as visitors. Mixed-use development is strongly encouraged in RVC districts. Areas designated RVC include:

- **Downtown Santa Cruz.** Emphasizes a mix of regional office and retail uses, residential and mixed-use developments, restaurants, and visitor attractions such as entertainment venues. The Downtown Recovery Plan provides detailed requirements for this area.
- **South of Laurel.** Emphasizes mixed-use and residential development along with visitor-serving and neighborhood commercial uses to connect the Beach Area with Downtown Santa Cruz. The Beach and South of Laurel Comprehensive Area Plan provides detailed requirements for this area.
- **Beach Area.** Emphasizes visitor-serving commercial uses such as hotels, motels, restaurants, and amusement parks, as well as residential and mixed-use development in the Beach Area neighborhoods. The Beach and South of Laurel Comprehensive Area Plan provides detailed requirements for this area.

For most areas designated RVC, the minimum and maximum development intensity is specified in the Downtown Recovery Plan or the Beach and South of Laurel Comprehensive Area Plan. In areas that are designated RVC but are not addressed in an Area Plan, the minimum FAR is 0.25 and the maximum is 1.75.

Office (OF), 0.25 to 1.75 FAR. Provides for small-scale office uses and mixed-use projects. Typical uses include dental offices, limited-hour medical clinics, and insurance agents.

MIXED-USE DESIGNATIONS

Santa Cruz has a limited amount of vacant land available for new development needed to accommodate economic growth and new businesses so that residents can find jobs in the community. Santa Cruz also needs to provide new housing to accommodate its expanding population, as required by the Housing Element of this General Plan. The city's population will continue to grow as UCSC grows and as more people are attracted to the city by the quality of life.

To provide for these needs, the General Plan Land Use Map designates "activity centers" along Santa Cruz's major transit corridors where mixed-use development is generally required. These mixed-use designations support the General Plan's goals and policies by encouraging new housing in places well served by transit. Each mixed-use designation specifies the infill areas along Santa Cruz's transit corridors where the designation may be applied. Because these transit corridors also supply much of the city's commercial land, the mixed-use designations afford additional opportunities for the city's residents to live near their workplace.

Any site that is within one of these infill areas, and which also has a Community Commercial (CM) designation, may apply for a General Plan amendment to obtain a mixed-use designation. The City may choose to grant the mixed-use designation if it would support the General Plan's goals, policies, and actions.

Mixed-Use Medium Density (MXMD), 0.75 to 1.75 FAR, 10 to 30 du/ac. This designation may be applied to sites along the Mission Street corridor between Swift Street and Laurel Street. It accommodates mixed-use development at a scale that is similar to existing buildings along the corridor. The typical commercial uses are similar to those in the Community Commercial (CM) designation, and pedestrian-oriented commercial uses are encouraged on the ground floor.

Mixed-Use High Density (MXHD), 1.0 to 2.75 FAR, 10 to 55 du/ac. This designation may be applied to sites along the Ocean Street, Water Street, and Soquel Avenue corridors. The typical commercial uses are similar to those in the Community Commercial (CM) designation, and pedestrian-oriented commercial uses are encouraged on the ground floor.

The MXHD designation allows a maximum FAR of 1.75 as of right, including a maximum of 30 dwelling units per acre. However, a project that meets a number of specific criteria, as determined by the Planning Commission, may have an FAR of up to 2.75, including up to 55 dwelling units per acre. Details are contained in the Zoning Ordinance.

Mixed-Use Visitor Commercial (MXVC), 1.0 to 2.75 FAR, 0 to 55 du/ac. This designation may be applied to sites along the Ocean Street corridor, as well as sites within 1,000 feet of Ocean Street's centerline and which front on Water Street, Soquel Avenue, May Avenue, or Broadway. The designation is intended to encourage high-quality visitor-serving commercial development along Ocean Street, particularly hotels and motels. However, it also accommodates other multi-story commercial development, such as office buildings.

The MXVC designation allows a maximum FAR of 2.75. It does not allow any dwelling units as of right. However, a project that meets a number of specific criteria, as determined by the Planning Commission, may include up to 55 dwelling units per acre within this FAR. Details are contained in the Zoning Ordinance.

INDUSTRIAL DESIGNATIONS

Industrial (IND), 0.25 to 2.0 FAR. Designates lands reserved for the city's most employment-intensive uses, including industrial. Typical industrial uses include food and beverage manufacturing, warehousing, metalworking, and woodworking. These businesses may include accessory retail uses (to sell products that are manufactured onsite, for example).

This designation also allows for other employment-intensive uses, such as office parks or incubator spaces for new businesses that are likely to provide high-quality jobs to the community. Although residential uses are discouraged in lands designated IND, this designation nevertheless allows for limited development of live-work units that accommodate home-based businesses.

Coastal Dependent (CD), 0 to 0.1 FAR. Identifies lands along or near the coastline that are used by industries that require direct proximity to the ocean, such as small craft har-

bors, fisheries, boating, and aquaculture. Harbor uses are limited to areas within the jurisdiction of the Santa Cruz Port District.

PUBLIC AND INSTITUTIONAL DESIGNATIONS

Community Facilities (CF), 0 to 2.5 FAR. Designates existing and potential community facilities, including schools, government offices, community buildings such as the Civic Auditorium, sewer and water facilities, and the City landfill. Also applies to land used by State highways.

UCSC Development (UC). Applies to land that is owned by the University of California, including the UCSC campus and the University's off-campus research facilities and residential developments. The City does not have jurisdiction over new development in these areas. Instead, new development is governed by UCSC's Long Range Development Plan (LRDP) and any specific facility plans, such as the Marine Science Campus Coastal LRDP.

PARK AND OPEN SPACE DESIGNATIONS

Coastal Recreation (CR), 0 to 0.1 FAR. Includes beaches and other lands along the coastline that are used for outdoor recreation, such as swimming, boating, fishing, surfing, and picnicking. Also includes limited development of structures and vehicle parking to support these recreational uses.

Parks (PK), 0 to 0.1 FAR. Includes neighborhood, community, and regional parks that are owned by the City, County, or State, and which are used by residents and visitors for passive or active recreation. Also allows limited development of structures to support these recreational uses.

Natural Areas (NA), 0 to 0.1 FAR. Includes land that should remain in an undeveloped state in order to protect vegetation or wildlife habitat, ensure public safety, or provide for public recreation. Areas designated NA may include public recreational and educational uses. The suitability of these uses is determined by the Planning Commission on a case-by-case basis, and any such uses must be consistent with the Natural Resources and Conservation chapter of this General Plan.

Agriculture/Grazing (AG), 0.5 du/ac. Applies to grazing land on the western edge of the city. The AG designation is applied only to areas that are used predominantly for large-scale agriculture or grazing. It is not applied to community gardens or other small-scale agricultural uses.

Goals, Policies, and Actions

Goal LU1 Sustainable land uses

LU1.1 Relate residential, commercial, and industrial land use intensities to the capability and location of the land while ensuring optimum utilization of infill parcels.

LU1.1.1 Review the Zoning Ordinance for opportunities to allow for creative development such as lowering the minimum net lot area required for a Planned Development Permit.

LU 1.1.2 Create incentives for the consolidation of underdeveloped parcels relative to development potential.

LU1.1.3 Develop design strategies for combined parking facilities in strategic locations throughout the city. Cf. CD4.2.1, 5.2.3, MM4.1.5.

LU1.1.4 Obtain Local Coastal Plan certification for the 11-acre Swenson parcel pursuant to the following:

- Require a specific plan for the property (with a land use designated as Low Medium Density Residential/Neighborhood Commercial/Office).
- The environmental review process shall guide the location and intensity of all uses. The height, scale, and bulk of development shall take into consideration the rural transition at the city's edge.
- Neighborhood Commercial and Office land uses shall be at least 10 percent but no more than 20 percent of the total net developable area.
- The extent of open space buffers/setbacks to wetland areas on and adjoining the site will ultimately be determined by the California Coastal Commission. Based upon the Coastal Commission's buffer/setback determination, neighborhood park land shall be considered on the site.
- The specific plan shall prioritize away from the pond, any required uncovered off-street parking for residential uses. Except for parking for the disabled, off street uncovered parking and driveways near Antonelli Pond and residential uses is discouraged.
- The circulation system of the specific plan shall provide access from Shaffer Road.
- Public access to Antonelli Pond shall be preserved.

LU1.1.5 Approve an Area Plan for the 20-acre Golf Club Drive Area prior to any subdivision for lots of less than two acres, and require a design permit for any new construction proposed prior to adoption of the Area Plan. It is the intent of the General Plan that the Area Plan, at a minimum, do all of the following:

- Provide housing within developable areas of the site at 10.1–20 DU/acre.
- Upon adoption of the Area Plan the Golf Club Area shall be designated in its entirety as Low Medium Density Residential on the General Plan Land Use Map.
- Pedestrian and bicycle access to Pogonip and nearby employment areas are to be incorporated into the Area Plan.
- The evaluation of a future rail transit stop is to be included in the Area Plan analysis.
- The Area Plan shall preserve up to five acres of open-space. Urban wildlife interface zone, community gardens and riparian corridor areas could be included in the open space requirement.

LU1.2 Ensure that growth and development does not lead to the overdraft of any water source, the creation of unacceptable levels of air pollution, or the loss of prime agricultural land. Cf. HZ2.2.2 and 2.2.3, NRC3.4.

LU1.2.1 Environmental review for specific projects shall be accompanied by sufficient technical data and reviewed by appropriate departments.

LU1.2.2 Work with the County to ensure that lands within the City's Planning Area are developed with appropriate uses.

LU1.3 Ensure that facilities and services required by a development are available, proportionate, and appropriate to development densities and use intensities. Cf. LU3.7.1.

LU1.3.1 Conduct a study to determine if City facilities and services are lacking to allow for appropriate development citywide.

LU1.3.2 Report annually on the state of City facilities and services.

LU1.3.3 Consider assessment districts for appropriate facilities and for services when necessary. Cf. CD4.2.1.

LU1.4 Ensure that new development pays its proportional share of the costs of expanded infrastructure needed to serve new development. Cf. M3.1.5, ED2.3.1, ED3.1.5.

LU1.4.1 Review the City's impact fee requirements periodically, and revise them as necessary to reflect current costs.

Goal LU2 A compact community with boundaries defined by the city's greenbelt and Monterey Bay

LU2.1 Maintain the city's urban development line at Moore Creek Preserve (east branch above Highway 1) and along the city limits below Highway 1.

LU2.2 Do not expand the city's Sphere of Influence or annex lands, except as specified in actions in this Plan.

LU2.2.1 Consider consolidating the city limits in the Carbonera Area.

LU2.2.2 Pursuant to the UCSC/City Comprehensive Settlement Agreement amend the City's Sphere of Influence to add approximately 374 acres of the north campus area.

LU2.3 Preserve open space and agricultural land uses at the edge of the city. Cf. LU1.2, NRC3.4.

LU2.3.1 Protect, maintain, and enhance publicly accessible coastal and open space areas.

LU2.3.2 Work with the County to maintain in open space the lands between Moore Creek Preserve (west branch), the city's western boundary above and below Highway 1, Younger Lagoon, and Wilder Ranch State Park.

LU2.3.3 Develop and maintain a master or similar plan for the long-term preservation and maintenance of each of the city's greenbelt lands.

LU2.3.4 Encourage the continued preservation of portions of the UCSC campus in open space uses pursuant to the UCSC Long Range Development Plan.

LU2.3.5 Support County policies and programs aimed at preserving agricultural and grazing uses within the Planning Area and on the North Coast. Cf. LU1.2, NRC3.4.

LU2.3.6 Prohibit land divisions that could degrade natural features.

Goal LU3 A complementary balance of diverse land uses

LAND USE PATTERNS

LU3.1 Foster land use patterns that balance economic, housing, community, and environmental needs, and promote social diversity.

LU3.1.1 Encourage through incentives and expedited permit processing a variety of housing types, when appropriate.

LU3.1.2 Work with representatives from regional, State, and federal agencies to include Santa Cruz in any incentives programs that link housing to transportation and jobs.

LU3.1.3 Work with the County and other agencies to develop strategies for improving the region's jobs/housing balance and matching employment opportunities with housing costs.

JOB CREATION

LU3.2 Maintain lands currently designated for industrial and office in land use designations that promote job creation and retention. Cf. ED6.6.

LU3.2.1 Pursue the expansion of employment-intensive uses that have long-term economic viability. Cf. ED1.1.1, 6, 6.4 and 6.6.2, and NRC7.2.

LU3.2.2 Develop land use and economic plans for the Westside Industrial and Harvey West areas.

LU3.2.3 Encourage light industrial uses and creative industry to locate in the Harvey West Area.

LU3.2.4 Allow incubator uses in employment-intensive areas such as the Westside Industrial Area. Cf. ED6.5.2

LU3.2.5 In considering new types of uses for the Westside Industrial Area, give priority to those that deliver long-term job creation and retention.

LU3.2.6 Amend the Zoning Ordinance to increase the number of stories allowed in the Westside Industrial Area within the existing height limitations.

LU3.2.7 Amend the Zoning Ordinance to provide for employment generation in the city's industrial areas, and to restrict uses that are incompatible with industrial uses. Cf. ED6.6, HZ3.2.

LU3.2.8 Direct large regional retail uses to, and locate remote parking in, a portion of Harvey West. Cf. M2.4.3.

COMMERCIAL USES

LU3.3 Develop, maintain, and encourage economically viable neighborhood-serving commercial districts. Cf. LU4.2.5 and ED5.2.

LU3.3.1 Amend the Zoning Ordinance to discourage strip commercial development in favor of clustered commercial and mixed-use development along transit corridors. Cf. LU4.1.1 and ED5.3 and 5.3.1.

LU3.3.2 Revise the Zoning Ordinance to include mixed use zoning and to define appropriate uses.

LU3.3.3 Limit the number, density, and placement of fast food outlets.

LU3.4 In neighborhoods near visitor areas, give priority to uses that serve both visitors and residents.

LU3.4.1 Revise the Zoning Ordinance to allow for appropriate neighborhood uses in strategic locations.

LU3.5 Encourage a mix of uses, including public facilities, along Lower Pacific Avenue, linking Downtown with the Wharf.

LU3.5.1 Amend the Downtown Recovery Plan and the Beach and South of Laurel Plan to encourage and allow additional public and commercial uses along Lower Pacific Avenue and Front Street. Cf. LU3.6.1 and ED5.5.7.

LU3.5.2 Further develop Depot Park as a multi-modal center.

LU3.53 Foster improved recreational and economic opportunities at the Municipal Wharf.

LU 3.6 Create a mixed-use River District.

LU3.6.1 Amend the Downtown Recovery Plan to expand the area of the High Density Overlay (HD-O) to include Front Street south of Highway 1 and portions of Lower Pacific Avenue. Cf. LU3.5.1, ED5.5.7.

RESIDENTIAL USES

LU3.7 Encourage higher-intensity residential uses and maximum densities in accordance with the General Plan Land Use designations. Cf. LU4.1.

LU3.7.1 Require development to meet the high end of the General Plan Land Use designation density unless constraints associated with the natural environment require a lower density. Cf. LU1.3.

LU3.8 Allow the following residential uses to exceed the maximum densities in this chapter: Cf. LU1.3 and 3.7.1.

- Single-room occupancy (SRO) units;
- Small ownership units (SOU);
- Accessory dwelling units (ADU);
- Density bonus units; and
- Residential uses within areas designated High-Density Overlay District (HD-O).

LU3.9 Protect and improve existing residential areas.

LU3.9.1 Update the Seabright Area Plan through a community process that will consider design, density, intensity, and parking needs for the area. Cf. CD2.1.6, ED1.8.13, and ED1.8.14.

LU3.9.2 Apply the Neighborhood Conservation Overlay District when necessary to preserve and maintain the area's housing stock.

LU3.9.3 Develop a citywide rental inspection program.

LU3.9.4 Maintain and expand City Historic Districts. Cf. HA1.8.2 and 1.9.

COMMUNITY NEEDS

LU3.10 Allow community services facilities to be located in all land use designations.

LU3.10.1 Amend the Zoning Ordinance to allow community service facilities and uses in all land use designations as of right. Cf. HA2.2.4.

LU3.10.2 Upon the selection of a desalination plant site, initiate the General Plan amendments needed for a new community facility.

OPEN SPACE

LU3.11 Protect open spaces that provide scenic, recreational, educational, and environmental benefits. Cf. CD1.4, PR3.3.

LU3.11.1 Continue to recognize and protect the Pacific Ocean, Monterey Bay, and the Monterey Bay National Marine Sanctuary as natural resources and valuable open space. Cf. CD1.1.2, CD1.4.5, ED6.1.2, NRC6.2.

LU3.11.2 Ensure appropriate land uses and development standards that do not adversely impact adjacent open spaces.

LU3.11.3 Maintain and protect existing open space through management plans.

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Goal LU4 **Land use patterns that facilitate alternative transportation and/or minimize transportation demand** (Cf. ED1.9.2, M1, M2.2, M2.3.2, M3.1.9)

LU4.1 Encourage a transition to higher densities along the city's transit and commercial corridors. Cf. LU3.7.

LU4.1.1 Support compact mixed-use development Downtown, along primary transportation corridors, and in employment centers. Cf. LU3.3.1, M1, ED5.3, ED5.3.1.

LU4.1.2 Amend the Zoning Ordinance to ensure that infill and intensified development is sensitive to existing neighborhood and business districts.

LU4.1.3 On major corridors, encourage mixed-use development, especially projects with priority for commercial uses that can provide services to the adjacent community.

LU4.1.4 Revise the Zoning Ordinance to allow live-work units.

LU4.2 Encourage land use changes that reduce the need for autos. Cf. LU4.4, M1.1, M1.5.1, M3.1.1, M3.12, ED4.3.5.

LU4.2.2 Amend the Zoning Ordinance to allow for increased development in the areas designated on the Land Use Map as Mixed Use High Density (MXHD), Mixed Use Medium Density (MXMD), and Mixed Use Visitor Commercial (MXVC).

LU4.2.3 Establish criteria for and amend the Zoning Ordinance to allow infill parcels near or adjacent to the areas designated on the Land Use Map as Mixed Use High Density (MXHD), Mixed Use Medium Density (MXMD), and Mixed Use Visitor Commercial (MXVC) to be redesignated to the same or a similar category where appropriate.

LU4.2.4 Prepare a Rail Transit Land Use Plan and recommend land use changes at and near proposed transit stops in anticipation of local rail service. Cf. LU4.5 and M1.4.1 and 1.4.2.

LU4.2.5 Encourage the location of University-serving shopping and services on University lands. Cf. LU3.3 and ED5.2.

LU4.3 Encourage the development and expansion of neighborhood facilities such as parks, schools, daycare centers, and neighborhood commercial services. Cf. CD5.3, CC2.1.

LU4.3.1 Identify parcels or areas to allow or to expand existing neighborhood facilities within easy walking distance of residential areas or areas well-served by transit. Cf. CC2.1.4

LU4.3.2 Develop and implement a citywide Childcare Plan to ensure that childcare facilities are encouraged and provided. Cf. CC10.1.3.

LU4.4 Encourage the development and expansion of home occupations and telecommuting. Cf. LU4.2, M3.1.1, ED4.3.5.

LU4.4.1 Review and revise the Home Occupation Permit requirements to allow for increased numbers of telecommuting and home occupation workers.

LU4.5 Seek opportunities to secure land for transit center development along rail lines. Cf. LU4.2.4, M1.4.1, M1.4.2, M2.2.

LU4.5.1 Consult with the Regional Transportation Commission on land dedications or land use changes related to future transit centers.

LU4.5.2 Condition projects located along rail lines for potential rail stops.

CHAPTER 5

Mobility

This chapter corresponds to the required circulation element. Its purpose is to set forth policies and ways to ease the ability of people and vehicles to move around, out of, and into the city in the long term, through 2030.

This chapter is divided into three sections.

- **Mobility background** briefly highlights existing conditions, their causes, and the basic approaches taken in the Plan.
- **Transportation basics** briefly describes the overarching circulation problem and challenge facing Santa Cruz and the components of the city's road system.
- **Goals, Policies and Actions** provides City bodies with guidance in making decisions related to the city's transportation and road systems and in implementing the actions recommended in this chapter.

Mobility background

To guide development of the General Plan, the City Council adopted the following key principle with regard to Mobility:

- We will provide an accessible, comprehensive, and effective transportation system that integrates automobile use with sustainable and innovative transportation options—including enhanced public transit, bicycle, and pedestrian networks throughout the community.

This chapter of *General Plan 2030* looks at ways to facilitate transportation alternatives, keep transportation and road systems safe and efficient, and systematically interconnect bicycle and pedestrian ways. The proposals below aim to encourage greater use of alternative transportation modes and reduce automobile travel in concert with other parts of the Plan that foster supportive land uses, building types, and activities.

TRANSPORTATION MODES

Roads, rail lines, bikeways, and pedestrian paths move people and goods from one place to another. Their location and nature derives from—and in turn, affects—physical settlement patterns, air quality, plant and animal habitats, noise, energy use, safety, visual appearance, social interaction, and economic activity within the community.

Traffic congestion on city streets during peak commute periods and summer and holiday weekends has been a major concern in Santa Cruz for decades. With no change in transportation behavior, traffic volumes and congestion are projected to increase with regional population growth, increasing numbers of visitors, the growth of UCSC, increased car miles traveled per person, and development and population growth within the city. Traffic increases will increase fuel consumption, air pollution, noise, traffic acci-

dents, and undesirable impacts on the city's residential areas.

LAND USE PATTERNS

Traffic engineering in past decades generally focused on improving vehicle mobility by expanding roadway capacity—too often without consideration for increasing person-trip mobility. Credit must be given to the previous General Plan which focused on integrating land use and circulation planning in order to reduce dependence on the automobile. That plan looked to develop viable pedestrian, bicycle, and mass transit systems, ridesharing, traffic operations improvements, and other transportation systems management (TSM) strategies. Where deficiencies were identified in the road system, alternative transportation improvements and TSM programs were to be used to mitigate the deficiencies.

Actions in this chapter emphasize activity centers, livable streets, and sustainable transportation systems.

"Activity centers" are walkable, mixed-used, transit-oriented areas with a distinct focus, identity, function, and sense of place, in which the city's economic, educational, recreational, cultural, and social life is concentrated. The six major activity centers in Santa Cruz are Downtown, the Beach Area, UCSC, the Harvey West industrial area, the Mission Street commercial area, and the Soquel Avenue Eastside business district.

"Livable streets" encourage walking by emphasizing pedestrian character and design features that reduce the negative impacts of vehicles on pedestrians. People can walk and cycle rather than drive to meet their daily needs. An interconnected system of pedestrian paths and bikeways will provide safety and security; and with transit-oriented design elements, it will encourage cycling. The Downtown and other activity and employment centers will become more accessible.

"Sustainable transportation systems" manage travel demand. They reduce auto use and promote alternative transportation to reduce traffic congestion. In addition to an excellent transit system, ridesharing, flextime, and telecommuting, the essential elements for sustainable mobility include reasonable housing density and street connectivity, bike lanes and sidewalks that support biking and walking, a regional carpool system (including online ride-matching), taxicabs, and car sharing.

Together, the Plan's policies and actions relating to activity centers, livable streets, and sustainable transportation systems support the intent of Section 65302(b) of the California Government Code to create "complete streets" planned, designed, operated, and maintained to provide safe mobility for all users, including "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors." Section 65302(b) takes effect January 2011. For purposes of this Plan, the terms "livable streets" and "complete streets" are the same and are interchangeable.

Transportation basics

REGIONAL TRANSPORTATION

Santa Cruz is not an island. The City needs and takes a regional perspective on transportation issues. One of the aims of the City's 2003 Master Transportation Study (MTS) was to lay a foundation for *General Plan 2030,* UCSC's Long Range Development Plan, and other regional transportation planning documents.

The MTS noted that about half of the peak-hour vehicle trips within Santa Cruz are internal to the city. These are trips over which the City can have the most influence.

Santa Cruz will continue to grow relatively slowly, but it will remain a major job center. On the other hand, the unincorporated areas of the county and Watsonville will continue to grow more quickly and develop at lower densities. These divergences will contribute to an increasing dependence on the auto for work trips between Santa Cruz and outlying areas in the county.

The Association of Monterey Bay Area Governments (AMBAG) addresses regional transportation problems and concerns through its regional transportation system management element. The University of California at Santa Cruz (UCSC) implements a transportation systems management and parking program that provides a comprehensive package of commute options, including car-pools, bicycles, and transit; free bus passes; and shuttle buses serving all areas of the campus. A key challenge for Santa Cruz will be to address regional travel as it affects the city and *vice versa.*

ROAD SYSTEM

The city's road system consists of arterial highways and streets, collector streets, and local streets. Each street category has a unique transportation function, although overlaps in use occur. In addition, visitor/coastal access and truck routes have been designated to facilitate the movement of visitor traffic and commodities.

Arterial highways and streets carry the heaviest traffic and provide regional and intercommunity access. Arterial highways include Highways 1, 17, and 9. Major arterial streets in the city include Ocean Street (the primary north-south arterial) and Mission Street, Water Street, and Soquel Avenue (the primary west-east arterials). All of the arterial highways and arterial streets in the city have been designated as Countywide Congestion Management roads.

Collector streets provide circulation within and between neighborhoods and commercial and industrial areas. These streets usually serve relatively short trips and are meant to collect traffic from local streets and distribute them to the arterial network.

Local streets provide direct access to abutting land uses, collectors, or arterials, and usually carry no bus routes.

Visitor/coastal access routes are intended to be inviting to visitors and to provide convenient, clear access to and from visitor and coastal destinations.

Truck routes are intended to channel trucks through the community and away from resi-

dential and other areas where they would be a nuisance.

FUTURE IMPROVEMENTS

The City faces an ongoing challenge to meet its capital needs with limited resources. Preparing and adopting a Capital Improvements Program (CIP) is an important part of the City's planning process to identify and meet those needs. It is a multi-year schedule of projects with their associated costs and proposed funding sources. The CIP represents the best efforts to allocate available resources toward projects that provide the most benefit for the people of Santa Cruz. It also highlights areas where funding is deficient.

Generally, projects in the CIP are of relatively large dollar amount, are nonrecurring outlays, and are for constructing, purchasing, improving, replacing, or restoring assets with a multi-year useful life.

Goals, Policies and Actions

Goal M1 **Land use patterns, street design, parking, and access solutions that facilitate multiple transportation alternatives (**Cf. LU4 LU4.1.1, LU4.2, ED1.9.2, and M2.2, 2.3.2, and 3.1.9)

M1.1 Reduce automobile dependence by encouraging appropriate neighborhood and activity center development. Cf. ED5.1, LU4.2; and M1.5.1, M2.4.2, 3.1.2, and 4.3.

M1.1.1 Create walkable, transit-oriented activity centers throughout the city. Cf. ED5.1, LU4.2; and M2.4.2, 3.1.2, and 4.3.

M1.1.2 Connect activity centers with pedestrian and bicycle paths. Cf. M4.3.

M1.1.3 Implement pedestrian and bicycle improvements that support transit ridership.

M1.1.4 Amend the Zoning Ordinance to create an activity-center-oriented urban form.

M1.1.5 Support consolidating employment centers.

M1.2 Create livable streets.

"Livable streets" support the intent of Section 65302(b) of the California Government Code to create "complete streets" planned, designed, operated, and maintained to provide safe mobility for all users, including "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

M1.2.1 Facilitate implementation of livable street design guidelines for key street types as defined in the City's Master Transportation Study.

M1.2.2 Maintain street access to neighborhoods through the Capital Improvements Program.

M1.3 Create pedestrian-friendly frontage and streetscapes and attractive pedestrian-oriented areas. Cf. CD4.2, 4.2.1, 4.3.1, 5.2.

M1.3.1 Amend the Zoning Ordinance to require pedestrian improvements appropriate to development type and design.

M1.4 Ensure that sidewalks, transit centers, and major transit stops are conveniently located, usable, and accessible to all. Cf. PR1.6.3.

This policy and Action M1.4.1 support the intent of Section 65302(b) of the California Government Code to create "complete streets."

M1.4.1 Assure that right-of-way acquisition and street design will support pedestrian and bike improvements and transit. Cf. LU4.2.4, LU4.5, M4.1.5, CD4.2.

M1.4.2 Allow for future multi-modal use of future rights-of-way by protecting them from development. Cf. LU4.2.4 and 4.5.

M1.5 Reduce the need for parking and promote parking efficiency. Cf. CD5.2.3 and ED5.4.

M1.5.1 Increase land use efficiency and the walkability of activity centers. Cf. LU4.2, M1.1, M3.1.2, M4.3.

M1.5.2 Encourage innovative solutions that provide adequate parking while maximizing living and working space.

M1.5.3 Manage nonresidential parking in residential areas. Cf. CD5.2.3 and ED5.4.

M1.5.4 Develop a City employee parking strategy.

M1.5.5 Amend the Zoning Ordinance to encourage shared parking for uses that are compatible in terms of hours of operation or seasonality.

M1.5.6 Develop a strategy for new public off-street parking along major corridors to accommodate infill and intensification.

M1.6 Design parking areas and parking garages that are safe, pleasant, and easy to use. Cf. CD4.2.2, and ED1.9.3 and 5.4.1.

M1.6.1 Design parking areas with adequate lighting, safe pedestrian circulation, adequate landscaping, a minimum amount of pavement, and adequate numbers of accessible spaces reserved for the physically disabled. Cf. CD3.6, M3.2.10, HZ5.1, PR1.6.3, NRC7.1.2.

M.1.6.2 Amend the Zoning Ordinance to address landscaping, lighting, and access in parking lots.

Goal M2 A safe, sustainable, efficient, adaptive, and accessible transportation system

M2.1 Provide leadership on sustainable regional mobility.

M2.1.1 Encourage diverse local and regional transit options.

M2.1.2 Encourage use of alternative modes of transportation.

M2.1.3 Implement pedestrian, bike, mass transit, and road system improvements through the Capital Improvements Program.

M2.1.4 Support regional funding and implementation of key regional projects that can significantly benefit Santa Cruz and further the City's mobility policies.

M2.1.5 Do not adopt, approve, or construct an Eastern Access to the university without a vote of the people in a citywide general election.

M2.2 Encourage passenger rail transit or other alternative transportation options via the continued support, acquisition, and expansion of railroad rights-of-way. Cf. LU4, LU4.5, ED1.9.2, M1, M2.3.2.

M2.2.1 Protect existing and potential railroad lines and rights-of-way, and other potential rights-of-way, from land uses that would prevent the development of rail or fixed-guideway services or other transportation-related uses in the future.

M2.2.2 Encourage the continuing transport of goods by rail.

M2.3 Increase the efficiency of the multi-modal transportation system.

M2.3.1 Design for and accommodate multiple transportation modes.

M2.3.2 Promote alternative transportation improvements with transportation system management (TSM)strategies, road improvements, and widening/expansion projects that can achieve an acceptable level of service. Cf. LU4, ED1.9.2, ED5.4, M3.1.9.

M2.3.3 Incorporate pedestrian, bicycle, and mass transit facilities in the design of bridges and road projects.

M2.3.4 Encourage visitor-serving developments, such as hotels, to make bicycles and shuttle programs available to patrons.

M2.4 Support and promote the efficient use of transit.

M2.4.1 Encourage a Downtown/Beach bus shuttle along the route of the trolley proposed in the Downtown Recovery Plan.

M2.4.2 Encourage high occupancy, high frequency transit that connects city activity centers and provides service to major local and regional destinations. Cf. ED5.1, and M1.1, 1.6.1 and 4.3.

M2.4.3 Establish an employee parking strategy that includes remote parking and shuttle services for the downtown area and other major employment centers. Cf. LU3.2.8.

M2.4.4 Work with the University to develop and implement strategies to reduce congestion along city-to-university travel corridors.

M2.4.5 Consider giving priorities to transit service on city transportation corridors.

M2.4.6 Encourage increased transit service capacity.

M2.4.7 Maintain and expand bus service along major commute corridors and to major destinations and to any future fixed-guideway systems.

M2.4.8 Encourage commuter bus travel to and from major destinations. Favor express bus systems along major commute corridors with a minimum number of stops.

M2.4.9 Increase local and regional transit ridership by encouraging the implementation of new, innovative technologies.

M2.4.10 Encourage the maintenance and upgrading of transit infrastructure.

M2.4.11 Provide safe and secure links to transit.

M2.4.12 In coordination with the transit district, require development along arterial streets to provide adequate and accessible bus shelters, with curb cuts leading to the shelter and to destination and loading platforms. Cf. PR1.6.3. (PC 4/17/08)

M2.5 Consider innovative transportation solutions.

M2.5.1 Promote the use of new technologies for transportation and other community services.

M2.5.2 Utilize TSM planning, implementation, and monitoring to improve transportation efficiency and safety.

Goal M3 A safe, efficient, and adaptive road system

M3.1 Acknowledge and manage congestion.

M3.1.1 Seek ways to reduce vehicle trip demand and reduce the number of peak hour vehicle trips. Cf. LU4.2, LU4.4, ED4.3.5.

M3.1.2 Encourage high occupant vehicle travel. Cf. LU4.2, M1.1, and M1.5.1.

M3.1.3 Strive to maintain the established "level of service" D or better at signalized intersections.

M3.1.4 Accept a lower level of service and higher congestion at major regional intersections if necessary improvements would be too costly or result in significant environmental impacts.

M3.1.5 Maintain and update the Transportation Impact Fee to ensure that developers pay a proportional share of circulation system improvements. Cf. LU1.4 and ED2.3.1 and 3.1.5.

M3.1.6 Finance circulation system improvements by using local revenues as a match to leverage federal and State funds.

M3.1.7 Encourage businesses and employees to participate in ridesharing, bus pass, and shuttle programs.

M3.1.8 Encourage variable work hours including the institution of staggered hours, flextime, telecommuting, or compressed work weeks.

M3.1.9 Consider reducing parking requirements for employers, developments, businesses, and major destination centers that implement effective alternative transportation programs. Cf. LU4, ED1.9.2, and M2.3.2, and 3.1.9.

M3.1.10 Utilize up-to-date multi-modal transportation studies and reports to identify areas where major deficiencies are projected.

M3.1.11 Minimize disruption of newly paved or resurfaced streets by ensuring that road projects are coordinated with utility work.

M3.1.12 Update and maintain coordinated signal timing on traffic corridors.

M3.1.13 Improve access to and from Harvey West, including a possible new approach to Highway 1 and a better connection to the downtown.

M3.2 Ensure road safety for all users.

M3.2.1 Maintain the condition of the existing road system.

M3.2.2 Ensure safe and efficient arterial operations.

M3.2.3 Ensure that street widths are adequate to safely serve emergency vehicles and freight trucks. Cf. HZ1.1.3, HZ1.2.4.

M3.2.4 Improve traffic safety and flow. Ways to do this include installing and maintaining traffic signs, pavement markings, and median improvements.

M3.2.5 Improve traffic safety at high collision locations, in residential areas, and in congested areas through speed enforcement programs, improved street design, improve-

ments needed to reduce accidents, and by offering traffic safety educational programs in coordination with other local agencies.

M3.2.6 Regularly inspect streets and maintain pavement in a condition that keeps maintenance costs at a minimum, encourages bicycling, and ensures that repairs are acceptable and long-lasting.

M3.2.7 Regularly inspect bridges to determine if load restrictions are adequate and to evaluate maintenance needs; safety; the effects of accident damage, environmental damage, capacity, and usage; and the need for seismic retrofitting.

M3.2.8 Prohibit contractors from tracking or dropping excavated material, construction material, and other debris onto city streets.

M3.2.9 Where possible, underground the utilities along city roads, especially on streets scheduled for reconstruction.

M3.2.10 Install energy-efficient and adequate street lighting in traffic hazard, public gathering, and pedestrian areas. Cf. CD3.6, M1.6.1, HZ5.1, NRC7.1.2.

M3.2.11 Improve traffic flow and safety and reduce impacts on arterial streets by limiting driveways, mid-block access points, and intersections; removing on-street parking; clustering facilities around interconnected parking areas; providing access from side streets; and other measures.

M3.3 Discourage, reduce, and slow through-traffic and trucks on neighborhood streets.

M3.3.1 Enhance neighborhood livability through the design of road and transit improvements.

M3.3.2 Improve access along the Visitor/Beach Area travel corridors through coordinated signs and street naming, protected turn lanes, remote parking/shuttle programs, and other strategies. Cf. PR1.6.3.

M3.3.3 Update the Beach and South of Laurel Area Plan to reflect needed improvements along the Visitor/Beach Area travel corridors.

M3.3.4 Mitigate safety, noise, and air quality impacts from roadways on adjacent land uses through setbacks, landscaping, and other measures. Cf. HZ2.2.1, HZ3.1.7.

M3.3.5 Require new development to be designed to discourage through traffic in adjacent neighborhoods and to encourage bicycle or pedestrian connections.

M3.3.6 Reduce traffic in residential neighborhoods by improving arterial and collector streets and providing appropriate signs along arterial and collector routes. Cf. HZ3.1.7.

M3.3.7 Develop neighborhood traffic control plans where necessary to minimize traffic impacts on local streets.

Goal M4 A citywide interconnected system of safe, inviting, and accessible pedestrian ways and bikeways

M4.1 Enable and encourage walking in Santa Cruz. Cf. CD5.1, CC8.4, PR4.1.2.

M4.1.1 Update and implement the Pedestrian Master Plan for development of a complete, continuous, and structurally adequate system of pedestrian paths and walkways.

M4.1.2 Include and address sidewalk improvements in the Capital Improvements Program.

M4.1.3 Encourage pedestrian travel by providing pedestrian pathways on cul-de-sac and loop streets.

M4.1.4 Encourage walking in Santa Cruz through educational outreach and promotional programs.

M4.1.5 Where there are proposed or existing plan lines, require developments to dedicate land for rights-of-way, and require that sidewalks be added or repaired within, and in the area adjacent to, new developments. Cf. LU1.1.3, M1.4.1, CD4.2, CD4.3.1.

M4.1.6 Enhance the pedestrian orientation of the Downtown Central Business District.

M4.1.7 Require that site and building design facilitate pedestrian activity.

M4.1.8 Remove or reduce obstructions and sidewalk tripping hazards, ensure accessibility to the physically disabled and

elderly, and improve amenities along existing and potential pedestrian paths and walkways.

M4.1.9 Require landscaping in the development, replacement, and repair of sidewalks, including the placement of trees on private property and/or in tree wells on sidewalks.

M4.2 Provide and maintain a complete, interconnected, safe, inviting, and efficient citywide bicycle network. Cf. CD5.1, CC8.4, PR4.1.2.

M4.2.1 Maintain and update as necessary the City's Bicycle Transportation Plan.

M4.2.2 Work with appropriate agencies to seek funding for pedestrian and bicycle projects.

M4.2.3 Facilitate bicycling connections to all travel modes.

M4.2.4 Implement bicycle safety programs and cooperate with other agencies in the enforcement of bicycle safety.

M4.2.5 Study the development of parking alternatives (such as removal of parking from one side of the street) and off-street parking facilities prior to the removal of any on-street spaces.

M4.2.6 Provide regular sweeping, pavement repairs, striping, and signs along bike routes.

M4.3 Require pedestrian and bicycle improvements in major activity centers and activity areas. Cf. ED5.1, and M1.1, 1.1.2, 1.5.1 and 2.4.2.

M4.3.1 Promote the development of bike lanes on arterial and collector streets and in proposed and already-adopted City plans.

M4.3.2 Develop bike commute routes along railroad rights-of-way (while ensuring the ability to develop rail transit) and along West Cliff Drive, Broadway, King, and other streets.

M4.4 Assure a high level of bicycle user amenities. Cf. PR1.6.4.

M4.4.1 Maintain Zoning Ordinance and parking district requirements that require secure, covered bicycle parking and/or storage lockers at private and public facilities.

M4.4.2 Provide design guidelines for safe and secure bicycle parking, and promote bicycle access for special events.

M4.4.3 Increase the supply of bicycle parking throughout the city.

M4.4.4 Consider ways to require existing development to upgrade and/or retrofit on-site bicycle user amenities.

M4.5 Support pedestrian and bicycle safety improvements.

M4.5.1 Design and also modify intersections using striping, pedestrian crossing signs, pedestrian islands, and pedestrian-friendly signal phasing.

M4.5.2 Design driveway access ramps to not interfere with the safe use of sidewalks.

M4.5.3 Develop a schedule and comprehensive funding program for proposed bike system improvements within the Capital Improvements Program.

M4.5.4 Consider counter-flow bike lanes on one-way streets where significant bicycle traffic is expected and where safety measures are in place.

CHAPTER 6

Economic Development

The well-being of residents and businesses and the overall quality of life in Santa Cruz depend, to a significant extent, on economic development. This chapter of the Plan focuses on what will be needed to maintain the city's competitive advantages, mitigate its economic weaknesses, and nurture a vigorous and diverse economy. The chapter is divided into two sections.

- **Economic background** focuses on six major issues that highlight existing conditions and problems: the regional economy, the City's tax base, role of the University in the local economy, the local workforce, the city's business districts, and a sustainable economy.
- **Goals, Policies and Actions** provides City bodies with guidance in making economic development decisions and implementing the actions recommended in this chapter.

Economic background

"Prosperity for all" is one of the 11 principles on which *General Plan 2030* is built:

- "We will ensure a sustainable economy for the community, actively encouraging the development of employment opportunities for residents of all levels and ages, and actively protecting from elimination our current and potential sources of sustainable employment."

THE REGIONAL ECONOMY

Santa Cruz is not an economic island. It is in, is part of, is surrounded by, and is dependant on the regional economy. Much of the revenue the City receives comes from taxes on retail sales and hotel occupancy. Those economic sectors in turn depend on healthy economic conditions in the wider region. But retailing concepts are changing, and nearby beach and resort areas are building hotels to attract the tourists who now flock to Santa Cruz.

One way the City can maintain and potentially improve its economic position and revenues is to expand retail sales. That objective can be pursued through economic development. A second way is to evolve into a full service overnight lodging destination. The expansion of visitor accommodations presents an opportunity to move beyond the level of existing hotel and lodging offerings to bring a broader range of overnight visitors and daytime business services to the city.

THE CITY'S TAX BASE

The condition of the economy in the city and the region, and the financial health of City government, are two different things. While the local economy experienced substantial overall growth since 1970, the City's ability to take in money to pay for the services it

provides has diminished over the same period.

During the 1970s, the City established a number of taxes and increased those as needed to pay for the services it was providing to the community. Beginning in the late 1970s and into the 1980s, multiple statewide ballot propositions changed the tax laws, making it impossible for cities to impose new taxes or increase old ones. Thus constrained, the City's tax base and revenue were unable to benefit from and reflect the vigor of the larger economy. In order to continue and pay for those services deemed most essential (like public safety), the City had to budget less money for other public services.

Over the years, Santa Cruz has maintained a healthy retail base. Auto dealers, the Boardwalk, and Costco are the city's largest tax generators, but their growth and retail sales trends have been relatively flat. Santa Cruz lost ground in taxable retail sales in the economic downturn of 2001. By 2006, eating and drinking sales and general merchandise sales had recovered some of that ground, but were offset dramatically by sales captured in nearby Capitola. To provide increased services to both residents and visitors, the City has to grow its tax base.

ROLE OF THE UNIVERSITY IN THE LOCAL ECONOMY

The area's K-12 schools and UCSC make Education Services, as a sector, a substantial contributor to the local economy. The sector increased by 520 jobs between 2002 and 2004, and accounted for almost 18 percent of the local economy in 2004. The growth of UCSC is closely linked to the future economy of Santa Cruz and should be a part of the City's economic development strategic planning.

The City and University have sought ways to enhance and expand ongoing communication and collaborative planning, beyond the commitment to an annual Chancellor-Mayor public meeting. And while the University offers the public performing arts and lecture programs and use of the University Library and physical education and recreation amenities, the two entities also need to look for joint opportunities and projects—such as the Technology Incubator—that encourage business activities, generate local employment, and expand the local tax base.

THE LOCAL WORKFORCE

A high quality of life and an educated and seasoned labor force can offer a major competitive advantage in both attracting new businesses and expanding existing ones. A skilled and diverse workforce will attract entrepreneurs and nurture growing companies, and can reasonably be expected to buffer the city from low employment levels, even during economic downturns.

A key attribute of the Santa Cruz workforce is that residents tend to work within the community. Of the total of 28,869 employed Santa Cruz residents in 2000, 15,550 (almost 54 percent) worked within the city limits, including 1,653 who worked at home.

Santa Cruz residents are highly educated. In 2000, more than 44 percent of city residents over age 25 had a bachelor's degree or higher, and almost 18 percent had a graduate or professional degree. That level of educational attainment is higher than the countywide level (34 percent with bachelor's degree or higher) or the regional level (just under 27

percent), and represents an attractive feature of the resident labor force to many employers. Effectively utilizing the skilled, educated, and diverse workforce in the city will require creative policies and programs.

THE CITY'S BUSINESS DISTRICTS

The City has worked and will continue to work with property owners and retail developers to expand local-serving, region-serving, and specialty retail Downtown. This effort can be expanded to support small, independently owned businesses throughout the city.

A SUSTAINABLE ECONOMY

This Plan applies the term "sustainable" "to resources or systems that can be maintained without compromising the needs of future generations, and in so doing, will conserve or restore an ecological balance and avoid depleting resources." A "sustainable economy" is one that offers a wide variety of economic opportunities, creates strong local prosperity, and contributes to the local tax base, providing needed public services.

Communities across the country are exploring ways to foster a business climate that promotes and gains from "green" building and sustainable energy. The City can focus on ways that public and private "green" buildings and planning efforts, education, and technical assistance can reduce the climate, health, and cost impacts associated with expanding and operating the built environment. Santa Cruz also can facilitate future local employment opportunities and encourage the development of high-quality space for small businesses and local professionals with a mix of office uses and Research & Development.

Goals, Policies, and Actions

Goal ED1 A vibrant regional economic center

ED1.1 Promote Santa Cruz as the principal retail, cultural, recreational, restaurant, entertainment, and commercial destination in the region.

- ED1.1.1 Encourage the development of diverse, innovative, and sustainable business enterprises that reinforce Santa Cruz's position as a regional employment, cultural, visitor, and shopping center. Cf. LU3.2.1, ED6, 6.4, and 6.6.2, and NRC7.2.

- ED1.1.2 Support the development and expansion of businesses that make a balanced contribution to the cultural, environmental, and economic health of the city.

- ED1.1.3 Encourage the development of year-round businesses and visitor activities, resources, and destinations that can also attract and engage local residents. Cf. HA4.5, HA4.5.2, ED1.8.

ED1.1.4 Encourage, sponsor, and increase the number and quality of special events and recreational programs attractive to both visitors and residents. Cf. HA2.1, 2.2 and 3.3 ED 6.9.2; CC8.3.8; PR1.1.4, 2.1, and 2.2.4.

ED1.1.5 Encourage additional commercial businesses that support and enhance creative industries and lifestyles, such as marine, retail, visitor, and recreational activities and services. Cf. ED6.8.

ED1.1.6 Revitalize the RiverFront area.

ED1.1.7 Continue and expand Beach Area marketing efforts.

ED1.2 Ensure that Santa Cruz remains an attractive, safe, and welcoming city for visitors.

ED1.2.1 Encourage transportation improvements and pedestrian activity along Ocean Street to stimulate economic vitality.

ED1.3 Promote eco-tourism and adventure tourism.

ED1.3.1 Promote the development of ecotourism programs that are or could become associated with environmentally focused activities such as the Monterey Bay National Marine Sanctuary, Long Marine Lab, whale watching, the UCSC Farm and Arboretum, and others.

ED1.4 Promote Santa Cruz as a conference destination.

ED1.4.1 Support the development of a new conference center, evaluate the contribution it would make in attracting visitors, and consider opportunities to link such a facility to a performing arts center. Cf. HA2.2.5, ED1.7.3. and CC2.1.2.

ED1.5 Encourage the development of new lodging facilities, particularly those targeting a higher-end market and those providing additional visitor amenities.

ED1.5.1 Encourage the development of facilities that would accommodate conferences and conference-goers in conjunction with existing or new hotel development.

ED1.5.2 Attract a top-end, full-service hotel to expand and improve the year-round conference segment of the tourism market.

ED1.5.3 Develop and implement a comprehensive Beach Area quality lodging strategy.

The study should examine the growth in visitor demand and the needs and opportunities (including funding) for lodging, conference facilities, other visitor services, parcel assembly, and associated public improvements (including streetscape, parking, transit, and directional signs).

ED1.6 Discourage the conversion of lodging to housing in Santa Cruz, and encourage upgrades to existing lodging facilities.

ED1.6.1 Assess the impacts of an oversupply of inferior hotel/motel rooms, and develop incentives to encourage owners to upgrade existing hotel/motel facilities while ensuring the retention of moderately priced accommodations.

ED1.7 Enhance and market the city's cultural and historic resources as a vital tool for economic development. Cf. HA4.5.4.

ED1.7.1 Provide continuing support for cultural events and festivals, especially during the off-season.

ED1.7.2 Diversify the range of visitor attractions in Santa Cruz, particularly those that draw on the city's unique natural and cultural assets.

ED1.7.3 Encourage the growth of local performing arts, visual arts retail, artistic co-ops, and historic and cultural events. Cf. HA2.2.5 and CC2.1.2.

ED1.8 Increase the promotion of Santa Cruz as a year-round tourist destination and enhance and promote the identity of existing and potential visitor areas in the city. Cf. HA4.5, HA4.5.2, ED1.1.3.

ED1.8.1 Coordinate scheduling, promotion, and administration of special events at City facilities among City departments, the County Visitors Center, hotel and business associations, and other appropriate groups.

ED1.8.2 Improve the visual appearance of visitor routes and entrances to the city.

ED1.8.3 Implement a comprehensive sign program to facilitate visitor orientation to the city and its complete range of attractions.

ED1.8.4 Improve access to and routes between tourist and visitor designations and lodging facilities.

ED1.8.5 Consider the use of new technology along the city's principal entry roads to inform visitors about and guide them to beach shuttle services, parking areas, and retail business areas. Cf. CC11.2.4.

ED1.8.6 Consider the development of regular tourism programming on radio and local cable television to provide information about cultural activities and other community events.

ED1.8.7 Enhance and manage a citywide banner program to promote arts and cultural activities and events.

ED1.8.8 Encourage the participation of smaller lodging facilities in serving the conference and other markets.

ED1.8.9 Work to retain the city's core visitor attractions.

ED1.8.10 Work with local owners to ensure a continuing high quality visitor experience for their patrons.

ED1.8.11 Work to develop tour bus trips to local attractions throughout Santa Cruz County such as the Boardwalk.

ED1.8.12 Encourage the Santa Cruz and Big Trees Railroad and other operators using historic rail cars to provide tours of Santa Cruz.

ED1.8.13 Promote Seabright area beaches and the harbor to play a more significant role as Santa Cruz visitor attractions. Cf. LU3.9.1.

ED1.8.14 Provide convenient shopping and services for Seabright residents and visitors to the harbor and Seabright Beach. Cf. LU3.9.1.

ED1.9 Develop strong and vibrant retail sectors serving local and regional shopping needs.

ED1.9.1 Promote and develop clean, visually inviting, and safe shopping environments.

ED1.9.2 Implement transportation, parking, and alternative transportation improvements consistent with circulation planning. Cf. LU4, ED5.4, and M1, 2.2, 2.3.2, and 3.1.9.

ED1.9.3 Provide a variety of parking resources to support a diverse retail base. Cf. ED5.4.1, M1.6.

ED1.9.4 Encourage creative and flexible approaches to parking supply along Ocean Street.

Goal ED2 Real growth in the City's tax base

ED2.1 Foster a robust and diversified economic and municipal tax revenue base.

ED2.1.1 Recruit new and support existing businesses that generate substantial municipal revenue.

ED2.1.2 Maintain and expand retail sales tax opportunities within the city.

ED2.1.3 Educate the public about the need for a strong economic tax base.

ED2.1.4 Encourage public/private partnerships that stimulate economic growth.

ED2.2 Encourage the City, residents, businesses, and other institutions to "buy local."

ED2.2.1 Promote the purchase of locally-produced, recycled, and environmentally sound products and packaging.

ED2.2.2 Identify businesses that purchase goods and services outside the county and match them with businesses that can locally provide the same goods and services or better.

ED2.2.3 Support local and environmentally sound vendors.

ED2.2.4 Encourage businesses to provide for easy consumer identification of locally produced and environmentally sound goods.

ED2.2.5 Retain and strengthen the clusters of medical office and professional office businesses south of Soquel Avenue in the Eastside.

ED2.3 Consider the fiscal and economic impacts of major developments.

ED2.3.1 Ensure that new developments pay their proportional share of infrastructure costs. Cf. LU1.4, M3.1.5, and ED 3.1.5.

ED2.3.2 Ensure sufficient tax revenue growth to reduce reliance on privatization of public ways and services in new developments.

Goal ED3 The University as a major contributor to and beneficiary of a successful local economy

ED3.1 Cooperate with the University in working toward a mutually beneficial economic relationship.

ED3.1.1 Support positive relations and open dialog with UCSC.

ED3.1.2 Partner with UCSC and other public and private entities to promote scientific and technological partnerships, and cultural, commercial, and visitor-serving development. Cf. ED4.2.2, 6.4, 6.7, and 6.7.1.

ED3.1.3 Work with UCSC to bring to Santa Cruz new companies growing out of the university's academic enterprises.

ED3.1.4 Encourage and facilitate entrepreneurial business efforts by UCSC graduates and others.

Goal ED4 A skilled, educated, and diverse local workforce

ED4.1 Promote the education and training of the workforce to meet the needs of emerging economies.

ED4.1.1 Improve the match between emerging job opportunities and training programs.

ED4.1.2 Ensure that educational institutions address the business community's needs for worker training and continuing education in digital arts and media, alternative health care, and computer-based professions. Cf. CC8.3.

ED4.1.3 Promote local educational agencies' vocational programs to the business community.

ED4.1.4 Market public and private employment training programs and business assistance services.

ED4.1.5 Cooperate regionally in the development of a day laborer program.

ED4.2 Retain and expand the existing base of medium and large employers in Santa Cruz.

ED4.2.1 Encourage the expansion and selective attraction of commercial businesses and industries that create diverse opportunities for employment at wages adequate to buy or rent decent housing in Santa Cruz.

ED4.2.2 Preserve existing and seek new industries and businesses at the cutting edge of science and technology. Cf. ED3.1.2, 6.4, 6.7, and 6.7.1.

ED4.2.3 Market Santa Cruz to employers; emphasize the area's highly educated workforce and linkage with the University.

ED4.3 Encourage diverse and year-round employment opportunities.

ED4.3.1 Encourage businesses that provide part-time and seasonal job opportunities for people of all ages, skills, and experience levels.

ED4.3.2 Encourage flexible work arrangements (such as split shifts, job sharing, or reduced work week) that will promote broader employment opportunities.

ED4.3.3 Encourage the expansion and attraction of commercial businesses and industries that create stable, year-round, livable wage jobs with maximum health benefits.

ED4.3.4 Seek ways to smooth out seasonal fluctuations in local unemployment.

ED4.3.5 Encourage and support small home-based businesses while respecting issues of neighborhood character and compatibility. Cf. LU4.2, LU4.4, M3.1.1.

ED4.4 Encourage the development of businesses with strong minority outreach.

ED4.4.1 Provide support to businesses with strong minority outreach and hiring programs and to those operated by historically excluded groups.

Goal ED5 Diverse and dynamic business districts

ED5.1 Nurture activity centers and districts that serve neighborhoods and businesses, provide jobs, and meet local and regional needs. Cf. M1.1, 1.6.1, 2.4.2, and 4.3.

ED5.1.1 Provide for the development of supporting land uses adjacent to retail shopping areas, while assuring protection of existing residential neighborhoods.

ED5.1.2 Coordinate and expand Beach Area services and employment.

ED5.2 Provide for residents' daily shopping needs in local-serving neighborhood commercial centers. Cf. LU3.3 and 4.2.5.

ED5.2.1 Encourage neighborhood shopping in nodes of commercial development that serve residential areas and have adequate transit, pedestrian, and bicycle access.

ED5.2.2 Support the development of neighborhood gathering places in conjunction with local-serving neighborhood commercial.

ED5.2.3 Encourage new neighborhood commercial/convenience retail businesses that can provide for the daily shopping needs of Prospect Heights residents.

ED5.3 Support neighborhood commercial and mixed-use development along the city's transportation corridors. Cf. LU3.3.1 and 4.1.1.

ED5.3.1 Provide for attractive commercial development (including more intensive and higher quality ground floor retail) along commercial corridors, provided the uses are compatible with or transition easily to adjacent residential areas.

ED5.3.2 Support redevelopment of the light industrial properties on Murray Street in Seabright, including more land intensive commercial and/or mixed use development, provided that the uses are compatible with existing residential.

ED5.4 Review standards and apply creative and flexible approaches to parking supply issues along commercial corridors, with emphasis on ground floor commercial, tax-revenue-producing uses. Cf. CD5.2.3, M1.5, M1.5.3, and ED1.9.2. (PC 3/17/08)

ED5.4.1 Pursue multi-story development of surface parking lots for parking and other uses. Cf. ED1.9.3, M1.6.

ED5.4.2 Develop a parking strategy and parking solutions for the Beach Area.

ED5.5 Promote Downtown as the primary local and regional retail, entertainment, and cultural center.

ED5.5.1 Enhance Downtown as a welcoming and inviting destination for residents, visitors, and businesses.

ED5.5.2 Support the creative reuse of buildings for commercial and office uses complementary to the Downtown.

ED5.5.3 Retain existing businesses and attract new ones to downtown Santa Cruz.

ED5.5.4 Create a distinctive and active pedestrian environment Downtown.

ED5.5.5 Allow for the extension of café and retail uses within the public right-of-way, subject to design standards and management guidelines.

ED5.5.6 Require continuity of active ground-level uses (retail, restaurant, cultural, etc.) along Pacific Avenue.

ED5.5.7 Revitalize the Lower Pacific area (Pacific Avenue south of Cathcart Street). Cf. LU3.5.1 and 3.6.1.

Goal ED6 **A sustainable economy** Cf. LU3.2.1.

ED6.1 Build on and leverage Santa Cruz's unique environment, community, and culture.

ED6.1.1 Support the establishment of industries and "lifestyle businesses" that draw on Santa Cruz's natural assets and environment.

ED6.1.2 Recognize the importance of and promote the Monterey Bay National Marine Sanctuary in support of the city's tourism, recreation, fishing, and aquaculture industries. Cf. CD1.1.2, CD1.4.5., LU3.11.1, NRC6.2.

ED6.2 Encourage and support "green" and environmentally-oriented businesses to locate in Santa Cruz. Cf. NRC7.2.1.

ED6.2.1 Support commercial projects that demonstrate a public benefit.

ED6.2.2 Require commercial and industrial construction and facilities to incorporate green and sustainable building features and operating practices. Cf. NRC7.1.4.

ED6.2.3 Encourage businesses that: are socially beneficial, provide jobs to local residents, don't pollute or deplete natural resources, and use locally-reclaimed resources.

ED6.3 Foster and retain locally owned businesses and start-ups.

ED6.3.1 Assist small businesses and small-scale, low-impact, start-up uses in navigating the City's permit process, and expedite project review.

ED6.3.2 Market existing financial assistance programs to small businesses.

ED6.4 Ensure that economic development strategies and programs undertaken by the City are in step with changing economic conditions and technologies. Cf. LU3.2.1, ED3.1.2, 4.2.2, 6.7, and 6.7.1; and CC11.1.

ED6.4.1 Work with stakeholders to initiate and implement economic development, municipal tax revenue, and investment strategies.

ED6.4.2 Seek economic development projects for Santa Cruz and establish incentives and methods for realizing those projects.

ED6.4.3 Consider the impacts of taxes, fees, and incentives on economic growth.

ED6.4.4 Increase the competitiveness of Santa Cruz relative to other jurisdictions with regard to development permits and fees.

ED6.5 Meet the space and infrastructure needs of a variety of business types. Cf. ED6.7.1.

ED6.5.1 Encourage innovative commercial and industrial facility and site designs.

ED6.5.2 Work to establish business "incubator" space and facilities. Cf. LU3.2.4.

ED6.5.3 Consider the development of new, regional-serving

ED6.6 Protect the ability of industrial uses to locate and operate within the city's industrial areas. Cf. LU3.2 and 3.2.7.

ED6.6.1 Carefully weigh the effect on regional and local jobs/housing balance when considering any reduction in the amount of industrially zoned land.

ED6.6.2 Seek ways to retain or convert at-risk industries and/or businesses to economically viable activities. Cf. LU3.2.1, NRC7.1.4.

ED6.7 Foster new technology-based enterprises. Cf. ED3.1.2, 4.2.2, 6.4, and 6.7.1.

ED6.7.1 Promote development of new and retrofitted industrial and office space that meets the need of technology-based businesses. Cf. ED3.1.2, 4.2.2, 6.4 and 6.5.

ED6.7.2 Work toward expanding the City's technology infrastructure. Cf. CC11.

ED6.8 Retain and attract "creative industries." Cf. ED1.1.5.

ED6.8.1 Support the development of a design center and the growth of related industry.

ED6.8.2 Provide a cultural and natural environment attractive to a creative workforce.

ED6.8.3 Encourage creative and design-based employment to locate in Santa Cruz.

ED6.9 Promote cultural tourism as a vital element of the local economy.

ED6.9.1 Utilize and market the area's arts and cultural resources as a vital tool for economic development.

ED6.9.2 Continue to support parks and recreation programs and the arts as contributors to the economy. Cf. HA2.1, 2.2 and 3.3; ED 1.1.4; CC8.3.8; PR1.1.4, 2.1, and 2.2.4.

ED6.9.3 Promote and support local historic and cultural enterprises.

ED6.9.4 Support efforts to increase film production activities in the county.

CHAPTER 7

Civic and Community Facilities

This chapter of the Plan looks to 2030 while continuing and expanding on the Community Facilities Element in the previous General Plan.

The City Council adopted the following key principles to guide the development of this chapter of the General Plan:

- **An involved citizenry**. We will welcome citizen participation in government, encourage respectful cooperation and mutual regard among residents, workers, students, and visitors, and fully accept shared responsibility for community well-being.
- **Community facilities and services**. We will offer excellent social services and will improve and maintain our infrastructure, community safety, and emergency preparedness.
- **Natural resources**. We will highlight and protect our unique setting, our natural and established open space, and the sustainable use of our precious natural resources.

How these principles are implemented is discussed below and in the Goals, Policies and Actions at the end of the chapter.

This chapter is presented in two sections.

- **Background** describes existing conditions, their causes, and the basic approaches taken in the Plan with regard to 11 subjects, each of which is the focus of a unique goal in this chapter: *citizen involvement, comprehensive community facilities and services, water, wastewater, stormwater, solid waste, community safety, education, health and human services, childcare, and technical innovation.*
- **Goals, Policies and Actions** provides City bodies with guidance in making decisions and in implementing the actions related to citizen involvement, community facilities and services, and the promises of new technology.

Background

Santa Cruz provides a variety of facilities and services to meet the daily needs of residents, businesses, and visitors including water supply, sewage treatment, garbage collection, police services, and parks and recreation facilities. The State, County, and quasi-public agencies such as Dominican Hospital and PG&E also provide community facilities and services.

Each year the City prepares a Capital Improvements Program (CIP) allocating public funds for capital improvements to community facilities. The CIP is prepared by reviewing the goals in the General Plan and assessing the ability of existing facilities and ser-

vices to meet community needs. Community facilities and services needing improvement receive priority for funding.

INVOLVED AND INFORMED CITIZENRY, RESPONSIVE AND EFFECTIVE GOVERNMENT

The City welcomes citizen participation in government; encourages respectful cooperation and mutual regard among residents, workers, students, and visitors; and accepts a shared responsibility for community well-being. The City can inform and educate the community and obtain feedback about topics related to community life and commerce. To do so, it needs a visible, efficient, and user-friendly means of communication and information exchange.

Santa Cruz already has a communications and information network that facilitates community interaction to produce, process, and consume information through several media. The quality of this network has consequences for the community's physical, social, and economic well-being.

Electronic services in particular (cable television, telephone, satellite, computer networking technologies, internet, radio, and other such services) create greater accessibility to and exchange of information, impact the ways people communicate, and create job opportunities. Enhancing and improving access to these resources will have a profound effect on the quality of daily life and work. Toward improving both, the City continually examines and responds to the possibilities and challenges offered by—and the implications of—technological advances and opportunities.

COMPREHENSIVE COMMUNITY FACILITIES AND SERVICES

The City provides a number of facilities and services for the community. They range from venues for special events to facilities such as neighborhood parks. Where other sections of the Plan discuss specific community facilities, this chapter focuses on community facilities in the broader sense. The chapter includes policies related to the City working in partnership with other entities, such as private interests or UCSC, to provide community services that the City alone would be unable to supply.

WATER SUPPLY

The opening principle of the Plan (one of the three noted above) states that the City "… will highlight and protect … the sustainable use of our precious natural resources." This chapter follows that principle by a call for improving and maintaining the public infrastructure, among other things. This section provides a brief overview of the city's water supply system. A more complete description of the existing conditions, goals, management, and operation of the Santa Cruz water system is contained in the City's adopted Integrated Water Plan (IWP), incorporated herein by reference.

Service area characteristics. The Santa Cruz Water Department service area (approximately 30 square miles) includes the entire city of Santa Cruz, Live Oak and adjoining unincorporated areas of Santa Cruz County, portions of irrigated agricultural land on the north coast, and a small part of the city of Capitola. The service area and system boundary are shown in Figure X. The water system in 2006 served approximately 24,000 connections, 88 percent of which were residential. With a 2007 student enrollment of

15,000, UC Santa Cruz was, and remains, the City's largest water customer.

Total annual water demand in 2003 varied between 4.0 and 4.5 billion gallons. Just under two-thirds of treated water went to residential uses, and the remaining one-third to various commercial, industrial, institutional, and irrigation uses. Average daily water demand ranged from about 8.5 million gallons per day (mgd) in winter to 14.5 mgd in summer, with peak days up to 16 mgd.

Overview of the City water system. Santa Cruz draws its water from four main supply sources: North Coast sources (including Laguna, Majors, and Reggiardo Creeks, and Liddell Spring), San Lorenzo River (including Tait Street Diversion, Tait Wells, and Felton Diversion), Loch Lomond Reservoir (capacity = 2,810 million gallons), and Live Oak Wells. Groundwater constitutes only 4 to 5 percent of the city's entire water supply, but has been a crucial component for meeting peak season demands and during periods of drought.

The supply system relies entirely on rainfall, runoff, and groundwater infiltration within watersheds in Santa Cruz County. There are no facilities in place to transfer water to the City system from adjacent water districts, nor is any water purchased or imported to the region from outside the Santa Cruz area. The North Coast sources—which excel in water quality, are least affected by water rights limitations, and are cheapest to produce—are used to the greatest extent possible. As of February 2006, the system was operating at about 93 percent of capacity. Water demand under normal conditions is expected to exceed water system capacity at some point between 2015 and 2020.

On average, nearly 75 percent of the city's annual water supply needs are met by surface diversions from coastal streams and the San Lorenzo River. The yield from these sources in any given year is directly related to the amount of rainfall received and runoff generated during the previous winter. Water stored in Loch Lomond Reservoir is used mainly in the summer and fall months when the flows from coast and river sources drop off and additional supply is needed to meet higher daily demands. Loch Lomond accounts for about 22 percent of the city's annual supply.

Except for water drawn from the Live Oak wells, all raw water is pumped to the Graham Hill Water Treatment Plant (2007 capacity = 24 mgd) for purification. It then is conveyed by gravity to the Bay Street Reservoir for storage, introduced directly into the distribution system for use, or pumped to various elevated pressure zones within the system. Groundwater from the Live Oak wells is treated at a separate water treatment plant near 38th Avenue.

Water supply reliability. One of the primary challenges the City faced in setting goals and policies for *General Plan 2030* is the continued likelihood of some degree of growth and the historic inadequacy of water supply during periods of drought. The city experienced serious water supply deficiencies during droughts in 1976-77 and 1987-92.

With the exception of the Felton booster station (added in 1975), the city's water supply system is essentially the same as it was in 1960, when Loch Lomond reservoir was completed. The population of the city at that time was 25,600, and the service area popula-

tion was estimated at 31,000.

The City has been in the process of considering possible new water supplies since the 1970s. It explored the possibility of developing local groundwater resources and brackish groundwater on the north coast, but neither option was pursued.

The City's water plans. The Integrated Water Plan (IWP) was adopted in 2005. It addresses the city's drought problems and provides a flexible, phased approach to providing water to the service area through 2030. The City subsequently adopted its 2005 Urban Water Management Plan in 2006, as required by the State Water Code.

The IWP includes:

- A broad set of water conservation programs which are expected to yield long-term water savings of nearly 300 million gallons per year.
- Provisions for temporary curtailment of service to 85 percent of normal demand when a shortage occurs.
- Plans for a supplemental water supply for drought protection to be provided by a 2.5 mgd desalination plant with potential for expansion. (Seawater desalination was identified as the only feasible alternative for a backup supply of drinking water in times of drought.)
- A recognition that droughts will continue, whether or not the community grows or increases its water supply, and there will be periods of water shortage. State water law assigns a low priority to outdoor irrigation, meaning that landscapes will suffer first and most, as outdoor watering is restricted.

The Urban Water Management Plan indicates there is potential that saltwater intrusion might jeopardize the safe production of groundwater from the Purisima aquifer; however, as of 2007, there was no imminent threat of seawater intrusion.

WASTEWATER SYSTEM

Conservatively, the City's wastewater treatment facility has the capacity to treat up to 17 million gallons of wastewater per day (mgd) to secondary standards set by U.S. EPA and the California Regional Water Quality Control Board. The City in 2007 treated approximately 9.5 mgd.

It is difficult to estimate future increases in wastewater that might be generated by even modest new growth. At the same time, the closure of several older manufacturing businesses since 1995 resulted in decreasing the amount of wastewater treated; and it is unlikely that the treatment plant's 17 mgd capacity will be reached during the life of *General Plan 2030.* Nevertheless, when the flow to the treatment facility reaches 13 mgd (estimated to occur in 2020), the City plans to conduct a study to determine the capacity of the facility. The results of that study could start a process of design modification and possible facility additions to increase treatment capacity.

The wastewater collection system consists of approximately 160 miles of sewer and 17 pump stations. As of 2007, the pump stations were in excellent condition, but the collection pipes were aging. The City was spending about $1 million annually to maintain the

current condition of the pipeline system. The system is large enough to handle the wastewater generated, but during rain events, excess infiltration and inflow can overwhelm it. Thus the City expects to continue to focus on reducing infiltration and inflow.

STORMWATER SYSTEM

The flow of water does not respect jurisdictional boundaries. Topographical features form drainage basins, streams, and rivers, and multi-jurisdictional effort is required to address urban drainage and flood control problems and needs.

The City plans to develop a Storm Drain Master Plan. In addition, the Municipal Code sets standards for drainage improvements required in conjunction with new construction.

Underground storm drains are designed to carry 10-year recurring storm events. Major storms, though infrequent, exceed the capacity of the city's underground storm drains and flood some streets for short periods. On those occasions, stormwater is conveyed on surface facilities such as streets and channels that must be designed to withstand the effects of a 100-year storm without substantial damage to property and also remain usable by emergency vehicles.

Storm drainage is significantly affected by urbanization. A given amount of rainfall produces a vastly greater volume of storm water runoff on developed land than it does when the land is in its natural state. For that reason, the City examines all proposed development to ensure that drainage is addressed in the overall design.

The quality of stormwater runoff is another concern. Pollutants and particulates that enter the stormwater in urbanized areas affect water quality on urban and non-urban lands throughout the region and may pose hazards to persons, plants, and wildlife.

SOLID WASTE

The opening principle of *General Plan 2030* highlights sustainable use of the community's natural resources. This section of the Plan addresses sustainability through waste reduction, reuse, and recycling.

The City owns and operates a Class III Sanitary Landfill at the Resource Recovery Facility (RRF) approximately three miles west of the city off State Route 1. The RRF operation complies with regulations, plans, and permits required by the California Integrated Waste Management Board, the California Regional Water Quality Control Board, and the Monterey Bay Air Pollution Control District.

Landfill capacity. The landfill's permitted disposal area was increased from 40 to 67 acres in the mid-1990s, extending the life of the landfill by approximately 30 years to 2037. State law requires operating agencies to begin planning for new waste disposal/reuse facilities at least 15 years in advance of closure dates for existing landfills. Accordingly, the City must begin planning for a new facility by approximately 2022.

Waste diversion. Solid waste and recycling industries are highly regulated by federal, State and local agencies. Assembly Bill 939 (1989) required communities to divert 25 per-

cent of their 1990 waste-streams from landfill disposal by 1995, and 50 percent by 2000. The City of Santa Cruz met those goals through waste reduction, reuse, and recycling, including expanded curbside recycling. In addition, the City has programs to divert and reuse construction and demolition debris and wastewater treatment plant bio-solids. The City's aim is ultimately to eliminate the need for a City landfill. The City Council adopted a long-term Zero Waste Goal in October 2000.

Landfill gas power generation. The landfill gas collection system and onsite power generation facility operates near its peak capacity and generates enough electricity to power 600-700 homes. Upgrades to the power generation facility are planned.

COMMUNITY SAFETY

Residents of Santa Cruz have long preferred and expect a community-oriented approach to policing. From a single station located at 155 Center Street, the City's Police Department provides crime protection and prevention activities, and works to foster a partnership between citizens and police officers.

Enforcement, education, and collaboration are the three prongs of the department's strategy to counter crime. As the city's residential, tourist, and student populations have increased, so have the number of law enforcement service calls.

An independent police auditor, working out of the City Manager's Office, provides commentary and feedback on police activities, policies, and procedures.

EDUCATION

Elementary through high school education is provided by the Santa Cruz City School District, a number of private and charter schools, and alternative school programs offered through the District.

The Santa Cruz City School District provides K-8 education in six schools: Bay View, DeLaveaga, Gault, Westlake, Branciforte Middle School, and Mission Hill Middle School. The District's five high schools and continuation schools (Harbor High, Santa Cruz High, Soquel High, The Ark, and Loma Prieta) provide education for grades 9-12.

LIBRARIES

Libraries are an important link in the city's communications and information network. They serve as repositories of the city's culture, provide places where the community connects with itself and the world, and are places people go for information.

The Santa Cruz City-County Public Library System comprises 10 libraries with three branches within the city: Santa Cruz Central, Garfield Park, and Branciforte. The system's aim is to increase public access to information.

UCSC has an extensive library linked to all University of California libraries. While it primarily serves UCSC students and staff, its collections are available to the public through the interlibrary lending system or direct borrowing privileges for an annual fee.

HEALTH AND HUMAN SERVICES

Santa Cruz is served with a range of health and medical services by Dominican Hospital and various care facilities, clinics, and private practices in and around the city. Several health care services and programs (including Meals on Wheels and the Santa Cruz AIDS Project) focus on more specialized needs. The City's fire department and several paramedics programs provide emergency medical services.

CHILDCARE

Children are part of the social infrastructure for community development and an investment in our collective future. While the education of children has been acknowledged as a public responsibility, the pre-school and after-school care of children traditionally has been seen as the private problem of families, especially women, and not of public concern. Childcare, however, is more than a family matter; it is part of an integrated system that supports human development, labor force participation, and job opportunities.

The benefits of early childhood development and care in the community speak to the labor market, business recruitment, and retention; improved school readiness and success; and reduced public cost for remediation, prison, and welfare. Consideration for the needs of children is a critical part of community planning. Children have intrinsic worth, and this Plan recognizes the value of investing in our collective future.

A TECHNOLOGICALLY INNOVATIVE COMMUNITY

Technology forms the backbone of our local and regional economy, and will continue to do so in the future. As technology spreads through more aspects of our lives, tremendous opportunities arise to creatively and carefully use technology to shape our community. Technological innovation can help the city in many ways. It can facilitate citizen interaction with each other and government; company services to customers; and City services to visitors; and it can provide ways to showcase Santa Cruz's commitment to a sustainable environment.

Goals, Policies and Actions

Goal CC 1 **An involved and informed citizenry and responsive and effective government.**

CC1.1 Facilitate the participation of residents, citizen commissions, and other groups in local government decision-making.

- CC1.1.1 Develop new forums to discuss controversial issues in advance of formal public hearings. Cf. CD2.2.1.
- CC1.1.2 Use public access television, radio, newspapers, and mailings to publicize public meetings and announce agendas, public hearing dates, and City-sponsored events (with Spanish language noticing where appropriate).

CC1.1.3 Develop information centers at the City library and other departments for public viewing and comment.

CC1.1.4 Facilitate the network of community organizations.

CC1.1.5 Maintain the General Plan and City master and Area Plans as functioning documents that implement the community's goals and policies.

CC1.1.6 Use the required annual review of the General Plan to monitor consistency among General Plan goals, policies, and action and the Capital Improvements Program.

CC1.1.7 Develop an annual work program for implementing proposals in the General Plan.

CC1.2 Ensure that City information, meetings, and buildings are accessible to all.

CC1.2.1 Improve the efficiency and effectiveness of municipal services through the implementation of new technologies.

CC1.2.2 Increase public access to information and involvement in City land-use decision-making.

CC1.2.3 Maintain an up-to-date land-use information system, community profile, and facts book.

CC1.2.4 Improve online access to City information including agendas, minutes, public hearing dates, and land-use data.

CC1.2.5 Video-record public workshops and meetings, and maintain the video records at the City Clerk's office or public library for viewing or borrowing.

CC1.3 Encourage early communications between project applicants and adjacent neighbors.

Goal CC2 Comprehensive community facilities and services

CC2.1 Provide community services and facilities in keeping with the needs of a growing and diverse population. Cf. CD5.3, LU4.3.

CC2.1.1 As appropriate update and replace facilities consistent with the General Plan. Cf. HZ1.1.5.

CC2.1.2 Provide leadership in the development of a performing arts center in the Downtown area. Cf. HA2.2.5 and ED1.4.1 and 1.7.3.

CC2.1.3 Facilitate efforts of private and nonprofit public service and facility providers.

CC2.1.4 Locate community facilities within easy walking distance of residential areas or in areas well-served by transit. Cf. LU4.3.1.

CC2.1.5 Work with UCSC in planning for community facilities and services on and off campus. Cf. PR1.2.3.

CC2.1.6 Utilize faculty, staff, and student expertise in the areas of resource protection, enhancement, and restoration.

Goal CC 3 A safe, reliable, and adequate water supply

CC3.1 Implement the City's Integrated Water Plan.

CC3.1.1 Implement the City's Long-Term Water Conservation Plan to reduce average daily water demand and maximize the use of existing water resources.

CC3.1.2 Periodically update the City's Water Shortage Contingency Plan to prepare for responding to future water shortages.

CC3.1.3 Develop a desalination plant of 2.5 mgd for drought protection, with the potential for incremental expansion to 4.5 mgd.

CC3.2 Meet or exceed all regulatory drinking water standards.

CC3.2.1 Regularly and comprehensively evaluate the water system relative to federal and State water quality regulations and standards, and develop recommendations and an action plan to address findings.

CC3.2.2 Develop, maintain, and update sampling and analysis programs, and laboratory procedures for the treated water distribution system and storage facilities.

CC3.2.3 Maintain required federal and State laboratory certification.

CC3.2.4 Prepare and submit compliance reports to all regulatory agencies.

CC3.2.5 Regularly sample and analyze finished water in accordance with approved methods and parameters identified by the State, U.S. Environmental Protection Agency, and the City.

CC3.2.6 Monitor the quality of water from all sources.

CC3.2.7 Provide annual drinking water quality reports to all consumers of city water.

CC3.3 Safeguard existing surface and groundwater sources.

CC3.3.1 Manage City watershed lands relative to protecting the sources of drinking water.

CC3.3.2 Maintain compliance with all applicable drinking water source protection-related regulations.

CC3.3.3 Secure and maintain all City water rights to existing and future water supplies to provide certainty and operational flexibility for the water system.

CC3.3.4 Review and comment on new State Water Resources Control Board water rights applications and timber harvest plans on City drinking water source watersheds.

CC3.3.5 Pursue appropriate regulatory enforcement of environmental violations committed by other watershed stakeholders.

CC3.3.6 Conduct hydrologic and biotic monitoring throughout drinking water source watersheds to protect water supplies and habitat. Cf. CD4.3.3 and NRC2.1, 2.2, 2.4, and 6.3.

CC3.3.7 Ensure that fisheries conservation strategies address and protect water storage, drinking water source quality, and water system flexibility.

CC3.3.8 Provide adequate pumping, treatment, and distribution facilities for production of groundwater of 1 mgd in normal years and 2 mgd during droughts.

CC3.3.9 Monitor groundwater levels and quality.

CC3.3.10 Participate with the Soquel-Aptos Groundwater Management Alliance in cooperative efforts to assure the quality and production of groundwater resources.

CC3.4 Maintain and improve the integrity of the water system.

CC3.4.1 Maintain and improve water facilities to meet pressure and fire flow requirements and ensure customer delivery. Cf. HZ1.4.3.

CC3.4.2 Modernize City water treatment plants.

CC3.4.3 Optimize storage, transmission, and distribution capacities and efficiencies.

CC3.4.4 Evaluate and improve the water system so as to minimize water outages due to emergencies and disasters.

CC3.5 Promote maximum water use efficiency.

CC3.5.1 Implement 14 urban water conservation "best management practices" and meet reporting requirements in the *Memorandum of Understating Regarding Urban Water Conservation in California*.

CC3.5.2 Promote public education and awareness about the City's water resources and the importance of water conservation.

CC3.5.3 Offer water audit programs and technical assistance for homes, businesses, and large landscapes to help customers reduce their average daily water use and control their utility bills.

CC3.5.4 Provide financial incentives to City water customers for installing high efficiency plumbing fixtures, appliances, and equipment.

CC3.5.5 Provide public information regarding onsite water catchment systems.

CC3.5.6 Administer and enforce water waste regulations, plumbing fixture retrofit requirements, and water efficient landscape standards for new development.

CC3.5.7 Explore and consider promoting or requiring new opportunities and technologies for more efficient use of water and energy.

CC3.5.8 Evaluate water use by residential, commercial, industrial and other customer categories and trends per capita.

CC3.5.9 Regularly audit the water distribution system and implement programs to minimize system losses and underground leaks.

CC3.5.10 Participate in regional water conservation partnerships, events, and opportunities.

CC3.5.11 Play a leadership role in supporting research, policy development, standards, and legislation aimed at furthering water use efficiency across the state.

CC3.6 Coordinate major land use planning decisions in all three jurisdictions served by the City water system based on water supply availability.

CC3.6.1 Implement the City's Urban Water Management Plan and update it periodically as required by State law.

CC3.6.2 Provide annual updates to the city council on the status of remaining water supply.

CC3.6.3 Confirm or adjust the estimate of remaining supply to avoid oversubscribing the water system.

CC3.6.4 Consider developing criteria for determining significance of environmental impacts of development projects on the City water system to streamline the environmental review process.

CC3.7 Allow extension of the Water Service Area only if an application is approved by city council and/or LAFCO

CC3.8 Prohibit additional connections to the North Coast water system, in accordance with City Council Resolutions NS-17372 and NS-21056.

CC3.9 Sustain long-term fiscal stability.

CC3.9.1 Maintain a rate schedule based on cost of service and designed to provide an economic incentive for conservation.

CC3.9.2 Collect sufficient revenues to assure adequate maintenance of the water system infrastructure.

CC3.9.3 Maintain a Water Rate Stabilization Fund to protect against unanticipated emergencies, and Operating Reserves as needed for cash flow.

CC3.9.4 Confine long-term borrowing to major capital improvements.

CC3.9.5 Develop and implement a long-term Capital Improvements Plan for prioritizing and financing major projects.

CC3.10 Investigate new supply options to meet planned growth.

CC3.10.1 Explore opportunities to use recycled water for future water supply.

CC3.11 Conserve water resources. Cf. NRC1.3.1 and 3.1.

CC3.11.1 Promote water conservation.

CC3.11.2 Regularly update guidelines and standards for new landscaping that emphasizes xeriscaping, climate-appropriate landscape design, and other water-conserving practices.

CC3.11.3 Conduct a landscape irrigation audit program and target large water consumers to reduce consumption. Examples of large consumers are large turf customers, large commercial and industrial customers, and property management firms.

Goal CC 4 A sustainable and efficient wastewater system

CC4.1 Provide an adequate and environmentally sound wastewater collection, treatment, and disposal system.

CC4.1.1 Regularly maintain the sewer system.

CC4.1.2 Identify pipeline deficiencies.

CC4.1.3 Maintain and upgrade the wastewater collection and treatment system.

CC4.1.4 Provide wastewater treatment services for the County of Santa Cruz and the City of Scotts Valley in accordance with Memoranda of Understanding.

CC4.1.5 Periodically update wastewater master plans and rates.

CC4.1.6 Identify capital and operational funding needs.

CC4.1.7 Establish reporting procedures required by regulatory agencies.

CC4.1.8 Monitor wastewater treatment plant capacity and develop a plan to address future needs.

CC4.2 Maintain secondary wastewater treatment and explore the potential for tertiary treatment.

CC4.3 Explore the potential for recycling wastewater.

Goal CC 5 A sustainable and efficient stormwater system

CC5.1 Develop and maintain a Stormwater Master Plan.

CC5.1.1 Implement the City's stormwater quality program.

CC5.1.2 Maintain clear flow of the storm drain system.

CC5.1.3 Develop and maintain a Storm Drain Master Plan. (See the Creeks and Wetlands Management Plan discussion on page 131 in relation to storm drain issues.)

CC5.1.4 Conduct annual maintenance each fall.

CC5.1.5 Strive to contain drainage within each drainage basin.

CC5.1.6 Design the storm drainage system so as not to transfer storm drainage problems from one drainage basin to another.

CC5.1.7 Manage and maintain the San Lorenzo River floodway.

CC5.1.8 Require new development to maintain predevelopment runoff levels.

CC5.1.9 Reduce stormwater pollution.

CC5.1.10 Implement a water pollution prevention program.

CC5.1.11 Implement the Clean Ocean Business Program.

CC5.1.12 Educate the public about the downstream impacts of new development.

Goal CC 6 Minimal solid waste production

CC6.1 Lead the community in recycling and in reducing waste in an effort to achieve the goal of Zero Waste.

CC6.1.1 Develop and implement a comprehensive recycling and waste reduction plan for City facilities.

CC6.1.2 Develop and implement a citywide comprehensive recycling and waste reduction plan to:

- Increase the quantity and convenience of recycling.
- Ensure that systems are in place to enable recycling when practical.
- Provide receptacles for separating recyclable from non-recyclable materials at City parks and recreation facilities, schools, the Wharf, beaches and other public facilities.
- Develop and disseminate educational programs about reducing waste and recycling.
- Promote and practice source reduction and recycling.

CC6.1.3 Identify and implement incentives and penalties to encourage waste reduction and recycling.

CC6.1.4 Adopt an ordinance to require commercial and industrial recycling.

CC6.1.5 Adopt an ordinance to require waste audits for commercial and industrial waste generators.

CC6.1.6 Develop a program that results in recycling all cement and asphalt concrete when removed.

CC6.1.7 Require new developments to design service areas that encourage recycling.

CC6.1.8 Implement programs to reduce and, when possible, recycle environmentally hazardous materials. Cf. HZ1.5.6, HZ2.2.3, Goal HZ4, HZ4.1.6, NRC3.2.

CC6.1.9 Increase the use of recycled materials such as asphalt, groundcovers, carpet, etc., in City operations and construction.

CC6.1.10 Promote and purchase products made from recycled content.

CC6.1.11 Extend producer responsibility to costs of product recycling and disposal.

CC6.1.12 Promote the use of products that are reusable, recyclable, or biodegradable.

CC6.1.13 Adopt and implement an ordinance requiring all plastic bags provided to customers in the city limits to be biodegradable or compostable.

CC6.1.14 Increase the convenience of recycling and the number and types of materials accepted by the City.

CC6.1.15 Develop programs for composting organic materials at the Resource Recovery Facility, community gardens, schools, and residences.

CC6.1.16 Develop a food waste collection and composting program.

CC6.1.17 Adopt an ordinance banning polystyrene foam disposable food service ware and requiring the use of biodegradable, compostable, or recyclable disposable food service ware.

CC6.1.18 Cooperate with nonprofit organizations, local government agencies, special districts, and contiguous counties to jointly develop waste management alternatives.

CC6.1.19 Encourage and attract local industries that manufacture products from reused and recycled materials.

CC6.2 Provide convenient, economical, and efficient waste and recycling collection service.

CC6.2.1 Perform route studies as needed.

CC6.2.2 Expand the list of curbside recyclables.

CC6.2.3 Consider alternatives to curbside pickup.

CC6.3 Operate and maintain the Resource Recovery Facility in compliance with adopted plans and regulations, and ensure public health and protection of the environment.

CC6.3.1 Develop a comprehensive operating plan for the Resource Recovery Facility.

CC6.4 Maintain efforts to extend the life of the landfill.

CC6.4.1 Revise landfill permits as needed to reflect operational and/or design changes and to comply with State regulations.

CC6.4.2 Strive to achieve maximum compaction densities of all landfill waste.

CC6.4.3 Work toward 50 percent waste reduction between 2000 and 2010.

CC6.4.4 Reduce the percentage of recyclable material becoming landfill.

Goal CC 7 A safe and secure community

CC7.1 Ensure adequate police training and resources. Cf. PR1.5.

CC7.1.1 Ensure appropriate police staff, stations, equipment, and training to meet the demands of increased population and tourism.

CC7.1.2 Train officers in personal and interpersonal conflict resolution, and maintain a current list of community referral agencies.

CC7.1.3 Participate in developing programs aimed at preventing traumatic crimes and violence.

CC7.1.4 Maintain the Sexual Assault Team program.

CC7.1.5 Enhance response to and prevention of domestic violence.

CC7.1.6 Provide rapid and timely response to all emergencies and services. Cf. HZ1.2 and HZ4.3.

CC7.1.7 Update and maintain police response time standards.

CC7.2 Maintain Community Oriented Policing.

CC7.2.1 Maintain the Community Service Officer program.

CC7.2.2 Reduce crime through neighborhood-based crime prevention activities.

CC7.2.3 Update and maintain Beach Area programs designed to reduce crime.

CC7.2.4 Respond to community service and special assistance calls; aid those who cannot care for themselves.

CC7.2.5 Seek ways to reduce police service demands through land use planning and project design.

CC7.2.6 Support housing projects that promote the proprietary interest of residents in their neighborhoods and apartment complexes.

CC7.2.7 Work with the Planning Department to develop site and building design guidelines that create defensible space in residential, industrial, commercial, and recreational areas.

CC7.3 Cooperate with other agencies in ensuring public safety and emergency preparedness.

CC7.3.1 Cooperate with the County on public safety and policing issues outside the city limits.

CC7.3.2 Encourage UCSC participation and support in providing safety and emergency services within the city.

CC7.4 Enhance programs designed to reinforce positive juvenile behavior and prevent delinquency. Cf. PR1.5.

CC7.4.1 Provide diversion programs and referrals for juvenile offenders.

CC7.4.2 Monitor repeat juvenile offenders and identify them to the proper authorities.

CC7.4.3 Work with Santa Cruz City Schools and private schools to provide drug prevention.

CC7.5 Direct investigative services toward successful prosecution and conviction of criminal offenders.

CC7.5.1 Identify evolving or existing crime patterns, particularly those involving career criminals and gang activity.

CC7.5.2 Investigate all reported felony crimes where solvability factors are sufficient to warrant, and provide for quality

preliminary investigations that will enhance the success of follow-up and subsequent court investigations.

CC7.6 Coordinate law enforcement planning with local, regional, State, and federal agencies and private security companies.

CC7.6.1 Participate in multi-jurisdictional crime suppression units with emphasis on career criminal apprehension and reducing the number of victims.

CC7.6.2 Maintain mutual aid agreements and train in mutual aid procedures.

Goal CC 8 Excellent educational opportunities and resources

CC8.1 Cooperate with public and private institutions seeking to meet their educational objectives.

CC8.1.1 Cooperate with the school district in monitoring the impact of housing developments on elementary school populations.

CC8.1.2 Promote local educational agencies' vocational programs to the business community.

CC8.2 Ensure adequate, current, and future sites for educational facilities.

CC8.2.1 Encourage joint-use facilities that combine educational and community uses. Cf. CD5.3.1.

CC8.2.2 Plan for adequate sites for schools.

CC8.3 Maximize educational, developmental, and recreational opportunities for all. Cf. ED4.1.2.

CC8.3.1 Develop programs that promote youth leadership, empowerment, self-esteem, and an understanding, appreciation, and respect for cultural diversity.

CC8.3.2 Provide appropriate training opportunities for professionals who work with children, youth, and families.

CC8.3.3 Promote or sponsor teen activities such as dances, job fairs, special classes geared to teen interests and issues, and volunteer programs for youth.

CC8.3.4 Work with appropriate agencies to develop aggressive prevention and early intervention efforts toward reducing educational failure and other problems for children and youth.

CC8.3.5 Promote widely available public and private educational programs in the city.

CC8.3.6 Support youth and family programs through the community grant program.

CC8.3.7 Promote children, youth, and family programs in the annual budget review process.

CC8.3.8 Work to provide recreational, educational, and arts and cultural programs for residents of the community and region. Cf. HA2.1, 2.2, and 3.3; ED1.1.4 and 6.9.2; and PR1.1.4, 2.1, and 2.2.4.

CC8.4 Encourage all educational facilities to provide for safe and convenient pedestrian and bike access. Cf. CD5.1, M4.1, M4.2, PR4.1.2.

CC8.4.1 Implement the Safe Routes to School program where funded.

CC8.4.2 Re-stripe streets for school zone safety as needed.

CC8.5 Provide free and equal access to City libraries.

CC8.5.1 Assure that basic library services are provided free of charge.

CC8.5.2 Maintain a significant collection and user-oriented hours at all City libraries.

CC8.5.3 Make all library buildings accessible to the physically disadvantaged and the elderly.

CC8.5.4 Provide accurate information and professional guidance for the use of library reference and community resources.

CC8.5.5 Ensure that the public is aware of the full range of information services provided by the library.

CC8.6 Strive for library collections that meet community needs.

CC8.6.1 Ensure that residents and businesses have full access to current communications, information technologies, and resources.

CC8.6.2 Remove those obstacles to the use of available technologies that are under City control.

CC8.6.3 Provide collections, staff, resources, and basic services in languages appropriate to the library's service area.

CC8.7 Expand the communication and information network in the City's libraries and optimize its quality.

CC8.7.1 Support provision of public library services via Library Joint Powers Agreements.

CC8.7.2 Support implementation of Library System 2006 Capital Development Plan including Central Library reconfiguration/expansion.

CC8.8 Promote responsible care of companion animals.

CC8.8.1 Provide educational information regarding responsible care of companion animals.

Goal CC 9 High-quality and accessible health and human services for all

CC9.1 Promote activities and programs that contribute to the physical and mental health and well-being of all Santa Cruz residents.

CC9.1.1 Cooperate with Dominican Hospital and other health care providers to determine the medical care needs of the city's population.

CC9.1.2 Work with regional agencies to develop policies that promote health, wellness, and local sustainable food options.

CC9.2 Provide adequate seasonal and permanent shelters and services.

CC9.2.1 Work with cooperating agencies to provide shelters and services for those in need.

CC9.2.2 Work with cooperating agencies to ensure adequate nutrition for children, youth, and families.

CC9.3 Offer family-oriented employment policies to City employees and encourage similar policies citywide.

CC9.4 Encourage provision of and access to a full range of adequately distributed health services for city residents.

CC9.4.1 Maintain paramedic and emergency medical services, consistent with population growth, through the Joint Powers Authority.

CC9.4.2 Make operational improvements toward providing emergency services at accident or disaster scenes within an average time of 4 minutes or less and within 5 minutes or less 90 percent of the time.

CC9.4.3 Promote equal access for all to comprehensive family planning.

CC9.4.4 Facilitate accessibility of farmers' markets or other fresh food outlets to low-income residents.

Goal CC 10 Accessible high-quality childcare facilities and services

CC10.1 Encourage an adequate and diverse supply of childcare facilities and services citywide.

CC10.1.1 Develop a mechanism to obtain and preserve planned childcare sites.

CC10.1.2 Provide startup and licensing information to assist childcare providers.

CC10.1.3 Allow childcare centers and facilities in all land use designations. Cf. LU4.3.2.

CC10.1.4 Streamline processing and permit regulations for childcare facilities.

CC10.1.5 Support and promote subsidized childcare for low- and moderate income Santa Cruz families.

CC10.1.6 Encourage the development of childcare facilities within the Redevelopment Project Area.

CC10.1.7 Promote the availability of lower-cost insurance, or help establish insurance pools for childcare providers, or both.

CC10.2 Encourage development of accessible, affordable, and quality childcare facilities near public transportation, employment centers, and in the Downtown.

CC10.2.1 Investigate the feasibility of incentives for encouraging employer-provided childcare programs within the city.

CC10.2.2 Provide space and support for a childcare center to be located within the proposed Downtown transit center.

CC10.3 Consider the impacts of new residential and employment development on childcare needs.

CC10.3.1 Consider allowing the square footage area of a childcare facility to be built without counting toward lot coverage.

CC10.3.2 Offer density bonuses to promote childcare facilities in new developments in accordance with State law.

CC10.4 Support regional, State, and federal efforts and funding for childcare services.

CC10.4.1 Implement a childcare impact fee on new development.

CC10.5 Encourage joint-use facilities that combine childcare with other educational and community uses.

Goal CC11 A technologically innovative community Cf. ED6.7.2.

CC11.1 Facilitate access to current communications, information technologies, and resources. Cf. ED6.4.

CC11.1.1 Facilitate the continuation of community television.

CC11.1.2 Support and facilitate the provision of communications infrastructure needed by high-tech and knowledge-based industries.

CC11.1.3 Leverage high-tech infrastructure/dark fiber at UCSC and other local educational institutions, and promote innovative partnerships to broaden access to that infrastructure.

CC11.1.4 Promote universal and competitive digital services to residences and businesses.

CC11.1.5 Encourage the development of advanced and redundant broadband infrastructure.

CC11.1.6 Ensure timely provision of leading edge technologies within the community.

CC11.2 Improve the efficiency and effectiveness of municipal services through the implementation of new technologies.

CC11.2.1 Collaborate with the County and other municipalities in developing consistent policies for developing communication and information technologies.

CC11.2.2 Develop and promote Internet-based platforms for citizens to request and receive municipal services. Examples include online bill paying, licensing, and permitting.

CC11.2.3 Leverage technology to automate routine services. Examples are wireless water and parking meters.

CC11.2.4 Improve visitor services with real-time technology. Examples are traffic cameras, parking availability, online reservations, rapidly updatable information signs, and GPS-based information systems. Cf. ED1.8.5.

CC11.3 Reduce the visual impacts and clutter of wires, antennas, and wireless facilities.

CC11.4 Regulate the placement of wireless facilities to the extent allowed by law. Cf. HZ1.2.7.

CC11.5 Facilitate the desirability of Santa Cruz as a location for technology demonstration projects, particularly those related to clean energy and sustainable transportation.

CHAPTER 8

Hazards, Safety, and Noise

This chapter focuses on reducing human injury, loss of life, property damage, and the economic and social dislocation caused by natural and human-made hazards. The chapter covers emergency preparedness (including fire emergency), air quality, noise, hazardous materials, light pollution, and natural hazards (including geologic, seismic, and flooding).

This chapter is divided into two sections:

- **Hazards, safety, and noise background** examines the various hazards and safety issues in Santa Cruz, their characteristics, and how the City has responded as of 2008.
- **Goals, Policies, and Actions** provides City bodies with guidance in making long-term decisions in response to hazards and threats to public safety and in implementing the actions recommended in this chapter.

Hazards, safety, and noise background

One of the Principles adopted to guide development of the City's General Plan relates directly to community safety and emergency preparedness:

- **Community facilities and services**. We will offer excellent social services and will improve and maintain our infrastructure, community safety, and emergency preparedness.

EMERGENCY AND DISASTER READINESS

Every general plan in California must have a "safety element" that addresses natural and human-made hazards and dangers.

A range of hazards has the potential to affect Santa Cruz residents and workers. Some hazards are natural (e.g., earthquakes); some are created by human activity (e.g., hazardous wastes); and others are naturally present, but are exacerbated by the use of land, such as development within floodplains or near wild lands with high fuel loads.

The city has been affected at various times over the past century by flooding, earthquakes, and cliff retreat. Until 1989, flooding on the San Lorenzo River had caused the most severe damage. The Loma Prieta earthquake changed that; it certainly won't be the city's last major temblor.

Emergency preparedness. It is difficult to anticipate the scope or location of a disaster and the problems that will be encountered. That is why emergency preparedness — ensuring that personnel are well-trained and adequate supplies are on hand to respond to a disaster—is essential to reducing injuries, loss of life, and property damage. To facilitate well-coordinated and expedient action during an emergency, the City adopted an

Emergency Operations Plan describing the role and operation of City departments and personnel during major emergencies from floods, storms, earthquakes, tsunamis, hazardous materials incidents, and other disasters. The City has also identified "critical facilities," major transportation routes, and utilities that may be affected in a disaster, and has devised strategies to protect them against damage and assure their usability.

"*Critical facilities*" include emergency operation centers, government buildings, hospitals, fire and police stations, schools, and emergency shelters. The survival of critical facilities (and the utilities serving them) during a disaster is of prime importance to an emergency response. These facilities are used to coordinate emergency relief operations and to give medical care and shelter to people directly affected by the emergency. Critical facilities and the utilities serving them are evaluated periodically to determine their ability to withstand damage during a disaster and to ensure that adequate facilities will exist to respond to emergencies.

Evacuations and the mobility of emergency personnel rely on passable and safe roads. Maintaining the usability of major transportation routes—including the San Lorenzo River bridges—will be essential. Nonetheless, alternative routes must be designated in the event that bridges fail.

Water, sewage, energy, and phone services also are vital in an emergency. While these services cannot be designed to withstand all disasters, maintaining them in good condition and ensuring availability of equipment necessary to make repairs during emergencies can help guarantee their availability when needed.

Fire protection services. The City Fire Department provides fire protection services for all areas within the city limits and works with the County fire districts, UCSC, and the California Department of Forestry (CDF) to provide fire protection to surrounding areas. The City fire department also sponsors education and prevention programs.

Growing residential and tourist populations have increased the demands on fire services. Maintaining well-trained firefighting staff and adequate equipment, response times, and fire flow (the ability to deliver a specific amount of water in a specific time) are essential for adequate fire protection and prevention.

The risk of structural fires within the city is minimal. Fire-fighting resources meet Cal OSHA minimum requirements. Development continues to comply with applicable building codes. Structures are relatively new and in good condition; and the fire department implements a building-inspection program. Emergency access is good in all areas.

Wildfires. Wildfires are large-scale brush and grass fires in undeveloped areas of the city. Wildfires are usually caused by human activities such as equipment use and smoking, and can result in loss of valuable wildlife habitat, soil erosion, and damage to life and property. Santa Cruz is surrounded by thousands of acres of undeveloped hillsides designated as open space. These areas pose potential fire hazards to adjacent development. The level of wildland fire risk is determined by a number of factors, including:

- Frequency of critical fire weather;
- Percentage of slope;
- Existing fuel (vegetation, ground cover, building materials);
- Adequacy of access to fire suppression services; and
- Water supply and water pressure.

The California Department of Forestry and Fire Protection (CDF) has mapped the relative wildfire risk in areas of significant population by intersecting residential housing density with proximate fire threat. The CDF map shows four risk levels: Moderate, High, Very High, and Extreme. While no part of the Planning Area faces an "extreme" threat, the map (see Figure X) shows that much of the city is classified in a "very high" fire danger zone, principally because the wildland fire zones include a 1.5 mile buffer.

The fire department aims to reduce fire risk through its weed-abatement program, which covers all wildland areas within the city's jurisdiction. The department also works with the County, which has a State and locally approved fire management plan that coordinates among a number of State, regional, and county agencies.

CREATED HAZARDS

Air quality. Atmospheric pollution is determined by the amount of pollutant emitted and the atmosphere's ability to transport and dilute it. In Santa Cruz County, coastal mountains exert strong influence on atmospheric circulation, creating a breezy coastal environment with generally good ambient air quality, except in some small inland valley areas.

Nevertheless, localized sources can cause odors or create dust or other air quality problems. Fuels and solvents used for vehicles, space and water heating, industrial processes, and commercial uses; and incineration processes, fires, and pesticides are typical pollutant sources. Autos are the largest source of pollutants.

Air Quality Management Plans are developed for regions throughout the state to meet the air quality requirements and standards for specific pollutants, including ozone, nitrogen oxide and dioxide, sulfur dioxide, carbon monoxide, and suspended particles, as outlined in the federal and State Clean Air Acts. The North Central Coast Air Basin (Monterey, Santa Cruz, and San Benito counties) has been designated as a moderate, transitional non-attainment area because it exceeds air quality standards for ozone and inhaled particulate matter. The region's Air Quality Management Plan prescribes methods for attaining ozone and particulate matter standards and for maintaining air quality in the region.

Attainment of air quality standards is achieved through measures to control emissions from stationary sources (factories, commercial activities, etc.) and mobile sources (cars and trucks). Transportation control measures (TCMs) and land use programs also contribute to improving air quality.

In addition to attaining air quality standards for ozone and particulate matter, the Mon-

terey Bay Unified Air Pollution Control District, the County, and regional and local agencies are concerned with reducing stratospheric ozone depletion and regulating the emission of chlorofluorocarbons (CFCs), carbon dioxide, and other "greenhouse gases" (GHGs).

Noise. Noise is unwanted sound. Excessive noise can cause hearing loss and interfere with human activity. It can disrupt communication and affect a person's performance. Unlike many other environmental factors, noise is a subjective experience and difficult to quantify. Its effects often depend on the source, its loudness, and duration. Which sounds are considered noise varies from person to person and with the time of day and setting.

Higher noise levels have become increasingly common in everyday city life. Greater concentrations of people, increased mechanization, and greater numbers of motor vehicles produce noise levels with the potential to degrade quality of life. Noise associated with a pleasant experience (ocean waves or roller coaster) does not elicit the same reactions as does noise associated with a less pleasant experience (traffic or freight trains).

Loudness is measured in decibels (dB) and is typically expressed in dBA, which approximates human hearing. The human ear can generally perceive noise from 0 to 140 decibels. Sounds as faint as 0 decibels are barely audible, and then only when there are no other sounds. Ordinary conversation is about 60 dB. People can tolerate some noise, but brief exposure to intense sounds of 120 to 140 dB can threaten physical or psychological well-being.

An increase of 3 decibels is normally not detectable; an increase of 5 dB is noticeable; and an increase of 10 dB is perceived as a doubling of sound. In addition to loudness, noise is often characterized by time. L_{10} represents a noise level that is exceeded 10 percent of the time. L_{50} represents a median noise level, and L_{90} describes daytime background noise. L_{dn} describes average day/night noise and includes an adjustment for nighttime noise which is normally perceived to be louder because of the quieter conditions.

Because sensitivity to noise increases in the evening and at night and excessive noise interferes with the ability to sleep, 24-hour descriptors were developed to add artificial noise penalties to quiet-time noise events. State law requires general plans to use the Community Noise Equivalent Level (CNEL) or L_{dn} to describe the community noise environment and its effects on the population. (The two are essentially the same.) *General Plan 2030* uses L_{dn}. Standards have been established correlating noise and different land uses in terms of acceptable levels.

Hazardous materials. Hazardous materials include toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive materials. They pose a variety of dangers to public health and welfare, and their transport, distribution, and storage is a concern for residents and workers. The City's Hazardous Materials Ordinance regulates and enforces the proper storage and handling of hazardous materials. The fire department works in conjunction

with County Environmental Health in responding to hazardous materials spills and accidents and enforcing hazardous materials regulations.

Light pollution. Even when properly directed, night lighting can spill both upward and away from its intended target, and onto adjoining properties. The City expects to study the impacts of light pollution and develop actions to reduce its effects on urban and open space lands. A number of local jurisdictions have adopted "dark sky ordinances" aimed at reducing light spillage.

NATURAL HAZARDS

Geologic hazards are generally divided into two categories: seismically induced hazards and non-seismically induced. The former includes ground shaking, surface rupture, ground failure, settlement, landslides, and water waves. Non-seismically induced hazards include slope instability, cliff retreat, and non-seismic settlement and landslides.

Unstable ground. Soils, slopes, and cliffs are subject to erosion, weathering, groundwater withdrawal, and seismic processes that cause instability. The instability can damage buildings, threaten lives, and degrade environmental quality. The potential for instability and retreat are determined by soil composition, underlying geology, and existing vegetation.

Cliff retreat is the result of hillside or coastal headland erosion from weathering, physical disturbance and, in the case of ocean cliffs, the continuous and forceful actions of waves and tides. In the city, cliff retreat is prevalent along North Pacific Avenue, Chestnut Street, and ocean cliffs at West Cliff Drive and Seabright Beach. Surveys and past aerial photos indicate that ocean cliff retreat in the city varies from minimal to three or more inches per year. There also are occasional collapses of large portions of cliffs. Variations in cliff retreat are due to wave action and geologic formation.

Dam failure. Dam failure can occur as a result of earthquakes, seiches, structural instability, or intense rain in excess of the structure's design capacity. The risk of failure of the Newell Creek Dam is unlikely, except in the event of earthquakes or seiches. The reservoir is monitored monthly for hydrology deviation, and semi-annually for bending, twisting, and uplifting, in accordance with California Division of Safety of Dams requirements.

Tsunamis. Tsunamis are a secondary effect of earthquakes. They strike quickly and can leave an aftermath of extensive damage, injury, and death. Large, successional oceanic waves are generated by seismic events and travel at speeds up to 450 mph. The tsunami wave, barely perceptible at sea, increases in height as it moves into shallow water.

Tsunamis cannot be prevented and can cause massive destruction. Santa Cruz is susceptible to tsunami inundation primarily in coastal areas and along coastal watercourses at lower elevations. The National Oceanic and Atmospheric Administration operates a tsunami warning system that gives several hours notice to allow evacuation of threatened areas.

Landslides. Landslides are the rapid downward movement of rock, earth, or artificial

fill on a slope. Factors causing landsliding include the rock strength and orientation of elements on the slope, erosion, weathering, high rainfall, steepness of slopes, and human activities such as the removal of vegetation and inappropriate grading. Although the city is not as susceptible to landslides as are the more hilly areas of the county, landslide deposits and soil creep are not uncommon on slopes near Moore Creek Preserve and the upper portions of Arana Gulch and DeLaveaga Park.

Earthquakes. Santa Cruz was one of the hardest hit communities in the 7.1 Richter magnitude Loma Prieta earthquake, October 17, 1989. Its epicenter was approximately 10 miles east of the city on the San Andreas fault. Although there were few fatalities, the city suffered substantial damage, especially in the downtown area. Thirty-four commercial buildings were demolished; many more were damaged; 206 businesses were dislocated; and 1,400 jobs were lost. Hundreds of residential units suffered chimney and other structural damage.

Although the Loma Prieta earthquake destroyed many of the city's seismically hazardous buildings, seismic events will recur and continue to pose a hazard to buildings, residents, and workers. While there are no formally recognized faults in Santa Cruz, the city lies within 15 miles of at least six major seismic faults and fault systems, placing it in an area of high seismic risk. Nearby faults include the San Andreas, Zayante, Ben Lomond, San Gregorio, Butano, and the Monterey Bay Fault Zone.

Liquefaction. Liquefaction is the transformation of loose water-saturated sand or silt from a solid into a liquid state. Liquefaction commonly, but not always, leads to ground failure. Within these areas, site-specific analysis is needed to accurately determine liquefaction potential. For example, detailed geologic investigation of the Neary Lagoon area, designated as having high liquefaction potential, indicates a number of sites with moderate or low liquefaction potential.

Flooding. Flooding can result from intense rainfall, localized drainage problems, tsunamis and seiches, or failure of flood control or water supply structures such as levees, dams, or reservoirs. Floodwaters can carry large objects downstream with a force that can destroy stationary structures, cause drowning, break utility lines, and sufficiently saturate materials and earth to lead to structural instability, collapse, and damage.

Areas subject to natural flooding hazards are designated by the U.S. Corp of Army Engineers using 100-year floodplain boundaries. A 100-year flood has a 1 percent probability of occurring in any year and is considered to be a severe flood, but one with a reasonable possibility of occurrence for purposes of land use planning, property protection, and human safety.

Flooding in Santa Cruz has occurred primarily along the San Lorenzo River. The most damaging flood, in 1955, resulted in construction of levees, a floodwall, and channel work along the river and the Branciforte Creek tributary. After construction of the flood control project, aggradation of silt in the channel occurred more quickly than predicted. By the early 1970s, a large buildup of sediment threatened the area's flood protection.

Following heavy storms in the winter of 1981-82, the City improved flood protection, safety, appearance and environmental conditions, and the recreational value of the river by adopting River Design and Enhancement plans and conducting extensive hydrologic studies and work. During the 1982 floods, a portion of the Soquel Avenue Bridge collapsed.

The City, in conjunction with the Army Corps of Engineers, worked to improve the flood capacity of the San Lorenzo River. Major construction was completed on the levees and bridges along the river. The Federal Emergency Management Agency (FEMA) recognized the increased flood protection by granting an A-99 flood zone designation for most of the floodplain in the city. Flood insurance premiums in the A-99 flood zone are up to 50 percent lower than under the previous designation. New buildings and improvements to structures in the A-99 zone do not need to meet FEMA flood elevation construction requirements unless the property owner wishes to do so.

Flooding is a hazard on the lower reaches of Moore Creek, the lower portion of Arana Gulch north of the Santa Cruz Yacht Harbor, and along portions of Branciforte and Carbonera creeks. Development in these floodplains is strictly limited to reduce potential hazards to people or property.

Goals, Policies, and Actions

Goal HZ1 Emergency and disaster readiness

HZ1.1 Ensure emergency preparedness.

- HZ1.1.1 Annually update the Emergency Operations Plan.
- HZ1.1.2 Train City staff in emergency preparedness.
- HZ1.1.3 Ensure that new development design, circulation, and access allows for maintaining minimum emergency response times. Cf. M3.2.3, HZ1.2.4.
- HZ1.1.4 Ensure the completeness and availability of emergency supplies and equipment in cooperation with other agencies.
- HZ1.1.5 Promote the development of a new countywide Emergency Operations Center facility. Cf. CC2.1.1.
- HZ1.1.6 Ensure preparation for delivery of a safe, reliable water supply in an emergency.
- HZ1.1.7 Maintain the physical and structural integrity of all existing emergency use facilities.

HZ1.1.8 Evaluate the geographic distribution of critical facilities and their ability to survive flood and seismic hazards.

HZ1.1.9 Ensure that water, gas, and sewage utilities serving critical facilities are in good condition and are engineered to withstand damage from disasters.

HZ1.1.10 Encourage utility and building retrofits as technologies improve.

HZ1.1.11 Continue to strengthen and maintain bridges to withstand flood and earthquake.

HZ1.2 Respond to emergencies rapidly. Cf. CC7.1.6 and HZ4.3.

HZ1.2.1 Annually review data on calls for service, response times, and changing risk probabilities.

HZ1.2.2 Make continuous operational improvements in an effort to arrive on emergency scenes within an average time of 4 minutes or less and within 5 minutes or less 90 percent of the time.

HZ1.2.3 Maintain a system of pre-fire surveys for selected buildings that will make critical information immediately available to emergency personnel responding.

HZ1.2.4 Ensure citywide access for emergency vehicles. Cf. M3.2.3, HZ1.1.3.

HZ1.2.5 Continue to ensure that new development design and circulation allow for adequate emergency access.

HZ1.2.6 Prohibit the placement of speed bumps on fire department primary response routes.

HZ1.27 Coordinate emergency planning efforts with the Santa Cruz County Office of Emergency Services.

HZ1.28 Assure cellular telephone services to critical facilities. Cf. M3.2.3, HZ1.1.3.

HZ1.3 Provide public education about what to do in an emergency.

HZ1.3.1 Maintain and publicize a system of emergency and evacuation routes serving all areas of the city. Cf. HZ6.6.3.

HZ1.3.2 Educate the public regarding seismic, geologic, flood, fire, and other potential hazards.

HZ1.4 Continue to meet fire safety and firefighting needs.

HZ1.4.1 Ensure department readiness through ongoing equipment maintenance and personnel training.

HZ1.4.2 Continue to promote the installation, inspection, and testing of built-in fire extinguishing and early warning fire alarm systems.

HZ1.4.3 Ensure that water systems serving a new use or change in use are designed to meet fire flow requirements. Cf. CC3.4.1.

HZ1.4.4 Continue mutual fire protection services with participating agencies.

HZ1.4.5 Operate cooperative fire protection services with UCSC, the County fire districts, and the California Department of Forestry.

HZ1.5 Reduce potential fire hazards.

HZ1.5.1 Reduce wildfire hazards.

HZ1.5.2 Regulate development in and adjacent to areas with steep canyons, arroyos and fire-prone vegetation.

HZ1.5.3 Where preservation of fire-prone vegetation in undeveloped areas is desirable and appropriate, require development setbacks as determined by the fire department on a project-by-project basis.

HZ1.5.4 Require new development in areas susceptible to wildfires to be responsible for fire prevention activities (e.g., visible house numbering and use of fire-resistant and fire-retardant building and landscape materials) and to also provide a defensible zone to inhibit the spread of wildfires.

HZ1.5.5 Maintain all access roads and driveways so as to ensure the fire department safe and expedient passage at all times.

HZ1.5.6 Abate hazardous buildings and conditions. Cf. HZ2.2.3, Goal HZ4, CC6.1.8, NRC3.2.

HZ1.5.7 Discourage locating public structures and utilities in high or extreme fire hazard areas.

HZ1.5.8 Promote fire safety and prevention programs for high occupancy uses.

HZ1.6 Encourage the regular review of existing codes as they relate to life safety.

HZ1.6.1 Periodically update existing codes to address life safety issues.

Goal HZ2 Clean air

HZ2.1 Strive to exceed State and federal air quality standards for the region.

HZ2.1.1 Support and implement local actions and County, State and federal legislation promoting the reduced emission of carbon dioxide and other greenhouse gases.

HZ2.1.2 Investigate methods for developing a carbon dioxide budget for the City that limits carbon dioxide emissions.

HZ2.1.3 Implement chlorofluorocarbon (CFC) recycling and elimination regulations.

HZ2.1.4 Strive to eliminate the use of polystyrene foam (PSF) packaging products throughout the city.

HZ2.2 Address localized air quality issues, including indoor air quality.

HZ2.2.1 Incorporate air quality mitigations in the design of new projects. Cf. M3.3.4.

HZ2.2.2 Permit major indirect sources of air pollution only if they provide transportation measures to reduce their impacts to an insignificant level. Cf. LU1.2.

HZ2.2.3 Locate air pollution-sensitive land uses away from major sources of air pollution or require mitigation measures to protect residential and sensitive land uses from freeways, arterials, point source polluters, and hazardous material locations. Cf. LU1.2, HZ1.5.6, Goal HZ4, CC6.1.8, NRC3.2.

HZ2.2.4 Encourage public education programs promoting reduced emissions from transportation-generated pollutants and area-wide sources.

HZ2.2.5 Implement and enforce the Smoking Pollution Control Ordinance.

Goal HZ3 Noise levels compatible with occupancy and use

HZ3.1 Maintain or reduce existing noise levels and control excessive noise.

HZ3.1.1 Require land uses to operate at noise levels that do not significantly increase surrounding ambient noise.

HZ3.1.2 Use site planning and design approaches to minimize noise impacts from new development on surrounding land uses.

HZ3.1.3 Ensure that construction activities are managed to minimize overall noise impacts on surrounding land uses.

HZ3.1.4 Minimize the impacts of intermittent urban noise on residents.

HZ3.1.5 Develop a system to monitor construction noise impacts on surrounding land uses.

HZ3.1.6 Require evaluation of noise mitigation measures for projects that would substantially increase noise.

HZ3.1.7 Protect residential areas from excessive noise from traffic and from road projects. Cf. M3.3.4, M3.3.6.

HZ3.1.8 Require environmental review and mitigation of roadway projects that may significantly increase the average day/night noise levels.

HZ3.1.9 Limit truck traffic in residential and commercial areas to designated truck routes.

HZ3.1.10 Where noise reduction would be beneficial, consider installing quiet pavement surfaces as part of repaving projects.

HZ3.1.11 Require soundwalls, earth berms, setbacks, and other noise reduction techniques for new development when appropriate and necessary as conditions of approval.

HZ3.2 Ensure that noise standards are met in the siting of noise-sensitive uses. Cf. LU3.2.7.

HZ3.2.1 Apply noise and land use compatibility table and standards to all new residential, commercial, and mixed-use proposals, including condominium conversions.

HZ3.2.2 Establish L_{dn} noise level targets of 65 dBA for outdoor activity areas in new multifamily residential developments.

HZ3.2.3 Require that interior noise in all new multifamily housing not exceed an L_{dn} of 45 dBA with the windows and doors closed (State of California Noise Insulation Standards) and extend the requirement to single-family homes.

Goal HZ4 **Reduced danger and impacts from hazardous materials** Cf. HZ1.5.6, HZ2.2.3, CC6.1.8, NRC3.2.

HZ4.1 Regulate hazardous wastes with respect to potential leakage, explosions, fires, escape of harmful gases, or formation of new hazardous substances.

HZ4.1.1 Work with the County's Environmental Health Services, the County, and other groups in adopting, implementing, and updating a countywide Hazardous Waste Management Plan and Joint County Hazardous Materials Ocean Response Plan.

HZ4.1.2 Establish guidelines for hours, methods, routes, and amounts of hazardous waste being transported through the city.

HZ4.1.3 Monitor the City-County agreement for administering and enforcing hazardous materials regulations, and recommend any needed changes.

HZ4.1.4 Reduce the use of toxic materials in the community and prevent their disposal into the air, water, or soil.

HZ4.1.5 Require Building Maintenance and other City staff to use nontoxic materials whenever possible.

HZ4.1.6 Emphasize the city's role as an organic agricultural center and work with appropriate agencies to develop demonstration projects on non-chemical pest control and soil management practices. Cf. CC6.1.8, NRC3.2.

HZ4.1.7 Work with the County's Environmental Health Services department and other agencies to establish an educational outreach program for businesses and residents regarding the safe use, recycling, and disposal of toxic materials; re-

ducing the use of hazardous household wastes; and acceptable substitutes for toxic substances.

HZ4.2 Ensure proper handling and disposal of hazardous waste.

HZ4.2.1 Maintain the Hazardous Household Wastes facility for Santa Cruz residents to dispose hazardous materials safely and legally.

HZ4.2.2 Continue to offer a program for households and businesses to turn in unwanted Hazardous Household Wastes.

HZ4.2.3 Prevent illegal dumping of hazardous waste at the Resource Recovery Facility.

HZ4.2.4 Work with local pharmacies to provide citizens with safe and legal drop-off opportunities for unwanted and unused medications and sharps.

HZ4.3 Ensure that resources are available for quick and proper response to hazardous-waste emergencies. Cf. CC7.1.6 and HZ1.2.

HZ4.3.1 Train personnel and ensure that resources are available to quickly respond to hazardous-waste emergencies.

HZ4.4 Reduce the risk of exposure to hazardous materials from sites being developed or redeveloped.

HZ4.4.1 Regulate the siting and permitting of businesses that handle hazardous materials, and assure that safe handling and use information from those businesses is provided to fire protection and other safety agencies.

HZ4.4.2 Periodically review and update procedures for land uses that handle, store, or transport lead, mercury, vinyl chloride, benzene, asbestos, beryllium, or other hazardous materials.

HZ4.5 Maintain Santa Cruz as a nuclear free zone.

Goal HZ5 Minimal light pollution

HZ5.1 Reduce light pollution. Cf. CD3.6, M1.6.1, M3.2.10, NRC7.1.2.

HZ5.1.1 Investigate the merits of a "dark sky ordinance" and the standards and enforcement efforts required.

HZ5.1.2 Develop lighting design guidelines that reduce light spillage both upward and onto adjoining properties.

HZ5.1.3 Consider appropriateness of lighting when reviewing proposed development or renovation of parks and recreation facilities.

Goal HZ6 Protection from natural hazards

HZ6.1 Reduce erosion hazards.

HZ6.1.1 Minimize hazards posed by coastal cliff retreat.

HZ6.1.2 For development adjacent to cliffs, require setbacks for buildings equal to 50 years of anticipated cliff retreat.

HZ6.1.3 Allow construction that alters natural shoreline processes only when required to serve coastal-dependent uses or to protect existing structures or public beaches from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

HZ6.2 Discourage development on unstable slopes.

HZ6.2.1 Require engineering geology reports when, in the opinion of the City's planning director, excavation and grading have the potential for exposure to slope instability or the potential to create unstable slope or soil conditions.

HZ6.3 Reduce the potential for life loss, injury, and property and economic damage from earthquakes, liquefaction, and other seismic hazards.

HZ6.3.1 Adopt new State-approved Uniform Building Codes (UBC) and require that all new construction conform with the latest edition of the UBC.

HZ6.3.2 Complete seismic retrofit of unreinforced masonry buildings within the city in accordance with the Uniform Code for the Abatement of Dangerous Buildings.

HZ6.3.3 Require earthquake retrofit in connection with repair or alterations, and use the City's Rehabilitation Program where appropriate to manage the work.

HZ6.3.4 When feasible, upgrade sewer, water, and other piping to withstand seismic shaking and differential settlement.

HZ6.3.5 Consider an automatic gas shutoff ordinance for buildings within the city to reduce fire hazards related to seismic shaking.

HZ6.4 Avoid or reduce the potential for life loss, injury, and property and economic damage from flooding.

HZ6.4.1 Address the effects of global warming through changes in land use and building codes for low-lying areas that may be flooded by increases in sea levels and storm violence.

HZ6.4.2 Increase public awareness of flood hazards.

HZ6.4.3 Ensure that flood information is made available to property owners, potential buyers, and residents living in flood plains and coastal inundation areas, and encourage them to participate in the Federal Flood Insurance Program.

HZ6.4.4 Work with creekside property owners to reduce and mitigate flood hazards.

HZ6.4.5 Continue to reduce flooding hazards in areas with flood potential.

HZ6.4.6 Regulate and provide guidelines for construction and development in flood plains. (PC 3/20/08)

HZ6.4.7 Restrict or prohibit uses in undeveloped flood areas, and maintain flood plain and floodway regulations in developed flood areas.

HZ6.4.8 Minimize the alteration of natural flood plains, stream channels, and natural protective barriers that accommodate or channel floodwaters.

HZ6.4.9 Control filling, grading, dredging, and other development that may increase flood potential.

HZ6.4.10 Limit the amount of impervious surface in flood-prone areas.

HZ6.4.11 Identify and annually review areas subject to floods.

HZ6.5 Minimize dredging pursuant to appropriate management plans.

HZ6.6 Avoid or reduce the potential for life loss, injury, and property and economic damage to the city from tsunamis and dam failure.

HZ6.6.1 Continue to enhance emergency management systems and develop patrol activities to ensure early warning for evacuation of areas susceptible to natural flooding, tsunami inundation, seiches, or dam failure.

HZ6.6.2 Institute a flood warning system for developed areas in floodplains, tsunami inundation areas, and areas affected by Newell Creek dam failure.

HZ6.6.3 Periodically review evacuation plans for flooding, potential dam failures, and tsunami inundation areas. Cf. HZ1.3.1.

CHAPTER 9

Parks, Recreation, and Open Space

The purpose of this chapter of *General Plan 2030* is to assure that future physical development in Santa Cruz will protect and sustain precious natural resources, honor and enhance the city's unique natural setting, and maintain and appropriately use the open space that encompasses and penetrates the city. The chapter is divided into the following sections:

- **Parks, recreation, and opens space background** describes the city's existing facilities and changing needs.
- **Goals, Policies, and Actions** provides City bodies with guidance in making land use decisions and implementing the actions recommended in this chapter.

Parks, recreation, and open space background

The Vision and one of the Principles adopted to guide the development of the City's General Plan speak directly to preserving Santa Cruz's unique setting:

Surrounded by greenbelt lands and the Pacific Ocean, Santa Cruz is a compact, vibrant city that preserves the diversity and quality of its natural and built environments, creates a satisfying quality of life for its diverse population and workers, and attracts visitors from around the world.

- **Natural resources.** We will highlight and protect our unique setting, our natural and established open space, and the sustainable use of our precious natural resources.

PARKS AND RECREATIONAL FACILITIES

Santa Cruz offers its residents and visitors a wide range of public and private recreational opportunities. The City oversees, maintains, and manages the development and operation of recreational facilities and neighborhood, community, and regional parks.

Parks are fundamental to the city's recreational environment. Well designed parks are essential for the health of the community and contribute to its overall quality of life. The city's parks vary considerably, as each was developed to serve specific segments of the population.

Recreational facilities serve the specific recreational needs and interests of individuals, neighborhoods, groups, and the community. Some facilities (like the Civic Auditorium) are freestanding; others are located in parks or on school lands. Available recreational facilities include ball fields, basketball courts, tennis courts, children's play areas, swimming pools, golf courses, health clubs, dog parks, a roller skating rink, skateboard park, a bike park, a disc golf park, the Wharf, the Yacht Harbor, and the Boardwalk.

Neighborhood parks serve the recreational needs of those living or working within a service radius of three-eighths of a mile (about five blocks). They provide recreation in facilities such as children's play areas, picnic areas, athletic fields, and outdoor basketball courts. The City's standard is to provide neighborhood parks at a ratio of 2.0 acres per 1,000 people.

Community parks are designed to serve the entire community. They are generally larger than neighborhood parks and offer unique facilities such as larger picnic areas, swimming pools, ball fields, tennis courts, and recreation centers. The City's standard for community parks is 2.5 acres per 1,000 people, with a service radius of 1.5 miles.

Regional parks serve the recreational needs of a regional population and are 150 acres in size or larger. They offer active and passive recreation with activities and amenities not found in neighborhood and community parks, such as large areas of open space, large picnic facilities, golf courses, lake boating, ball fields, multi-use trails. An accepted national standard for regional parks is 20 acres per 1,000 people.

OPEN SPACE

The city's natural areas provide valuable wildlife habitats, scenic and recreational enjoyment, and an escape from the built environment. The beauty of these areas compels resident and visitor use for passive recreational activities such as walking, jogging, hiking, picnicking, bird watching, and relaxing. City owned natural areas include Pogonip, Arana Gulch, Moore Creek Preserve, and undeveloped areas of Neary Lagoon Wildlife Refuge, the San Lorenzo River, DeLaveaga Park, Jessie Street Marsh, and Arroyo Seco. Other natural areas not owned by the City include Lighthouse Field State Beach, Natural Bridges State Beach, Antonelli's Pond, and undeveloped areas of the UC Santa Cruz campus.

Santa Cruz owes its uniqueness in large measure to the abundant surrounding open space. To the south, Monterey Bay provides scenic views and unparalleled recreation along 4.6 miles of coastline. Greenbelt lands—about 1,500 acres of woodlands and coastal prairie in total—border the city on the west, north, and east. Within the city, the San Lorenzo River offers tree-lined banks, habitat for fish and wildlife, and levee pathways. Other natural areas within the open space system include wetlands and creek corridors.

Management of natural resources and public use within the city's open space areas is guided by master or management plans. The plans provide a long-term vision for each open space area, plus guidelines for protecting and enhancing natural and historic resources and for developing trails and other recreational uses. Given the importance of open space to residents of the Santa Cruz region, pubic input is a key component of the planning process for each area.

COMMUNITY GARDENS

Community gardens are public and privately owned lands used for small scale flower and vegetable gardens. These gardens—a specialized type of park—provide the community with food, greenery, and therapeutic and relaxing recreation. The gardens can be

created on small, undevelopable parcels of land or as temporary uses on developable parcels. As the city's population grows and densities increase, the expansion and development of community gardens will prove important to accommodating some of the community's recreational needs.

Ways to expand the number of gardens and their acreage include retaining portions of lands formerly in agricultural use as community gardens, examining the feasibility of expanding interim community garden use of undeveloped land, and converting marginal lands into community gardens.

RECREATION PROGRAMS

The City's recreational programs are designed to be affordable and available to residents and nonresidents of all ages and interests. Through them, the City strives to provide constructive opportunities for fitness, skill development, personal enrichment, education, and activities that encourage cultural expression. Activities vary with the season and include special and annual events, camps, trips, classes (in art, music, dance, fitness, and cooking), and a variety of sports programs including swimming, kayaking, tennis, golf, softball, lawn bowling, bocce ball, skateboarding, disc golf, biking, basketball, and volleyball.

The City also offers a variety of cultural festivities and events. Many are held seasonally or annually; others are impromptu and cater to a variety of interests in the community. In addition, many events are sponsored by private groups in parks and in public places such as the Civic Auditorium, Louden Nelson Center, and Downtown. Nonprofit youth leagues use City School facilities and City parks for practice and games.

Identifying and accommodating the community's recreation facility needs is a continual process. As the population grows and the demographics change, heavily-used facilities may need to be augmented to accommodate demand. Demographic and recreational trends, current facility usage, neighborhood and community needs assessment surveys, and recreational facility standards are reviewed to ensure that the type, number, quality, and distribution of recreation facilities reflect community needs, customs, traditions, and interests.

TRAILS

The city's natural setting has made activities such as walking, jogging, hiking, bicycling, skating, and horseback riding extremely popular. These activities usually occur along walkways, bikeways, and trails.

The city and regional trail systems provide not only recreation, but access to and connections between various parks, recreation facilities, and natural and urban areas: Neighborhood sidewalks and bike lanes serve as play areas for children and provide links from neighborhoods to parks, schools, bus stops, local services, and businesses. Promenades and hiking trails (including those along the Beach/Boardwalk, San Lorenzo River Corridor, Downtown, and West Cliff Drive) provide opportunities to enjoy unique natural and historic areas. The network of walkways, bikeways, and trails will become increasingly important for recreation—and as alternatives to automobile travel—as the city's resident and tourist populations grow.

Goals, Policies, and Actions

Goal PR1 **Ample, accessible, safe, and well-maintained parks, open space, and active recreational facilities**

PR1.1 Provide and manage a system of parks and recreation related facilities that serve the needs of residents and visitors.

PR1.1.1 Update and modify the park system and services to accommodate changes in the population and its recreational needs.

PR1.1.2 Develop and maintain a citywide Parks Master Plan that sets service standards and strategic goals for the development and maintenance of parks and related facilities.

PR1.1.3 Evaluate all lands, regardless of size, for their potential development as small parks, community gardens, or landscape lots. Cf. PR3.2.

PR1.1.4 Plan parks and recreation facilities adequate for the city's recreational needs, activities, and programs. Cf. HA2.1, 2.2 and 3.3; ED1.1.4 and 6.9.2; CC8.3.8; PR 2.1 and 2.2.4

PR1.1.5 Plan for expansion of concessions in parks and recreation facilities.

PR1.1.6 Fund and staff regularly scheduled preventative maintenance.

PR1.2 Encourage private, public, and nonprofit partnerships in development and use of park and recreational facilities.

PR1.2.1 Coordinate with local schools to expand parks and recreation opportunities for the community.

PR1.2.2 Examine the feasibility of developing new (and/or expanding and refurbishing existing) athletic fields, including those on school sites.

PR1.2.3 Expand joint-use agreements with UCSC and Santa Cruz Schools for use of recreation facilities for parks, recreation, and community activities. Cf. CC2.1.5.

PR1.3 Maintain level of service standards for park acquisition and development.

PR1.3.1 Ensure that adequate park land is provided in conjunction with new development.

PR1.3.2 Strive for a neighborhood parks ratio of 2.0 acres per 1,000 population.

PR1.3.3 Strive for a community parks ratio of 2.5 acres per 1000 population.

PR1.3.4 Ensure that ongoing maintenance needs are addressed in the development and funding plans for any new or expanded parks, recreation facilities, or open space areas.

PR1.4 Encourage recreational activities in appropriate public spaces.

PR1.5 Provide a safe and secure environment in City parks, open space areas, and facilities. Cf. CC7.1, CC7.4.

PR1.5.1 Maintain and staff the Parks Security program and unit.

PR1.5.2 Work with the community to maintain and expand neighborhood/park watch programs.

PR1.6 Ensure that parks and recreation facilities are accessible to all.

PR1.6.1 Maintain and enhance access for vehicles, transit, bicycles, and pedestrians.

PR1.6.2 Develop a sign program for visitor access to coastal parks and recreation areas, for all modes of transportation.

PR1.6.3 Ensure adequate access in public transit and shuttle programs, for fee and free parking and mass transit, and at park-and-ride lots.. Cf. M1.5, M1.6.1, M2.4.12, M3.3.2.

PR1.6.4 Provide and encourage provision of adequate bike parking. Cf. M4.4.

PR1.6.5 Coordinate with other public entities in assuring public access to unrestricted open space lands and coastline.

PR1.7 Require developers to mitigate the impacts of their property improvements on City parks, recreation facilities, and open space areas.

PR1.7.1 Require park land dedications of suitable recreational land at a ratio of 4.5 acres/1000 population generated by a development project, or payment of a corresponding in-lieu fee. (Staff)

PR1.7.2 Require that new park facilities generated by a development project be designed to serve the recreational needs of the anticipated population.

PR1.7.3 Link annual cost adjustments of park dedication in-lieu fees to annual construction cost indexes to reflect existing needs and the cost of providing and maintaining park lands and recreational facilities. Cf. PR1.9.1.

PR1.8 Provide off-leash dog use areas where appropriate.

PR1.9 Maintain a Parks and Recreation Facilities excise tax on new construction or improvement of residential housing.

PR1.9.1 Link annual cost adjustments to the Parks and Recreation Facilities tax to annual construction indexes to reflect the cost of providing and maintaining park lands and recreational facilities. Cf. PR1.7.3.

PR1.9.2 Explore setting aside a defined percentage of Parks and Recreation Facilities Tax for maintenance of existing parks and recreational facilities.

PR1.10 Explore and identify potential funding sources other than the General Fund for the maintenance of parks and recreational facilities.

PR1.11 Improve the scenic and recreational value of the Riverfront.

Goal PR2 High-quality, affordable recreational programs, activities, events, and services for all

PR2.1 Design programs to meet the diverse and changing recreational and educational needs of Santa Cruz residents and visitors. Cf. HA2.1, ED1.1.4, ED6.9.2; CC8.3.8, PR1.1.4, PR2.2.4.

PR2.1.1 Solicit public input to determine community interests and needs.

PR2.1.2 Provide and support cultural and recreational events, activities, and festivals that relate to diverse community needs.

PR2.2 Encourage cultural and community events and activities in parks and recreation facilities, Downtown, and in the Beach area.

PR2.2.1 Leverage private, public, and nonprofit resources toward providing recreational and cultural activities and events.

PR2.2.2 Encourage private sponsorship of special events and programs, historic events, joint projects, and cultural exchanges that involve and benefit the community.

PR2.2.3 Encourage and support year-round arts and cultural events through supportive City policies, procedures, and fees. Cf. HA4.5, HA4.5.2, ED1.1.3, ED1.8.

PR2.2.4 Promote the use of volunteers to help with recreational and cultural programs. Cf. HA2.1, 2.2, 3.3, and 4.5.3; ED1.1.4 and 6.9.2; CC8.3.8; and PR1.1.4, PR2.1.

PR 2.3 Use entrepreneurial strategies to identify and reach new markets for programs and services that generate revenue.

Goal PR3 Well managed, clean, and convenient public access to open space lands and coastline

PR3.1 Enhance the outdoor educational and recreational experience in appropriate open space lands and coastline.

PR3.1.1 Provide recreational and educational opportunities within the open space lands and coastline consistent with adopted master or management plans.

PR3.2 As opportunities arise and when economically feasible, consider acquiring undeveloped parcels that provide access to City-owned open space lands and coastline. Cf. PR1.1.3.

PR3.3 Protect, maintain, and enhance publicly accessible coastal and open space areas. Cf. CD1.4, LU3.11.

PR3.3.1 Protect coastal bluffs and beaches from intrusion by non-recreational structures and incompatible uses.

PR3.3.2 Ensure that development does not interfere with the public's right to access the ocean (where acquired through use or other legislative authorization).

PR3.3.3 Require new development and public works projects to provide public access from the nearest public roadway to the shoreline and along the coast, except where it is inconsistent with public safety or protection of fragile coastal resources, or where adequate access exists nearby.

PR3.3.4 Preclude overcrowding or public overuse of any single coastal area by distributing public facilities (including parking areas) throughout the coastal recreation area.

PR3.3.5 Maximize public access and enjoyment of recreation areas along the coastline.

Goal PR4 An integrated system of citywide and regional trails

PR4.1 Provide and maintain an accessible citywide trail system within the city and connect it to regional trails.

PR4.1.1 Provide trails for a range of uses.

PR4.1.2 Update and maintain trails in accordance with the City's Bicycle and Pedestrian Master Plans. Cf. CD5.1, M4.1, M4.2, CC8.4.

PR4.1.3 Maintain and enhance the recreational value of the San Lorenzo River walkway and East and the West Cliff Drive pathways.

PR4.1.4 Create a continuous pathway along the coast by enhancing the physical links between West Cliff and East Cliff Drives and the Beach Promenade.

PR4.1.5 Determine the need for streetscape and safety improvements, or for facility rehabilitation.

PR4.1.6 For special events, examine the feasibility of periodically closing the street or limiting vehicular access along West Cliff Drive.

PR4.2 Provide and maintain trails within parks and appropriate open space areas. Cf. NRC1.1.2.

PR4.2.1 Use public or quasi-publicly-owned lands for trails.

PR4.2.2 Obtain trail easements through private donations and by public purchase, where required for critical links.

PR4.2.3 Require development projects located along planned trail routes to dedicate trails or trail easements.

PR4.2.4 Use roadside improvement funds to develop bicycle paths and pedestrian trails.

CHAPTER 10

Natural Resources and Conservation

This chapter corresponds to the State-mandated Open Space and Conservation elements. Its purpose is to identify the valuable natural assets that make Santa Cruz unique and to preserve and protect them in perpetuity.

Background

To guide development of the General Plan, the City Council adopted the following key principles with regard to natural resources and conservation:

- **Natural resources**. We will highlight and protect our unique setting, our natural and established open space, and the sustainable use of our precious natural resources.
- **A balanced community**. We will maintain the community's longstanding commitment to shared social and environmental responsibility, fostering a balance between employment, housing affordable to persons of all income levels, transportation, and natural resources.

How these principles are implemented is discussed below and in the Goals, Policies and Actions at the end of the chapter.

This chapter is presented in three sections.

- **Background** describes existing conditions, their causes, and the basic approaches taken in the Plan with regard to seven subjects, each of which is the focus of a unique goal in this chapter: 1, creeks, riparian corridors, and wetlands; 2, plant and animal communities and habitat; 3, resources; 4, global warming; 5, urban forest; 6, open space and coastline; and 7, energy.
- **Goals, Policies and Actions** provide City bodies with guidance in making decisions related to the city's natural resources systems and in implementing the actions recommended in this chapter.
- **Constraints**—a multi-page table that relates to **Goal NRC2**—sets forth the regulatory responsibility for protecting and managing sensitive biological and wetland resources. Much of the land within the city that supports sensitive habitats and special-status plants and wildlife is already protected and managed by the City.

CREEKS, RIPARIAN CORRIDORS, AND WETLANDS

Within its city limits, Santa Cruz has 39 miles of watercourses, creeks, and wetlands, all of which convey storm water and protect water quality. They also are valuable natural assets that support diverse natural habitats and aquatic and terrestrial resources.

Riparian area (also called riparian corridors) is the interface between a waterway and surrounding upland habitats. Riparian environments encompass any defined stream

channel including the plant community adjacent to a watercourse, the area up to the ordinary high water line, and the streamside vegetation in contiguous adjacent uplands. Tree species that typically occur in the Planning Area's riparian corridors include willow, red alder, box elder, black cottonwood, big leaf maple, Western sycamore, and Coast live oak. Where surface water is present, riparian areas provide habitat for aquatic invertebrates, fish, amphibians, birds, and mammals.

Wetlands are transitional areas between upland and aquatic areas. They usually have a water table at or near the surface, and occur where there is perennially or seasonally saturated soil or open water, such as at lagoons and ponds. Planning Area wetlands include estuaries, lagoons, ponds, and seasonal wetlands that may occur as depressions within otherwise upland areas.

Wetland vegetation is often characterized as a marsh, such as the freshwater marsh at Neary Lagoon. Wetlands at the mouth of watercourses where there are tidal inflows from Monterey Bay are considered salt or brackish water marshes. Because wetlands offer nutrient-rich sediments and organic matter, they have a high diversity of species and are used by wildlife for foraging and nesting. The plant matter in wetlands entraps and filters urban runoff.

Watersheds. The city is divided into 13 primary watersheds. The size, shape, and topographic relief of a watershed relates directly to the size of the stream channel, expected magnitude of winter storm flows, and the overall biological value of the watercourse.

Human activity can disrupt a watershed directly or indirectly and lead to sedimentation, bank erosion, and reduction in streamflow. These disruptions can create barriers to upstream migration and alter the stream habitat.

Examples of direct impacts to watersheds include removal of vegetation (and thus, loss of habitat), discharge of pollutants that affect water quality, deposition of debris, and introduction of invasive, non-native plant species. Indirect impacts include increases in noise and night lighting affecting wildlife, change in stream dynamics resulting in increased bank erosion, increase in stream temperature from lack of vegetative cover, predation on native wildlife by domestic animals, and an increase in non-native animal species.

Some of the city's streams originate outside the city. The San Lorenzo River, Branciforte Creek, Carbonera Creek, Arana Gulch Creek, Pasatiempo Creek, and a portion of Moore Creek each have their upper watershed in the Santa Cruz Mountains within County jurisdiction. Portions of Carbonera Creek also traverse the city of Scotts Valley. The largest of these watercourses, the San Lorenzo River, drains 121 square miles of watershed including small, heavily urbanized watersheds, such as Pilkington Creek, that only flow during the wetter times of the year. The river flows through the San Lorenzo Valley and unincorporated communities including Felton, Ben Lomond, and Boulder Creek.

The remainder of the city's watercourses originate within city limits, including Moore Creek, Arroyo Seco, Laurel, Pogonip Creek, and several other small watercourses. Because the urban setting dominates the condition and function of the entire watershed of

these small streams, the City can act directly and effectively to manage the nature and degree of human activity and impact. Lower Arroyo Seco Creek, Pogonip Creek, and Arroyo de San Pedro Regaldo have a significant portion of industrial land use within their watersheds.

Other Santa Cruz watercourses range from perennial, spring-fed streams on the west side to intermittent streams on the east side. Some provide significant habitat value and are relatively unaltered. Others were altered as the city developed, and have been incorporated into the urban landscape and storm water infrastructure.

Several coastal terraces in the westernmost and easternmost parts of the city support seasonal wetlands. Freshwater marsh habitat also occurs, most notably at Neary Lagoon in the central part of town. Salt and brackish water marsh habitat is limited to smaller areas, such as the Jessie Street Marsh, a tributary of the lower San Lorenzo River.

Creeks and Wetlands Management Plan. There is an adopted Citywide Creeks and Wetlands Management Plan which is incorporated in *General Plan 2030* by reference. Because lands adjacent to the riparian corridor and subject to development may also be critical linear habitats and link larger open spaces and resources, the Management Plan establishes buffers along riparian corridors to protect the creek environment and its functions as a corridor. The plan presents an overall, strategic approach to protecting, enhancing, and managing the city's riparian and wetland resources and water quality while providing a consistent and predictable City permitting process. The Management Plan:

- Identifies and maps the watercourses and known wetlands within the city limits, including those that would be subject to site-specific review for such requirements as setbacks;
- Identifies appropriate development setbacks;
- Recommends management actions to promote the preservation of riparian and wetland resources;
- Sets guidelines and standards for areas where development adjacent to watercourses may be appropriate;
- Provides a framework for permitting development adjacent to watercourses.

Urban River Plan. The San Lorenzo River originates in the Santa Cruz Mountains, traverses the center of the city, and forms a major physical feature of the region. The San Lorenzo Urban River Plan—a 20-year comprehensive plan for the areas of the San Lorenzo River, Branciforte Creek, and Jessie Street Marsh within city limits—promotes conserving the river as a wildlife area and enhancing it with complementary river-oriented development. This development (public access, river trail amenities, recreational use, public art, community programs, and the like) would promote the River as a Downtown amenity. The Urban River Plan offers recommendations, guidelines, and conceptual plans for areas adjacent to the river to stimulate potential design ideas and development applications.

PLANT AND ANIMAL COMMUNITIES AND HABITATS

Natural (and some developed) areas provide habitat for plants and animals. Preserving the ecological integrity of these areas is essential to protecting biota and enhancing the quality of human life. Once ecosystems are degraded, they are difficult, if not impossible, to restore.

Santa Cruz's climate and geography support a diverse vegetation ranging from kelp beds to oak woodlands and redwood forests. Maintaining this vegetation has a significant, positive effect on reducing the potential for landslides and floods.

The vegetation and plant communities also provide habitat and food for a diverse array of wildlife. Plants provide protective cover for wildlife and modify local climatic conditions by providing shade and modifying the humidity. Vegetation also buffers noise, adds oxygen to the atmosphere, removes or neutralizes certain noxious air pollutants in the urban environment, and offsets to some small extent the emission of greenhouse gases into the atmosphere.

Habitats. A habitat is the natural home or environment of an animal, plant, or other organism and includes the ecological conditions that support the organism's biological population. Habitats are the result of a number of natural conditions such as climate and the abundance of wildlife species. A change in plant communities could affect wildlife or increase hazards from erosion and brush fires.

Twelve identified habitat types support various plant communities and wildlife within the Planning Area. They include: (1) Aquatic, (2) Salt Marsh, (3) Freshwater Wetland, (4) Riparian, (5) Coastal Scrub, (6) Redwood Forest, (7) Redwood Douglas Fir- Tanbark Oak Forest, (8) Mixed Evergreen Forest, (9) Mixed Evergreen Forest-Oak Woodland, (10) Grassland, (11) Sandy Beach; and (12) Coastal Cliff Habitat.

More than 50 species of mammals and 250 species of birds live in the vicinity of Santa Cruz. Protecting and preserving wildlife populations and diversity requires protecting their habitat. While wildlife is not usually restricted to dependence on one plant community or habitat, in some cases wildlife depends on a particular plant species within a plant community, and preserving a diverse array of plant communities and species becomes essential. It also is important to protect native and sensitive species from invasive species.

Corridors and buffers. Many species depend on the preservation of and linkages between natural areas for their survival. Preserving or establishing linkages between natural areas and reducing obstacles that prevent wildlife movement from one location to another will enlarge the usable habitat area.

Tree groves and understory. Protecting and preserving native wildlife depends, in part, on sustaining a predominance of native vegetation over non-natives. Native vegetation generally provides superior food for native wildlife. Non-native plants tend to have few natural enemies and as a result tend to displace native plants. To sustain sensitive species, it is essential to preserve important elements of their habitat—for example, eucalyptus wintering sites for the monarch butterfly and safe roosting sites for the black swift.

Resources. State law requires every general plan to provide direction regarding the conservation of resources. To the extent that any of the following issues are relevant, the Plan must address them with regard to the conservation, development, and utilization of natural resources: water and its hydraulic force; forests; soils; rivers and other waters; harbors; fisheries; wildlife; and minerals. Some of these topics are discussed in other chapters and sections of this Plan. See the cross-reference table, "Relation of General Plan Chapters to State-mandated Elements," on pages 17-18, at the end of Chapter 1, Introduction.

Population growth and development continually require the use of both renewable and nonrenewable resources. One role intended for the conservation element is to establish policies that reconcile conflicting demands on those resources. One of the 11 Guiding Principles adopted for *General Plan 2030* states the community's concern for and commitment to natural resources.

Global Warming. The California Chapter of the American Planning Association issued a policy statement in 2007 with recommendations for regional and local jurisdictions. The statement urges local governments to reduce greenhouse gas emissions by adopting land use and other plans that encourage—among other things—walking, bicycling, ride-sharing and transit; mixed land use and higher densities; water and energy conservation; micro-generation of electricity; and use of low-carbon building materials. Many of these actions are addressed throughout this Plan. The City's Climate Action Program is tasked with establishing linkages among programs and providing strategic incentives to increase the success of City services necessary to meet climate change goals.

The City hopes to reduce its contribution to greenhouse gas emissions through land use planning, program development, investment in energy efficient infrastructure, and increased use of renewable energy. Benefits will include reduced facility life-cycle costs and the provision of healthier home and work environments. Green building policies and actions will incorporate energy efficiency measures, water stewardship, use of sustainable building materials derived from renewable resources, reduction of waste through recycling and reuse, and smart growth and sustainable development practices. In addition to defining shorter-term strategies to address likely impacts of climate change on city infrastructure and resources, the City must set planning goals to minimize future risks of sea level rise and climate change.

Urban Forest. The tree is metaphor for sustainability. The urban forest is more than trees; it is the sum total of all vegetation growing in the urban area, a critical element of a livable urban environment, and a part of the urban ecosystem. Urban forestry manages trees, forests, and natural systems in and around urban areas for the health and well being of communities.

Although the urban ecosystem presents a less than optimal environment for tree growth, urban forests—and trees in particular—provide significant community benefits. Urban sprawl has contributed to the decline of urban forests and the development of additional problems associated with urban heat islands and stormwater runoff. To deal with these problems, communities have spent considerably to install, expand, and repair their

"gray" infrastructures (sewers, utilities, buildings, roads, etc). More communities are recognizing that vegetation, especially trees, can make up a green infrastructure with the potential to ameliorate heat buildup and reduce stormwater runoff in a more cost effective manner than the "gray" infrastructure of streets and utilities.

Open Space and Coastline. State law requires the General Plan to include an open space element to guide the comprehensive and long-range preservation and conservation of open space lands. Open space lands are defined in statute as any parcel or area of land or water that is essentially unimproved for the purpose of (1) preservation of natural resources; (2) public health and safety, (3) managed production of resources; and (4) recreational and aesthetic purposes. Open Space land uses within and surrounding the city include agriculture/grazing lands, natural areas, coastal recreation areas, and park lands.

Next to *Land Use,* Open Space is the General Plan topic broadest in scope. Because of this breadth, open space issues overlap those covered in other sections of the Plan, and open space requirements are commonly found among other chapters. See the cross-reference table, "Relation of General Plan Chapters to State-mandated Elements," on pages 17-18, at the end of Chapter 1, Introduction.

Monterey Bay National Marine Sanctuary. A number of scientific and educational groups sponsor programs to retain ecological and scientific study areas in their natural state. The Monterey Bay National Marine Sanctuary is one such area. Designated by the federal government in 1992, the marine sanctuary off California's central coast stretches from Marin County to Cambria, encompasses 276 miles of shoreline, and extends seaward an average of 30 miles from shore—covering more than 5,000 square miles of ocean. The Sanctuary—administered by the National Oceanic and Atmospheric Administration—was established to promote resource protection, research, education, and public use. It boasts one of the most diverse marine ecosystems in the world, including the nation's largest kelp forest, one of North America's largest underwater canyons, and the closest-to-shore deep ocean environment in the continental United States.

Greenbelt and open space. The City's 2000-acre open space greenbelt system originated in 1979 with the passage of Measure O, which called for preservation of greenbelt lands through 1990. Securing and permanently protecting the greenbelt became a primary focus of the 1990-2005 General Plan.

A Greenbelt Master Plan Feasibility Study was adopted in 1994 in response to General Plan policies calling for a publicly owned greenbelt around the city. At the time, the City already owned several key properties in the greenbelt, and by the end of 1998, had purchased all of the Greenbelt properties with the exception of one 50-acre property on the Westside. The greenbelt properties include Arana Gulch, Moore Creek Preserve, Pogonip, and Delaveaga Park. The City also manages other open space areas such as Neary Lagoon, Jesse Street Marsh, and Arroyo Seco Canyon. The preservation and use of each Greenbelt property and open space area is guided by a City-prepared long term Park Master Plan or Interim Management Plan.

ENERGY

Structures and land-use patterns in the community are generally wasteful of energy, stemming from an era of cheap, plentiful energy resources. Energy-inefficient buildings use over a third of the nation's energy, primarily in appliances and for space heating and cooling. Energy inefficient land-use patterns promote dependence on the auto. Yet fossil fuels are limited and pose significant environmental consequences such as ozone depletion and global warming.

Many aspects of the city's energy system are not sustainable over the long term—they depend on natural resources that, once consumed, are gone forever. The long term worth of these resources is undervalued—their relative scarcity is unrecognized, and their future environmental costs are overlooked, left to be borne by others.

In contrast, sustainable energy systems draw from the environment only the necessary resources that can be used and recycled perpetually, or returned to the environment in a form that nature can use to generate more resources.

The energy measures included in this chapter of the General Plan will guide Santa Cruz toward a sustainable energy future. Strategies that conserve existing energy resources and develop future renewable energy systems will help preserve nonrenewable resources for future generations, reduce long term energy costs, reduce the environmental impacts of burning fossil fuels, and help to reduce the nation's dependency on imported fuel.

Goals, Policies and Actions

Goal NRC1 Protected, enhanced, and sustainably managed creek systems, riparian environments, and wetlands

NRC1.1 Protect the city's river and wetland areas while increasing and enhancing public access where appropriate.

NRC1.1.1 Require setbacks and implementation of standards and guidelines for development and improvements within the city and adjacent to creeks and wetlands as set forth in the *Citywide Creeks and Wetlands Management Plan*.

NRC1.1.2 Where consistent with riparian and wetland protection, provide actual or visual access of a low-impact nature. Cf. PR4.2. Examples include unpaved narrow trails, boardwalks, and vista points.

NRC1.1.3 Conduct landscape water audits for all parks, and incorporate results into budgetary decisions for upgrading systems and scheduling irrigation.

NRC1.1.4 Re-vegetate plants native to the specific habitat in buffer/setback areas adjacent to creeks and wetlands.

NRC1.1.5 Where appropriate, provide educational signs about water conservation practices and plantings.

NRC1.2 Encourage low impact uses and practices in watershed lands upstream of the city's riverine, stream, and riparian environments.

NRC1.2.1 Evaluate new uses for potential impact to watershed, riverine, stream, and riparian environments.

NRC1.2.2 Work with local and regional agencies to implement strategies to reduce or mitigate impacts of uses and development within the City's watershed lands.

NRC1.3 Encourage the restoration and enhancement of existing riparian corridors, wetlands, and water resources.

NRC1.3.1 Conserve creek, riparian, and wetland resources in accordance with the adopted Creek Plan and the San Lorenzo River Plan. Cf. NRC3.1, CC3.11.

Goal NRC2 Protected, enhanced, and sustainable native and natural plant and animal communities and habitats

NRC2.1 Protect, enhance, or restore habitat for special-status plant and animal species. Cf. CD4.3.3, CC3.3.6, and NRC2.2, 2.4, and 6.3.

NRC2.1.1 Maintain an up-to-date list and map of sensitive, rare, and endangered flora and fauna.

NRC2.1.2 Maintain, for public use, generalized maps showing locations of special-status species. Specific site information may be kept confidential to protect the resources.

NRC2.1.3 Evaluate development for impacts to special-status plant and animal species.

NRC2.1.4 Implement strategies to reduce or minimize impacts.

NRC2.1.5 Maintain an inventory of the region's threatened or extinct species.

NRC2.2 Protect sensitive habitat areas and important vegetation communities and wildlife habitat, particularly sensitive and edge habitats ("ecotones"). Cf. CD4.3.3, CC3.3.6, and NRC2.1, 2.4, and 6.3.

NRC2.2.1 As part of the CEQA review process for development projects, evaluate and mitigate potential impacts to sensitive habitat (including special-status species) for sites located within or adjacent to these areas.

NRC2.2.2 Protect coastal roosts and rookeries in the course of activities that could disturb or disrupt breeding or result in loss of habitat, such as construction activities, recreational activities, or special events.

NRC2.2.3 Encourage the planting and restoration of native rather than non-native vegetation throughout the city and in areas where plants or habitats are diseased or degraded.

NRC2.2.4 Minimize the impact of grading and filling on sensitive habitat areas.

NRC2.2.5 Encourage the eradication and control of non-native and invasive plant species.

NRC2.3 Protect, enhance, and maintain significant dispersal corridors and buffers.

NRC2.3.1 Restrict the use of barriers that can hamper wildlife movement through corridors and buffers.

NRC2.4 Protect, manage, and enhance tree groves and understory that provide sensitive habitat features. Cf. CD4.3.3, CC3.3.6, and NRC2.1, 2.2, and 6.3.

NRC2.4.1 Maintain a Monarch Butterfly Management Plan.

Table X at the end of this chapter summarizes assessment protocols to determine if a sensitive biological resource is present, and identifies general avoidance or management strategies to be employed when sensitive biological resources occur.

Goal NRC3 Conservation and stewardship of resources

NRC3.1 Lead the community in conserving resources. Cf. NRC1.3.1, CC3.11.

NRC3.1.1 Continue and expand school education and public information programs related to conservation.

NRC3.1.2 Preserve and manage woodland areas within open spaces.

NRC3.2 Discourage the use of environmentally harmful pesticides, herbicides, and chemical fertilizers. Cf. HZ1.5.6, HZ2.2.3, Goal HZ4, HZ4.1.6, CC6.1.8.

NRC3.2.1 Reduce the sale and use of synthetic pesticides, herbicides, and fungicides.

NRC3.3 Require resource conservation and environmental sensitivity in project design and construction.

NRC3.4 Conserve agricultural and known mineral resources in the Planning Area. Cf. LU1.2, LU2.3, LU2.3.5.

NRC3.5 Oppose offshore oil development.

NRC3.6 Support expansion of national marine sanctuaries along the California coast.

Goal NRC4 Effective leadership and action in reducing and responding to global warming

NRC4.1 Reduce communitywide greenhouse gas emissions (GHG) 30 percent by 2020 and 80 percent by 2050 (compared to 1990 levels).

NRC4.1.1 By 2030, require that all new development be carbon neutral.

NRC4.1.2 Implement municipal, community, and business sections of the Climate Action Plan on energy efficiency and expanded use of renewable energy.

NRC4.1.3 Implement sections of the Climate Action Plan that reduce vehicle emissions 30 percent by 2020, identify metrics for tracking success, and address objectives not met.

NRC4.1.4 Continue to expand municipal energy efficiency programs to reduce building energy use to a defined level. Provide incentives for departments to meet efficiency goals.

NRC4.1.5 Complete solar analysis and implement a five year plan to increase solar generation significantly on municipal buildings.

NRC4.1.6 Establish an Energy Conservation team responsible for defining and achieving building efficiency goals.

NRC4.1.7 Work with the Santa Cruz Regional Compact on Climate Change to draft a countywide strategy to meet greenhouse gas (GHG) reduction goals of 80 percent by 2050.

NRC4.1.8 Implement tracking and reporting procedures that meet AB32 requirements and public interest.

NRC4.1.9 Promote efficiency upgrades and renewable energy projects over the use of carbon offsets to meet climate reduction goals. (NRC 4.1.2-NRC4.1.9

NRC4.2 Support initiatives, legislation, and actions for reducing and responding to climate change.

NRC4.2.1 Continue to support the Santa Cruz Regional Compact on Climate Change, and encourage participation from other cities in the County.

NRC4.2.2 Adopt and implement key programs developed by the Regional Compact that meet city greenhouse gas reduction goals.

NRC4.3 Encourage community involvement and public-private partnerships to reduce and respond to global warming.

NRC4.3.1 Expand public outreach campaigns (e.g., climate action teams, green business programs) to city residents and businesses aimed at reducing energy use 30 percent by 2020.

NRC4.3.2 Involve the public to identify additional City incentives necessary to improve community energy efficiency upgrades.

NRC4.3.3 Adopt City renewable energy objectives as defined within the Climate Action Plan.

NRC4.3.4 Draft and implement a Santa Cruz Solar Plan that provides incentives and coordinates financing for city residences and businesses to invest in solar energy.

NRC4.3.5 Evaluate mechanisms to expand the use of solar energy by Downtown businesses and property owners.

NRC4.4 Take early action on significant and probable global warming land use and development issues, including those that might arise after 2030.

NRC4.4.1 Draft policies to address future development in areas defined as High Risk within the Climate Change Risk Assessment.

NRC4.4.2 Establish an Alternative Transportation team to produce a transportation plan that defines alternative transportation options (not associated with autos, busses or carpools) to address the Santa Cruz mobile emission reduction goals of 30 percent by 2020 and 80 percent by 2050.

NRC4.5 Minimize impacts of future sea level rise.

NRC4.5.1 Complete the City Vulnerability Study and the Climate Change Risk Assessment.

Goal NRC5 An enhanced and sustainable urban forest

NRC5.1 Protect and manage tree resources in the urban environment, with emphasis on significant and heritage trees.

NRC5.1.1 Continue and enhance educational programs and opportunities to promote the Urban Forest. Examples include communitywide Arbor Day activities and neighborhood street tree plantings.

NRC5.1.2 Maintain and add to the city's urban tree canopy and increase tree diversity within urbanized areas using native and non-invasive tree species.

NRC5.2 Increase the percent of tree canopy by promoting street tree planting.

NRC5.2.1 Provide and maintain a list for the public identifying species appropriate for street trees.

Goal NRC 6 Protected open space lands and coastline

NRC6.1 Manage and enhance open space and the coastline. Cf. CD1.1.1.

NRC6.2 Support protection of the Monterey Bay National Marine Sanctuary and its environs. Cf. CD1.1.2, CD1.4.5, LU3.11.1, ED6.1.2.

NRC6.3 Enhance and protect native habitat areas within the Greenbelt and open spaces. Cf. CD4.3.3, CC3.3.6, and NRC2.1, 2.2, and 2.4.

Goal NRC7 Reduction in energy use, and significant production and use of renewable energy

NRC7.1 Improve local energy efficiency and conservation.

NRC7.1.1 Reduce electricity and natural gas consumption in public facilities by at least 20 percent compared to usage in 2000, by the year 2015.

NRC7.1.2 Adopt or adapt the Model Lighting Ordinance and Design Guidelines jointly developed by the International Dark Sky Association and the Illuminating Engineering Society of North America. Cf. CD3.6, M1.6.1, M3.2.10, HZ5.1.

NRC7.1.3 Implement energy strategies to increase the local use and production of renewable energy.

NRC7.1.4 Require new development to provide for passive and natural heating and cooling opportunities, including beneficial site orientation and dedication of solar easements. Cf. ED6.2.2.

NRC7.1.5 Require City facilities to annually increase the percentage of green electricity used until the 2020 goal of 100 percent is met.

NRC7.1.6 Increase local energy awareness.

NRC7.1.7 Establish an outreach program and cooperate with other agencies that encourage energy conservation and renewable energy programs.

NRC7.1.8 Educate the public about energy resources, conservation, and renewable energy through public information and outreach efforts, and offer educational programs for use in school classrooms.

NRC7.1.9 Support State and federal legislation promoting research on renewable energy and other technologies.

NRC7.1.10 Improve energy conservation and efficiency in existing parks and recreational facilities.

NRC7.1.11 Continue to install energy efficient systems in existing park and recreational facilities.

NRC7.2 Promote energy efficiency and innovation as an integral part of economic development. Cf. LU3.2.1.

NRC7.2.1 Recruit industries that use energy efficiently and which offer renewable energy systems and energy efficient production methods. Cf. ED6.2.

NRC7.3 Promote energy-efficient local transportation.

NRC7.3.1 Promote the implementation of circulation system improvements that can reduce local consumption of fossil fuels.

NRC7.3.2 Purchase City vehicles with fuel efficient or alternative fuel systems including hybrid, compressed natural gas (CNG), and bio-diesel.

NRC7.3.3 Establish telecommuting technologies and alternative work schedules for City employees.

NRC7.3.4 Conduct a fleet efficiency study to identify where smaller more efficient, electric or hybrid vehicles can be used by the City to meet a 30 percent reduction in greenhouse gas emissions by 2020.

NRC7.3.5 Investigate partnerships with UCSC to improve electric vehicle use in the community.

NRC7.4 Promote energy-efficiency in the provision and use of water.

NRC7.4.1 Provide the public with information on the benefits of replacing or installing new energy and water efficiency fixtures and appliances. Examples include faucet aerators, low-flow showerheads, high-efficiency clothes washers and dishwashers, and high-efficiency water heaters.

NRC7.4.2 Require that new construction and major remodeling projects in City facilities use high-efficiency or zero-waste fixtures.

NRC7.4.3 Support gray water collection and reuse within residential and business closed water systems (toilets), and support further study of appropriate use of gray water within landscaped areas.

Table. X. Assessment and Management Protocols for Sensitive Species and Habitat

RESOURCE	REGULATORY AUTHORITY	ASSESSMENT (to determine presence)	MITIGATION/ MANAGEMENT* (if resource is present)
Sensitive Habitats			
Freshwater Wetland & Salt Marsh	City Ordinance & Plans CDFG Wetlands Resources Policy U.S. Army Corps of Engineers	Wetland Delineation	• Permit from Corps (for fill) • Avoidance and/or Mitigation, such as buffers, restoration or enhancement, and water quality protection
Riparian Habitat	City Ordinance **&** Plans CEQA Review	Citywide Creeks & Wetlands Management Plan or Habitat Assessment	• Comply with Creeks Plan setback requirements & development standards and guidelines • Streambed Alteration Agreement from CDFG if required
Coastal Prairie	CEQA Review	Habitat Characterization	• Avoid direct impacts and buffer • Mitigation for indirect impacts
Coastal Bird Rookeries	CEQA Review Division of Migratory Birds-MBTA (USFWS)	Habitat Characterization Breeding bird surveys	• Avoid direct impacts • Conduct construction activities outside of nesting season and/or establish appropriate buffers
Special-status Species			
Listed Special-Status Plant Species ▪ Robust spineflower ▪ Santa Cruz tarplant ▪ San Francisco popcornflower	CEQA Review CESA and NPPA (CFGC)	Botanical survey during flowering period	• Avoidance – design to avoid removal of individuals and habitat • Provide appropriate buffers to protect from indirect impacts • Mitigation and/or Management to protect from indirect impacts and maintain long-term viability of spe-

RESOURCE	REGULATORY AUTHORITY	ASSESSMENT (to determine presence)	MITIGATION/ MANAGEMENT* (if resource is present)
			cies • Consultation with and MOU from CDFG
Other Special-Status Plant Species ▪ Santa Cruz manzanita ▪ Gardner's yampah ▪ Cloris' popcornflower ▪ Santa Cruz clover ▪ Hickman's popcorn flower	CEQA Review	Botanical survey during flowering period	Avoidance and/or Mitigation – see above.
Listed Special-Status Wildlife Species ▪ Ohlone tiger beetle	ESA (USFWS)	Survey during emergence season	• Avoidance – design plans to avoid take of individuals and habitat • Mitigation and Management to protect from indirect impacts • USFWS Take permit through HCP process (no federal nexus) or Section 7 (federal nexus)
▪ Coho Salmon (Central CA ESU)	ESA (NOAA NMFS) CESA (CDFG)	Habitat assessment	• Consultation with NMFS • Avoidance of instream construction during migration period • Mitigation for indirect impacts
▪ Steelhead (Central CA ESU)	ESA (NOAA NMFS)	Habitat assessment	• Consultation with NMFS • Avoidance of instream construction during migration period • Mitigation for indirect impacts
▪ Tidewater goby	ESA (USFWS)	Habitat assessment Protocol level survey during sandbar formation (permit required)	• Consultation with USFWS • Avoidance and/or Mitigation
▪ California red-legged frog	ESA (USFWS)	Habitat Assessment Protocol Level Survey (USFWS 2005b)	

RESOURCE	REGULATORY AUTHORITY	ASSESSMENT (to determine presence)	MITIGATION/ MANAGEMENT* (if resource is present)
		Pre-construction Survey	• Avoid take of individuals and impacts to aquatic habitat • USFWS Take permit through HCP process (no federal nexus) or Section 7 (federal nexus) • Mitigation to protect from indirect impacts
▪ Brown pelican (communal roosts and rookeries)	ESA (USFWS) CESA (CDFG)	Habitat assessment Communal roosting/ breeding bird survey	• Avoid take of individuals and impacts to roosting and nesting habitat • Consultation with USFWS through HCP process (no federal nexus) or Section 7 (federal nexus) • Conduct construction activities outside of nesting season
<u>Other Special-Status Wildlife Species</u> ▪ Monarch butterfly (wintering sites)	City Ordinance CEQA Review	Habitat Assessment Multi-year surveys during winter roosting season	• Avoidance – design plans to avoid take of individuals and habitat • Buffers to maintain suitable habitat conditions • Conduct construction activities outside of winter roosting season or develop appropriate mitigation such as buffers to avoid disturbance such as smoke and fumes Management to protect from indirect impacts
▪ Western pond turtle	CEQA Review (CDFG)	Habitat assessment Focused Surveys	• Avoid take of individuals in aquatic and upland habitat. • Mitigation to protect from indirect impacts such as barrier to movement
<u>Breeding Birds</u> ▪ Double-crested cormorant (rookeries)	CEQA Review (CDFG)	Habitat assessment Breeding bird survey Wintering survey for golden eagle,	• Avoid direct impacts to nesting birds, occupied nests, eggs and young • Conduct construction activities out-

RESOURCE	REGULATORY AUTHORITY	ASSESSMENT (to determine presence)	MITIGATION/ MANAGEMENT* (if resource is present)
▪ Black-crowned night heron (rookeries) ▪ Sharp-shinned hawk ▪ Cooper's hawk ▪ Golden eagle (nesting and/or wintering) ▪ Ferruginous hawk ▪ White-tailed kite (nesting) ▪ Merlin ▪ Black oystercatcher ▪ Long-eared owl ▪ Burrowing owl ▪ Vaux' swift ▪ Black swift ▪ Loggerhead shrike ▪ California horned lark ▪ Oak titmouse ▪ Yellow warbler ▪ Hermit warbler ▪ Saltmarsh common yellowthroat ▪ Yellow-breasted chat ▪ Chipping sparrow ▪ Tricolored blackbird		ferruginous hawk, white-tailed kite, merlin, burrowing owl, saltmarsh common yellowthroat, grasshopper sparrow	side of nesting season or develop appropriate mitigation, such as buffers • Consultation with USFWS (golden eagle-unoccupied nest)
Special-status Bats	CEQA Review (CDFG)	Habitat Assessment Emergence and nighttime acoustic surveys	Avoidance and/or Mitigation
San Francisco dusky-footed woodrat	CEQA Review (CDFG)	Habitat Assessment Nest survey	Avoidance and/or Mitigation
American Badger	CEQA Review (CDFG)	Habitat Assessment Focused survey (burrow, sign, and prey base)	Avoidance and/or Mitigation
Nesting Raptors & Birds	Division of Migratory Birds- MBTA (USFWS) Fish and Game Codes (CDFG)	Habitat assessment Breeding bird survey	Avoidance during nesting season and/or Buffer Mitigation

RESOURCE	REGULATORY AUTHORITY	ASSESSMENT (to determine presence)	MITIGATION/ MANAGEMENT* (if resource is present)
Dispersal Corridors	**City of Santa Cruz CEQA Review**	**Wildlife movement study. Determine buffer width for corridor utility.**	• **Comply with Creeks Plan setback requirements & development standards and guidelines** • **Buffer from disturbances such as noise land light,**

Glossary

A glossary is "a collection of … terms limited to a special area of knowledge or usage." This glossary was developed from *The California General Plan Glossary,* prepared by Naphtali H. Knox, FAICP. Contributions by J. Laurence Mintier, AICP. Edited by Charles E. Knox, AICP, and Naphtali H. Knox, FAICP. California Planning Roundtable, 1990, 1997, 2001, 2008. It defines over 400 terms used in preparing and writing general plans in California.

Some may find that the expressions and terms used in the planning process are new; others know what the terms mean, but interpret them with variations. Because the general plan is such a comprehensive and overriding policy document, it is critical that all those participating in the planning process, and all those who will use the Plan, have a common understanding of what the more frequently used terms mean. The aim of this Glossary is to ensure that every user understands the Plan and interprets it in the same way.

This version of the Glossary adds definitions for terms requested by the Santa Cruz General Plan Advisory Committee, 2006–2007, and the Planning Commission, 2008. DC&E and Knox & Associates (as consultants to the City of Santa Cruz on its General Plan Update) collaborated in crafting the additional definitions.

Abbreviations

ADT: Average daily trips made by vehicles or persons in a 24-hour period
ALUC: Airport Land Use Commission
BMR: Below-market-rate dwelling unit
CBD: Central Business District
CC&Rs: Covenants, Conditions, and Restrictions
CDBG: Community Development Block Grant
CEQA: California Environmental Quality Act
CFD: A Mello-Roos Community Facilities District
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CNEL: Community Noise Equivalent Level
CMP: Congestion Management Plan
COG: Council of Governments
CRA: Community Redevelopment Agency
dB: Decibel
dBA: "A-weighted" decibel
EIR: Environmental Impact Report (State)
EIS: Environmental Impact Statement (Federal)
FAR: Floor Area Ratio
FAUS: Federal Aid to Urban Systems

FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
FIR: Fiscal Impact Report
FIRM: Flood Insurance Rate Map
FmHA: Farmers Home Administration
GMI: Gross Monthly Income
HAP: Housing Assistance Plan
HCD: Housing and Community Development Department of the State of California
HOV: High Occupancy Vehicle
HUD: U.S. Dept. of Housing and Urban Development
JPA: Joint Powers Authority
LAFCo: Local Agency Formation Commission
L_{dn}: Day and Night Average Sound Level
L_{eq}: Sound Energy Equivalent Level
LHA: Local Housing Authority
LOS: Level of Service
LRT: Light (duty) Rail Transit
NEPA: National Environmental Policy Act
OPR: Office of Planning and Research, State of California
PUD: Planned Unit Development
RHNA Regional Housing Needs Allocation
SRO: Single Room Occupancy
TCP Traditional Cultural Property
TDM: Transportation Demand Management
TDR: Transfer of Development Rights
TSM: Transportation Systems Management
UBC: Uniform Building Code
UHC: Uniform Housing Code
UMTA: Urban Mass Transportation Administration
VMT: Vehicle Miles Traveled

Definitions

Acceptable Risk
A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access/Egress
The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross
The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net
The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Action
A program, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Active Solar System
A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Activity Center
Walkable, mixed-used, transit-oriented areas with a distinct focus, identity, function, and sense of place, in which the city's economic, educational, recreational, cultural and social life is concentrated. The six major activity centers in Santa Cruz are Downtown, the Beach Area, UCSC, Harvey West, the Mission Street commercial area, and the Soquel Avenue Eastside business district.

Adaptive Reuse
The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact
A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements
Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Affordable Housing
Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency
The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve
Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture
Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business
Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution
Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Air Rights
The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Airport-related Use
A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alley
A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial
Soils deposited by stream action.

Alquist-Priolo Act, Seismic Hazard Zone
A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient
Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment
(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Approach Zone
The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Appropriate
An act, condition, or state that is considered suitable.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arable
Land capable of being cultivated for farming.

Archaeological
Relating to the material remains of past human life, culture, or activities.

Architectural Control; Architectural Review
Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income
As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development (HCD), "area" means metropolitan area or non-metropolitan county.

Arterial
Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Artesian
An aquifer in which water is confined under pressure between layers of impermeable material. Wells tapping into an artesian stratum will flow naturally without the use of pumps. (See "Aquifer.")

Article 34 Referendum
Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Articulation
Variation in the depth of the building plane, roof line, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Assessment District
(See "Benefit Assessment District.")

Assisted Housing
Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment

and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Auto Mall
A single location that provides sales space and centralized services for a number of automobile dealers, and which may include such related services as auto insurance dealers and credit institutions that provide financing opportunities.

Automobile-intensive Use
A use of a retail area that depends on exposure to continuous auto traffic.

Base Flood
In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Baylands
Areas along a bay that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mudflats, and fans.

Bed and Breakfast
Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation.

Below-market-rate (BMR) Housing Unit
(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District
An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility)
A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)
A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways
A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass
Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community
A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight
A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond
An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Buffer Zone
An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building
Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height
The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Building Envelope
The three-dimensional space within which a structure is permitted to be built on a lot and which is defined by regulations governing building setbacks, maximum height, and bulk; by other regulations; or any combination thereof.

Buildout; Build-out
Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3).")

Business Services
A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting

services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Bus Rapid Transit (BRT)
Involves buses with their own dedicated lane, fewer stops than regular bus service, driver control of traffic signals, quicker trips, and connections with bus feeder routes.

Busway
A vehicular right-of-way or portion thereof—often an exclusive lane—reserved exclusively for buses.

California Environmental Quality Act (CEQA)
A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. An Initial Study must be prepared for housing elements, leading to a Negative Declaration in most cases.

California Housing Finance Agency (CHFA)
A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans
California Department of Transportation.

Capacity
As used in transportation, the ability of a corridor to accommodate the passage of vehicles or persons without irreversibly changing the quality of the surrounding environment. Capacity can refer to roadway capacity for autos ("vehicle travelway capacity"); roadway capacity for all modes including autos, carpools and transit; or transit service capacity.

Capacity, Carrying
Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Capital Improvements Program (CIP)
A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide
A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide
A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carbon Neutral
The purchase of sufficient "carbon offsets" to counter greenhouse gas and other polluting emissions to the atmosphere to achieve carbon zero accreditation. An emission reduction made elsewhere has a positive effect and offsets an emission made locally.

Carbon Offsets
Credits for emission reductions achieved by projects elsewhere, such as wind farms, solar installations, or energy efficiency projects. The credits are applied against emissions made locally to reduce net climate impact.

Caulking
A waterproof compound or material used to stop up and make tight against leakage (as cracks in a window frame).

Census
The official decennial enumeration of the population conducted by the federal government.

Central Business District (CBD)
The major commercial downtown center of a community. General guidelines for delineating a downtown area are defined by the U.S. Census of Retail Trade, with specific boundaries being set by the local municipality.

Certified Local Government (CLG) Status
A national program to encourage direct participation of a local government in preserving and identifying historic resources within its jurisdiction. As a CLG, a city can apply for federal grants administered through the State Office of Historic Preservation and utilize opportunities for State training and other resources.

Channelization
(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete.
(2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Character
Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation Element
One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

City
City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

Clear Zone

That section of an approach zone of an airport where the plane defining the glide path is 50 feet or less above the center-line of the runway. The clear zone ends where the height of the glide path above ground level is above 50 feet. Land use under the clear zone is restricted.

Clustered Development
Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration
The harnessing of heat energy, that normally would be wasted, to generate electricity—usually through the burning of waste.

Collector
Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Combined Sewer/Combination Sewer
A sewerage system that carries both sanitary sewage and stormwater runoff.

Commercial
A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Strip
Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility
Any facility maintained and operated to provide non-medical residential care, day treatment, adult day care, or foster family agency services for six or fewer persons. "Six or fewer persons" does not include the licensee or members of the licensee's family or persons employed as facility staff. Community care facilities which serve six or fewer persons are considered a residential use of property.

Community Child Care Agency
A non-profit agency established to organize community resources for the development and improvement of child care services.

Community Development Block Grant (CDBG)
A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District
Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as

well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)
A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park
Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA)
A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Community Service Area
A geographic subarea of a city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea.

Commute-shed
The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Compact
Packed together; dense, as in "a compact arrangement of diverse land uses."

Comparison Goods
Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Compatible
Capable of existing together without conflict or ill effects.

Complete Street
A transportation facility planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors, as appropriate to the function and context of the facility.

Composting
The treatment of solid organic refuse through aerobic, biologic decomposition.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)
A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Congregate Care
Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. Congregate care usually implies a higher level of care than independent living. (See "Community Care Facility.")

Conservation
The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Conservation Element
One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the conservation, development, and use of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

Consistent
Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods
Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Conveyance Tax
A tax imposed on the sale, lease, or transfer of real property.

Cordon Count
A measurement of all travel (usually vehicle trips, but sometimes person trips) in and out of a defined area (around which a "cordon" is drawn).

Corridor, Transportation
A broad geographic band that follows a general route alignment of a roadway or rail right-of-way, and includes the area within that band that is or would be serviced by the roadway and/or transit system.

County
County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Covenants, Conditions, and Restrictions (CC&Rs)
A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion
A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facility
Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac
A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact
As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB
Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA
The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication
The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of
Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space
(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential
The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 10 percent of its units for moderate income or lower income households, or 5 percent of its units for very-low income households, or is a senior housing facility, is entitled to a density bonus.

Density, Control of
A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment
A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer
A way of retaining open space by concentrating densities—usually in compact areas adjacent to existing urbanization and utilities—while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail
Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Detachment
Withdrawal of territory from a special district or city.

Detention Dam/Basin/Pond
Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of

the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developable Acres, Net
The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land
Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer
An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development
The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee
(See "Impact Fee.")

Development Rights
The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights, Transfer of (TDR)
Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Discourage, v.
To advise or persuade to refrain from.

Discretionary Decision
As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dissolution
Elimination of a special district; the opposite of formation.

Distribution Use
(See "Warehousing Use.")

District
In the context of community and urban design, an area of a city or county that has a unique character identifiable as different from surrounding areas because of distinctive architecture, streets, geographic features, culture, landmarks, activities, or land uses. Examples include *regional districts* (primarily large, regional-serving areas, such as employment centers and open space areas); *community districts* (large, bounded, contiguous geographic areas with effectively integrated multiple uses, physical design, and vehicle and pedestrian circulation); and *regional employment districts* (large employment centers—either single- or multi-use areas—that serve populations well beyond the city.

Diversion
The direction of water in a stream away from its natural course (i.e., as in a diversion that removes water from a stream for human use).

Diversity
Differences among otherwise similar elements that give them unique forms and qualities. E.g., housing diversity can be achieved by differences in unit size, tenure, or cost.

Duplex
A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

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

Easement
Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation
A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic
A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Ecology
The interrelationship of living things to one another and their environment; the study of such interrelationships.

Economic Base
Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort—*basic* activities that produce and distribute goods and services for export to firms and individuals outside a defined localized economic area, and *nonbasic* activities whose goods and services are consumed at home within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, and services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-basic.")

Economic Development Commission (EDC)
An agency charged with seeking economic development projects and economic expansion at higher employment densities.

Ecosystem
An interacting system formed by a biotic community and its physical environment.

Ecotone
A transition area between two adjacent ecological communities (or ecosystems). It may manifest itself as a sharp boundary line or as a gradual blending of the two communities.

Elderly Housing
Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 35 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Senior Housing.")

Emergency Shelter
Housing with minimal supportive services that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. Supportive services usually include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain
The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard
The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Employment-intensive
Job-rich office and high technology/light industrial uses with extended opening hours and reasonable rental environments, and which typically do not require customers or clients to visit the site. Densities average 300 to 500 sq. ft. per employee. Limited commercial and public uses that offer on-site amenities and services are allowed.

Encourage, v.
To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species
A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Benefit, Net
The difference between the energy produced and the energy required for production, including the indirect energy consumed in the manufacture and delivery of components.

Enhance, v.
To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment
CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)
A report required by the California Environmental Quality Act for a project, including a general plan, that may have a significant effect on the environment. The report assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Environmental Impact Statement (EIS)
Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion
(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction
A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils
Soils that swell when they absorb water and shrink as they dry.

Export-employment Use
An activity that produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Expressway
A divided multi-lane major arterial street for through traffic with partial control of access and with grade separations at major intersections.

Extremely Low Income Household
A household with an annual income no greater than approximately 30 percent of the area median family income, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development (HCD). A local agency may either use available census data to calculate the percentage of very-low income households that qualify as extremely low income, or may presume that 50 percent so qualify. California Govt. Code §655583(a)(1).

Fair Market Rent
The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family
(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Farmers Home Administration (FmHA)
A federal agency providing loans and grants for improvement projects and low-income housing in rural areas.

Farmland
Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service. The five agricultural classifications defined below — except Grazing Land — do not include publicly owned lands for which there is an adopted policy preventing agricultural use.

> **Prime Farmland**
> Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years.
>
> **Farmland of Statewide Importance**
> Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.
>
> **Unique Farmland**
> Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance, that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.
>
> **Farmland of Local Importance**
> Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops, or that has the capability of production. This land may be important to the local economy due to its productivity.

Grazing Land
Land on which the existing vegetation, whether grown naturally or through management, is suitable for grazing or browsing of livestock. This classification does not include land previously designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance, and heavily brushed, timbered, excessively steep, or rocky lands which restrict the access and movement of livestock.

Fast-food Restaurant
Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.

Fault
A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible
Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically
Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act
Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, that established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s)
The basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity and must be supported by substantial evidence.

Fire Hazard Zone
An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive
Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis
A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)
A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood, 100-Year
The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)
For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain
The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe
All land between the floodway and the upper elevation of the 100-year flood.

Floodway
The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)
The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint
The outline of a building at all of those points where it meets the ground.

Freeway
A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Friction Factor
Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes, and lack of turning lanes at intersections.

Frontage
(1) The front part of a piece of property. (2) The land between a building and the street. (3) Land adjacent to something, such as a building, street, or body of water.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan
A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."

Geologic Review
The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological
Pertaining to rock or solid matter.

Goal
A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Granny Flat
(See "Second Unit.")

Grasslands
Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect
A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Groundwater
Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge
The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Group Quarters
A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. Institutional group quarters include nursing homes, orphanages, and prisons. Non-institutional group quarters include dormitories, shelters, and large boardinghouses.

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into desig-

nated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines
General statements of policy direction around which specific details may be later established.

Guideway
A roadway system that supports and guides the vehicles using it (e.g., the "monorail)." The railroad is the most familiar and most used guideway. Many guideway systems use wayside electrical power for propulsion.

Habitat
The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped
A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material
Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-occupancy Structure
All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.

High-occupancy Vehicle (HOV)
Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Highway
High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.

Hillsides
Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical
An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation
The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation
A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless
Persons [and families] who lack a fixed, regular, and adequate nighttime residence or whose primary nighttime residence is a shelter, an institution, or place not designed or ordinarily used as a regular sleeping accommodation for humans. (U.S. Code, Title 42, Chapter 119, Subchapter I, §11302) Includes those who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. (See "Emergency Shelter" and "Transitional Housing.")

Hotel
A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")

Household
All those persons—related or unrelated—who occupy a single housing unit. (See "Family.")

Householder
The head of a household.

Households, Number of
The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)
The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA)
Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element
One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)
A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit
The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons
A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity
A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Image
The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact
The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee
A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impacted Areas
Census tracts where more than 50 percent of the dwelling units house low- and very low-income households.

Impervious Surface
Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation
Actions, procedures, programs, or techniques that carry out policies.

Improvement
The addition of one or more structures or utilities on a parcel of land.

Incineration
The burning of refuse at high temperatures to reduce the volume of waste.

Incorporation
Creation of a new city.

Incubator Space
Retail or industrial space that is affordable to and dedicated to the start-up and growth of small businesses. Facility support systems are often provided, including copy machines and other office and electronic equipment.

Industrial
The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial, Heavy
Land uses characterized by production, manufacturing, distribution, or fabrication activities, and which have few pedestrians, low parking turnover, and significant truck and trailer traffic.

Industrial Park; Office Park
A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")

Industry, Basic
The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and that must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.

Infill Development
Development of vacant land (usually individual lots or left-over properties) in areas already largely developed.

Infrastructure
Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Infrastructure, Green
The strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources, and contributes to the health and quality of communities and individuals. http://www.greeninfrastructure.net/definition

In Lieu Fee
(See "Dedication, In lieu of.")

Institutional Use
(1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Interagency
Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee
The broadest ownership interest in land, entitling a land owner to exercise the greatest control over use of land, subject only to recorded restrictions such as easements and covenants, government land use regulations, and other limitations.

Interest, Less-than-fee
The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")

Intermittent Stream
A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Issues
Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio
The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA)
A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking
The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark
(1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscape Lot(s)
Areas including plants, shrubbery, trees, etc., planted in a manner that is pleasing to the eye, producing a picturesque effect.

Landscaping
Planting—including trees, shrubs, and ground covers—suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide
A general term for a falling mass of soil or rocks.

Land Use
The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification
A system for classifying and designating the appropriate use of properties.

Land Use Element
A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation
A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn}
Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease
A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest
(1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

L_{eq}
The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS)
(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

> **Level of Service A**
> Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
>
> **Level of Service B**
> Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C
Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D
Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E
Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F
Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities have developed standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Life-cycle Costing
A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Light (duty) Rail Transit (LRT)
"Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Linkage
With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction
The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Livable Streets
Streets that encourage walking by emphasizing pedestrian character and design features that reduce the negative impacts of vehicles on pedestrians. People can walk and cycle rather than drive to meet their daily needs.

Local Agency Formation Commission (LAFCo)
A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members

generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Lot
(See "Site.")

Lot of Record
A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Low-income Household
A household with an annual income no greater than approximately 80 percent of the area median income for a household of that size and based on the latest available eligibility limits established by either the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Program or the California Department of Housing and Community Development (HCD). (See "Area.")

Low-Income Housing Tax Credits (LIHTC)
Tax reductions provided by the federal and State governments for investors in housing for low-income households.

L_{10}
A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Maintain, v.
To keep in an existing state. (See "Preserve, v.")

Mandatory Element
A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects—circulation, conservation, housing, land use, noise, open space and safety-and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

Manufactured Housing
Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Manufacturing
(1) Bringing something into being by forming, shaping, combining, or altering materials. (2) The mechanical or chemical transformation of materials or substances into new products, including the assembling of component parts, the creation of products, and the blending of materials including but not limited to oils, plastics, and resins.

Marsh
Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

May
That which is permissible.

Mean Sea Level
The average altitude of the sea surface for all tidal stages.

Median Strip
The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mello-Roos Bonds
Locally issued bonds that are repaid by a special tax imposed on property owners within a "community facilities" district established by a governmental entity. The bond proceeds can be used for public improvements and for a limited number of services. Named after the program's legislative authors.

Mercalli Intensity Scale
A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Merger (District)
Elimination of a special district by transferring its service responsibilities to a city government. The merging district's territory must be totally included inside the city.

Metropolitan
Of, relating to, or characteristic of a large important city.

Microclimate
The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource
Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

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

Mining
The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark
Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision
An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

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

Mixed Use
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home
A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household
A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income, as established by either the U.S. Department of Housing and Urban Development (HUD) or the California Department of Housing and Community Development (HCD). (See "Area" and "Low-income Household.")

Modular Unit
A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units onsite into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects. Also called Factory-built Housing and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing.")

Motel
(1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")

Multiple Family Building
A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Multiplier Effect
The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Must
That which is mandatory.

National Ambient Air Quality Standards
The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)
An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program
A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act
A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places
The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State
The condition existing prior to development.

Necessary
Essential or required.

Need
A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.

Neighborhood
A primarily residential area, generally bounded by arterial streets, and focused around a park, school, or other activity node that gives the neighborhood its identity. The distance from the node to the perimeter should be a comfortable walking distance for a school-age child. Limited commercial can occur on the perimeter where arterials intersect.

Neighborhood Livability
Livable neighborhoods feature quiet, tree-lined streets. Transit is nearby, and changing life-cycle needs are accommodated.

Neighborhood Park
City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit
According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no

through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was the model for American suburban development after World War II.

Nitrogen Oxide(s)
A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise
Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation
Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour
A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Element
One of the seven State-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Non-attainment
The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use
A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non- conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non- conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing)
A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Objective
A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.

Office Park
(See "Industrial Park.")

Office Use
The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway
A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).

Open Space Element
One of the seven State-mandated elements of a local general plan, it contains an inventory of privately and publicly owned open-space lands, and adopted goals, policies, and implementation programs for the preservation, protection, and management of open space lands.

Open Space Land
Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Orchard
A group of fruit or nut trees, either small and diverse and grown for home use, or large and uniform (i.e., of one variety) and cultivated for revenue. Such a collection must be planted, managed and renewed by the householder or farmer and should not be confused with a naturally occurring grove. Citrus and nut plantations are customarily called groves.

Ordinance
A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure
Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use
A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Outer Approach Zone
Airspace in which an air-traffic controller initiates radar monitoring for incoming flights approaching an airport.

Overlay
A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone
A tri-atomic form of oxygen (O3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit
Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking, Shared
A public or private parking area used jointly by two or more uses.

Parking Area, Public
An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management
An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio
The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand."

Parking Space, Compact
A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks
Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway
An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip
A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "planter strip."

Passive Solar System
A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Patio Unit
A detached single family unit, typically situated on a reduced-sized lot, that orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period
The number of years required to accumulate savings or profit equal to the value of a proposed investment.

Peak Hour/Peak Period
For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

Pedestrian Friendly; Pedestrian Scale
(1) A street or area that has sidewalks on both sides of the roadway and has safe street crossings. (2) Streets, districts, and neighborhoods that support the location of stores, offices, residences, schools, recreational areas, and other public facilities within walking distance of each other.

Performance Standards
Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services
Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.

Physical Diversity
A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.

Picnic Area, Group
Two or more picnic tables reserved for use by 10 or more persons equipped with picnic tables, barbecue stands, and may be provided with a roofed shelter.

Plan Line
A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and that is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Community
A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD)
A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning and Research, Office of (OPR)
A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area
The land area addressed by the General Plan. For a city, the Planning Area boundary typically coincides with the Sphere of Influence that encompasses land both within the City Limits and potentially annexable land.

Planning Commission
A body, usually having five or seven members, created by a city or county in compliance with California law. Section 65100 of the State Code requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy
A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")

Pollutant
Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose

Pollution
The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point
Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point
In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level
As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve, n.
An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and Protect.")

Preserve, v.
To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Principle
An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices
A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program
An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata
The proportionate distribution of the cost of something to something else or to some group, e.g., the cost of infrastructure improvements for new development apportioned to infrastructure users based on projected use.

Protect, v.
To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

PRT
Personal rapid transit. In general, PRT systems carry one to six people in small, electric-powered pods on guideways which sometimes are elevated on support structures.

Public and Quasi-public Facilities
Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Public Art
Any visual work of art, accessible to public view, on public or private property within the city including residential, business, or industrial buildings, apartment and condominium complexes, parks, multiple-use structures, and similar facilities. The work of art may include but need not be limited to sculptures, murals, monuments, frescoes, fountains, paintings, stained glass, or ceramics.

Public Space
A space at ground level wholly or partly enclosed by a building or buildings, continuously accessible to the public, and with openings to the sky.

Rare or Endangered Species
A species of animal or plant listed in Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation
The reuse of resources, usually those present in solid wastes or sewage.

Recognize, v.
To officially (or by official action) identify or perceive a given situation.

Recreation, Active
A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive
Type of recreation or activity that does not require the use of organized play areas.

Recycle, v.
The process of extraction and reuse of materials from waste products.

Redevelop, v.
To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional
Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan
A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park
A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation
A rule or order prescribed for managing government.

Rehabilitation
The repair, preservation, and/or improvement of substandard housing.

Research and Development Use
A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential
Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Residential Care Facility
A home serving six or fewer persons or family units who have chronic, life-threatening illness and who are 18 years of age or older or are emancipated minors. A "family unit" means at least one parent or guardian and one or more of that parent or guardian's children, one of whom has a chronic, life-threatening illness. "Six or fewer persons" does not include the licensee or members of the licensee's family or persons employed as facility staff. (Health and Safety Code, §1568.01) Residential care facilities which serve six or fewer persons are considered a residential use of property. (Health and Safety Code, §1568.0831)

Residential, Multiple Family
Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family
A single dwelling unit on a building site.

Resources, Non-renewable
Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v.
To renew, rebuild, or reconstruct to a former state.

Restrict, v.
To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin/Retention Pond
(See "Detention Basin/Detention Pond.")

Retrofit, v.
To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Reverse Annuity Mortgages
A home financing mechanism that enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments that can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Rezoning
An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale
A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Ridership
The number of passengers who ride a public transport system.

Rideshare
A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline
A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way
A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands
Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk
The danger or degree of hazard or potential loss.

Runoff
That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Safety Element
One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wildland and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.

Sanitary Landfill
The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer
A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")

Scenic Highway Corridor
The area outside a highway right-of-way that is generally visible to persons traveling on the highway.

Scenic Highway/Scenic Route
A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man- made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands
Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Mortgage Program
The lending by a public or private agency of a portion of a required down payment to a developer or first-time homebuyer, usually with restrictions requiring that the units assisted through the program remain affordable to very low- and low-income households.

Second Unit
A self-contained unit providing living, sleeping, eating, cooking, and sanitation accommodations, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat." (See "Dwelling Unit"; also see Government Code §65852.2(i)(4).)

Section 8 Rental Assistance Program
A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche
An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic
Caused by or subject to earthquakes or earth vibrations.

Senior Housing
(See "Elderly Housing.")

Seniors
Persons age 62 and older, or 55 years and older in senior housing with at least 35 dwelling units.

Septic System
A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback
The horizontal distance between the property line and any structure.

Settlement
(1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall
That which is obligatory or necessary.

Shared Living
The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shoppers Goods
Another name for comparison goods.

Shopping Center
A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should
Signifies a directive to be honored if at all possible.

Sign
Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Signal Preemption
A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect
An adverse impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation
(1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached
A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single Room Occupancy (SRO)
A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Site
A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot. (See "Lot.")

Slope
Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil
The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access
The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active
A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive
A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste
Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan
Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Average
The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical
The speed that is not exceeded by 85 percent of the cars observed.

Sphere of Influence (SOI)
The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards
(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards

might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions—for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stock Cooperative Housing
Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Storm Runoff
Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture
Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Street Tree Plan
A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local
(See " Streets, Minor.")

Streets, Major
The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor
Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through
Streets that extend continuously between other major streets in the community.

Structure
Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision
The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act
Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional
Pertaining to a portion of a region. The Golden Triangle is a subregional task force.

Subsidence
The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")

Subsidize
To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing
Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Substantial
Considerable in importance, value, degree, or amount.

Supportive Housing
Housing with no limit on length of stay, that is occupied by a target population defined in Health and Safety Code §53260(d), and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. In general, "target population" means low-income adults with one or more disabilities, and may include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.

Sustainable
Applied to resources or systems that can be maintained without compromising the needs of future generations, and in so doing, will conserve or restore an ecological balance and avoid depleting resources.

Target Areas
Specifically designated sections of the community where loans and grants are made to bring about a specific outcome, such as the rehabilitation of housing affordable by very low-and low-income households.

Tax Credit
A dollar amount that may be subtracted from the amount of taxes owed.

Tax Increment
Additional tax revenues that result from increases in property values within are development area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low-and low-income housing.

Thermal Mass
Large quantities of heavy or dense material with a high heat capacity, used in solar buildings to absorb heat, which is then stored and re-radiated as needed for heating and cooling.

Topography
Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism
The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome
A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traditional Cultural Properties (TCP)
A special type of resource valued by living communities for culturally important reasons, especially if they embody or help reinforce that community's values, beliefs, and customs. A TCP's legal significance comes from its eligibility under one or more California Register criteria. Programs will specify procedures for identifying, documenting, and managing TCPs.

Traffic Model
A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit
The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent
Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public
A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transition Zone
Controlled airspace extending upward from 700 or more feet above the ground wherein procedures for aircraft approach have been designated. The transition zone lies closer to an airport than the outer approach zone and outside of the inner approach zone. (See "Approach Zone" and "Outer Approach Zone.")

Transitional Housing
Buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at a future time, but no less than six months. In general, the program provides

supportive services (including self-sufficiency development services) for recently homeless persons, with the goal of moving them to permanent housing as quickly as possible.

Transportation Demand Management (TDM)
A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)
A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage
Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark
Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street
Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Trip
A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin—often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation
The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route
A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Tsunami
A large ocean wave generated by an earthquake in or near the ocean.

Undevelopable

Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Undue
Improper, or more than necessary.

Uniform Building Code (UBC)
A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC)
State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Universal Design
An approach to the design of all products and environments by accommodating limitations so as to be usable by everyone regardless of age, ability, or situation.

Urban Design
The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Limit Line
A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.

Urban Open Space
The absence of buildings or development, usually in well-defined volumes, within an urban environment.

Urban Services
Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Urban Sprawl
Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Non-conforming
(See "Non-conforming Use.")

Use Permit
The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors
Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant
Lands or buildings that are not actively used for any purpose.

Variance
A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle Miles Traveled (VMT)
A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household
A household with an annual income no greater than approximately 50 percent of the area median family income, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Program or the California Department of Housing and Community Development (HCD). "Very-low income households" includes extremely low income households as defined in Health and Safety Code §50106. (See "Area.")

View Corridor
The line of sight—identified as to height, width, and distance—of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building); a route that directs the viewers attention.

Viewshed
The area within view from a defined observation point.

Volume-to-Capacity Ratio
A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use
A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation
The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watercourse
Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Watershed
The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway
(See "Watercourse.")

Wetlands
Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife Refuge
An area maintained in a natural state for the preservation of both animal and plant life.

Williamson Act
Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Workplace Use
The combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Zero Lot Line
A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining
A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, flood plain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim
A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Study
(See " Zone, Interim.")

Zone, Traffic
In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning
The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Bonus
(See "Zoning, Incentive.")

Zoning District
A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary
Development regulations that result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive
The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

Zoning, Inclusionary
Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map
Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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