

APPENDIX C – SUBJECTIVE STANDARDS CONSISTENCY ANALYSIS

In accordance with SB 35, the Project is not required to comply with subjective standards in either the Saratoga Municipal Code or the Saratoga General Plan. Numerous Saratoga Municipal Code standards are not objective, defined by SB 35 to mean “standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal.” In addition, many General Plan standards are aspirational or visionary, meaning they involve personal or subjective judgment or are not uniformly verifiable. However, the following tables demonstrate the Project’s compliance with numerous subjective zoning and design review standards in both the Saratoga Municipal Code and the General Plan.

For informational purposes only and to show SHP Quito Village LLC’s commitment to Saratoga’s land use planning and design standards, Table C-1 summarizes the Project’s consistency with numerous subjective Saratoga Municipal Code standards, and Table C-2 summarizes consistency with numerous subjective General Plan standards.

Table C-1: Consistency with Applicable Saratoga Municipal Code Subjective Standards

Saratoga Municipal Code	Quito Village Project Consistency
Subdivision Design Requirements (SMC Article 14-25)	
<p>14-25.010 General provisions. The subdivider or owner shall design and improve all streets, highways, public ways, storm drains and other easements which are a part of or serve the subdivision or building site, and such other improvements as are called for by this Chapter, in accord with the standards as hereinafter set forth, and shall thereafter maintain said improvements for a period of one year after completion thereof. Such improvements shall be as may be necessary for the general use of the subdivision or building site, and local neighborhood traffic and drainage needs, including without limitation, grading and surfacing of streets, highways and other public ways, installation of facilities to supply domestic water, construction of storm</p>	<p>Consistent. As depicted on the Project’s site plans, the Project includes all improvements necessary for the proposed development and as described in Appendix B – Objective Standards Consistency Analysis, the Project complies with all objective subdivision requirements in the SMC. SHP Quito Village LLC will maintain all subdivision improvements for at least one year after completion.</p>

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<p>and sanitary drainage facilities, and all other improvement work as hereafter set forth. All of such improvement work shall be at the sole cost and expense of the subdivider or owner unless otherwise specifically provided herein.</p>	
<p>14-25.030(l) Distance between intersections. Streets entering upon opposite sides of another street shall be directly opposite each other, or otherwise offset at least two hundred fifty feet apart, unless a street opening offset of less than two hundred fifty feet is, in the opinion of the advisory agency, the only economical or practical method of developing the property for the use for which it is zoned.</p>	<p>Consistent. This requirement is not objective as it can be modified by the City with the exercise of discretion. However, all internal streets in the Project that enter upon another street outside of the subdivision are directly opposite each other.</p>
<p>14-25.030(o) Street arrangement. The advisory agency shall have authority to approve or disapprove street arrangement and design. In determining adequacy and suitability, said arrangement shall be such as will cause no undue hardship to owners of adjoining property at such time as the adjoining property may be subdivided or developed, and will provide adequate and convenient access to the adjoining property. Said arrangement shall be such as to discourage through traffic within the subdivision, except on arterial and collector streets as designated in the General Plan or applicable specific plan; it shall be harmonious with topography, shall save and preserve ornamental trees where practicable, and be such as to easily and comfortably move vehicular and pedestrian traffic as may reasonably be expected to make use of the same by reason of the subdivision's intended use.</p>	<p>Consistent. As shown on the Project's site plans, the Project only proposes internal streets that can be accessed from existing publicly-owned arterial and collector streets. The Project is a redevelopment site with surrounding existing uses that will not be affected by the Project's street design. The site is only accessible from Cox Avenue and does not connect to/from any adjoining properties or subdivisions. The Project will not create any through traffic on the existing street network. The interior ways have been designed to be harmonious with topography and have preserved property boundary trees as necessary.</p>
<p>14-25.030(p) Street names and signs. Each street shown on the final map shall be named thereon, and the name given it</p>	<p>Consistent. SHP Quito Village LLC shall equip all street intersections with signposts, street name signs, and traffic</p>

Saratoga Municipal Code	Quito Village Project Consistency
<p>shall be as approved by the Planning Department, which shall develop and maintain a list of street names for subdivisions, and which names shall in all cases be used for the streets of each subdivision unless specific approval is given by the advisory agency to some other name of the subdivider's choice. The subdivider shall equip all street intersections with signposts, street name signs and traffic signs as required, which shall conform to the standards and specifications established therefor by the City or the State.</p>	<p>directional signs as necessary and shall work with the City of Saratoga to name the internal streets of the subdivision as necessary.</p>
<p>14-25.030(q) Sidewalks and pathways. The advisory agency may require sidewalks to be installed on all streets of the subdivision, and pedestrian or other access pathways as may reasonably be required.</p>	<p>Consistent. The Project will include interior pedestrian pathways to facilitate resident and public access to open space areas and to connect residential uses with commercial space.</p>
<p>14-25.040(c) Side lot lines. So far as practical, the side lot lines of all lots shall run at right angles to the street upon which the lot faces, or radial if the street is curved.</p>	<p>Consistent. The Project's lots will both front on Cox Avenue at a right angle and the internal street that separates the commercial lot from the residential lot will be at a right angle to Cox Avenue.</p>
<p>14-25.050(a) Public service easements. Easements shall be of sufficient size and location to meet the requirements of public and private utilities and other services serving each proposed subdivision or building site. Insofar as practicable, all electrical and telephone public utility facilities shall be located in the public street rights-of-way. The sidelines of all easements shall be shown on the subdivision or parcel map by fine dotted lines. If any easements already of record cannot be definitely located, a statement of the nature thereof and its recorded reference must appear on the title sheet. Distances and bearings on the side lot lines of any lots which are cut by an easement must be</p>	<p>Consistent. There is a preexisting PG&E easement on the site for electrical and gas service. All easements are shown on the Project's site plans and tentative tract map.</p>

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<p>arrowed or so shown that the map will indicate clearly the actual lengths of the lot lines. The widths of all easements and sufficient ties thereto shall be clearly labeled and identified, and if already of record, its recorded reference given.</p>	
<p>Subdivision Improvement Requirements (Article 14-30)</p>	
<p>14-30.030(c) Reimbursement for oversize drainage facilities. Whenever in the opinion of the advisory agency it is necessary that oversize drains, laterals, or other facilities for storm drainage be installed by the subdivider or owner which can or will be used for the benefit, immediate or future, of property not in the subdivision or building site, the subdivider or owner shall be required to install such facilities in excess of the requirements for his property alone, and the City shall enter into a contract with the subdivider or owner to collect the excess cost of the oversize or additional facilities from all persons in the future using the same for the benefit of property not in the subdivision or site, and to pay such collections of excess cost to the subdivider or owner as received. Said agreement shall provide for a time limit beyond which no such collection shall be made for said oversize drainage facilities, but in no event to be less than ten years.</p>	<p>Consistent. As the Project is located in an already developed area, it is not anticipated that oversize drains are necessary due to future development.</p>
<p>14-30.050 Street lights. Street lights may be required at the discretion of the advisory agency.</p>	<p>Consistent. As shown on the Project's site plans, street lights necessary for safety will be installed throughout the Project. In general, there are light poles along the interior ways in locations where lights help illuminate pedestrian crossing areas, next to commercial parking, and at corners to address safety concerns.</p>

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<p>14-30.110 Reimbursement agreements. In addition to the more specific provisions set forth in this Chapter, the subdivider or owner may be required to install improvements for the benefit of the subdivision or the building site with supplemental size, capacity or number so as to in addition benefit property not within the subdivision or site and to dedicate or offer to dedicate such additional improvements for public use. In the event of the imposition of such a condition, the City shall enter into an agreement with the subdivider or owner to reimburse him for that portion of the cost of such improvements equal to the difference between the amount it would have cost to install such improvements to serve the subdivision or site only and the actual cost of such improvements, as determined by the City Engineer. Said reimbursement agreement may provide for any one or more of the methods set forth in Government Code Section 66487(a), (b) and (c) to provide funding for the reimbursement for said excess cost.</p>	<p>Consistent. SHP Quito Village LLC will enter into any required reimbursement agreements with the City for improvements which are necessary to serve the Project. However, it is not anticipated that any new development will occur near the Project site that would require the Project to install improvements larger than necessary for the Project itself.</p>
<p>14-30.130 Additional requirements. In addition to all the provisions of this Article, the advisory agency:</p> <p>(a) May require special improvements or structures to be constructed other than as specifically enumerated herein in order to carry out the purposes of this Chapter or the policies of the General Plan or any applicable specific plan, and as may reasonably be required by the circumstances of each case.</p> <p>(b) Shall require that all improvements and conditions be constructed and construction acceptance granted prior to</p>	<p>Consistent.</p> <p>(a) It is not anticipated that any special improvements or structures are necessary other than those objective requirements listed in Appendix B.</p> <p>(b) As the Project will consist of four or fewer lots, this section is superseded by subsection (c), described below.</p> <p>(c) SHP Quito Village LLC will fulfill construction requirements at the time a permit or other grant of approval for development of the parcel is granted.</p>

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<p>the filing of the final map for certification. Except that, the advisory agency may require upon recommendation of the City Engineer that certain improvements and/or conditions be constructed and construction acceptance granted within a specified time period after the filing of the final map for certification; however, in no case later than issuance of a permit for development of individual lots.</p> <p>(c) In the case of subdivisions of four or fewer lots, the fulfillment of construction requirements, including off-site and on-site improvements, shall not be required until the time a permit or other grant of approval for development of the parcel as specified by the City Engineer is issued by the City unless otherwise agreed to in writing between the subdivider and the City. In the absence of an agreement, the City may require fulfillment of the construction requirements within a reasonable time following approval of the parcel map or building site and prior to the issuance of a permit or other grant of approval for the development of a parcel upon a finding by the City that fulfillment of the construction requirements is necessary for either of the following reasons: (1) the public health and safety or, (2) the required construction is a necessary prerequisite to the orderly development of the surrounding area.</p>	
<p>Tree Regulations (Article 15-50)</p>	
<p>15-50.120 - Setback of new construction from existing trees. Unless otherwise permitted by the approving authority, no structure, excavation or impervious surface areas of any kind shall be constructed or installed within the root zone of any</p>	<p>Consistent. This requirement is not objective as it allows the approving authority to exercise discretion to adjust the required standards. However, as shown in Appendix I – Arborist Report and Tree Preservation Plan, all trees that will be preserved during development of the</p>

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<p>protected tree without mitigating special design, such as post and beam footings that bridge the roots. No parking, storing of vehicles, equipment or other materials shall be permitted within the dripline of any protected tree without special design considerations approved by the Community Development Director and the City Arborist.</p>	<p>Project will be adequately protected by various means such as fencing.</p>
<p>15-80.050 - Maintenance of landscaped areas.</p>	
<p>A landscaped area provided in compliance with the regulations of this Chapter or as a condition of any use permit, variance, design review or other approval granted hereunder, shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be replaced as needed to screen or ornament the site. Landscaped areas shall be watered, weeded, pruned, fertilized, sprayed or otherwise maintained by the owner as may be prescribed by the Community Development Director.</p>	<p>Consistent. The Project’s landscaping plans show that it will meet all applicable objective landscaping standards in the SMC. These materials will screen the site where necessary and will be maintained by SHP Quito Village LLC.</p>

Table C-2: Consistency with Applicable Saratoga General Plan Subjective Standards

Saratoga General Plan	Quito Village Project Consistency
Circulation and Scenic Highway Element	
OVERALL TRANSPORTATION SYSTEM STANDARDS	
<p>Goal CI.1a: Provide a balanced, multi-modal transportation system in Saratoga to maintain mobility for all segments of the community and to maintain the City’s small-town character.</p>	<p>Consistent. The Project is designed to accommodate multi-modal transportation through its bicycle and pedestrian-friendly facilities and pathways, proximity to public transit, and parking capacity.</p>
<p>Goal CI.1b: Encourage healthy, active living, reduce traffic congestions and fossil fuel use, and improve the safety and quality of life of residents of the City of Saratoga by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-1.1: The City shall encourage and participate in the implementation of a variety of modes of transport to serve Saratoga.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-1.2: Encourage development of cooperation strategies to support local and regional transportation solution and improvements.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-1.3: Provide safe, convenient and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people of disabilities.</p>	<p>Consistent. See above. Additionally, the Project incorporates over 76,000 square feet of open space in a private open space area, a small pocket park, a commercial plaza, and private open space for each unit.</p>
STREET SYSTEM AND STANDARDS OF SERVICE	
<p>Goal-I.2a: Facilitate the safe movement of vehicular traffic within and through the City, taking into consideration the environmental, historical, and residential integrity of the City to maximize benefits and minimize adverse impacts and costs.</p>	<p>Consistent. The Project is designed to accommodate multi-modal transportation through its bicycle and pedestrian-friendly facilities and pathways, proximity to public transit, and parking capacity. An evaluation of</p>

	<p>the Project’s effects on nearby roadways is attached as Appendix F – Traffic Impact Analysis, for informational purposes only. The Traffic Study shows that no intersections would operate at an unacceptable level of service due to the increase in trips from Project development.</p>
<p>CI.2b: For traffic management and street design, balance the efficiency of vehicular traffic with the safety and livability of residential areas.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-2.1: Make efficient use of existing transportation facilities and strive to reduce the total number of vehicle miles traveled through the arrangement of land uses, improved facilities for non-automobile modes, and enhanced integration of various transportation systems.</p>	<p>Consistent. The Project is designed to accommodate and encourage multimodal transportation including pedestrian, bicycle, and public transit travel.</p>
<p>CI-Policy-2.3: Maintain a minimum of Level of Service (LOS) D operations standard at all signalized street intersections and roadway segments that are under City jurisdiction except for intersections and roadways included in the Santa Clara County Congestion Management Program (which are held to a LOS E standard), and as otherwise specified pursuant to Policy 2.4.</p>	<p>Consistent. An evaluation of the Project’s effect on nearby roadways is attached as Appendix F – Traffic Impact Analysis for informational purposes. The Traffic Study shows that no intersections would operate below LOS D due to Project traffic.</p>
<p>CI-Policy-2.4: Accept Level of Service E or F operations on City-maintained roadways after finding that: 1) no practical and feasible improvements can be implemented to mitigate the lower levels of service, or 2) vehicle capacity enhancements would conflict with existing or planned bicycle, pedestrian, or transit facilities and services. A proposed development that exacerbates LOS E or F operations and causes a significant intersection impact should also be considered for approval if it will provide a clear, overall benefit to the City (e.g., library expansion or relocation, new community center).</p>	<p>Consistent. See above.</p>

<p>CI-Policy-2.5: Ensure that new development or redevelopment projects provide adequate property dedication to accommodate future roadway and multi-modal access improvements at key intersections and other potential conflict areas.</p>	<p>Consistent. See above. It is not anticipated that Saratoga will need to accommodate future roadway or multi-modal access improvements near the Project based on the Traffic Study. The Project is dedicating right of way on Cox Avenue and Paseo Presada, per City’s requirements.</p>
<p>CI-Policy-2.6: Efficiently manage traffic flow on major and minor arterial roadways to discourage through traffic in residential neighborhoods.</p>	<p>Consistent. See above. The Project is designed to discourage traffic through residential neighborhoods by providing access to and from the site only on Cox Avenue only. No through traffic will occur as a result of the project.</p>
<p>CI-Policy-2.9: Establish the primary access for major traffic generators on arterial roadways and design overall access to minimize traffic intrusion to residential neighborhoods.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-2.10: Strive to maintain traffic volumes and speeds on collector and local streets that are compatible with the character of the adjacent land uses, the function of the street, and bicycle and pedestrian access.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-2.13: Require development projects to mitigate and reduce their respective traffic and parking impacts by implementing practical and feasible street improvements to improve multi-modal access.</p>	<p>Consistent. The Project is designed to encourage pedestrian and bicycle access. In addition, as explained above, the Traffic Study shows no impacts to local streets from Project traffic.</p>
<p>CI-Action-2.3: Establish street and driveway accessibility requirements for all streets designated as a major or minor arterial roadway as shown on Figure C-2. Ensure that driveway or street access does not substantially impede arterial traffic flow as part of the City review process for individual development projects.</p>	<p>Consistent. It is not anticipated that the Project’s access points on Cox Avenue will affect traffic flow, as shown in the Traffic Study.</p>
<p>CI-Action-2.8: Evaluate development proposals and design roadway improvements based on established Level of Service standards without negatively affecting travel by other modes, and to be in conformance</p>	<p>Consistent. See above.</p>

<p>with Valley Transportation Agency’s Bicycle Technical Guide.</p>	
<p>CI-Policy-3.2: Encourage or require deliveries to be made during off-peak periods (i.e., outside the morning and evening commute periods), especially in areas where intersections or roadways operate at LOS E or F during the peak periods.</p>	<p>Consistent. As explained in the Traffic Study, it is not anticipated that any intersections near the Project site will operate at LOS E or F during peak periods. However, the only deliveries occurring at SHP Quito Village LLC will likely be for the commercial uses, which are small and unlikely to require large or frequent deliveries. Nonetheless, SHP Quito Village LLC will encourage deliveries to be made outside peak traffic periods.</p>
<p>CI-Action-3.2: Require as part of project approval for new projects with regular truck deliveries that such deliveries be made outside the typical peak commute travel periods (e.g., 7:00 am to 9:00 am and 4:00 pm to 6:00 pm) as appropriate.</p>	<p>Consistent. SHP Quito Village LLC will require that all commercial truck deliveries occur outside of peak commute travel periods as feasible.</p>
<p>CI-Action-3.4: Require new or redevelopment projects to provide on-site truck loading areas except for areas such as the Village with small commercial lots. Enforcement will be provided by the Sheriff’s Department similar to other on-street parking areas in the City.</p>	<p>Consistent. The Project is not required to provide a loading space by the SMC and it is not anticipated that the small commercial uses will necessitate frequent or large loadings.</p>
<p>TRANSIT</p>	
<p>CI.4a: Promote local and regional transit as a viable alternative to automobile travel for destinations within and outside the city.</p>	<p>Consistent. The Project is located within close proximity to public transit (multiple bus routes on Saratoga Ave) and is designed to promote multi-modal transportation.</p>
<p>Goal CI.4b: Promote the use of non-automobile modes of transportation by improving the capacity, safety, accessibility, and convenience of existing and planned transit, bicycle and pedestrian systems.</p>	<p>Consistent. The Project is designed to accommodate multi-modal transportation through its bicycle and pedestrian-friendly facilities and pathways and proximity to public transit.</p>
<p>CI-Action-4.1: Require development projects to dedicate right-of-way for purposes of constructing bus turnouts and/or bus shelter pads on major and minor arterial roadways as appropriate.</p>	<p>Consistent. There is no bus line that runs on either Cox Avenue or Paseo Presada and thus this requirement does not apply.</p>

<p>CI-Action-4.6: Encourage local businesses to provide employees with transit passes or other financial incentives to use transit to commute to and from the workplace.</p>	<p>Consistent. SHP Quito Village LLC will encourage any future commercial tenants to provide transit incentives to employees.</p>
<p>BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES</p>	
<p>CI. 5a: Integrate facilities for safe bicycling, walking, and horseback riding into the overall transportation system.</p>	<p>Consistent. The Project will provide pedestrian and bicycle-friendly facilities including interior pathways, sidewalks, and secure parking.</p>
<p>CI.5b: Encourage equestrian and pedestrian trails and pathways pursuant to the Open Space and Conservation Element along roadways in areas where safety and aesthetics permit.</p>	<p>Consistent. The Project is in an already developed in-fill location and thus this requirement is not applicable.</p>
<p>CI-Policy-5.1: Develop and maintain a comprehensive and integrated system of bikeways that promote bicycle riding for commuting and recreation.</p>	<p>Consistent. The Project will provide bicycle-friendly facilities including interior pathways and secure parking.</p>
<p>CI-Policy-5.5: Provide safe and direct pedestrian routes and bikeways between and through residential areas linking transit centers and important community centers such as local schools’ facilities and the Village.</p>	<p>Consistent. See above.</p>
<p>CI-Policy-5.8: Develop a set of practical and realistic transportation demand management (TDM) measures that can be used by employers in the City to reduce the number of single-occupant vehicle trips. These measures would encourage ride-sharing and transit alternatives.</p>	<p>Consistent. The Project’s commercial component is small and it will not create jobs as compared to the current use at the site. The Project is also located within a half-mile of a bus stop, which will encourage transit use.</p>
<p>CI-Action-5.9: Encourage non-residential development projects to include amenities such as showers and lockers for employees to further encourage bicycling as an alternative to automobile travel.</p>	<p>Consistent. As explained above, the Project’s small commercial uses will not have many employees. Nonetheless, secure bicycle parking and a bicycle rack will be provided near the commercial uses for the benefit of employees and customers.</p>
<p>AESTHETIC QUALITIES AND HERITAGE LANES</p>	
<p>Goal CI.6a: Protect the aesthetic, historic and remaining rural qualities of Saratoga through street design and landscaping.</p>	<p>Consistent. The Project has been designed with interior ways and landscaping to enhance the aesthetic quality of the site and promote harmonious integration with the surrounding City.</p>

<p>Goal CI.6b: Strive for aesthetically pleasing views from all roads in Saratoga and the Sphere of Influence.</p>	<p>Consistent. The Project has been designed to create an aesthetically pleasing and harmonious street-facing façade on Cox Avenue and has included an optional children’s play area abutting Paseo Presada,</p>
<p>CI-Policy-6.4: Identify the function of a street in advance of construction, and apply design criteria to minimize disruption to the area caused by through or heavy vehicle traffic.</p>	<p>Consistent. The Project proposes only interior ways that may be entered from existing arterial and collector streets and Project construction will not impact City roadways.</p>
<p>CI-Policy-6.8: Require increased setbacks and landscaping for commercial and multifamily residential structures on corner lots adjacent to arterial streets, as required, to reduce the visual impact of such structures and to enhance the appearance of important intersections where it is determined by the City that such increased setbacks are necessary to preserve the scenic qualities of the highway.</p>	<p>Consistent. The Project has been designed to create an aesthetically pleasing and harmonious street-facing façade on Cox Avenue and has included an optional children’s play area abutting Paseo Presada to promote the scenic qualities of the arterial and collector streets abutting the Project site.</p>
<p>CI-Action-6.1: Require a sight distance analysis to ensure adequate site access for variances from street design standards proposed by the City or by private developers.</p>	<p>Consistent. Appendix F – Traffic Impact Analysis explains that there are no circulation issues with the Project site. The Project is not asking for a variance from any standards for street design.</p>
<p>CI-Action-6.3: Design commercial areas with pedestrian amenities, shade trees, and on street parking to create inviting environments.</p>	<p>Consistent. The commercial component of the Project has been designed to provide pedestrian amenities to encourage foot traffic and create an inviting environment. The commercial space will provide a vibrant and comfortable space for sitting, eating, and socializing in an urban public plaza.</p>
<p>PARKING SUPPLY AND MANAGEMENT</p>	
<p>Goal CI.7a: Provide adequate parking for non-residential uses to minimize intrusion into adjacent neighborhoods.</p>	<p>Consistent. As explained in Appendix B – Objective Standards Consistency Analysis, under SB 35 the City cannot require the Project to comply with parking requirements as the development is within a half-mile of transit. However, the Project provides 14 spaces near the commercial uses, which is anticipated to be sufficient for</p>

	the small, neighborhood-serving commercial uses planned for the site.
CI.7b: Provide on-street parking spaces in commercial areas that provide direct access to abutting properties while requiring off-street public and private parking lots to serve the majority of the demand.	Consistent. See above.
CI-Policy-7.3: Encourage the location of parking lots behind buildings to emphasize the buildings' physical and visual connections to the street and to maximize pedestrian access and safety.	Consistent. As depicted on the Project plans, parking spaces are not generally located abutting Cox Avenue or Paseo Presada in order to maximize the development's connection to the street and to maximize pedestrian access to the site.
CI-Action-7.3: Adopt design standards for parking stalls, aisles and driveways for on-street and off-street facilities.	Consistent. As depicted in the Project's site plans, the parking stalls, aisles and driveways are consistent with the City's applicable design standards.
Housing Element	
Policy Area 4-1: New Production The City strives to ensure an adequate supply of housing is available to meet future and existing housing needs of all economic segments of the community.	Consistent. The Project proposes 91 units to address the city's Regional Housing Need Allocation, including nine units at the very low-income level.
Policy Action 4-1.2: Continue to Implement Density Bonus Ordinance Under Government Code Section 65915-65918, for housing projects of at least five units, cities must grant density bonuses ranging from 5% to 35% (depending on the affordability provided by the housing project) when requested by the project sponsor, and provide up to three incentives or concessions unless specific findings can be made. The City of Saratoga has adopted Density Bonus provisions within its Zoning Code consistent with State law.	Consistent. As explained in the Project Description, the Project will include nine affordable units at the very low-income level, qualifying it for a 32.5% density bonus and two incentives or concessions under State Density Bonus law.
Action 4-1.3: Encourage Efficient Use of Energy Resources in Residential Development The City shall encourage housing developers to maximize energy conservation through proactive site, building and building systems	Consistent. See Appendix E – California Green Building Standards Checklist .

<p>design, materials, and equipment. The City encourages the development community to exceed the provisions of Title 24 of the California Building Code. The City shall encourage the use of Energy Star®- rated appliances, other energy-saving technologies and conservation.</p>	
<p>Policy Area 4-3: Design and Livability Saratoga has unique, long-established neighborhoods that contribute to community character and guide development within the city. Community design is important in order to ensure quality design of new developments and to enhance the aesthetic qualities of the city.</p>	<p>Consistent. The Project will be a mixed-use townhome project with a pedestrian focused commercial area with uses to serve the surrounding community. Both residential units and commercial space will be at-grade. The units will be designed in a contemporary, urban style with rustic and modern styles incorporated into the design. The commercial space will provide a vibrant and comfortable space for sitting, eating, and socializing in an urban public plaza.</p>
<p>Area 4-4: Access to Housing Opportunities The City promotes the practice of providing equal housing opportunities for all persons. Housing should be available for all persons regardless of income, family status, presence of a disability, age, race, sex, national origin, or color. The City encourages the provision of housing to meet needs of families with children, elderly households, persons with disabilities, the homeless and all other segments of the community.</p>	<p>Consistent. As explained in the Project Description, the Project will include nine affordable units at the very low-income level and thus is helping the City meet its goals of providing housing for all persons regardless of income.</p>
<p>Action 4-4.5: Development of Housing for Extremely Low-Income Households The City understands the need to encourage and facilitate housing development for households earning 30 percent or less of the median family income. The City will encourage development of housing for extremely-low income households through a variety of activities that may include:</p> <ul style="list-style-type: none"> • outreach to housing developers (refer to Policy Action 4-5.3), • identifying grant and funding opportunities, 	<p>Consistent. See above.</p>

<ul style="list-style-type: none"> • offering additional incentives beyond the density bonus provisions, and/or • a one-time ten percent (10%) increase in site coverage and allowable floor area for second dwelling units deed restricted for below market rate households. 	
<p>Action 4-4.6: Housing Opportunities for Persons Employed in Saratoga</p> <p>The City shall explore opportunities to provide additional local housing options for the city’s workforce, including rental housing for families. These opportunities could include increasing public awareness of the City’s housing assistance programs and partnering with West Valley College to explore student and faculty housing development.</p>	<p>Consistent. See above.</p>
<p>Action 4-5.3: Partnerships with Development Community</p> <p>The City supports cooperation in the development of affordable housing through working with local housing trust and non-profit agencies. The City will continue to cooperate with developers to provide housing opportunities for lower income households; prioritize efforts and resources to the identified sites for rezoning to promote a variety of housing types, such as rental units that are affordable to lower income households. The City shall also evaluate the effectiveness of its partnerships with housing developers and seek ways to expand and foster its partnerships as appropriate.</p>	<p>Consistent. See above.</p>
<p>Action 4-5.4: Healthy Community</p> <p>The City supports residential development that promotes healthy life styles (i.e. recreational activities, encourages pedestrian and bicycle use and continued support of the Farmer’s Market). In September 2012, the City adopted bicycle parking requirements for retail and financial institutions within commercial districts (except C-H District).</p>	<p>Consistent. The Project will provide pedestrian and bicycle-friendly facilities including interior pathways, sidewalks, and secure parking. Additionally, the Project incorporates open space in a private open space area, a small pocket park, a commercial plaza, and open space for each unit.</p>

<p>The City should continue to evaluate ways to promote healthy life styles.</p>	
<p>Land Use Element</p>	
<p>Residential Land Use</p>	
<p>Goal LU-1: Maintain the predominantly small-town residential character of Saratoga which includes semi-rural and open space areas.</p>	<p>Consistent. The Project is a low-density, low height townhome development that is consistent with Saratoga’s residential character.</p>
<p>Policy LU 1.5: Ensure that all development proposals are consistent with the spirit and requirements established by Measure G.</p>	<p>Consistent. The Project is consistent with Measure G in that it proposes low density development, it helps maintain the residential character of the City, it does not create development on open space, and it helps the City achieve its RHNA goals.</p>
<p>Commercial, Office and Public Land Use</p>	
<p>Policy LU 2.2: Non-residential uses shall be buffered from other uses by methods such as setbacks, landscaping, berms, and sound walls as determined through the Design Review process.</p>	<p>Consistent. The commercial components of the Project provide a vibrant and comfortable space for sitting, eating, and socializing in an urban public plaza. The area will be at the corner of two public streets with setbacks as required by the SMC. The commercial uses will not border any residential uses outside of the Project site.</p>
<p>Policy LU 2.4: The City shall work with commercial property owners and merchants to encourage appropriate modernization and upgrading of retail establishments consistent with the historic character of the community to provide pleasant shopping experiences.</p>	<p>Consistent. As shown in Appendix K - Neighborhood Photo Survey, the Project is designed to incorporate a modern and rustic aesthetic consistent with the existing architecture and character of the surrounding community.</p>
<p>Policy LU 2.5: The City shall monitor Zoning Ordinance standards to ensure that nonresidential parking standards are adequate to minimize spill-over of parking into adjacent neighborhoods.</p>	<p>Consistent. The Project will provide 14 of parking spaces near the commercial components of the Project, which is anticipated to be sufficient for the small amount of neighborhood-servicing commercial uses on the Project site.</p>
<p>Implementation LU.2.a.: When considering applications for nonresidential developments, the City shall continue to utilize the design review process to ensure consistency with</p>	<p>Consistent. The Project is designed to comply with all applicable, objective design review requirements and Commercial and Office Land Use Goals</p>

Commercial and Office Land Use Goals and Policies.	and Policies.
Goal LU 4: Provide sufficient land area for public, quasi-public and similar land uses in Saratoga.	Consistent. The Project incorporates over 76,000 square feet of open space in private open space area, a small optional children’s play park, and private open space for each unit.
Goal LU 5: Relate development proposals to existing and planned street capacities to avoid excessive noise, traffic, and other public safety hazards so as to protect neighborhoods. If it is determined that existing streets need to be improved to accommodate a project, such improvements shall be in place or bonded for prior to issuance of building permits.	Consistent. Appendix F – Traffic Impact Analysis shows that Project traffic will not create any impacts to nearby streets.
Policy LU 5.2: Development proposals shall be evaluated against City standards and guidelines to assure that the related traffic, noise, light, appearance, and intensity of the proposed use have limited adverse impact on the area and can be fully mitigated.	Consistent. See above. The Project will not create noise or light beyond that already existing on the site. The predominately residential uses on the site will not adversely impact the existing neighborhood and in fact may lead to reduced impacts as compared to the current commercial uses.
Policy LU 5.3: The capacity of existing streets shall be recognized prior to tentative building site or subdivision approval of any project. New development shall be designed to minimize disruption to the area caused by an increase in through or heavy traffic.	Consistent. See above.
Policy LU 5.4: Through the development review process, ensure that adjoining neighborhoods are protected from noise, light, glare and other impacts resulting from new or expanded non-residential developments.	Consistent. As shown on the Project plans, the adjoining neighbor will be protected from noise, light, and glare that could be associated with the development with inclusion of a setback and privately owned publicly accessible open space between the development and the neighboring site.
Environmental and Resource Protection	
Goal LU 6: Protect natural resources and amenities through appropriate land use and related programs.	Consistent. The Project site is fully developed and thus there are no natural resources or amenities to protect.
Policy LU 6.3: Continue to implement the City’s Construction Materials Recycling	Consistent. SHP Quito Village LLC will minimize construction materials sent to local landfills during construction.

Program to reduce the quantity of construction debris in local landfills.	
Policy LU 6.4: The General Plan shall continue to enforce and implement existing tree protection policies, especially in regards to native trees.	Consistent. SHP Quito Village LLC will comply with the recommendations of Appendix I – Arborist Report and Tree Preservation Plan and Tree Removal Permit Application.
Policy 6.5: Encourage the use of renewable resources and energy conservation.	Consistent. See Appendix E – California Green Building Standards Checklist.
Historic Character/Cultural Resources	
Policy LU 12.1: Enhance the visual character of the City by encouraging compatibility of architectural styles that reflect established architectural traditions.	Consistent. The Project is designed to incorporate a modern and rustic aesthetic consistent with the surrounding community.
Air Quality	
Goal LU 15: Improve local and regional air quality by ensuring all development projects incorporate all feasible measures to reduce air pollutants.	Consistent. The Project will comply with required Bay Area Air Quality Management District measures during construction activities.
Policy LU 15.2: Encourage use of trip demand measures as part of major commercial and office development projects to reduce dependence on auto use.	Consistent. The Project consists of mostly residential uses and a small commercial building with neighborhood-serving uses. It is unlikely to create enough trips to justify TDM measures.
Policy LU 15.3: Discourage the use of wood burning fireplaces by limiting to one per residence, including outdoor/patio fireplaces.	Consistent. The Project will not provide wood burning fireplaces in the residential component.
Noise Element	
Goal #1 Maintain or reduce noise levels in the City to avoid exposure to unacceptable or harmful noise.	Consistent. The Project will not significantly increase noise levels in the surrounding community and in fact may decrease noise at the site due to the change in use from commercial to mainly residential. The Project will have a sound wall between the site and neighboring residential uses to the south and will have a fence separately it from uses to the west.
Goal #2: Promote land-use compatibility by addressing noise exposure from existing noise sources.	Consistent. See above.

<p>Goal #3: Promote land-use compatibility by addressing noise exposure from new noise sources.</p>	<p>Consistent. See above.</p>
<p>Policy 3.1: Changes in use and development shall be reviewed for noise impacts to neighboring land uses.</p>	<p>Consistent. See above.</p>
<p>Policy 3.2: New development shall be required to utilize appropriate measures to reduce noise impacts to the adopted noise standards; and acoustical analysis may be required by the approving authority.</p>	<p>Consistent. See above.</p>
<p>Policy 4.4: The City should discourage through traffic in residential neighborhoods to reduce noise impacts.</p>	<p>Consistent. The Project is designed to promote multi-modal transportation through its proximity to public transit and provision of pedestrian and bicycle-friendly facilities in order to reduce vehicle traffic through residential neighborhoods. The Project will be accessible from Cox Avenue and thus will not direct traffic through the neighboring residential neighborhoods.</p>
<p>Open Space and Conservation Element</p>	
<p>General Open Space</p>	
<p>Goal OSC 1: To provide and maintain open space resources of local and regional significance accessible to the public</p>	<p>Consistent. The Project incorporates over 76,000 square feet of open space in a publicly accessible open space area and a small pocket park. The Project consists of redevelopment of an already developed area and thus does not impact the City’s open space resources.</p>
<p>Policy OSC 2.1: Ensure that all development proposals, public and private, are sensitive to the natural environment and the community’s open space resources.</p>	<p>Consistent. See above.</p>
<p>Implementation OSC.2.a.: The City shall continue to use the design review process to ensure that all development proposals are sensitive to the natural environment and consistent with the existing character of the community which includes small town residential, rural/semi-rural areas and open spaces.</p>	<p>Consistent. See above. The Project proposes residential uses on an already developed in-fill site, which is not incompatible with Saratoga’s small town nature.</p>

Parks and Outdoor Recreation	
<p>Goal OSC 3: To provide and maintain parks and a variety of passive and active recreational sites which are located, designed, and improved to serve the needs of the residents, the community, and the neighborhoods of Saratoga.</p>	<p>Consistent. The Project incorporates over 76,000 square feet of open space in a publicly accessible open space area and an optional children’s play park and will not otherwise affect the City’s parks and outdoor areas.</p>
<p>Policy OSC 3.3: Promote retention and dedication of land which provides room for a variety of passive and active recreational pursuits and offers important opportunities for the fulfillment of human and psychological needs, including:</p> <ol style="list-style-type: none"> 1. Areas of outstanding scenic value. 2. Areas of historic and cultural value. 3. Accessible areas particularly suited for parks and recreation purposes such as hiking, horseback riding, biking, swimming, tennis, ball fields and more. 4. Areas providing access to and links between major recreation, cultural and open space reservations, including trails, utility easements, banks of rivers and streams and scenic highway corridors. 5. Areas with inherent qualities that humans find visually pleasing, beautiful, relaxing, stimulating or enjoyable. 	<p>Consistent. The Project incorporates over 76,000 square feet of open space in a publicly accessible open space area and a pocket park. Additionally, the Project will pay park fees as required by the SMC to support the continued preservation and enhancement of the City’s open space resources.</p>
<p>OSC. 4.a: The City shall continue to utilize the Park In-lieu Fee Program to assist in the acquisition and maintenance of parks.</p>	<p>Consistent. See above.</p>
<p>Goal OSC 9: Protect existing watercourses in the community and enhance water quality in surface and subsurface water sources.</p>	<p>Consistent. There are no water courses or sources within the Project.</p>
<p>Policy OSC 9.2: Concentrate development in those portions of the community least susceptible to soil erosion and minimize grading and the introduction of impervious surfaces. Where appropriate, consider the use of on-site detention or retention basins to minimize stormwater runoff from sites.</p>	<p>Consistent. The Project is located on an already developed site that is not susceptible to soil erosion. As described in Appendix H – LID Feasibility Screening Worksheet and C3 Data Form, the Project will incorporate stormwater control measures throughout the site.</p>

<p>OSC.9.b. The City shall ensure erosion control measures are required with each development project as part of the development approval process.</p>	<p>Consistent. See above.</p>
<p>Water Supply</p>	
<p>Goal OSC 10: Maximize efficiencies in the use of the City’s water supply.</p>	<p>Consistent. See Appendix E – California Green Building Standards Checklist.</p>
<p>Biological Resources</p>	
<p>Goal OSC 11: Protect and enhance sensitive vegetative and wildlife habitat in the Saratoga Planning area.</p>	<p>Consistent. The Project is located on an already developed site that does not provide sensitive vegetative and wildlife habitat.</p>
<p>Policy OSC 11.1: Minimize development that would encroach into important wildlife habitats, limit or restrict normal range areas, or restrict access to water food or shelter. This includes limitations on the installation of barrier fencing in hillside areas.</p>	<p>Consistent. See above.</p>
<p>Policy OSC 11.3: The design of parking lots shall be evaluated for opportunities to reduce large continuous expanses of asphalt and to promote the establishment of visually interesting and aesthetically pleasing parking lots.</p>	<p>Consistent. As depicted in the Project’s site plans, the parking for the Project has been designed to reduce large continuous spaces of asphalt and to provide an aesthetically pleasing parking lot with supportive landscaping.</p>
<p>Policy OSC 11.5: Mature vegetation shall be preserved wherever possible.</p>	<p>Consistent. The Project will preserve mature vegetation to the extent feasible, however, there is very little mature vegetation on the Project site as it is already developed as a commercial shopping center with a majority of the site covered by either buildings, driveways, or parking lots.</p>
<p>Arbor Resources</p>	
<p>Goal OSC 12: Support appropriate management for sustaining the health and increasing the extent of arbor resources in the City. The specific vision is to increase overall tree cover, tree health and consequent tree benefits in an equitable, cost beneficial and sustainable manner.</p>	<p>Consistent. As explained in Appendix I – Arborist Report and Tree Preservation Plan and Tree Removal Permit Application, the Project will preserve existing trees to the extent feasible based on Project site plans and tree health. Landscape plans further demonstrate a commitment to increase tree cover and landscaping throughout the development.</p>

Goal OSC 13: The preservation of native and other plant species indicative of Saratoga's cultural heritage shall be given priority over development and provide for the perpetuation of such species.	Consistent. See above.
Policy OSC 13.1: To further preserve the City's inventory of arbor resources, the City should encourage owners to consider formal designation of heritage trees.	Consistent. See above.
Policy OSC 13.3: Fire safety shall be an important consideration when evaluating the preservation of native vegetation.	Consistent. See above.
Air Quality	
Goal OSC 15: Improve local and regional air quality by ensuring that all development projects incorporate all feasible measures to reduce air pollutants.	Consistent. The Project will comply with required Bay Area Air Quality Management District measures during construction activities.
Policy OSC 15.2: Encourage use of trip demand measures as part of major commercial and office development projects to reduce dependence on automobile use.	Consistent. The Project is not a major commercial development and thus this policy does not apply.
Implementation OSC.15.b. Work with applicants of all new major commercial, office and mixed-use projects to include trip demand measures in their projects.	Consistent. See above. The Project's proposed uses do not justify TDM.
Safety Element	
Land Instability Hazards	
Goal SAF-1: Protect residents from injuries and minimize property damage resulting from land instability and geologic hazards.	Consistent. The Project will develop housing stock outside of the City's designated geological hazards.
Policy SAF-1.2: Development in areas subject to natural hazards shall be limited and shall be designed to protect the environment, inhabitants and general public. In areas that have been proven to be unsafe, development of structures for human habitation shall be prohibited to the maximum extent permitted by law.	Consistent. See above.
Seismic Hazards	
Goal SAF-2: Protect residents of the City and surrounding areas from seismically induced hazards.	Consistent. See above.

<p>Policy SAF-2.1: In order to mitigate the danger of earthquake damage, the City shall enforce strict earthquake construction and soil-engineering standards, selecting the most stable areas for development and requiring developers to compensate for soil instabilities through approved engineering and construction techniques.</p>	<p>Consistent. The Project is consistent with all California Building Code and other applicable requirements regarding earthquake safety, soil stability, and engineering standards.</p>
<p>Fire Hazards</p>	
<p>Goal SAF-4: Reduce the danger of property damage and loss of life due to urban and wild fires.</p>	<p>Consistent. The Project focuses development of housing stock in the core of the City rather than in the wildland-urban interface.</p>
<p>Policy SAF-4.3: The Fire Chief, having jurisdiction, should be authorized to require the installation of an early warning fire alarm system in any new commercial structure or community facility, or expansion of an existing commercial structure by fifty percent or more in gross floor area, whenever the Fire Chief deems such requirement to be necessary or appropriate on the basis of facts and circumstances in each individual case.</p>	<p>Consistent. The Project will include an early warning fire alarm system.</p>
<p>Policy SAF-4.4: The City shall encourage all property owners to install an early warning fire alarm system on a voluntary basis where such owners are not otherwise required to do so.</p>	<p>Consistent. See above.</p>
<p>Implementation Measure SAF-4.4a: Implement by continuation of existing provision in the building regulations allowing voluntary installation of the system and publicize the availability of the system for any property located within the City.</p>	<p>Consistent. See above.</p>

Area Plans -Area F [Quito]	
Guidelines for Area Development	
2. The City should encourage neighborhood organizations, pursue strict code enforcement, and improve public facilities in the older higher density neighborhoods in this area.	Consistent. The Project will not violate any objective requirements of the SMC
9. Noise and sanitation codes regarding the park and Quito Shopping Center areas shall be strictly enforced.	Consistent. The Project will not violate any objective requirements of the SMC.