



**TOWN OF LOS GATOS
PLANNING COMMISSION**
Meeting Date: December 15, 2016

**ITEM NO: 2
DESK ITEM**

- PREPARED BY:** Joel Paulson, Community Development Director
jpaulson@losgatosca.gov
- SUBJECT:** North 40 Specific Plan Amendments
- LOCATION:** The plan area comprises approximately 44 acres located at the northern extent of the Town of Los Gatos, bordered by State Route 17 to the west, State Route 85 freeways to the north, Los Gatos Boulevard to the east, and Lark Avenue to the south. APN 424-07-009, 010, 024 through 027, 031 through 037, 052 through 054, 060, 063 through 065, 070, 081 through 086, 090, 094 through 096, 099, 100, 102 through 112, 424-06-115, 116, and 129.
- APPLICANT:** Town of Los Gatos
- PROPERTY OWNERS:** Yuki Farms, ETPH LP, Grosvenor USA Limited, Summerhill N40 LLC, Dodson, Hirschman, Mattes, Ventura Trustee, Moisenco, Los Gatos Medical Office Center LLC, Los Gatos Gateway LLC, Mbk Enterprise, Connell, Gin, John & Allison Diep LLC, Bernal, Lg Boulevard Holdings LLC, Polaris Navigation, Ew Real Estate LLC, Lazaar Enterprises LLC, Kothary, and Swenson Trustee.
- PROJECT SUMMARY:** Consider potential amendments to the North 40 Specific Plan
- SPECIFIC PLAN:** The North 40 Specific Plan, adopted June 17, 2015, implements the Town of Los Gatos General Plan and comprehensively plans for future development in the Specific Plan Area. The Specific Plan Area has a maximum development capacity of up to 270 housing units and 501,000 square feet of non-residential uses. Of the non-residential uses, the maximum development capacities are up to 250,000 square feet of office/hotel, and up to 400,000 square feet of other commercial (such as retail, restaurants, specialty market, health clubs, personal service, and entertainment). At least 30% of the area (approximately 13.2 acres) will be open space.
- EXHIBITS:** Previously received with December 15, 2016 Staff Report:
1. Location Map
 2. Findings
 3. October 27, 2016 General Plan Committee Memorandums and attachments
 4. October 27, 2016 General Plan Committee verbatim minutes

5. November 17, 2016 General Plan Committee Memorandums and attachments
6. November 17, 2016 General Plan Committee verbatim minutes
7. Potential amendments, based on General Plan Committee discussion
8. Public comments received between 11:01 a.m. November 17, 2016 and 11:00 a.m. December 8, 2016

Previously received with December 13, 2016 Addendum:

9. Revised potential amendments, based on General Plan Committee discussion (Including Exhibits A and B)

Received with this Desk Item:

10. Public comments received between 11:01 a.m. December 8, 2016 and 11:00 a.m. December 15, 2016

REMARKS:

Additional public comments received after distribution of the December 15, 2016 Staff Report are included in this Desk Item.



Prepared by:
Sally Zarnowitz, AIA, LEED AP
Planning Manager



Approved by:
Joel Paulson, AICP
Community Development Director



PRIMECOMMERCIAL
INCORPORATED

12/9/16

Town of Los Gatos Planning Commission
c/o Mr. Joel Paulson
Community Development Director
Town of Los Gatos Planning Department
110 E. Main St.
Los Gatos, California 95031

Dear Mr. Paulson:

I am writing this letter in opposition to the proposed mandate that all retail tenants that plan to take occupancy in the North 40 Specific Plan area will be required to obtain a Conditional Use Permit. I am a resident of Monte Sereno and the co-owner of Prime Commercial, Inc., a commercial real estate firm that specializes in the leasing of retail properties within Northern California. I've been in the retail business for 18 years.

Los Gatos is one of our most active communities in which we work. My firm and I have completed dozens of retail leases in the Town of Los Gatos and we currently have four active listings of retail buildings within the Town. Over the past few years it has become increasingly difficult to lease retail units to qualified tenants. Some of the challenges include competition from newer developments in neighboring communities, parking and traffic mitigation requirements imposed by the Town, and the time in which to process planning and building applications, not to mention the competition from internet sales. If these challenges aren't enough, it is the Conditional Use Permit process which kills more lease transactions in Los Gatos than any other obstacle.

While some argue that requiring CUPs in the North 40 will even the playing field with downtown, I believe it is in the Town's best interest to make the entire Los Gatos retail offering more competitive. So, in order to level the playing field, Town leaders should be looking at what would make retail throughout the *entire* Town of Los Gatos more competitive.

It is understood that the Town has greater control of the retail leasing process by requiring Conditional Use Permits and in some cases, they are warranted and necessary. However, below are some key issues surrounding the implementation of a blanket CUP process for all retail tenants. In my opinion, the negatives far outweigh the positives that the Town would gain.

Timing and Risk

Conditional Use Permits are very time consuming and risky in the eyes of a tenant and landlord. Due to full agenda's, it can take several months, and in some cases upwards of one year before a decision is finally rendered by council. In some cases, the applicant is denied and he/she does not have the resources, or stomach to appeal the decision. When speaking with potential tenants, this is one of the biggest fears they have and many do shy away from the process. From the landlord's perspective, Conditional Use Permits result in higher occupancy costs and lower income. Furthermore, having a retail unit vacant in a shopping center, or within a shopping district also hurts other neighboring shop keepers that rely on the retail synergy and cross shopping opportunities.

Cost

There is a steep cost involved with the application of a Conditional Use Permit. In some instances, they can be in excess of \$10,000! Although a few national tenants can absorb the cost, it is the smaller, or "mom and pop" tenant that can rarely afford this additional cost of opening a new or second location. It has been my experience that many tenants will actually forgo a shopping district that imposes CUP's and locate in one which does not have this requirement.

Being a retail expert, it is the smaller tenants that typically provide the unique character to a shopping center, or district. Placing additional costs upon them will just drive them away.

Competition

As of 3QR 2016, Santa Clara County had approximately 700,000 square feet of new retail space under construction which is to be delivered in 2017. Some of these retail projects are within a 10 to 15-minute drive from Los Gatos and most of these new retail destinations do not encumber potential tenants with Conditional Use Permits. As a retail broker, it is my job to attract best-of-class tenants for my retail projects, but it is extremely difficult to secure a great tenant when they can easily go to a competing retail project without the onerous cost and time constraint, not to mention the risk of a Conditional Use Permit application.

The North 40 provides a very attractive alternative, within Town boundaries, for restaurants and retailers to expand. This serves an unmet need for the north end of Town and keeps tax dollars within Town limits.

Finally, it is inconceivable how the Town of Los Gatos is to process numerous Conditional Use Permits on a shopping center in which the tenants will all likely want to open up within a few months of one another which would be the case in the North 40. There could be as many as 25 to 30 applications that will need due process within a short period of time. I have been involved with helping numerous tenants within Los Gatos achieve their Conditional Use Permits and from my experience, just one tenant takes a vast amount of time to get through the process. If Conditional Use Permits are required for each potential tenant within the North 40 Specific Plan area, it will result in a broken retail project and that would be a shame for our Town and residents.

The North 40 project presents the Town of Los Gatos with an incredible opportunity to expand its retail sales tax base and diversify its retail offerings to residents. It will also provide neighborhood serving retail for the north side of the Town. Placing Conditional Use Permit regulations and restrictions on the North 40 will make Los Gatos less competitive and will do much more harm than good.

Sincerely,

A handwritten signature in cursive script, appearing to read "Doug Ferrari".

Doug Ferrari

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Joel Paulson

From: Diane Dreher <ddreher@scu.edu>
Sent: Friday, December 09, 2016 5:55 PM
To: Sally Zarnowitz; Joel Paulson
Cc: Diane Dreher
Subject: Comments for Planning Commission meeting on Dec 15 re: North 40 Specific Plan

Dear Planning Commission members:

Thank you for your careful consideration of the proposed changes to the North Forty Specific Plan and your work to ensure the best future for our town.

I would like to underscore the importance of the proposed word change with “Shalls” replacing “Shoulds” throughout the Plan.

Full disclosure—I am an English professor.

The difference:

“Shall” is future tense, meaning that something will be done.

“Should,” on the other hand, expresses only an ideal or a wish (that may not actually come to pass).

I could say “All American citizens should vote.” But, as we know, that doesn’t mean they will. However, if I say “I will vote” or “I shall vote” the intention is clear. (More formal than “will,” “shall” is used legally to indicate an intended future action.)

Therefore, as you revise the Specific Plan, changing “should” to “shall” will make the Specific Plan more objective, preventing any future confusion. “Shall” conveys a clear message that the Planning Commission and the town actually intend for the specific requirements of the Plan to be followed.

Thanks for considering my email, and again, my thanks for your vital work on the Specific Plan.

Sincerely,

Diane Dreher

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Diane Dreher

Professor of English

President, Faculty Senate

<https://www.scu.edu/faculty-senate/>

Past President, AAUP Chapter

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Check out my blogs:

<http://www.psychologytoday.com/blog/your-personal-renaissance>

<https://blogs.scu.edu/writeherewritenow/>

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it's the only thing that ever has." Margaret Mead



December 12, 2016

Mayor Sayoc, Vice Mayor Rennie, Council Members and Planning Commissioners
c/o Mr. Joel Paulson, Community Development Director
Town of Los Gatos Planning Department
110 E. Main St.
Los Gatos, California 95031

Dear Mr. Paulson:

On September 1, 2016, the Town Council denied the application of Grosvenor, SummerHill and Eden Housing, Inc. (the "Applicants") to develop approximately 20.7 acres ("Phase 1") of the 44-acre North 40 Specific Plan Area with 320 market and senior/affordable residential units and neighborhood-serving retail stores and restaurants (the "Project"). On October 6, 2016, the Applicants commenced proceedings in Santa Clara County requesting the court to direct the Town to comply with the Town's Housing Element, the Housing Accountability Act and State Density Bonus Law and compel the Town to approve the Project based on its consistency with the objective requirements of the existing Specific Plan. Therefore, any subsequent amendment to the Specific Plan will be invalidated and/or superseded to the extent it is in any way inconsistent with the anticipated court ruling, directing the Town to approve the Project based on the objective requirements of the existing Specific Plan. The Town therefore should refrain from considering or adopting any amendment to the Specific Plan until the pending litigation regarding the Project is finally resolved. If, however, the Town insists on prematurely pursuing its consideration of the proposed amendments to the Specific Plan, Grosvenor, SummerHill, and Eden Housing submit, to supplement the letter provided on November 11, 2016, the following comments:

Town representatives have stated that the desire is to modify the Specific Plan without triggering the reopening or changing of the existing California Environmental Quality Act ("CEQA") approval: the Specific Plan's Environmental Impact Report ("EIR"). In reviewing the Town Council Meeting from September, 2016 and the General Plan Committee meetings on October 26, 2016 and November 17, 2016, we believe it is prudent to remind the Planning Commission of specific reasons that certain planning decisions were made during the extensive public Specific Plan approval process. In that effort, in addition to what has already been submitted to the General Plan Committee, we have the following additional comments for your consideration:

- 1) Modification of the land uses within the Specific Plan, as proposed or discussed by both members of the public and the General Plan Committee, either could significantly impact the Traffic Impact Analysis ("TIA") completed for the Specific Plan EIR or were not addressed or studied in the TIA, and therefore require reopening or changing of the existing CEQA approvals. Pursuant to CEQA Guidelines Sections 15162 and 15163, these changes will trigger the need for either a subsequent EIR or a supplemental EIR due to the potential substantial increase in severity of environmental impacts and/or the need for new or additional mitigations. In particular:

- a. The North 40 Specific Plan Final EIR states on page 2-31:

"Distribution of land uses within the Plan Area is based on various factors including locating compatible land uses within proximity of each other. While the intent is to provide a mixed-use neighborhood within the Plan Area, it is desirable to concentrate certain land use types together instead of evenly distributing all land uses across the entire Plan Area. Housing is considered appropriate along Lark Avenue because of proximity to the existing housing south of Lark Avenue, and lower trip generation from residential uses on the short, but congested Lark Avenue frontage. Concentrating commercial uses within the Northern District provides a focused retail presence, which is better located along Los Gatos Boulevard, because access to a concentration of commercial uses along the shorter Lark Avenue frontage would exacerbate already difficult traffic conditions along that street."

Primary access to commercial uses within the Lark District via "A Street" were not studied in the TIA, rather, it was assumed commercial uses would be concentrated in the Transition and Northern Districts and would therefore be accessed primarily via a new signalized intersection on Los Gatos Boulevard in the Transition District region ("Neighborhood Street") and a modified intersection at Samaritan Drive.

- b. The impacts of an additional ingress and egress driveway for commercial use access between the existing gas station and existing commercial structures on Los Gatos Boulevard was never studied, including the trip distribution that such a change would cause. At the July 13, 2016 Planning Commission meeting, Town Staff confirmed that this area was not advisable from an engineering and safety perspective to locate a new ingress/egress driveway in such close proximity to the existing right-turn lane, and the intersection of Lark and Los Gatos Boulevard. Parks and Public Works Director Matt Morley stated at this hearing that:

"...from an engineering perspective, we look with caution at providing access at busy intersections, and it's something that has to be done with open eyes...the queues in those lanes passing what would be residential properties...there is some congestion there, and adding additional cars, especially if you're thinking that some of those may want to go across a turn lane and try to go straight, or even worse, go all the way across and turn left that could provide some congestion, would be the concern."

Director Morley went on to further explain that:

"...there are also some grade differences between the street level and the property level at that point that may provide some potential challenges, and then more importantly, I don't think Staff has actually explored that, nor has the traffic engineering really had a detailed look at that."

We have dedicated years to the evaluation of the North 40 Specific Plan and are in a unique position to comment on its details and that of its supporting documents. If the discussion on amendments to the North 40 Specific Plan are to continue, we hope that these additional comments are considered. We also request that this correspondence be distributed to all members of the Town Council. Thank you.

Sincerely,



A. Don Capobres
Principal
Harmonie Park Development
Representing Grosvenor Americas



Linda Mandolini
President
Eden Housing



Wendi Baker
Vice President of Development
SummerHill Homes

cc: Town Staff
Town Manager Laurel Prevetti
Town Attorney Rob Schultz

Los Gatos Town Council
Mayor Marico Sayoc
Vice Mayor Rob Rennie
Council Member Marcia Jensen
Council Member Steven Leonardis
Council Member Barbara Spector

Town of Los Gatos Planning Commission
Chair Mary Badame
Vice Chair Michael Kane
Commissioner Melanie Hanssen
Commissioner Matthew Hudes
Commissioner Tom O'Donnell
Commissioner Kendra Burch
Commissioner Charles Ereksen

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Sally Zarnowitz

From: Kelsey Stillingner <kelsey@stillinger.com>
Sent: Wednesday, December 14, 2016 1:30 PM
To: Sally Zarnowitz
Subject: north 40

Hi Sally,

I am unable to attend the meeting about the north 40 tomorrow night, but very much appreciate that the town is considering new directions.

As a life-long resident hoping/planning to stay and raise kids here, I have 2 major concerns about the development:

1. Overcrowding of schools (can we really fit too many more kids into the district and maintain its high ranking?). Please consider dispersing the housing over the entire area so that not all kids will be in the LG district.
2. Traffic, primarily on Lark and Los Gatos Blvd. ...I live a few blocks from that intersection and drive both roads daily and have noticed a steady increase in traffic over the last few years (even resorting to using parking lots as detours since the intersection road is too hard to navigate certain times of day). I can't imagine how hard driving in the area will get once there is a significant development attracting many more cars.

While I know it is a long shot, I would love to see the new development include a school or even a community park - something that current residents would value and utilize. A dog park would be lovely. Maybe a skate park. In any case, I hope there are plenty of bike rides and a good path connecting the area to the LG Creek Trail... let's make at least part of Los Gatos more bike-able.

Thanks,
Kelsey Stillingner
Live Oak Manor Resident

Sally Zarnowitz

From: susan buxton <ssbuxton@yahoo.com>
Sent: Wednesday, December 14, 2016 3:47 PM
To: Sally Zarnowitz
Subject: Specific Planning Amendments

Dear Planning Commissioners,

I would like to thank you in advance for your careful consideration of the potential amendments to the North 40 Specific Plan. I feel that some potential amendments are more crucial to the development of the entire North 40 than others. I hope any amendments concerning the following areas will clearly present the amendment's intent and requirements.

- Create a mix of housing types and sizes, and spreading them throughout the entire North 40.
- Reduce the maximum size of the residential units to make them more affordable and reduce density.
- Reduce the size of commercial development and require that it be neighborhood serving.

While traffic has not been specifically mentioned, I would like to know if the Specific Plan can require a developer to provide a traffic study if the current study is more than 3 years old. Increased development in the area of the North 40 will result in increased traffic incrementally as it is completed, making a realistic traffic analysis impossible.

Thank you for your consideration.

Sincerely,
Susan Buxton
Los Gatos, CA

Dear Planning Commissioners – Meeting 12-15-16

As you know, I have voiced my concern regarding the N40 residential housing along the 17 Freeway in the health hazard area shown in Figure 15 in the EIR's Air Quality section.

I have included the 3 pages from the EIR regarding this area.

The EIR states "However, residential uses could be placed within areas with toxic air contaminants in excess of standards. **This is a significant impact. Implementation of the following mitigation measures would reduce toxic air contaminants health risks to a less-than-significant level.**

The mitigation measure of high efficiency filtration on ventilation systems only works if the windows of any building are kept closed.

There are 8 lanes of freeways in front of this designated area in Figure 15 of the EIR – a major freeway interchange with on ramps/off ramps.

Gridlock is almost daily for hours

Housing should not be allowed in the area designated as a health risk area, Figure 15 in the EIR

Please read the attached article, "**What is a Safe Distance to Live or Work Near High Auto Emission Roads.**" There are many similar articles from respectable resources on the internet that concur with the above article, but this article does a good job at consolidating the material and data into one place.

Consider the below amendment to the N40 Specific Plan

In Section 2.7.4 Setbacks (Residential), page 2-26 of the N40 Specific Plan, add a requirement that the residential housing must be 330 feet (100 meters) from the State Route 17 boundary.

Thank you,

Anne Robinson Roley

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Additional Dust Measures

- g. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;*
- h. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established; and*
- i. Unpaved roads shall be treated with a three to six inch compacted layer of wood chips, mulch, or gravel.*

Health Effects from Roadway Emissions. The Plan Area is adjacent to two arterial streets and two freeways. High volumes of traffic, including heavy diesel trucks, use these roads. State Route 85 has an average daily traffic volume of 110,000 vehicles, State Route 17 has an average daily traffic volume of 86,000 vehicles, and the Lark Avenue onramp has a daily volume of 14,400 vehicles. State Route 17 traffic includes about 2.5 percent heavy duty trucks and about three percent other trucks. Los Gatos Boulevard and Lark Avenue have daily traffic volumes of fewer than 30,000 vehicles.

The Air District publishes screening tables for roadways with higher than 10,000 daily trips. According to the tables, the diesel particulate matter and total organic gas emission cancer risks associated with Los Gatos Boulevard and Lark Avenue are less than significant beyond ten feet from the edge of those roadways. For the state highways, Illingworth and Rodkin conducted in-depth dispersion modeling of toxic air contaminants to evaluate health risk factors. Cancer risks were projected to be the highest at the southwest corner of the Plan Area, near the State Route 17 on-ramp from Lark Avenue, where the cancer risk was 14.3 cases in one million. Cancer risks that exceed the Air District's ten-in-one million threshold were projected to extend northward for about three-quarters of distance of the Area Plan's western boundary, and extend into the Plan Area by about 100 to 140 feet. No levels in excess of the Air District's threshold were projected along State Route 85. Non-cancer health risks from diesel particulate matter and total organic gas emission did not exceed the Air District's threshold. The location of health risks in excess of thresholds is identified on Figure 15, Health Risks.

Health risks from fine particulate matter near State Route 17 and State Route 85 were also assessed by Illingworth and Rodkin. Fine particulate matter concentrations were projected to be the highest at the southwest corner of the Plan Area, near the State Route 17 on-ramp from Lark Avenue, where the concentration was projected to be 0.33 micrograms per cubic meter. Fine particulate matter concentrations in excess of the Air District's threshold of 0.30 micrograms per cubic meter were projected to extend northward for about one-quarter of distance of the Area Plan's western boundary, and extend into the Plan Area by about 75 feet. No levels in excess of the Air District's threshold were projected along State Route 85.

The Draft Specific Plan designates a perimeter overlay zone at all of the Plan Area boundaries. The perimeter overlay zone includes a minimum 30-foot setback of buildings from the State Route 17 property boundary. The Draft Specific Plan also includes a landscaped buffer along State Route 17. Beginning in 2014, more stringent diesel engine and fuel requirements will reduce the future concentration of toxic air emissions, and reduce the extent of significant impacts within the Plan Area. However, residential uses could be placed within areas with toxic air contaminants in excess of standards. This is a significant environmental impact. Implementation of the following mitigation measures would reduce toxic air contaminant health risks to a less-than-significant level.

Mitigation Measures

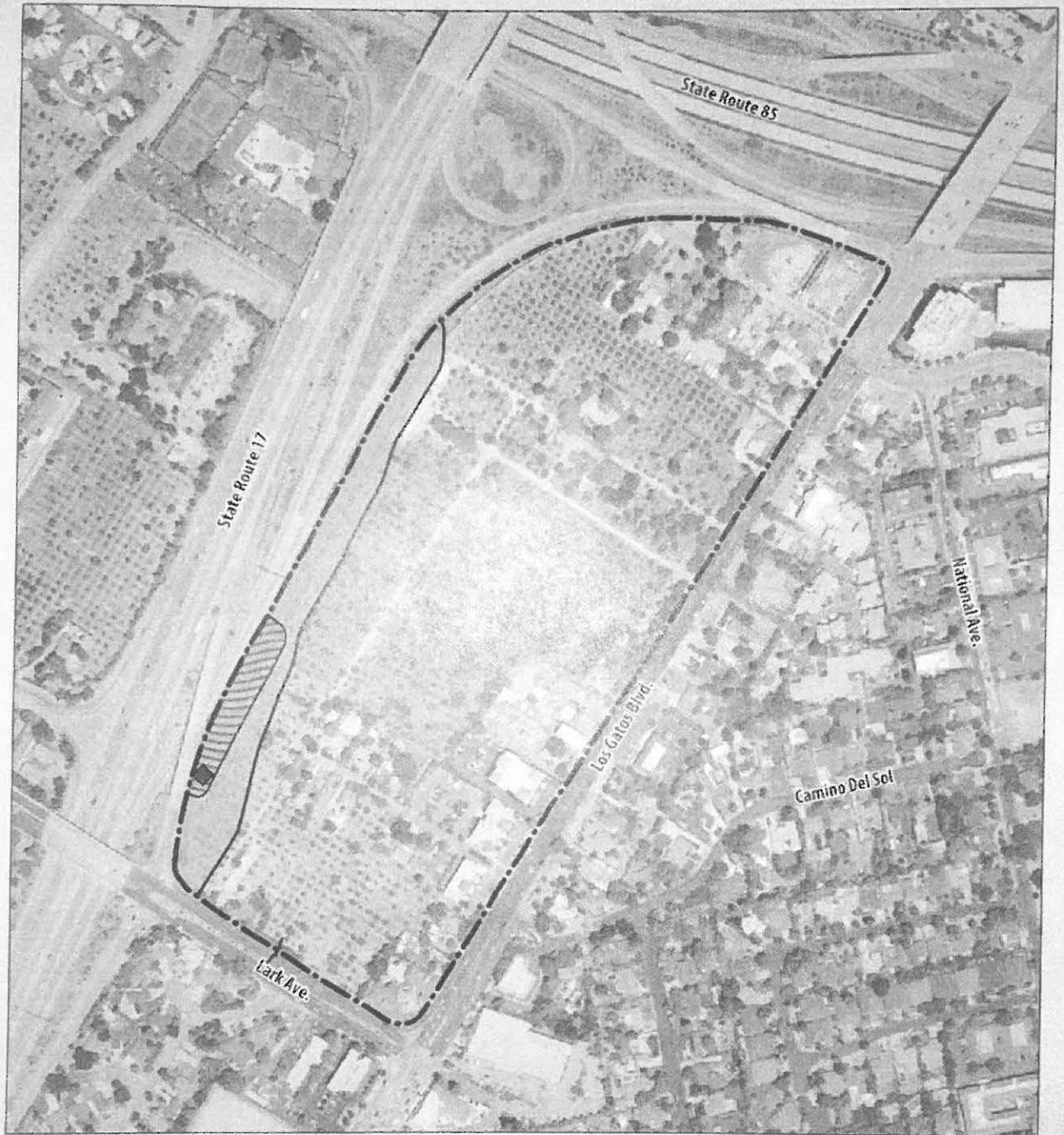
AQ-5. High efficiency filtration (MERV rating of 13 or greater) on ventilation systems shall be required in residential, hotel, and office units located in areas along State Route 17 identified in the EIR as having cancer risk in excess of 10 cases per million.

AQ-6. Ground-level outdoor residential yards that are not oriented to the Los Gatos Boulevard side of the Plan Area, shall be located no closer than 100 feet from the State Route 17 right-of-way prior to 2015, and, subject to air hazards modeling to confirm, no closer than 50 feet from the State Route 17 right-of-way thereafter (when diesel fuel and engine changes will reduce diesel emissions levels).

Carbon Monoxide Concentrations. The proposed project would increase traffic volumes at numerous intersections and reduce levels of service at several intersections. However, the proposed project would not result in hourly traffic volumes in excess of 44,000 vehicles at any of the street intersections, and therefore, the proposed project would not result in a significant environmental impact from concentrations of carbon monoxide.

Cancer Risk from Stationary Sources. The gas station within the Plan Area has a screening level cancer risk that is significant to a distance of about 100 feet from the gas pumps. Additional analysis was conducted by Illingworth and Rodkin, who determined that cancer risk at 50 feet from the pumps would be 2.4 cases in one million. The Lark Avenue Carwash has gas pumps, with a cancer screening level risk of 1.6 cases in one million. The San Jose Water Company operates a back-up generator at the reservoir south of Lark Avenue, and at least 350 feet from the Plan Area. Illingworth and Rodkin estimated the cancer risk at the nearest Plan Area boundary to be 5.8 cases in one million. All of the stationary sources within 1,000 feet of the Plan Area have cancer risk levels below the threshold of 10 new cases in one million. Toxic air emissions from stationary sources would have a less-than-significant environmental impact.

Asbestos. The proposed project includes demolition of buildings that could include asbestos-containing materials. Standard requirements for permitting removal and handling of asbestos would reduce potential effects from asbestos from building demolition to a less than significant



Legend

- Project Boundary
 - Cancer Risk Over 10 per Million
 - ▨ Fine Particulate Matter Concentrations over 0.3 Micrograms per Cubic Meter
 - ◆ Point of Greatest Effect
- 0 400 feet

Source: Illingworth and Rodkin, Inc. 2013, Google Earth 2011

Figure 15
Health Risks

North Forty Specific Plan EIR

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San Diego UrbDeZine

Urban Planning + Design + Architecture + Historic Preservation



[Click Here for Downtown San Diego's East Village South Focus Plan – Draft](#)

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What is a safe distance to live or work near high auto emission roads?

MAY 28, 2015 BY BILL ADAMS — 6 COMMENTS



A nearby roadway may be putting your household's health at risk. The same is true of workplaces, schools, and other places where people spend significant time. This health risk is from the elevated auto emissions near high traffic roadways. It's a health risk separate and in addition to the regional air pollution from auto emissions.

We have come to draw a false sense of security from our collective sharing of regional air pollution and, perhaps, the belief that regulatory agencies protect us. However, research continues to show that air pollution, particularly from auto emissions, has profound effects on health. Moreover, such impacts are unequally distributed among local populations, largely based on nearness to major roadways.

Discussions about whether or not to build or expand roadways are dominated by the topics of traffic congestion relief, urban planning, and greenhouse gasses. The impact of roadways on Americans' health and morbidity is often lost in the discussions. 53,000 U.S. deaths annually are attributable to automobile emission air pollution. (Calazzo, et al., 2013) Many more are ill or incapacitated from auto emissions. Ninety percent of the cancer risk from air pollution in Southern California is attributable to auto emissions. (Hulsey, et al., 2004, par. 10) For comparison, there are 35,000 U.S. deaths a year from auto collisions (NHTSA, 2012), which is

the top cause of death for U.S. males between the age of 15 and 24, and in the top ten causes of death of all Americans through the age of 54.

The impact on life and safety generally from road expansion receives little attention. However, auto emission pollution based on proximity to source, i.e. line-source pollution, is one of the most overlooked health threats in the U.S. Current U.S. policies and regulations do little to protect susceptible populations, including children, from the dangers of nearness to auto-emission sources. Undoubtedly, the disproportionate lack of urgency concerning the health impacts of air pollution is attributable to its hidden and delayed impact. Although the health impacts of air pollution on general populations are certain, individual diagnoses of disease rarely identify air pollution as the cause. As a result, the health threat fails to take on the personal dimension of other health threats. The same was true with smoking for many decades. Additionally, awareness of line-source pollution is further hindered by confusion with regional / ambient air pollution, which typically manifests in more noticeable high ozone levels, i.e., smog.

Air pollution monitored by various agencies includes particulate matter (PM), ozone, nitrogen dioxide, carbon monoxide, sulfur dioxide, and lead. However, two of these cause the most concern due to their prevalence and health significance: 1) Ozone, which causes the brown smog commonly seen over cities and 2) Particulate matter (PM), also referred to as ultra-fine particulates (UFP). Unlike ozone, PM exposure is directly related to proximity to source – primarily areas near to or downwind from high traffic areas. Moreover, for health impacts, PM pollution may be the worst of the lot. Heart disease, lung function impairment, leukemia, asthma, and lung cancer, are some of the conditions that have been associated with PM exposure resulting from proximity to high traffic sources. (Hulsey, et al., 2004, par. 6; Fuller, et al., 2012, pp. 257 – 265) As stated in a 2002 study about exposure to highway PMs:

“ Throughout the past decade, epidemiological studies have reported a consistent relationship between increases in particulate matter (PM) exposure and contemporary increases in mortality and morbidity. (Zhu, et al., 2002)

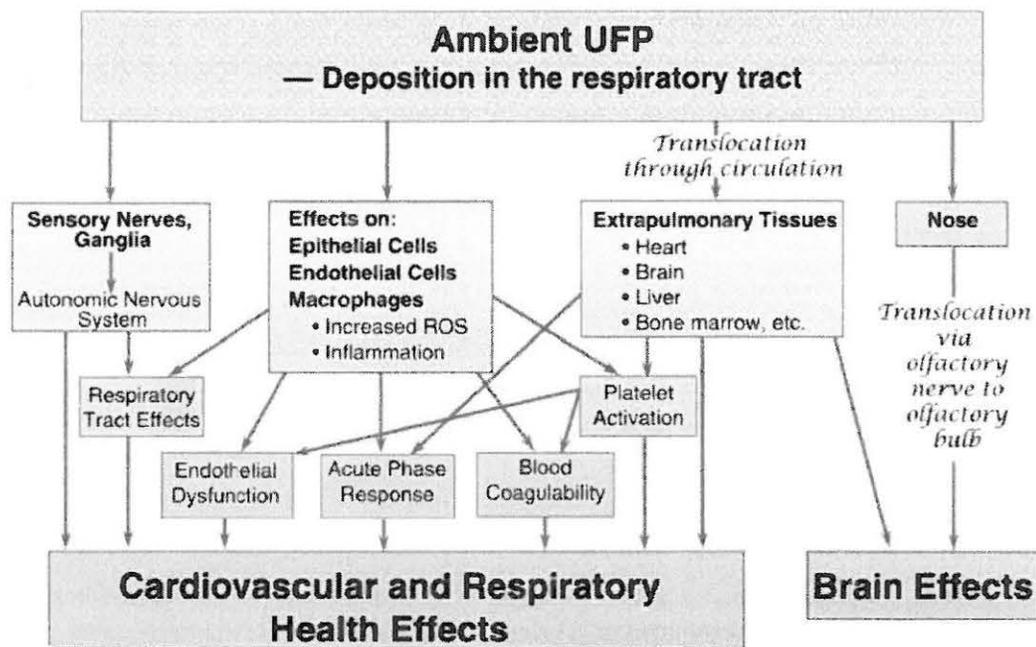


Figure 17. Hypothesized pathways via which inhalation of UFPs may lead to effects on cardiovascular and respiratory systems and on the brain. Reprinted with permission from the Health Effects Institute, Boston MA.

Children are especially vulnerable to auto-emission health impacts because, among other reasons, they breathe more air relative to their body weight than adults, are more physically active, and spend more times outdoors during times when pollutant levels are at their highest. (Hulsey, et al., 2004) Additionally, children have many more years ahead of them in which the cumulative damage caused by auto emissions can manifest itself in disease or disability. Women who live near areas of high automobile traffic during pregnancy have a 20 – 30% higher chance of having children with lung impairment. (Morales, et al., 2014) Auto emission PM exposure from nearness to high traffic during the the third trimester of pregnancy doubles the risk for autism. (Raz, et al., 2014).

11% of U.S. residents, over 30 million people, live within 100 meters of 4 lane or greater highways. (Brugge, et al., 2007; Howard, 2011) Adding in work places, schools, and commuting, it is reasonable to extrapolate that roughly 1/3 of people spend a substantial portion of their day exposed to unhealthy levels of auto emission PMs.

So how can you determine your own exposure level or that of your children? Below are some key distances and other factors:

Ground Zero:

Curbside and in-traffic air contains high levels of all pollutants associated with auto emissions – both PMs and gaseous substances like benzene and carbon monoxide. (Hulsey, et al., 2004.

par. 7) PM exposure at intersections is as much as 29 times higher than other portions of the road. (Goel & Kumar, 2015) Cyclists, auto occupants with windows down or vents open, toll booth operators, and roadside residents and businesses receive up to 25 times the level of PM exposure. (Zhu, et al., 2002) Moreover, the air inside a car typically contains higher concentrations of these pollutants than the air outside of the car – as much as 4 times the benzene and 10 times the carbon monoxide. (ICTA, 2000) Keeping the windows closed and the ventilation set to recirculate can reduce in-car pollutants to 20% that of air outside the car. (L.A. Times, 2013)

High Toxicity Zone – 300 – 500 feet:

On average, PM concentration is significantly higher within 330 feet (100 meters) of major highways than it is further away. (Zhu, et al., 2002) The smallest PMs, with a peak concentration of $1.6 \times 10^5/cm^3$, are the most dangerous. Smaller PMs carry toxic substances deeper into the lungs and body, and as a result, have more profound health effects. (Cal. EPA, Aug. 2014, p.29) They are concentrated in an area within 330 feet from highways. (Zhu, supra) Pregnant women who live within 500 feet of high traffic areas are prone to birth complications, including premature birth, low birth weight children, and children with medical problems. (Wilhelm & Ritz, 2003) A review of a broad range of studies has correlated early mortality – from a wide range of illnesses – with living within 330 feet of a high traffic roadway and related exposure to various auto emission substances. (Beelen, et al., 2008)

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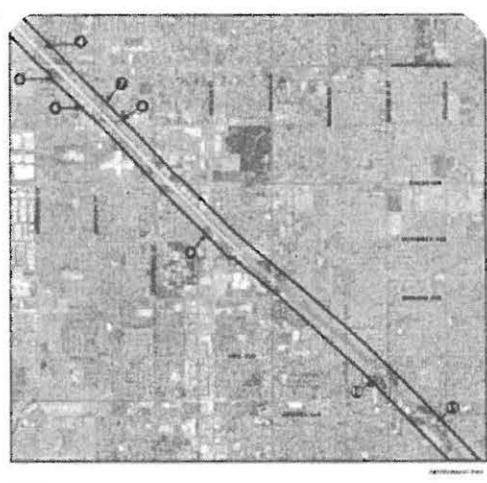


Figure 3.2.6-4: Sensitive Receptor Locations (Springdale Street to Warner Avenue) May 2012, I-405 Improvement Project

Elevated Toxicity Zone – 1,000 – 1,500 feet:

PMs from auto emissions are elevated within 1,000 feet (300 meters) of a major highway. (Yifang, et al., 2002, pp. 1038-1039) A Denver study indicated that children living roughly within that distance were eight times as likely to develop leukemia and six times as vulnerable to all types of cancer. (Hulsey, et al., 2004, - par. 1) In another study, children under 5 years of age admitted to hospitals with asthma emergencies were significantly more likely to live within 500 meters (1,640 feet) of a major highway when traffic flow exceeded 24,000 vehicles per hour than those who lived further away or when traffic flow

was less. (Edwards & Walters, 1994) Particle levels return to near normal beyond that distance.

Other Factors Influencing Air Pollution Levels Near Roadways:

Wind:

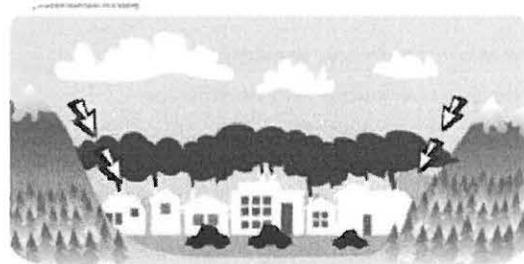
People living "downwind" of highways with 4 or more lanes (2 lanes in each direction) are exposed to higher levels of fine particulate matter. (Brugge, et al. 2007) However, this circumstance does not exempt one side of a highway from PM dangers. In many regions, wind direction changes not only depending on weather conditions, but also between day and night.

Sun, Rain & Humidity:

Areas receiving higher amounts of rain or humidity can experience reduced auto-emission pollution levels, especially ultra-fine particulate pollution. The clean air you sense after a rain storm really is cleaner. This fact is regularly demonstrated in high-pollution Beijing. (USA Today, Aug. 11, 2008) Atmospheric conditions alter the size, distribution, and composition of freshly-emitted PM through condensation, evaporation, and dilution during transport to downwind locations. (Brugge, et al., 2007) Thus, higher humidity levels can tamp down the distribution of PMs. (HEI Review Panel, 2013, p.24) Conversely, sun, heat, and lack of humidity generally favor greater distribution of PM. Additionally, ground level ozone concentration is unhealthiest on sunny and warm days.

Topography:

PM, as well as gaseous air pollutants, tend to concentrate in valleys due to containment by topographical features. (HEI Review, supra) Inversions, in which a layer of cold air is trapped underneath a layer of warm air, keep PM concentrated near ground level and aggravate the concentration of PM in valley and canyon floors. Ibid. Fog is often an indicator of an inversion.



A temperature inversion in a valley – clean air poster from a Teacher's Guide to Clean Air by BC Transit, Nov. 2005 – republished permission Ministry of Environment, British Columbia Canada

Time:

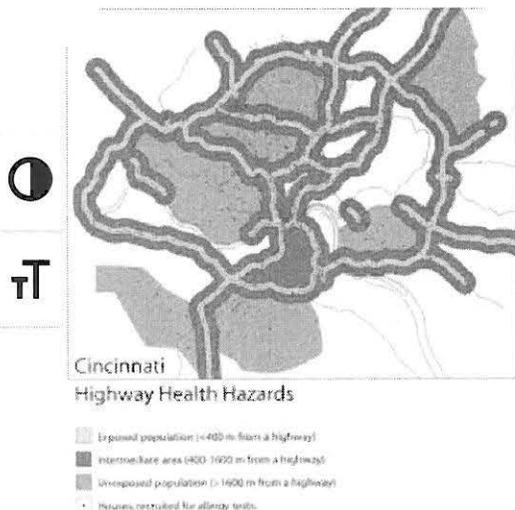
The time of day can influence PM concentrations near highways – both in terms of traffic concentrations and in terms of weather. (HEI Review Panel, supra) Of course, highways experience much higher traffic concentrations at certain times of the day. However, such

concentration has become less varied as employers stagger work shifts to alleviate commuting burdens and as continued highway expansion creates induced demand (tendency of freeway expansion to create more demand and congestion in the long run by facilitating sprawl). Additionally, the heating and cooling of day and night effect pollution concentrations at ground level.

Auto Emission Air Pollution as a Social Justice Issue:

The unavoidable conclusion from the research is that each time a major highway is built or expanded, some of the residents living nearby will pay with their health or lives.

Nevertheless, compared to industrial uses that pose potential health risks, roadway construction projects remain relatively unregulated as a direct air pollution health risk. (Hulse, et al., 2004) The same is true of the siting of residential, employment, senior, or educational uses near highways.



Cincinnati highway proximity health hazards. Republished permission LADCO

Low income and minority populations are disproportionately impacted by air pollution health risks. (Beleen, 2008) Suburban expansion creates a demand for road expansion through existing neighborhoods. Lower income neighborhoods and ethnic minority populations least often wield the political influence necessary to resist road expansion projects. Additionally, multifamily and affordable housing is more likely to be sited near high traffic areas than is more expensive detached housing. More recently, the construction of high density "transit oriented developments" (TODs), which are intended to reduce auto reliance and which often include affordable housing, are frequently sited near high traffic areas. There has been little

acknowledgement in U.S. transportation policy of the social inequality and the ethical issues related to sacrificing the health of members of one community to facilitate the growth and commuting of another community.

Property condemned for a road expansion project results in monetary compensation to the owner based on fair market value. However, residents put at risk by the additional traffic emissions as a result of living adjacent to or near the road project cannot recover compensation or assistance to relocate.

Construction and expansion of roadways may involve some public disclosure of health impacts via environmental reporting documents but the reporting tends to assume that "no

build" highway expansion options will simply result in ever increasing congestion. However, more than a half century of highway building has demonstrated that congestion relief from road expansion tends to be temporary, and that the long term impact is increased automobile use and traffic congestion. Such "induced demand" is increasingly recognized as the long term effect of expanding roadways to relieve current traffic congestion.

Increasingly, line-source proximity to auto emission pollution and the refinement and improved accuracy of roadway air pollution dispersion modeling is being used in legal and political challenges to highway expansion proposals. Given the stakes, its hard to justify the continued expansion of roadways in urban areas, the slowness of conversion to non-combustible fuel automobiles, or the proportionately small investment in public transit. If such decisions were based solely on health criteria proportionate to other identified public risks, highways might be quarantined as an acutely elevated health hazard to those who live or work near them. Of course, such action is impractical as it would result in vast tracts of existing homes, schools, and places of employment being abandoned.

It is clear that the public is still not fully aware of the difference between ambient air pollution effecting the general populace of a city and line-source air



pollution impacting health based on nearness to highways. Perhaps, if the public was more aware of the direct and unequal health impacts of high-traffic roadways, transitioning from roadway expansion to transportation alternatives would receive more urgency. One proposal for an air quality district plan in California required that builders of homes, schools, or day care centers provide notice to their customers of toxic emissions, including those emanating from busy roads, within 1,000 feet. (Hulsey, 2004, p.13)

WARNING:

Areas within 1,000 feet of major roadways contain substances known to cause respiratory illness, heart disease, cancer, and reproductive harm.

Without a better understanding of line-source proximity exposure by the general public, its hard to foresee substantial changes. It may take activism and information campaigns, such as posting warning notices in neighborhoods within the 1,000 foot zone, to catch the public's attention and educate it on this health issue.

Updates:

Updates made February 2, 2016:

"According to a study that will appear in the Feb. 17 (2007) issue of *The Lancet* and is now available online, researchers at the Keck School of Medicine of USC found that children who lived within 500 meters of a freeway, or approximately a third of a mile, since age 10 had substantial deficits in lung function by the age of 18 years, compared to children living at least 1,500 meters, or approximately one mile, away." Living Near Highways Can Stunt Lungs, USC News (Jan. 27, 2007).

In November 2015, the U.S. EPA published a "best practices" manual in collaboration with the South Coast Air Quality Management District and the Southern California Clean, Green, and Healthy Schools regarding the location (siting) of schools and mitigation of air pollution at schools. The EPA also has a website page summarizing the booklet, and Planetizen published a summary.

Update made September 26, 2016:

A 2009 study indicates that unhealthy levels of air pollutants extend 1.5 miles downwind of a freeway, particularly in the hours before sunrise. Air pollution from freeway extends further than previously thought, UCLA Newsroom, June 10, 2009



Notes:

While this article cites a number of scientific articles, some "rounding" is used for the purpose of readability. In other words, this article attempts to organize and summarize current available data into a general conceptual framework for general public understanding rather than to provide new data.

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Caiazzo, F., Ashok, A., Waitz, I.A., Yim, S.H.L., Barrett, S.R.H. (2013) *Air pollution and early deaths in the United States. Part I: Quantifying the impact of major sectors in 2005*. Laboratory for Aviation and the Environment, Department of Aeronautics and Astronautics, Massachusetts Institute of Technology, August 2013.

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Rain, rain: Beijing air pollution washes away, August 11, 2008 – USA Today

In-Car Air Pollution: The Hidden Threat to Automobile Drivers. International Center for Technology Assessment (ICTA). July 2000 , page 5.

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California Communities Environmental Health Screening Tool, Version 2.0 (Calenviroscreen 2.0) Guidance And Screening Tool, California Environmental Protection Agency (August 2014), p.29.

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FILED UNDER: ECOLOGY, ENVIRONMENTAL HEALTH, FEATURE POSTS, SAN DIEGO, TRANSPORTATION
TAGGED WITH: AIR POLLUTION, EMISSIONS, PARTICULATE MATTER, PM, UFP, ULTRA FINE PARTICULATES



About Bill Adams

Bill Adams is the founder and chief editor of UrbDeZine. He is also a partner in the San Diego law firm of Norton, Moore, & Adams, LLP. He has been involved with land use and urban renewal for nearly 25 years, both as a professional and as a personal passion. He currently sits on the Boards of San Diego Historic Streetcars, The San Diego Architectural Foundation, and the The Food and Beverage Association of San Diego County.

Comments



Saam says

MAY 28, 2015 AT 8:39 AM

Thanks for consolidating so much material and data into one place! This was truly informative.

Log in to Reply

Jacquelynn Le says

JUNE 4, 2015 AT 9:29 AM

Great! I've been looking forward to this article. I sent the link to a couple friends at Environmental Health Coalition.

Couldn't have come at a better time since there has been talk about SR-94 being widened.

PETITION: https://www.change.org/p/stop-the-sr94-express-lane-project?source_location=petition_footer&algorithm=promoted

Thanks!

Log in to Reply



Paul McNeil says

JUNE 4, 2015 AT 7:25 PM

Nice work, Bill. Well researched and well written. My parents moved me and my 8 siblings to a house immediately abutting the I-5 in Anaheim. The house no longer exists - the victim of the last Disney expansion of the 5. Fortunately, we only lived there for 3 years but the noise was untenable until you got used to it. We had to imagine we were living next to the ocean with waves crashing and swooshing on the rocks. No one had AC and the windows were open half the year. That was in the years before they removed lead from our gasoline. I can't imagine what all we inhaled in those 3 years but you'll be glad to know I feel fine 42 years later!

I still believe we need to densify the communities near transportation corridors. Maybe electric cars and short term rental communities are the answer.

Log in to Reply

Trackbacks



United Kingdom Lung Cancer Coalition | mesotheliomabox.com says:

May 10, 2016 at 5:27 pm

[...] What is a safe distance to live or work ... - Low income and minority populations are disproportionately impacted by air pollution health risks. (Beleen, 2008) Suburban expansion creates a demand for ... [...]

Log in to Reply



Niños indígenas se amparan contra Peña Nieto y empresa afin por destrucción de su hábitat – Agencia de Información Pública says:

September 6, 2016 at 2:42 pm

[...] acuerdo la revista de planeamiento urbano San Diego UrbDeZine, las autopistas a menos de 300 metros de una población causan fuertes efectos en la salud por las [...]

[Log in to Reply](#)



Niños indígenas se amparan contra Peña Nieto y empresa afin por destrucción de su hábitat | Antena San Luis says:

September 6, 2016 at 3:56 pm

[...] acuerdo la revista de planeamiento urbano San Diego UrbDeZine, las autopistas a menos de 300 metros de una población causan fuertes efectos en la salud por las [...]



[Log in to Reply](#)



1 Comment

Sort by **Oldest**



Add a comment...



Brett Thompson · Director at JAB HAI Marine

Oh my goodness, this information is priceless. We are about to take on a battle to try and stop a Petrol Station being built less that 100 meteres from our family home. I am reading and learning as much as possible, in a few weeks we have to stand up infront of an independent panel and state why we oppose the developement.

We have 3 boys aged 7 and under, our 2 youngest have both had seizures from birth, I have dedicated the last 3 years of my life to getting them well. I have focused on all aras of health, natural therapy, enviroment, food, exercise.... my youngest has gone from 100 seizure... [See More](#)

Like · Reply · 2 · Aug 11, 2016 7:15am

Facebook Comments Plugin

Leave a Reply

You must be logged in to post a comment.



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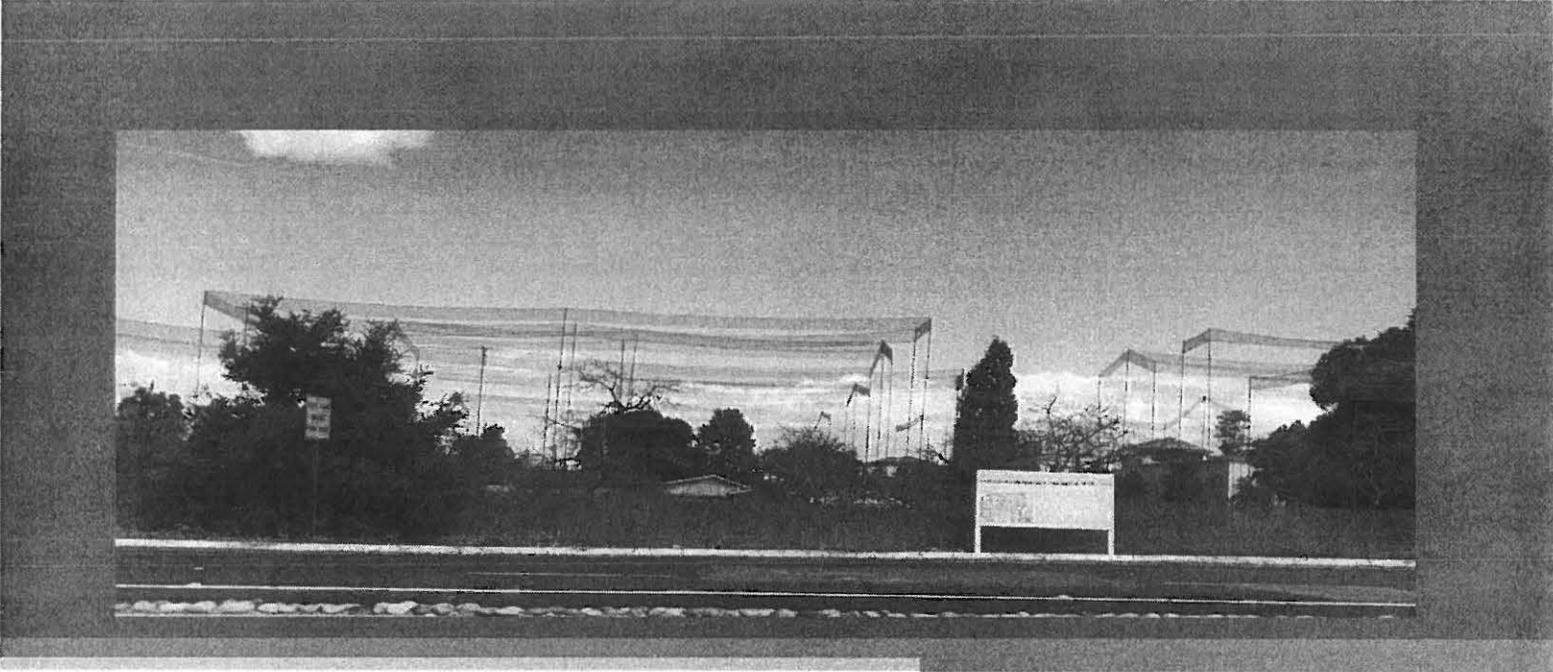
Sally Zarnowitz

From: Shannon Susick <ssusick@comcast.net>
Sent: Thursday, December 15, 2016 9:18 AM
To: Sally Zarnowitz
Subject: Desk Item for Special Meeting Tonight on the North 40
Attachments: PC NO 40 Specific Plan.pdf

Hi,

Thank you.....will drop off thumb drive in a bit.

Shannon Susick
(408) 316-9559



Special Planning Commission

December 15th 2016

North 40

Specific Plan Amendments

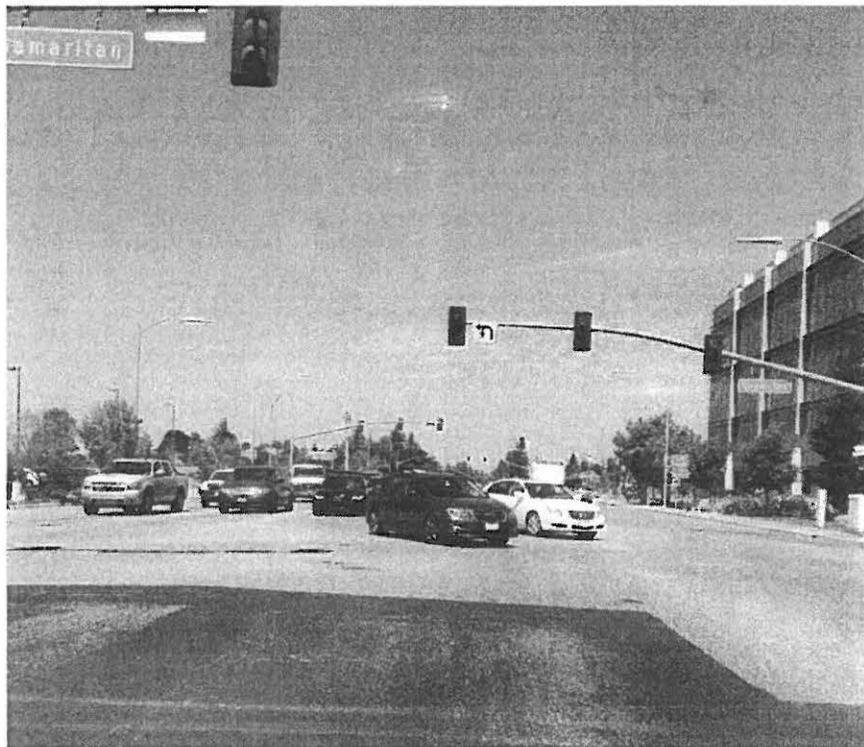
The "T" Word

and it's not for Tony the Tiger



The "T" Word

TRAFFIC



- **6.5 Process for Estimating Mixed-Use Trip Generation**

- The recommended procedure for estimating internal trip capture and trip generation for a mixed-use development is a series of nine steps:

Step 1: Determine whether methodology is appropriate for study site.

Step 2: Estimate person trip generation for individual on-site land uses.

Step 3: Estimate proximity between on-site land use pairs.

Step 4: Estimate unconstrained internal person trip capture rates with proximity adjustment.

Step 5: Estimate unconstrained demand between on-site land use pairs.

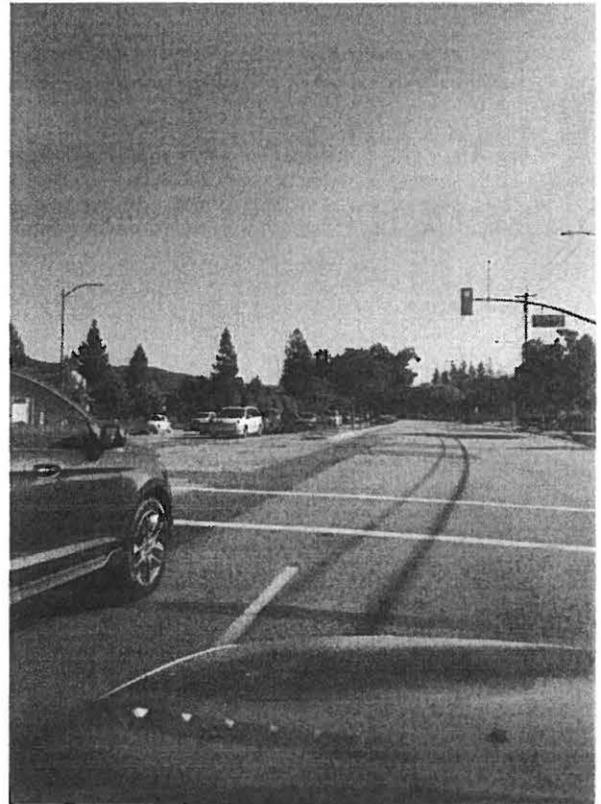
Step 6: Estimate balanced demand between on-site land use pairs.

Step 7: Estimate total internal person trips between on-site land use pairs.

Step 8: Estimate total external person trips for each land use.

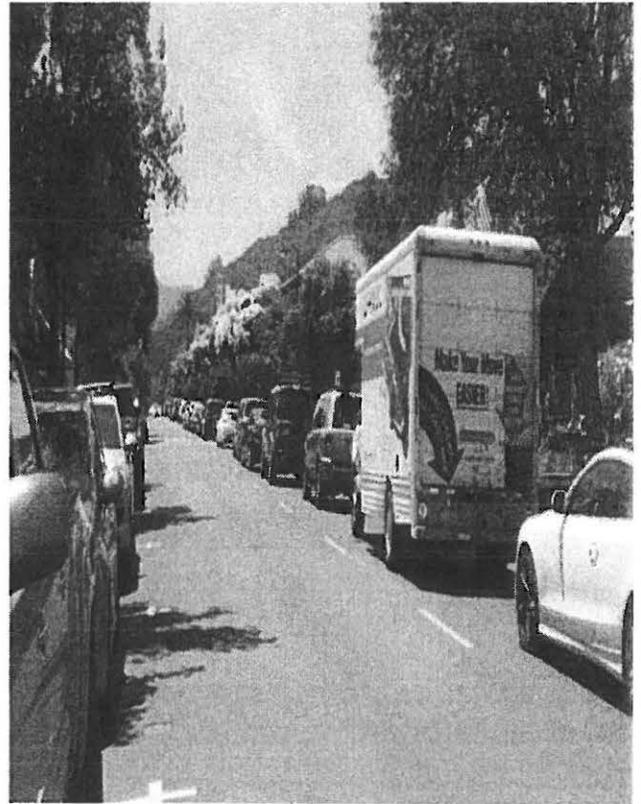
Step 9: Calculate overall internal capture and total external vehicle trip generation.

PLEASE INCLUDE TRAFFIC
MANDATES IN THE REVISED
SPECIFIC PLAN



- Levels of Service (LOS)
- **Level of service (LOS)** is a qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measure like speed, density, etc.

TRAFFIC PLAGUES EVERY PART
OF OUR TOWN



D's or F's in a classroom or on our streets are not considered acceptable.....

- **D:** approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 ft(50m) or 8 car lengths. Minor incidents are expected to create delays. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.
- **E:** unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Vehicle spacing is about 6 car lengths, but speeds are still at or above 50 mi/h(80 km/h). Any disruption to traffic flow, such as merging ramp traffic or lane changes, will create a shock wave affecting traffic upstream. Any incident will create serious delays. Drivers' level of comfort become poor. This is a common standard in larger urban areas, where some roadway congestion is inevitable.
- **F:** forced or breakdown flow. Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in a constant **lockstep** is at this LOS, because LOS is an average or typical service rather than a constant state. For example, a highway might be at LOS D for the AM peak hour, but have traffic consistent with LOS C some days, LOS E or F others, and come to a halt once every few weeks.



Key Intersection Grades after additional information requested by Council December 2014

Trang Tu Nguyen
December 5, 2014
Page 5 of 10

TABLE B: NORTH 40 FUTURE YEAR LOS SUMMARY WITH NEW/CHANGED POTENTIAL PROJECTS
(Baseline Intersection Lane Configurations; No Intersection Improvements Assumed)

Intersection with Notable Change	Peak Hour	Cumulative 2 (From TIA)						Cumulative 2 + New/Changed Developments					
		No Project		Plus Project A		Plus Project B		No Project		Plus Project A		Plus Project B	
		Delay	LOS ¹	Delay	LOS ¹	Delay	LOS ¹	Delay	LOS ¹	Delay	LOS ¹	Delay	LOS ¹
2 Winchester Boulevard and Knowles Drive	AM	31.8	C	32.3	C	32.1	C	66.1	E	67.9	E	67.0	E
	PM	41.0	D	45.0	D	45.6	D	151.5	F	167.5	F	169.0	F
14 Bascom Avenue and Camden Avenue	AM	49.7	D	50.0	D	49.9	D	83.3	F	83.8	F	83.8	F
	PM	50.1	D	50.9	D	51.0	D	56.1	B+	58.6	E+	58.9	E+
30 SR 17 Northbound Ramps and Camden Avenue/White Oaks Road	AM	98.0	F	98.2	F	98.2	F	140.9	F	141.1	F	141.2	F
	PM	70.1	E	70.3	E	70.3	E	141.9	F	142.2	F	142.2	F
31 SR 17 Southbound Ramps and San Tomas Expressway	AM	109.1	F	109.0	F	109.0	F	241.3	F	241.3	F	241.3	F
	PM	62.6	E	62.7	E	62.7	E	86.7	F	86.9	F	87.0	F

Bold text indicates a change in LOS between what was analyzed in the TIA vs the informational analysis presented in this memorandum.

1. For signalized intersections, delay column shows whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM, with adjustment for flow rates to reflect Santa Clara County Conditions for signalized intersections.

2. LOS = Level of service. LOS calculations conducted using the TRAFFIX B.D level of service analysis software package.

Source: Fehr & Peers, 2014

Delays at Los Gatos Boulevard & Lark Avenue Intersection

Trang Tu Nguyen
December 5, 2014
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TABLE C-1 - NORTH 40 FUTURE YEAR CONDITIONS ADDITIONAL INFORMATION - WITH NORTH 40 TRANSPORTATION IMPROVEMENTS
PROJECT ALTERNATIVE A

Intersection	Peak Hour	Cumulative 2 (from TIA)						Cumulative 3 (New/Changed Developments)						Does the Proposed Alternative CO meet the Level of Service criteria?
		No Project		Post Project A		Post Project A Plus		No Project		Post Project A		Post Project A Plus		
		2040	2050	2040	2050	2040	2050	2040	2050	2040	2050	2040	2050	
11 SR-17 Southbound Ranges and Lark Avenue	AM	33.3	C-	36.6	C-	34.1	C-	34.9	D-	37.3	D+	38.8	D+	No Additional improvements would be needed to achieve LOS D- or better. See below for description.
	PM	41.8	D	46.5	F	45.1	D	53.8	D-	75.1	F-	63.1	E-	
19 Los Gatos Boulevard and Samaritan Drive	AM	30.1	C	33.1	C-	30.8	C	31.8	C	35.0	C-	32.3	C-	No Additional improvements would be needed to achieve LOS D- or better. See below for description.
	PM	37.5	D+	30.5	F	48.9	D	43.6	D	104.9	F	52.2	E+	
21 Los Gatos Boulevard and Lark Avenue	AM	66.9	F	84.9	F	89.1	D	71.8	F	90.3	F	37.6	D+	Yes
	PM	48.1	D	79.5	E-	42.2	D	51.5	D-	85.3	F	41.8	D	

*For signalized intersections, delay column shows whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM with specific saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
LOS = Level of service. LOS calculations conducted using the TRAFFIC 80 level of service analysis software package.
Source: Fehr & Perry, 2014.

TRAFFIC WAS ONE OF THE MOST MENTIONED OBJECTIONS TO THE RECENT APPLICATION.

PLEASE INCLUDE LANGUAGE TO MANDATE TRAFFIC STUDIES THAT ARE APPROPRIATE AND TIMELY.

PLEASE INCLUDE LANGUAGE THAT CALLS FOR STUDIES TRIGGERED BY NEARBY DEVELOPMENTS (such as Samaritan Drive.)

Presently the main transportation mode in the North 40 Specific Plan area is the automobile....mass transit such as VTA may be discontinued.



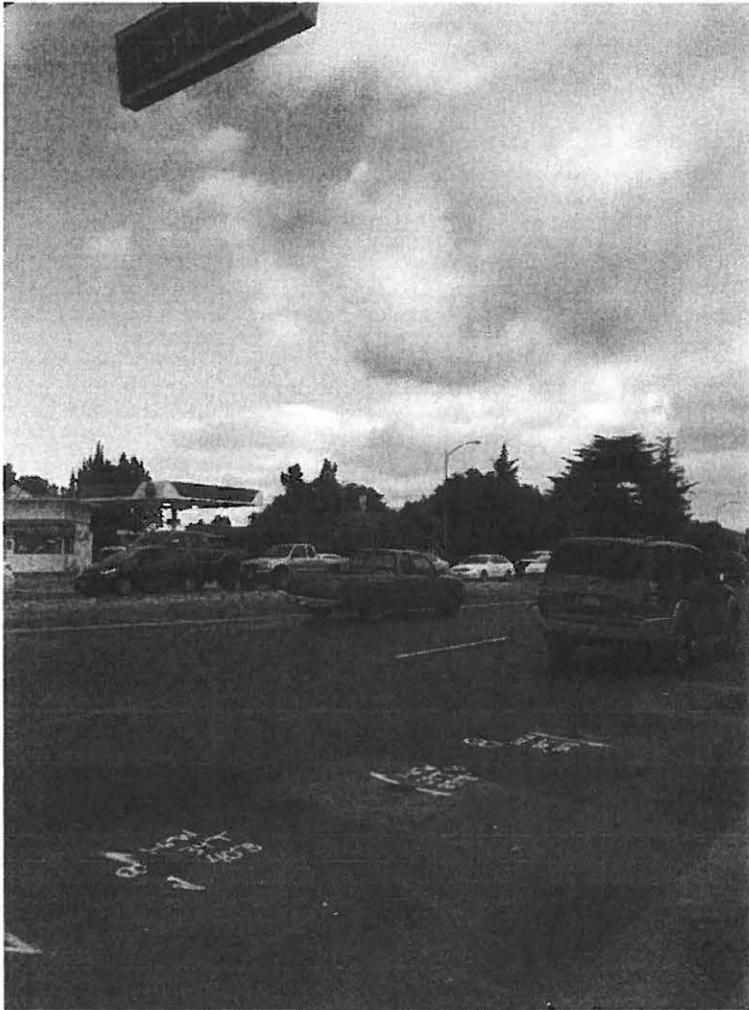
Additional Projects Scope and Impact
Studied v. Actual

STUDIED

- **Good Samaritan ER Expansion**
- **2425 Samaritan Dr**
 - Expand ER by 14,796 sf
 - Add 9 hospital beds
- **Samaritan Court Medical Office**
50 Samaritan Court
 - 64,500 sf of medical office building

ACTUAL

- Per the Samaritan Medical Center Master Plan
- Full build out; demolition of all existing medical office buildings for Samaritan Drive and Samaritan Court (13 Acres)
 - Net increase of 364,726 sf or medical space ***
 - *** slightly less than commercial space allowed by the Specific Plan



PLEASE INCLUDE ADDITIONAL
TRAFFIC LANGUAGE IN THE
REVISED SPECIFIC PLAN

Please consider this
staggering statistic (based
on projections, not
objective data.)

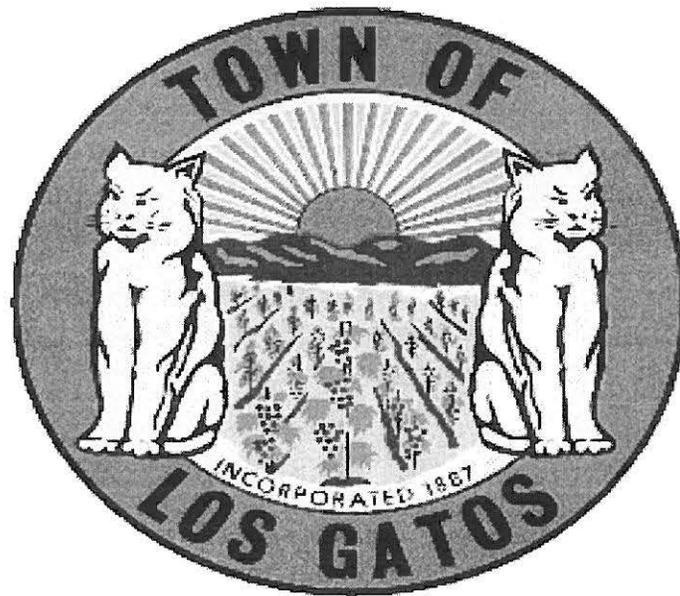
Projected Trip Generation
for the North 40 project

- An additional 15,000-
16,000 daily trips

Projected Trip Generation
Samaritan Master Plan

- An additional 14,000
new daily vehicle trips
- 834 am/1,398 pm

T should stand for our Town of Los
Gatos....not *Traffic*





LET'S KEEP OUR TOWN TERRIFIC!

The residents of this town emphatically support our staff & commissioners in the efforts to revise the North 40 Specific Plan.

We respectfully request you include in your motion a mandate regarding triggers and timeliness of traffic and all other studies and incorporating the full impact of developments outside the North 40. This will ensure compliance with the 4th Vision Statement:

“The North 40 will minimize or mitigate impacts on town infrastructure, schools & other community services.”

THANK YOU FOR YOUR TIME & SERVICE

Ref: THE N. 40 SPECIFIC PLAN, Request for Consideration of Amendments

The following comments are in the interest and consideration of architectural and site design for the N40 Specific Plan amendments that can play a significant role in the Planning Commission's A&S review as well as Council's ultimate decision.

The intent is to clarify and enhance the role of "Excellence of Design" that best suites the "look and feel" of the town.

Benchmarks for what constitutes design excellence for the N40 development can be addressed by the Specific Plan.

1. Respect and Engage with the Agricultural Past.

Architecture and site design should reflect the rural past, its natural scheme, and capture the agrarian feel of the property. Consider a rural yet contemporary plan, tuned to the site, rural, yet "of today".

2. Avoid the Overuse of Concrete, Sleek Steel and Glass Boxes, (particularly in the central area).

Although contemporary design can be an enhancement, it should be carefully reviewed by the appropriate body for its context within the rural atmosphere of the site. The land should be considered more important than the buildings.

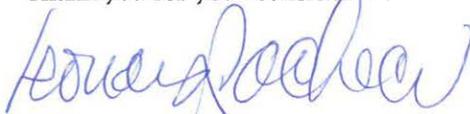
3. Maximize Open Space, Views, and Light.

Encourage site design that allows for maximum "rural-in-feeling" style, versus a rigid grid urban pattern with cramped buildings, and formal, symmetrical plantings.

4. Follow the Contours of the Property.

When locating structures, large and small, an organic layout can suit and complement the agricultural feel. It could result in fewer structures but it could also result in more open space, protection of the viewscape, and a more aesthetically pleasing and welcoming development.

Thank you for your consideration.



Leonard Pacheco
Los Gatos

December 15, 2016

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