



August 5, 2016

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Joel,

Below are our responses for Public Record to the Planning Commissioner's comments at the July 12th and July 13th meeting.

The Specific Plan that was approved after multiple years of detailed deliberation by the Town of Los Gatos provides overall policies and specific objective design standards. Compliance with these policies and objective standards results in achieving a program that meets the overall goals of the Specific Plan. For example, in the introduction to Section 2 of the Specific Plan, it states that the "(s)pecific site development standards, such as building height, setbacks, and parking requirements will help create the appropriate scale and character of the envisioned development". Furthermore, the policies of the Specific Plan were set to provide "land uses within the North 40 Specific Plan Area that are consistent with the Town of Los Gatos General Plan, the Town Council Vision Statement and Guiding Principles". We respectfully submit that the Planning Commission recommendations did not measure how the application met the various objective standards of the approved Specific Plan. We attach comprehensive matrices of these development standards and how this application complies as Exhibits A and B.

Residential doesn't meet the unmet housing needs of the Community. The comments specified that the proposed project does not comply with the requirement in the Specific Plan to address the "unmet housing needs" of Los Gatos. Page 2-6 of the Specific Plan states: "Residential development is focused on multi-family housing types, and shall be designed to attract the unmet housing needs in the community." Also cited in that regard was Appendix C to the Specific Plan. In particular, there was concern related to having more senior "step down" housing with no stairs.

Response: It is not a requirement that all unmet needs of Los Gatos be met by a single application in the North 40 Specific Plan area. However, what is proposed is a diversity of housing types to accommodate the objectives in the Specific Plan, including condominiums, garden cluster housing, rowhouses and townhomes (see page 2-3 Section 2.3.1) in the Lark District and condominiums, multi-family, live-work, rowhouses and town homes in the Transition District. Appendix C of the Specific Plan specifically discusses the housing needs of millennials and seniors. There are numerous opportunities to address both target markets in the current proposal.



While the Specific Plan was still being completed by the Town, an application was submitted that reflected for-sale market rate residential units that targeted a move-down or empty nester demographic. This elevator-served building featured a common parking structure was 55' tall in limited locations. At that time, the Specific Plan did not identify height limits in the Transition District. However, the final Specific Plan that was approved by Town Council set the height limit at 35' in the Transition District (with an exception to 45' for affordable housing). We have been on the record since 2012 indicating our need for height flexibility in order to implement a high quality residential offering that would serve this need in Los Gatos. The rationale for the height is outlined in the attached letter from August 7, 2012, shown as Exhibit C. Once the height became limited to 35', this building type was eliminated from our proposal. The application was resubmitted that reflected a 35' maximum building height for the proposed market rate units, including the housing types identified in the Specific Plan for the Transition District: condominiums, multi-family, live-work, and rowhouses.

Hillside views are not protected. The Planning Commission discussed that views of the hillsides are not adequately addressed by the layout of the project. It was proposed that realigning the streets at a 45-degree angle to the current alignment would result in streets pointing toward two local mountains, thus exposing the hillside views. The Specific Plan states, including Open Space Policy O1 (page 2-11) on View Preservation, "Promote and protect views of hillsides and scenic resources" and Policy 3.2.1(d) (page 3-2), "Site Planning and Design", "Natural sunlight and views should be considered when siting buildings and landscaped open spaces."

Page 2-3 of the Specific Plan states "The Perimeter Overlay Zone provides additional height limitations, setbacks, and development standards to allow view corridors of the surrounding hillsides...". The Town Council in approving the Specific Plan provided design standards that would result in achieving the desired view corridors. We are compliant with these development standards and thus believe that we embrace hillside views as desired.

To illustrate this, please see attached Exhibit D, Discussion of North 40 Phase I View Corridors, which provides a detailed description and visual representation of how the application embraces views of the surrounding hills and mountains. Our conclusion is that we provide similar if not better framed views of the hills and mountains than other parts of Los Gatos and when compared to the alternative "diagonal" site plan that was provided as a grounds for the recommendation to deny the application by the Planning Commission.

The proposal is not "lower intensity" in Lark District: There was discussion that there should be "lower intensity" residential uses in the Lark District, and stated that she did not think the project met this requirement. This statement is contained in paragraph 2.3.1 on page 2-3, in describing the Lark District: "Lower intensity residential and limited retail/office uses are envisioned for this area."

The proposal is lower intensity in the Lark District. The Specific Plan requires that a minimum of 15% of the Lark District is two stories, and the proposal has approximately 29% of the plans at 25' or less. In contrast, the application does not propose any residential units at 25' within the Transition District. Building heights in the Lark District are 35' maximum, whereas the Transition District has the affordable



housing over Market Hall. The open space, particularly green open space, is also greater in the Lark District. The Lark District provides 4.79 acres of open space (42.5%) whereas the Transition district provides 3.43 acres (36.4%). The lot coverage area of the Lark District (29.4%) is both far lower than the allowable 50% lot coverage, but also lower than the Transition District (33.9%). The daily vehicular trip generation for the Lark District is also lower, with 785 trips, while the Transition District trip generation is 3,034. While page 2-3 Section 2.3.1 is commonly referred to as “lower intensity residential...” the types of residential identified as permitted are proposed in this application. Further, when taken as a more holistic view, the Specific Plan states in Section 2.4 “In general, lower intensity shops, offices, and residential land uses are envisioned in the southern portion of the Specific Plan Area. Moving northward, potential land uses transition to mixed-use residential and potentially hospitality uses to provide a buffer between the primarily residential uses in the southern portion of the Specific Plan Area and the entertainment, restaurant, and shopping uses envisioned in the northern portion of the Specific Plan Area.” The goal of decreasing intensity in the Lark District has been met.

There further was a statement that residential is too intense. Page 6 of the staff report was noted, which references five multi-family projects in Los Gatos with various unit sizes between 516 and 1484 NET square feet, which were then stated to be typical of multi-family units in Los Gatos.

Nothing in the Specific Plan supports this interpretation and we believe that this statement is completely subjective. In the introduction to Section 2 of the Specific Plan, it states that the “Specific site development standards, such as building height, setbacks, and parking requirements will help create the appropriate scale and character of the envisioned development”. The application complies and exceeds the specific site development standards and thus is appropriate scale and character. Furthermore, the policies of the Specific Plan were set to provide “land uses within the North 40 Specific Plan Area that are consistent with the Town of Los Gatos General Plan, the Town Council Vision Statement and Guiding Principles”. The proposal complies with the Land Use Policies so thus must be consistent with the Vision Statement and Guiding Principles.

The residential types allowed in the Specific Plan include: condominiums, cottage cluster/garden cluster housing, live-work flats, multi-family flats, multiplexes, rowhouses and townhomes, focused on multi-family housing types (Section 2.4). The Specific Plan makes it most difficult for the cottage cluster to be approved as this is the only housing type that requires a conditional use permit (CUP).

Further, under Section 2.7.3 Residential Units, it states “The Specific Plan Area should accommodate a mix of residential product types and sizes to create the character of an authentic neighborhood.” It then goes on to state that “(r)esidential units shall range in size. Refer to Residential Unit Size Mix in Glossary.” The Residential Unit Size Mix references units from 500 SF to 2350 SF, and this proposal has units from 550 SF – 1999 SF. The only units that are referenced below 1,000 SF on this table are the affordable, whereas the application proposes both affordable and market rate below 1,000 SF. While this table is provided as an example only, it is the only place in the Specific Plan that attributes specific numbers on unit sizes thus making it the closest to an objective standard and should not be disregarded as conceptual.

A table provided in the Planning Commission Staff Report had examples of projects at a minimum of 20 units per acre identified four sites that were a minimum of 20 units per acre and their range of NET square



footage (common area and service areas such as elevator and stair banks are removed). We were able to research two of these, Vivere/Riviera Terrace and Aventino. Because Vivere/Riviera Terrace (36 dwelling units per acre) and Aventino (46 dwelling units per acre) are both much higher in density and calculate their average square footage as NET (rather than gross as all of our non-mixed use residential units are calculated in the application), it is not a fair comparison to only look at the square footage when comparing these projects with our application. Attached as Exhibit E is our analysis that looks at these two existing Town projects based on an FAR and resulting NET square footage. These calculations reflect how our proposal actually would have far less net square footage than either of these existing projects.

Finally, the Specific Plan notes in multiple places, including in Section 2.7.3.d, that total residential square footage will not exceed 400,000 gross square feet for Cottage Cluster, Garden Cluster, Townhome and Rowhouse products and 300,000 net square feet for Condominium, Multi-Family, Apartments and Affordable products. This proposal includes 286,715 gross square feet and 160,765 net square feet, *far below the Specific Plan thresholds.*

Economic study is flawed. There was an argument made that Exhibit 9 from the Economic Study that was completed stated that Downtown will not be adversely impacted by the project is flawed because it did not deal with the issue of conditional use permits or the parking problems downtown.

The Town has commissioned three economic studies in support of the Specific Plan. The final study was requested by Town Council in support of the Specific Plan in the fall of 2014. It specifically analyzed the competitive disadvantages of downtown vis-à-vis North 40 as it relates to the requirement for conditional use permits and parking availability. That study, commissioned by the Town, was done by a professor at San Jose State and it specifically studied those issues and generally concluded that even with potential advantages, the North 40 would not have a negative impact on downtown.

The scope and methodology of the economic study in support of our application was agreed upon in consultation with Town staff and was presented to the Conceptual Development Advisory Committee (CDAC) prior to the completion of the study and presentation to CDAC as required by Section 2.4.2 of the Specific Plan. The reasons for the study being flawed were not identified by the Town or at either CDAC meeting by Committee Members or the public prior to the preparation of the report or after the final report was presented.

We have, however, asked the economic consultant to address the issues raised at Planning Commission in a report update. It is included as Exhibit F. Their conclusion is that the Phase 1 retail offering is such a limited neighborhood serving scale that formula retailers will not choose to seek space on the North 40 over downtown regardless of the additional CUP requirement. Due to the number of chain stores already downtown (Anthropologie, GAP, Banana Republic, Apple Store, Restoration Hardware, J Crew, etc.) chain stores would prefer to go downtown over the North 40 because they like to be located in closer proximity to other chain stores. On the parking advantage, we are required to park at the same ratio as downtown so that should not be a competitive advantage. The report update is attached as Exhibit D.



Not high quality architecture. Policy 3.2.6.b.i was noted, which states “Maintain continuity of design materials, color, form, and architectural details...”); and Policy DG-6 (page 3-1: “Architecture – Produce high quality, authentic design and 360-degree architecture consistent with the architectural design guidelines contained within this Specific Plan.”). There were also concerns about Buildings 24 and 25, which were stated as examples of lack of high quality architectural design.

Regarding Buildings 24 and 25, there are many design constraints that went into this design and building/user type, including street layout, height limitation, setbacks, and difficulty of access from Los Gatos Boulevard. Engineering Staff confirmed during the Planning Commission meeting that ingress and egress from this area (which would be necessary for a successful commercial structure) would not be supported due to proximity to the right hand turn lane on Los Gatos Boulevard and the traffic conflicts that this would cause. The 30’ orchard setback, grade change, and lack of reciprocal easement from the adjacent buildings makes a frontage road along this area also infeasible. The 50’ Perimeter Overlay Zone limits the high to 25’ along the Boulevard. Residential uses are permitted in this area of the Specific Plan, and Live/Work is expressly prohibited in the Lark District.

Architecture is highly subjective; however, the Residential Design Guidelines found in Chapter 3 were adhered to when developing the architecture for this proposal. No architectural type was required in the Specific Plan. The Town’s consulting architect, Larry Cannon, stated in his December 15th application comment letter: “I feel that the applicant has adopted an approach to providing high quality design with the detail and diversity necessary to give the overall development the “look and feel” of Los Gatos.” The photographs contained within the Specific Plan reflect a variety of architectural styles, roof massing, and building forms. It is reflective of our survey of buildings in Los Gatos that was completed by our design team which is included as Exhibit G. Therefore, both the design and user type of Buildings 24 and 25 meet the objective criteria as identified within the Specific Plan.

In conclusion, we believe that the statements from Planning Commission were highly subjective. This application’s compliance with the Specific Plan’s policies and objective standards ultimately results in meeting the overarching, subjective goals of the Plan.

Sincerely,

A. Don Capobres
Principal
Harmonie Park Development
Representing Grosvenor

Linda Mandolini
President
Eden Housing

Wendi Baker
Vice President of Development
SummerHill Homes

Exhibit A

OBJECTIVE STANDARDS MATRIX				
North 40				
		SPECIFIC PLAN	PROPOSED	SPECIFIC PLAN SECTION
Open Space Standards				2.5.4
Open Space	30% Minimum	39%		Table 2-3
Open Space - Publicly Accessible	20% Minimum	85%		2.5.4
Green space	20% Minimum	23%		Table 2-3
Lot coverage Residential	50% Maximum	29%		Table 2-3
Lot coverage non-resid/ Mixed-use	50% Maximum	38%		2.6.3
Landscaping in parking lots	5% Minimum	19%		
Common Open Space/ Condominiums	100 SF Minimum	962 SF - 2826 SF		2.7.2
Common Open Space/Multi-Family + other	200 SF Minimum	897 SF		2.7.2
2-STORY Lark District	15% Minimum	29%		2.5.2.a.ii
Unit Count				
Total Units	270 Maximum	237		Table 2-2
Total Units (with Density Bonus up to 364)	365 Maximum	320		
Square Footage				
New Commercial Max. Capacity	435,000 SF Maximum	66,000 GSF		Table 2-2
New Garden Cluster / Rowhome	400,000 SF Gross Max	286,715 GSF		2.7.3
New Condominium / Live-Work / Apt.	300,000 SF Net Max	150,765 NSF		2.7.3
Cottage Cluster Unit Area	1,200 SF Maximum	n/a		
Setbacks - Primary Frontage Setbacks				Table 2-5
25' Ht. Residential Setbacks on Lark/ LGB	50' Minimum	65'		
25' Ht. Commercial Setbacks on LGB	50' Minimum	50'		
Freeway Setbacks	30' Minimum	30' - 57'		
Lark Avenue Setback	30' Minimum	30'		
Los Gatos Boulevard Setbacks	30' Minimum	30' (excludes trellis at B2)		
Setbacks - Residential				
Non-Resid/ Mixe-Use Setbacks	12' Minimum	12'		Table 2-6
Setback - (Residential)	varies per Tables 2-7, 2-8, 2-9	North 40 complies		Table 2-7, 2-8, 2-9
Building Heights				2.5.2
Residential Bldg Height on Lark/LGB	25' Maximum	25'		limited by setbacks
Commercial Bldg Heights on LGB	25' Maximum	25'		limited by setbacks
Maximum Bldg Height (non-affordable)	35' Maximum	35'		2.5.2
Maximum Bldg Height (mixed-use afford.)	45' Maximum	45' (94.2 %)		2.5.2
Maximum Bldg Height (per Density Bonus)	45' Maximum	48.8' -53' (5.8%)		2.5.2
Parking				
Residential Parking	579 spaces	581 spaces		Table 2-4
Mixed-Use (TD) Residential Parking	69 spaces	69 spaces		Table 2-4
Commercial (TD) Parking	285 spaces	389 spaces		2.5.8

Exhibit B

North 40- Specific Plan Standards	Status	Specific Plan Section	Specific Plan Page
2. Land Use and Development Standards			
Residential development is focused on multi-family housing types and shall be designed to attract the unmet housing needs of the community.	Application complies - Residential development does not include any single family detached housing. Housing providing includes Garden Clusters, Rowhomes, Condominium Clusters, Senior Affordable Apartments, Live-Work Lofts, and Apartments	2.4 Permitted Land Uses	2-6
Every application for Architecture and Site Review shall include a table that identifies the following:	Application complies - Refer to sheets 1.0 and 1.0a	2.5.1 Maximum Development Capacity	2-10
<ul style="list-style-type: none"> • Proposed project building floor area categorized by land use. • New total developed building floor area categorized by land use. • Balance of allowed land use square footage shown in Table 2-2. <p>a.i. Maximum building height shall be determined by the plumb vertical distance from the natural or finished grade, whichever is lower and creates a lower profile, to the uppermost point of the roof edge, wall, parapet, mansard, or other point directly above that grade. For portions of a structure located directly above a cellar, the height measurement for that portion of the structure shall be measured as the plumb vertical distance from the existing natural grade to the uppermost point of the structure directly over that point in the existing natural grade. No point of the roof or other structural element within the exterior perimeter of the structure shall extend beyond the plane established by the maximum height plane. Maximum building height includes all elements and height exceptions are not permitted within the Specific Plan Area.</p>	Project Maximum Building Height is determined from finish grade.	2.5.2 Building Height	2-11
<p>a.ii. Lark District - 15% of the overall development provided (building footprint) within the Lark District shall be structures of a maximum of two-stories with a 25 foot maximum height. The majority of this requirement may be provided within the Perimeter Overlay Zone (refer to Section 2.5.7). Every application for Architecture and Site Review shall include a table that identifies the following:</p> <ul style="list-style-type: none"> • Total building footprint square footage within the Lark District existing at the time of the application submittal. • Percent of total building footprint square footage located within the Lark District currently satisfying the 15% height requirement at the time of submittal. • New total percentage of building footprint square footage located within the Lark District that satisfies the 15% requirement (for height) following application submittal. 	Application complies - 29% provided, refer to 5.ST.1	2.5.2 Building Height	2-11
c. A variety of recreational amenities shall be incorporated as residential common areas. These areas may be either common areas for the residents of a particular building and/or open to the public.	Application Complies, see landscaping sheets for list of amenities, including a dog area, gardens, and fire pits. 85% of the open space is proposed to be open to the public.	2.5.5.c Common Recreational Amenities	2-14
d. Both Los Gatos Boulevard and Lark Avenue shall contain a landscape buffer planted with orchard trees identified within the Landscape Palette provided in Chapter 3.	Orchard plantings proposed. See sheets 2.2, 4.1, 4.3	2.5.5.d	2-14
All uses permitted within 100 feet of a District boundary line shall be permitted within the District Edge Overlay.	Application complies - No district edge use overlay is proposed. Proposed Lark and Transition District uses comply with allowable uses in Table 2-1.	2.5.6 District Edge Overlay Zone	2-14
a. Buildings or portions of buildings located within 50 feet of Lark Avenue shall be restricted to a maximum building height of 25 feet.	Application complies - refer to sheets 5.ST.8, 5.ST.9 and 6.1	2.5.7 Perimeter Overlay Zone	2-15
b. Buildings or portions of buildings located within 50 feet of Los Gatos Boulevard shall be restricted to a maximum building height of 25 feet.	Application complies - refer to sheets 3.12a, 3.15a, 5.ST.8 and 6.1	2.5.7 Perimeter Overlay Zone	2-15

c. No building shall be located within 30 feet of a property line adjacent to the freeway.	Application complies - all buildings are set back 30' to 57'. Refer to sheet 6.1	2.5.7 Perimeter Overlay Zone	2-15
Number of Off-Street Spaces Required:			
a. Non-Residential Use: The number of off-street parking spaces shall be consistent with parking required in Downtown as required within Division 4 of the Zoning Ordinance.	Application complies, refer to sheet 2-15.	2.5.8 Parking Requirements	2-15
b. Residential Use: Parking provided within the Specific Plan Area shall be as follows:	Application complies, refer to sheet 2-15.	2.5.8 Parking Requirements	2-15
d. Dedicated parking spaces shall be provided for residents and shall be clearly distinguished from spaces provided for commercial and/ or office uses. Residential guest parking, commercial, and office parking may be shared.	Parking signage plan to be completed with Improvement Plan package. The residential parking in the parking structure is separated by access gates.	2.5.8 Parking Requirements	2-16
Tandem Parking; Residential Use: Residential units may use tandem parking. Tandem spaces shall be designated by unit so a single owner/tenant has control of all spaces associated with their unit. A provision of shuffle stalls (extra stall to allow for temporary parking) shall be considered in design.	b. Application complies. Guest / shuffle stall spaces have been provided throughout the residential plan.	2.5.8 Parking Requirements	2-16
Parking Structures:			
a. Maximum height of a parking structure shall not exceed maximum building height requirements and shall be measured from the adjacent street grade, without restrictions on the number of internal stories.	Application complies - the parking structure within Bldg B1 does not exceed the maximum bldg ht requirements, see sheet 3.15a for ht of top of parking guardrail noted as 26'-7" AFG.	2.5.8 Parking Requirements	2-16
b. Setbacks shall be heavily landscaped in accordance with the Landscape Palette provided in Chapter 3.	See landscape plans Sheets 2.1	2.5.8: Parking Structures	2-16
c. Parking structures fronting the Neighborhood Street shall be wrapped with commercial space at the ground floor.	Application complies - the parking structure within Bldg B1 is wrapped with commercial space at the ground floor, see 3.6 & 3.7	2.5.8 Parking Requirements	2-16
d. Parking structure facades visible from Primary Streets over 150 feet in length shall incorporate at least one or more of the following:	The parking garage has integrated different materials. See sheets 3.6 and 3.15	2.5.8 Parking Requirements	2-16
<ul style="list-style-type: none"> • Differentiation of the ground floor from upper floors. • Changes in architectural materials. • Projecting forward or recessing back portions or elements of the parking structure facade. • Horizontal openings broken up with vertical columns to create a rhythm of openings similar to a building with windows. 			
Primary Street Frontage Setbacks:			
a. Los Gatos Boulevard and Lark Avenue setbacks shall be measured from future right-of-way (back of future right-of-way dedication) and shall contain orchard planting as defined by Section 2.5.2 - Open Space Goals and Policies.	Application complies - Refer to sheet 6.1	2.5.9 Primary Street Frontage Setbacks	2-16
b. All internal setbacks are measured from the face of curb.	Application complies - All setbacks measured from face of curb	2.5.9 Primary Street Frontage Setbacks	2-16

d. Each Primary Street within a district will have a designated street tree type (refer to Landscape Palette in Chapter 3) and trees shall be spaced to establish a rhythm.	Application complies - Orchards are an integral part of the Specific Plan Area and reflect the historic character of Los Gatos. Both Los Gatos Boulevard and Lark Avenue shall contain a landscape buffer planted with orchard trees identified within the Landscape Palette provided in Chapter 3. Streets, parking lots, pocket parks, plazas, and paseos should also be considered as an opportunity to integrate an orchard feel.	2.5.9 Primary Street Frontage Setbacks	
e. All landscaped areas and planting strips shall be planted with trees identified in the Landscape Palette provided in Chapter 3 of this document.	Application complies. Additional fruiting varieties have been proposed.	2.5.9 Primary Street Frontage Setbacks	2-17
f. Parking is not permitted within frontage setbacks with the exception of Los Gatos Boulevard. Parking on Los Gatos Boulevard may encroach up to five feet into the 30 foot setback for no more than a 100 foot span.	Application complies. See Dimensioned Site Plan Sheet 1.3.	2.5.9 Primary Street Frontage Setbacks	2-17
g. Buildings within the Transition and Northern Districts shall be oriented toward the street with parking lots provided in the rear and sides to create a walkable neighborhood.	Application complies - All residential buildings face main streets and paseos with garages to the rear. All commercial and mixed-use buildings are oriented to major pedestrian streets with parking to the rear or side. Refer to sheets 2.1 - 2.4	2.5.9 Primary Street Frontage Setbacks	2-17
h. Minimum street frontage setbacks on Primary Streets in the North 40 Specific Plan Area shall be as follows in Table 2-5:	Application complies - The Primary Street setback in the application are the minimum dimension, see 6.1.	2.5.9 Primary Street Frontage Setbacks	2-17
Mixed Use Projects			
a. Commercial portions of a mixed-use project shall adhere to standards pertaining to commercial uses within this Specific Plan.	Application Complies.	2.5.10 Mixed Use Projects	2-22
b. Residential portions of a mixed-use project shall adhere to standards pertaining to residential development within this Specific Plan.	Application Complies.	2.5.10 Mixed Use Projects	2-22
d. Dedicated parking spaces shall be provided for residents and shall be clearly distinguished from spaces provided for commercial and/ or office uses. Residential guest parking, commercial and office parking may be shared. Residential parking must be provided on-site.	Parking signage plan to be completed with Improvement Plan package. The residential parking in the parking structure is separated by access gates.	2.5.10 Mixed Use Projects	2-22
e. Buildings shall be designed and sited to reduce odor, noise, light and glare, as well as visual or other conflicts between commercial and residential uses.	Application Complies.	2.5.10 Mixed Use Projects	2-22
f. Lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or negatively impact the residential units.	Application Complies. See sheets 6-8 through 6-13	2.5.10 Mixed Use Projects	2-22
g. Loading areas and trash and recycling enclosures for commercial uses shall be located away from residential units when feasible and screened properly.	See Sheet 3-6 and 6-6 (Refuse Plan)	2.5.10 Mixed Use Projects	2-22
h. Commercial uses with residential units either above or attached shall provide ventilation systems to prevent odors from adversely affecting residential units.	Application Complies.	2.5.10 Mixed Use Projects	2-22

Non-Residential / Mixed Use Development Standards

<p>a. Maximum building coverage of a lot designated for a nonresidential use or mixed-use, including any type of accessory building, is 50%. This requirement shall be calculated for each application or group of applications.</p>	<p>Application Complies. See Sheet 6.3 and 6.5.</p>	<p>2.6.3 Non-Res / Mixed Use</p>	<p>2-23</p>
<p>Setbacks (non-residential interior to site)</p>			
<p>a. All setbacks interior to site are measured from the face of curb. Lark Avenue and Los Gatos Boulevard are measured from property line.</p>	<p>Application Complies. See Dimensioned Site Plan Sheet 1.3</p>	<p>2.6.4 Setbacks (non-residential interior to site)</p>	<p>2-24</p>
<p>b. All landscaped areas and planting strips shall be planted with trees identified within the Landscape Palette provided in Chapter 3 of this document.</p>	<p>.Application Complies.</p>	<p>2.6.4 Setbacks (non-residential interior to site)</p>	<p>2-24</p>
<p>c. Minimum front, side, and rear setbacks for non-residential/mixeduse buildings on interior streets in the Transition and Northern Districts shall be as follows (see Table 2-5 for Primary Street Setbacks):</p>	<p>Application Complies. See Dimensioned Site Plan Sheet 1.3</p>	<p>2.6.4 Setbacks (non-residential interior to site)</p>	<p>2-24</p>
<p>Retail Tenant Space Size</p>			
<p>a. Floor Area Calculations: Every application for Architecture and Site Review shall include a table that identifies the sizes of each retail space proposed.</p>	<p>Application Complies. See sheet 1.0.a.</p>	<p>2.6.6 Retail Tenant Space Size</p>	<p>2-24</p>
<p>b. The maximum individual commercial retail tenant size is 50,000 square feet.</p>	<p>Application Complies. See sheet 1.0.a.</p>	<p>2.6.6 Retail Tenant Space Size</p>	<p>2-24</p>
<p>Residential Development Standards</p>			
<p>Residential Open Space</p>			
<p>Common Open Space - Consistent with the Zoning Ordinance, 100 square feet/unit of Common Open Space is required for residential condominiums. 200 square feet/unit of Common Open Space is required for multi-family residential other than condominiums.</p>	<p>Application Complies with 900+ SF or more per condominium and multi-family</p>	<p>2.7.2 Residential Open Spze</p>	<p>2.25</p>
<p>Residential Units</p>			
<p>a. Residential units shall range in size.</p>	<p>Application complies - 580 NSF to 1,999 GSF</p>	<p>2.7.3 Residential Units</p>	<p>2-26</p>
<p>b. There shall be a maximum of 270 residential units.</p>	<p>Application complies w/ 237 Units 320 Units w/ Density Bonus</p>	<p>2.7.3 Residential Units</p>	<p>2-26</p>
<p>c. Affordable housing (Below Market Price housing) requirements shall be met pursuant to Town Code.</p>	<p>Application complies - Per Town's BMP requirement that 20% of the total market rate number should be at least 20%. Pursuant to Town Attorney, proposal is compliant with Town's BMP Ordinance and applicable State Laws.</p>	<p>2.7.3 Residential Units</p>	<p>2-26</p>
<p>d. New residential shall be a maximum of: <ul style="list-style-type: none"> • 400,000 gross square feet for Cottage Cluster, Garden Cluster, Townhome and Rowhouse products • 300,000 net square feet for Condominium, Multi-Family, Apartments and Affordable products </p>	<p>Application complies - 286,715 GSF 150,765 NSF</p>	<p>2.7.3 Residential Units</p>	<p>2-26</p>
<p>e. Single family detached units shall be a maximum of 1,200 square feet and be designed as a cottage cluster product type as defined in Glossary (Chapter 6).</p>	<p>Application complies - no single family detached units in application</p>	<p>2.7.3 Residential Units</p>	<p>2-26</p>
<p>Setbacks (Residential)</p>			
<p>a. All setbacks interior to the Specific Plan Area are measured from the face of curb. Lark Avenue and Los Gatos Boulevard setbacks are measured from property line.</p>	<p>Application Complies. See Dimensioned Site Plan Sheet 1.3</p>	<p>2.7.4 Setbacks (Residential)</p>	

<p>b. Residential setbacks along primary streets (Lark Avenue, Los Gatos Boulevard, South 'A' Street, North 'A' Street, Neighborhood Street, Noddin Avenue, and Burton Road) follow setback standards on Table 2-5. Residential setbacks on all other interior streets shall be determined at Architecture and Site Review. Setback examples are illustrated in Table 2-7, 2-8 and 2-9 to show desired character.</p>	<p>Application complies - Refer to sheets 5.ST.10 - 5.ST.14 and 6.1</p>	<p>2.7.4 Setbacks (Residential)</p>	<p>2-26</p>
<p>c. Setback diagrams containing an asterisk (*) are permitted a five foot encroachment for up to 50% of linear building facade length to allow for porches, balconies, and other building elements (including livable space) that will add visual interest and minimize the appearance of a solid wall plane.</p>	<p>Application complies - See Sheets 5.ST.5 - 5.ST.14</p>	<p>2.7.4 Setbacks (Residential)</p>	<p>2-26</p>
<p>d. All landscaped areas and planting strips shall be planted with trees identified within the Landscape Palette provided in Chapter 3 of this document.</p>	<p>Application complies. Additional fruiting variatals have been proposed.</p>	<p>2.7.4 Setbacks (Residential)</p>	<p>2-26</p>
<p>e. Cornices, belt courses, sills, canopies, cantilevered bay windows, chimneys or other similar architectural features may extend or project into a required setback not more than 30 inches. Eaves may encroach up to 36 inches.</p>	<p>Application complies.</p>	<p>2.7.4 Setbacks (Residential)</p>	<p>2-26</p>

3. Design Guidelines

Site Planning and Design

<p>e. The visual impact of large parking lots shall be minimized by screening and grade separators and/or locating parking lots behind or to the side of buildings.</p>	<p>Application complies, see sheet 1.0</p>	<p>3.2.1 Site Planning and Design</p>	<p>3-2</p>
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Outdoor Spaces

<p>f. Incorporate stormwater runoff treatment areas into open space layout.</p>	<p>See Stormwater Management Concept Plan, Sheet 1.18</p>	<p>3.2.2 Outdoor Spaces</p>	<p>3-3</p>
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Architectural Style

<p>c. Projects shall be designed to meet their functional needs, but will be expected to reflect Los Gatos' unique qualities of small scale, pedestrian friendliness, and attention to architectural detail.</p>	<p>Application complies – A variety of building sizes and small block sizes break down and separate building mass and feature architectural styles that respect Los Gatos' agricultural heritage. High levels of material quality, architectural detailing and landscape features create an overall sense of quality in the project. Wide pedestrian sidewalks, paseos, multi-modal paths and paseos are lined with high quality landscaping including orchard trees and connect all areas of the project, including community parks and retail spaces.</p>	<p>3.2.4 Architectural Style</p>	<p>3-6</p>
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<p>d. Parking lots shall be heavily landscaped</p>	<p>Application complies- See sheet 6.4 for scope</p>	<p>3.2.3 Parking Lot Design and Screening</p>	<p>3-5</p>
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<p>c. Structures over one story shall be designed to minimize their visual bulk and relate to the human scale of pedestrians on the street.</p>	<p>Application complies - Building massing steps down or architectural features such as awnings, porches and trellises are used to minimize visual bulk and relate to the human scale along pedestrian paths. Refer to sheets 3.12a - 3.16a, 5.GC.19a - 5.GC.32a, 5.RH.18a - 5.RH.31a, 5.CC.8a - 5.CC.13a, 5.ST.8 and 5.ST.9</p>	<p>3.2.5 Building Form</p>	<p>3-7</p>
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Building Elements and Articulation

<p>i. Provide vestibules at building entries. i. Recess entry doors three to six feet from the front facade. ii. Pave vestibule floors with tile, brick, stone, or a similar high quality hard surface to set the vestibule apart from the sidewalk.</p>	<p>See sheet 3.6 for mixed use/Senior Apartments and Architecture per plan</p>	<p>3.2.6 Building Elements and Articulation</p>	<p>3-10</p>
<p>p. vi. Backlit awnings that visually appear as large light sources are not permitted.</p>	<p>Application Complies, N/A</p>	<p>3.2.6 Building Elements and Articulation</p>	<p>3-12</p>
<p>Utility Elements</p>			
<p>l. Provide visual buffering of on-site utility elements. iii. Applicants will be required to submit a site plan at the time of submittal for review and approval to show the location, type and size, including height, of all utility elements to be located on the parcel. m. Screen all roof top mechanical equipment.</p>	<p>Utility elements have been buffered to the best of applicant's ability. The fire department however requests that the backflow preventers are all located very visibly (eg not hidden). Further details to be provided during Improvement Plan stage.</p>	<p>3.2.7</p>	<p>3-15</p>
<p>Respect the Privacy of Neighboring Residents</p>			
<p>e. Visually screen all trash and outdoor storage areas from view.</p>	<p>For condo clusters, garden clusters, and rowtowns, garbage storage is located within garage. See sheet 6.6 Refuse Circulation Diagram.</p>	<p>3.2.8 Respect the Privacy of Neighboring Residents</p>	<p>3-16</p>
<p>Project Landscape and Hardscape</p>			
<p>a. all project shall be well landscaped</p>	<p>Application complies/Sheets 2.series and 4.series</p>	<p>3.2.9 Project Landscape and Hardscape</p>	<p>3-16</p>
<p>b. a licensed landscape architect shall certify that all landscape plan include drought tolerant plants and meet Water Efficient Landscapae Ordinance requirements</p>	<p>We will be submitting this scope under future Building Permit Applications and for WELO review</p>	<p>3.2.9. Project Landscape and Hardscape</p>	<p>3-17</p>
<p>c. Landscaping shall be used to soften the appearance of buildings to integrate new construction into the overall commerical/residential neighborhood. Where space is inadequate for inground planting, use container plantings.</p>	<p>Application complies/Sheets 2.series and 4.series</p>	<p>3.2.9. Project Landscape and Hardscape</p>	<p>3-17</p>
<p>f. Gate(s) shall be provided in the soundwall to access the landscape area adjacent to the highway for maintenance purposes.</p>	<p>We will be submitting this scope under future Building Permit Applications.</p>	<p>3.2.9. Project Landscape and Hardscape</p>	<p>3-17</p>
<p>Sustainability Guidelines</p>			
<p>e. Pre-treat stormwater as currently defined by National Pollutant Discharge Elimination System (NPDES) Guidelines prior to infiltration or discharge from site.</p>	<p>Application Complies. See sheet</p>	<p>3.2.10 Sustainability Guidelines</p>	<p>3-18</p>
<p>i. Include bicycle parking facilities and on-site showers in major non-residential development projects.</p>	<p>Application complies, see sheet 11. This is a primarily residential application.</p>	<p>3.2.10 Sustainability Guidelines</p>	<p>3-18</p>
<p>k. Design new buildings and parking lots to include or allow for the easy, cost-effective installation of future solar energy systems, where feasible.</p>	<p>For-sale residential is pre-wired and structurally supported for future solar energy systems.</p>	<p>3.2.10 Sustainability Guidelines</p>	<p>3-18</p>
<p>Private Open Space</p>			
<p>a. Provide each household with some form of useful private open space, such as a patio, porch, deck, balcony, yard, or shared entry porches or balconies.</p>	<p>All residences have privat open space. The exception is the senior affordable, where Eden has found that comingling in a private common area keeps seniors more active and social.</p>	<p>3.3.4 Private Open Space</p>	<p>3-24</p>
<p>Utility Elements</p>			
<p>j. Every development shall provide a trash and recycling enclosure that is capable of handling the refuse generated by that site.</p>	<p>Application complies - Refer to sheet 6.6</p>	<p>3.3.7 Utility Elements</p>	<p>3-28</p>

I. Trash enclosures serving more than one residential unit shall be covered and connected to the Sanitary Sewer System to meet Town water quality requirements.	We will be submitting this scope under future Building Permit Applications.	3.3.7 Utility Elements	3-28
Non-structural Best Management Practices (BMP's) should be used unless they are infeasible in which case the infeasibility shall be documented and structural BMP's implemented.	Application complies.	3.3.8 Sustainability Guidelines	3-30
3.5 SIGNAGE Signage is a key component of forming the neighborhood identity. Implementing these Signage Guidelines for the Specific Plan Area neighborhood will help to realize the General Plan Land Use Element's vision of high-quality architecture and design that reflects the rural and agricultural history of the site. All signage within the Specific Plan Area shall conform to the following guidelines, as well as, the regulations provided within Chapter 2 of this document.	We will be submitting this scope under future Building Permit Applications.	3.5 Signage	3-36
A sign program will be developed as an effective method to establish a unique identity to the Specific Plan Area and adjacent neighborhoods. The sign program should include, but not be limited to, gateways, directional signage, parking signs, street signs, directories (kiosks), and banners.	We will be submitting this scope under future Building Permit Applications.	3.5 Signage	3-36

4. Circulation and Streetscape

Integrate bicycle facilities and amenities throughout the site. Development projects shall include multi-modal paths, physically separated from vehicle roadways running from north to south and providing connectivity to perimeter paths at both the north and south ends.	Application complies; See Tentative Map Sheet 1.3 Dimensional Site Plan and Sheet 1.5 Street Cross Sections/Details for Multi-Use Path locations.	4.1 Circulation and Streetscape Goals and Policies	4-1
There will be three primary access points located along Los Gatos Boulevard and one on Lark Avenue. By having multiple access points to the Specific Plan Area, the potential for congestion at any one entry point is lessened. The first access point at Burton Road, located off of Los Gatos Boulevard, will be improved and provide a northern access point into the Specific Plan Area, and the existing signal will remain. A second key point of entry will be at Noddin Avenue. The third access point along Los Gatos Boulevard will be approximately three hundred feet south of Noddin Avenue. There is also an opportunity for a fourth access point off of Los Gatos Boulevard closer to the Lark Avenue intersection. Access to the Specific Plan Area will primarily be from these points. Any additional access drives, beyond those that serve the existing businesses today, are discouraged. The Lark Avenue entrance will be in the vicinity of Highland Oaks Drive a minimum of 300 feet from Los Gatos Boulevard and a minimum of 300 feet from the State Route (Highway 17) on-ramp.	This application has one primary and one secondary access point on Los Gatos Boulevard. Bennett already exists as a secondary access point to the existing office buildings. There is one access on Lark only located in the vicinity of Highland Oaks Drive. See Tentative Map Sheet 1.3 and 1.4	4.2 Site Access	4-2
Street System The internal street system consisting of 'A' Street, Neighborhood Street, Noddin Avenue, and Burton Road shall provide through access. Streets shall be designed with a unified and well connected system of tree-lined streets, sidewalks, and paseos that focus on the pedestrian environment.	Application complies; See Tentative Map Sheet 1.1 Parcel Application complies; See Tentative Map Sheet 1.3 Dimensional Site Plan and Sheet 1.5 Street Cross Sections/Details for sidewalk and paseo locations. See also, 1.26 Illustrative Site Plan for proposed visual pedestrian environment.	4.3 Street System 4.3 Street System	4-2 4-2

The following off-site intersection improvements shall be completed at the Los Gatos Boulevard/Lark Avenue intersection by the first project developer:

- Addition of a third eastbound left turn lane on Lark Avenue.
- Addition of third northbound left turn lane on Los Gatos Boulevard.
- Addition of a third westbound lane on Lark Avenue, which will operate as a second right turn lane for the State Route 17 on-ramp.
- Modification and re-striping of intersection and restriction of parking as needed.

Application complies; See Offsite Tentative Map Roadway Improvement Plans Sheets 1.23 and 1.24 for intersection improvements.

4.6 Intersection Improvements 4-5

Specific Plan Area Circulation Improvements

Lark Avenue

It is anticipated that Lark Avenue will be improved by expanding the right-of-way into the Specific Plan Area and incorporating a planting strip, multimodal path, and an orchard themed setback. Pedestrian connections will be strengthened to surrounding neighborhoods with improved crosswalks at intersections and the multimodal path. Buildings within the Specific Plan Area will be set back to create an orchard character along Lark Avenue (refer to Table 2-5 Primary Frontage Setbacks). Between Los Gatos Boulevard and South 'A' Street on Lark Avenue, westbound Lark Avenue will consist of three travel lanes and one optional right turn lane into South 'A' Street. West of 'A' Street (between 'A' Street and Highway 17), Lark Avenue will have one dedicated right turn lane to northbound Highway 17 on-ramp, one through-right turn lane accessing the Highway 17 on-ramp and allowing through traffic over Highway 17 bridge, and one through lane over the bridge. There is a 10 foot right-of-way dedication on the north side of Lark Avenue. Heading east on Lark Avenue there is a dedicated left turn lane to access South 'A' Street. A multimodal path designed to Caltrans standards and will be the designated bike connection along Lark Avenue. The right-of-way is sized to accommodate future bicycle lanes by reducing size of median and lane widths

Application complies. See full Tentative Map package, including Sheets 1.3 Dimensioned Site Plan and 1.23 and 1.24

4.13.1 Lark Avenue

Los Gatos Boulevard

<p>Los Gatos Boulevard will transition through various alignments between Lark Avenue and Burton Road with two travel lanes in each direction. Generous building setbacks will provide room for orchard planting and other landscaping along Los Gatos Boulevard (refer to Chapter 2 setbacks section 2.5.6).</p> <p>The existing traffic signals will remain at Burton Road and Lark Avenue intersections and a new signal is proposed at Neighborhood Street. There will be a minimum of one (for first phase of development) and up to two left turn lanes (at full build-out) on northbound Los Gatos Boulevard turning into Neighborhood Street. The Specific Plan outlines two solutions for accommodating bike travel on Los Gatos Boulevard:</p> <p>1) a future alignment with bike lanes on either side of Los Gatos Boulevard, and</p> <p>2) an interim alignment that accommodates two-way bike travel on a multimodal path on the west side of Los Gatos Boulevard on sections that cannot accommodate the bike lanes due to existing width restrictions on the east side of Los Gatos Boulevard. Los Gatos Boulevard north of Neighborhood Street will maintain two travel lanes with a planting strip/tree grates and separated sidewalk. An expansive setback will allow for orchard tree planting and/or other landscaping along Los Gatos Boulevard. A center median would be constructed on Los Gatos Boulevard from Samaritan Drive to Lark Avenue, which would prevent left turns at Terreno de Flores Lane, Camino del Sol, Noddin Lane and Bennett Way. Left turns into the Plan Area from Los Gatos Boulevard would be allowed at the existing Samaritan Drive/Burton Road intersection and at a new signalized intersection at Neighborhood Street</p>	<p>Application complies. See full Tentative Map package, including Sheets 1.3 Dimensioned Site Plan and 1.23 and 1.24</p>	<p>4.13.2 Los Gatos Boulevard</p>	<p>4-14</p>
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<p>'A' Street is the primary connector from Lark Avenue through the Specific Plan Area into the Transition District and Northern District. South 'A' Street will reflect a neighborhood character along the residential portion.</p> <p>Section 6a:</p> <p>South 'A' Street will provide access to private roads and connect to the mixed-use and commercial portions of the Specific Plan Area. Near the Lark Avenue entrance, South 'A' Street will have drive lanes in both directions with no parallel parking. Sharrows are proposed to encourage bicycle travel along 'A' Street. Sidewalks and street trees will line both sides of the street.</p> <p>Section 6b:</p> <p>As South 'A' Street nears the Transition District, the street widens with parallel parking along both sides of the street. Street trees and sidewalks will remain similar on the south end of the street. Sharrows are proposed to encourage bicycle travel along 'A' Street</p>	<p>Application complies. See full Tentative Map package, including Sheets 1.3 Dimensioned Site Plan and 1.23 and 1.24</p>	<p>4.13.3 A Street</p>	<p>4-16</p>
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<p>Neighborhood Street</p> <p>Neighborhood Street is the primary entrance to the Transition District and will resemble a typical pedestrian-oriented neighborhood commercial street. Diagonal parking will be provided on both sides of the two-lane roadway and wide sidewalks, with integrated planters and seating areas, will provide a connection to neighborhood serving storefronts and outdoor dining. Neighborhood Street near Los Gatos Boulevard will have four lanes with two eastbound lanes approaching Los Gatos Boulevard (one left turn and one right turn lanes) and two westbound lanes (one continuing through and one for turning right into the first parking lot).</p>	<p>Application complies. See full Tentative Map package, including Sheets 1.3 Dimensioned Site Plan and 1.23 and 1.24</p>	<p>4.13.4 Neighborhood Street</p>	<p>4-20</p>
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5. Infrastructure and Public Facilities

<p>Construction and grading activities shall comply with Best Management Practices and Stormwater Pollution Prevention Plan policies per Regional Water Quality Control Board requirements. Development projects shall obtain a Construction General Permit that is in compliance with the National Pollutant Discharge Elimination System (NPDES) requirements as well as the requirements for Storm Water Discharges Associated with Construction and Land Disturbances Activities.</p>	<p>Application complies; Will be submitting BMP and SWPPP additionally with Final Design.</p>	<p>5.2 Infrastructure and Public Facilities Goals and Policies</p>	<p>5-1</p>
<p>Stormwater discharges from HM Projects shall not cause an increase in the erosion potential of the receiving stream over the pre-project (existing) condition. Increases in runoff flow and volume shall be managed so that post project runoff shall not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts on beneficial uses due to increased erosive force.</p>	<p>Application complies; See hydromodification calculations and memorandum submitted with Tentative Map.</p>	<p>5.3.2 Proposed Stormwater Collection and Conveyance</p>	<p>5-6</p>
<p>Underground pipe systems within the Specific Plan Area shall be designed to contain the 10-year storm. As indicated in the 100-year event flood control protection section above, the underground storm drain system could be designed to contain the 100-year event. However, a safe overland release shall still be provided for the Specific Plan Area in the event the underground system becomes plugged or gets blocked.</p>	<p>Application complies; See hydrologic calculations and Application complies; See hydrologic calculations and memorandum submitted with Tentative Map and Tentative Map Grading Plan Sheet 1.6-1.14 for overland release locations.</p>	<p>5.3.2 Proposed Stormwater</p>	<p>5-7</p>
<p>Wastewater Collection Gravity pipelines will be constructed in roadways within the Specific Plan Area. The Specific Plan Area pipes will connect to the existing stub adjacent to Highway 17. The pipe under Highway 17 will be connected to the existing sewer pipe in Oka Road as illustrated on Figure 5-5.</p>	<p>Application complies; See hydrologic calculations and memorandum submitted with Tentative Map and Tentative Map Grading Plan Sheet 1.15, 1.17, and 1.18.</p>	<p>5.5.3 Wastewater Collection</p>	<p>5-13</p>

6. Plan Implementation, Phasing and Administration

<p>Each phase shall stand alone and shall not be dependent on improvement required in future phases.</p>	<p>Application complies; See Tentative Map Sheet 1.3 Dimensional Plan, Grading Plans Sheet 1.6-1.14 and Preliminary Utility Plan sheet 1.16 for future site connection edge conditions.</p>	<p>6.2 Phasing</p>	<p>6-1</p>
<p>All infrastructure necessary to support the development shall be constructed in capacity that allows for current and future phases, subject to approval of the town engineer. All infrastructures stubbed for future use, including utilities and roadways, shall be constructed so as not to appear unfinished.</p>	<p>Application complies see Preliminary Utility Plan sheet 1.16 for Phase 1 utility sizing and future site connection edge conditions.</p>	<p>6.2 Phasing</p>	<p>6-1</p>

Exhibit C



GROSVENOR

August 7, 2012

Town of Los Gatos
North Forty Specific Plan Advisory Committee
c/o Wendie Rooney, Director of Community Development
110 E. Main St.
Los Gatos, California 95031

Dear Committee Members:

Thank you for your hard work during the past year. You have provided the development community with good guidance over the past months and based on this guidance a vision for the North Forty is starting to gel. Using existing Town standards is giving us a sound base to start from and we believe we can start putting our ideas on paper and largely stay within those parameters. There are generally two exceptions to Town standards where we seek your understanding and flexibility. The first is the broad application of the conditional use permit ("CUP") as a regulator on retail tenancy. We have already stated our difficulty with this form of regulation during meetings and we do not believe it is necessary to go through our rationale in this letter. Furthermore, recent discussions within the Committee appear to indicate the Town is exploring other methods of regulation that will help ease our concerns on that front. We would be happy to address any questions on CUPs at your upcoming hearings.

Our second issue, and focus of this letter, is building height. While some of our rationale ties to financial feasibility, our pursuit of some flexibility on this front is mostly driven by our desire to capture the vision of a vibrant, multi-generational, walkable, mixed-use Uptown neighborhood at the North Forty.

We are seeking relief and flexibility on height as it relates to residential condominiums that could be targeted for age-in-place or empty nester residents. Increased height allowances will also be needed for the hotel. These uses seem to be widely accepted by the Committee and they fit well the vision for the North Forty. These uses will also likely be located towards the center of the site where they will be less impactful to view corridors and will also take advantage of the lower elevations which in some areas could be 10 to 15 feet below that of the Los Gatos Boulevard elevation.

Our rationale for seeking relief on the height limitations for certain residential buildings include:

- By a wide margin it is more economical to build townhomes or single family homes which are self parked (have their own garage) vs. a condominium building that has co-mingled, structured parking. To achieve architectural interest, a variety of housing types, and the multi-generational diversity of the neighborhood that we strongly believe in, these condominium buildings should be part of the North Forty residential offering.
- In addition to the more expensive parking system, a condominium building, especially one that targets the age-in-place or move-down purchaser, will incur significant additional costs due to:
 - Multiple elevators. We would like to avoid long hallways and create more exclusivity by having a limited number of units clustered around an elevator bank.
 - Numerous amenities (things like wine storage, potentially concierge, lap pools, reading rooms, etc).
 - Robust sound insulation requirements, which translates into deeper floor sections.
- To afford these additional services and features, we need to distribute costs over more units. How much density is required is a function of many things. A key variable is the unit parking ratio. We seem to have found a sweet spot with four story, stacked-flat condominium product which has larger units (desired by age-in-place and move down purchasers) and thus a good balance between building footprints and parking requirements.
- Purchasers of age-in-place or move down units will require higher ceiling heights for more light and openness.



- A characteristic of age-in-place or empty nester housing is the use of balconies or terraces for private open space instead of yards. Moving to the slightly higher height restriction will allow us to include more terraces or balconies.
- A more vertical building will have a smaller overall building footprint which will aid us in providing for more common open space in the overall new neighborhood. And, when strategically placed, taller buildings can provide for more view corridors through the property in comparison to buildings that have more of a bulky horizontal mass.

The question has been raised about making the parking entirely subterranean. While seemingly an elegant solution to height, there are issues with that type of construction. Some include:

- For reasons of marketability and security we would like to have the first floor units start a half-story up.
- Having the garage at least partially above ground also allows us to entertain natural ventilation in the parking garage which is a cost issue and a more environmentally sustainable solution.
- In the age-in-place empty nester market, there is reluctance by purchasers to park entirely subterranean. This is largely from a security and accessibility standpoint.

We are seeking support for a 55 foot height limit for specific residential buildings that would feature stacked condominiums over structured parking. The height limit would be accompanied by specific requirements and dimensions to be laid out in the Specific Plan that will allow us the flexibility to create interesting and high quality architecture. For the hotel, the 55 foot height limit will work for extended stay models; however, more luxury or boutique brands may require higher lobby and guest room ceilings. We would hope that the Specific Plan would allow for some flexibility on the hotel design.

At the broader level, our rationale for these design parameters is to avoid the incentive for builders on the North Forty to build roofs to maximize a single height plane, which in our opinion, will result in a development that looks more like a project and less like the authentic neighborhood that we want it to be - a neighborhood that features more interesting architecture and varied building silhouettes.

Members of our team will be in attendance at your hearings. We are happy to address any questions that you may have about this request or other matters during that time.

You have made great progress and have given us guidance and inspiration. We believe that together we can implement a shared North Forty vision. We are looking forward to getting started.

Sincerely,

Don Capobres
Senior Vice President, Development

cc: Alan Chamorro

Exhibit D



EXHIBIT E – Discussion of North 40 Phase I View Corridors

The geography of Los Gatos features a crescent of hills that surround the southeastern quadrant of the town, as indicated by the green line in the aerial views in the attached exhibit (page 1). What does it mean in Los Gatos to “embrace hillside views?” Observations in multiple neighborhoods¹ within the town show that views of the hills are most commonly embraced via linear street axes and are framed by mature street trees and/or buildings. Both in neighborhoods and downtown, 1 to 2-story structures and landscape frequently block sweeping hillside views (page 2). But orienting one’s view down a street in directions toward the crescent of hills, one sees the slopes and ridgeline framed by the streetscape (pages 3 and 4). Noted exceptions that afford greater views are locations where street trees are absent (not a pertinent example since treeless streets are not considered the “look and feel of Los Gatos” and the North 40 will be well landscaped). While some areas have greater access to hillside views, other streets have fully blocked views, not due to orientation, but due to mature tree cover or building facades that meet the sidewalk in the downtown district.

“Diagonal” orientations as provided during the Planning Commission hearing do not capture views any better than “parallel” views because the crescent of hills is continuous. Rotate a few degrees and the crescent is still before you. Therefore, the consideration of a so-called diagonal grid is arbitrary. What is not arbitrary is the observation that most Los Gatos neighborhoods in the flatlands have street grids parallel to their nearest arterial streets. A street system in a new neighborhood following this pattern speaks strongly to the “look and feel” the prevalent Los Gatos neighborhood structure.

To test the idea that a “diagonal” view is superior, we sought a cluster of existing streets with such an orientation. The exhibit illustrates that such an example, Benedict Lane, shows axial views that are no better to those found in other “parallel” neighborhoods, and as seen in the examples of the North 40 site (pages 5 and 6). Moreover, the exhibit also illustrates a diagonal street whose hillside view corridor is blocked by mature trees (page 7).

Many sections of Highway 17 have sweeping views of the ridgelines and hillsides. It was expressed during the tenure of the North 40 Specific Plan Advisory Committee that this was an important gateway to the Town. The images on pages 15 through 19 (prepared by an impartial third party) in the exhibit illustrate that hillside views will continue to be embraced from Highway 17 and have improved when compared to the exhibits that were included in the approved Specific Plan Environmental Impact Report (EIR).

Conclusion. The proposed orientation of the North 40 street grid embraces hillside and ridgeline views in a manner fully consistent with other Los Gatos neighborhoods and flatlands. There are not all views from all points, but framed, axial views from key locations that both the public and residents will enjoy. There

¹ Observations made in Los Gatos flatlands comparable to the North 40: residential districts and downtown for example, not from Vasona Park nor hillside sloping areas.

are additional views across the North 40's Community Garden, from its Los Gatos Boulevard frontage and from Highway 17. It's worth noting that these views are embraced notwithstanding the geographic location of the North 40 at the northern edge of Town and physically more distant to the crescent than other neighborhoods.

Further notes on a hypothetical diagonal street grid:

Rotating the North 40 street grid on the diagonal with respect to the arterials creates a series of roughly triangular open spaces at the perimeter. Since buildings are composed of rectangular volumes, they cannot be "squeezed" into the perimeter triangle plots formed by the diagonal street grid; effectively it creates a sawtooth edge of buildings, whether it be the last or second-to-last row of buildings. The sawtooth effect creates a series of small, fragmented and leftover open spaces that are distributed around the perimeter of the site. Although the Specific Plan would permit the counting of these areas toward the Open Space requirement, they are arranged in a fragmented and disorienting manner. The cumulative area of these sawtooth spaces "robs" the plan of the possibility to create a central open space of significant size. The sawtooth spaces don't add up to form rational paseos or paths through the site.

In contrast to fragmented leftover open space, the proposed open space plan features a network of interconnected links and spaces that promote orientation, pedestrian/bike flow and outdoor use. Variety, richness and rationality of open space become feasible when a more efficient site plan is implemented. In addition to well-designed sidewalks and streets, a landscaped network of paseos interconnects well-designed, useable open spaces. Moreover, the proposed plan flips all the garage doors to rear driveways, so that paseos and streets feature pedestrian-friendly residents' entries. The rotation of the diagonal plan starts to confuse front and rear, diluting and confusing the pedestrian environment.

In the diagonal plan, the perimeter sawtooth effect is exacerbated by the irregular project perimeter formed by existing commercial properties. These properties take significant "bites" out of the larger plot and increase the total perimeter and sawtooth areas. By contrast, the proposed street plan, parallel to its nearest arterials, is carefully worked around the existing properties in the interest of flow of bikes, pedestrians and vehicles, and with a focus on the highest and best utilization of open space.

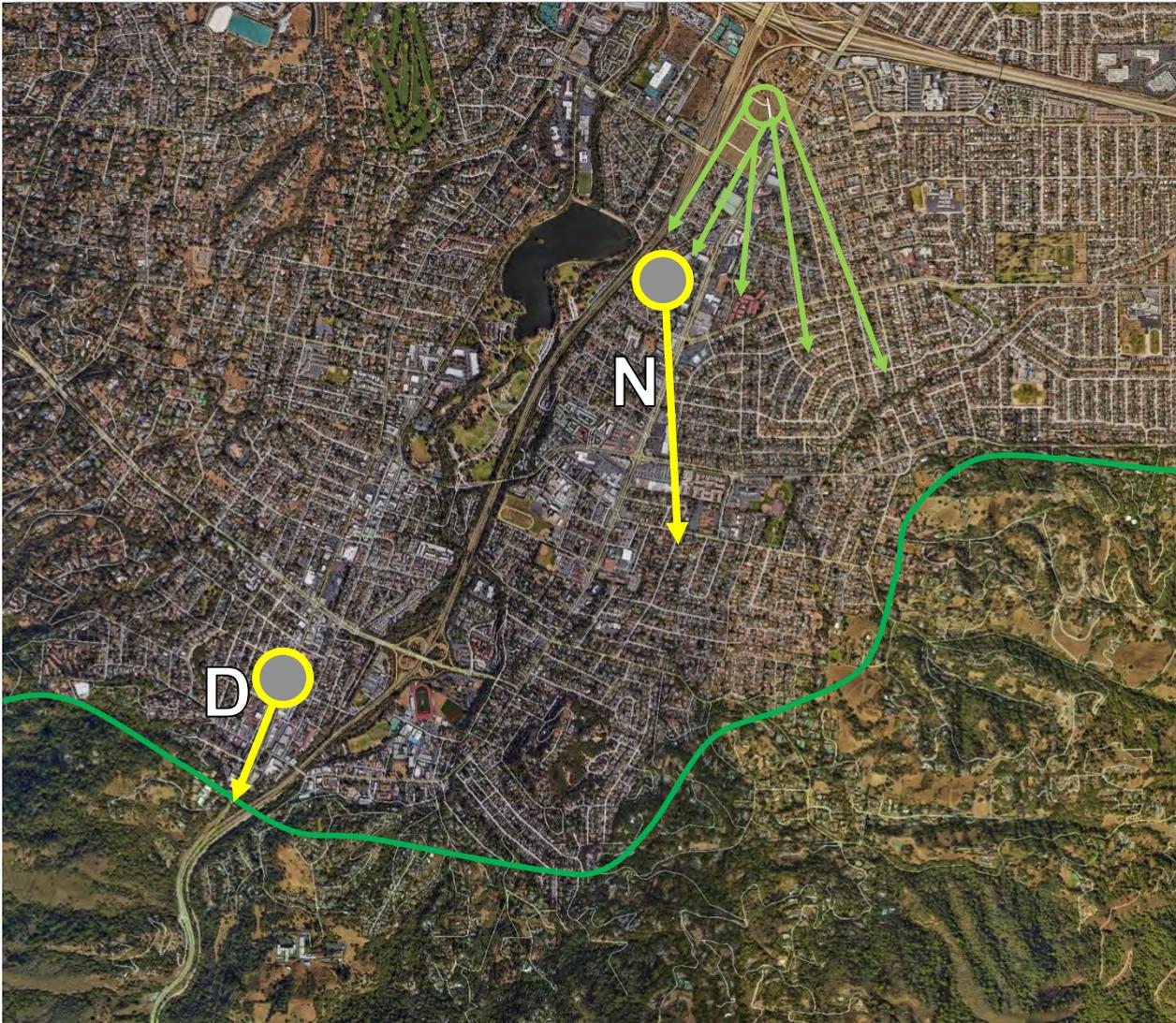
Phase One of the North 40

Town of Los Gatos Planning Commission

North 40 View Corridors



Existing views – Downtown and the Neighborhoods



Example D – Downtown.

Example N – Neighborhood.

View corridors – N. Santa Cruz Ave.

Example D - Downtown



Views to hills are restricted by buildings and landscape

Streets create view corridors and frame views to hills

View corridors

Royce Street at N. Santa Cruz Avenue



Hillside and ridgeline views are embraced along the axes of streets, where landscape does not block the view.

Royce Street

View corridors N. Santa Cruz Ave.



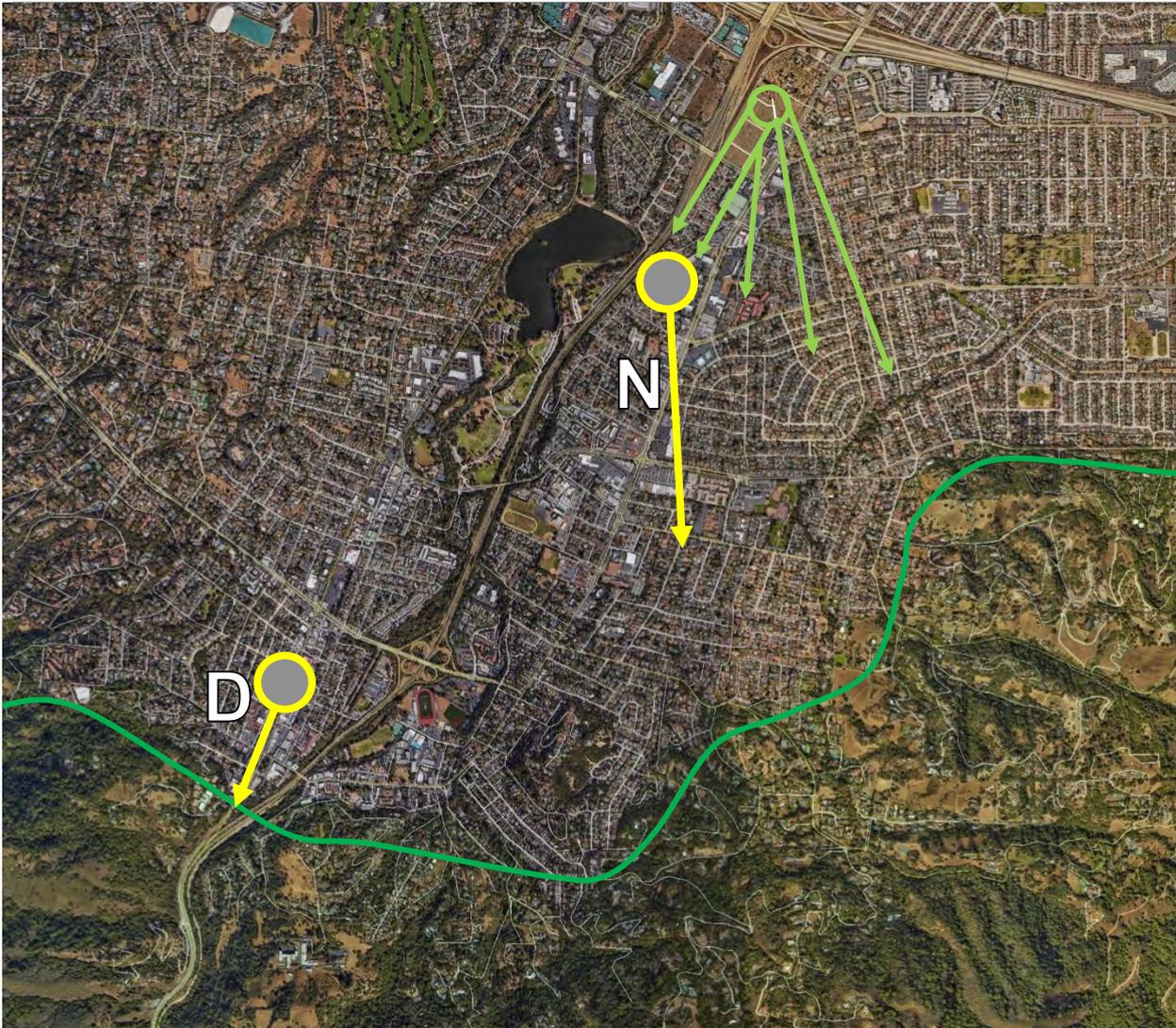
View corridors
downtown

Various
angles from
N. Santa Cruz
Ave.



View corridors

Example N – Representative Neighborhood



Benedict Lane
Rotated. Not parallel to
Los Gatos Blvd or other
nearby arterial.

Even streets that are
rotated "toward the hills"
have framed views.

View corridors – Residential districts

Example N



Benedict Lane
One of a few examples with a street grid rotated "toward the hills."

Hill and ridge views are embraced along street axes.

Landscape frames view corridors. Hills are more visible on streets with little landscaping.

Benedict Lane

View corridors Residential districts

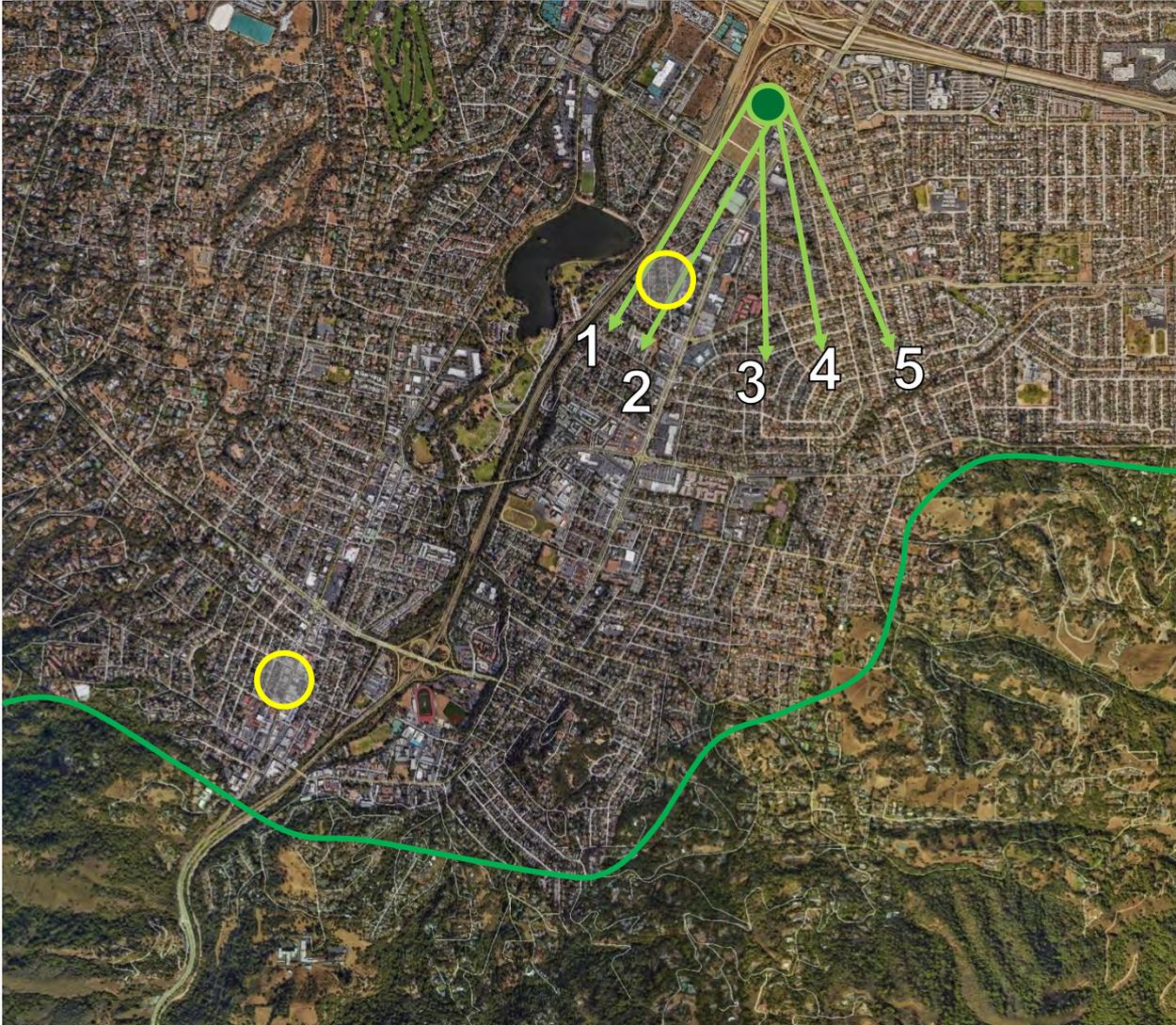


Where there are street trees or mature landscape, streets capture glimpses of hill views.

Garden Lane

North 40 - Views to hillsides

Embraced similarly to other neighborhoods

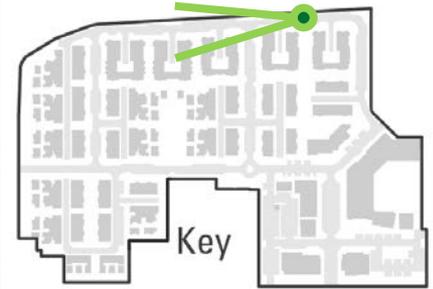


Even as the hills may be more distant, views from the North 40 are embraced in similar ways to other Los Gatos neighborhoods.

Five examples.

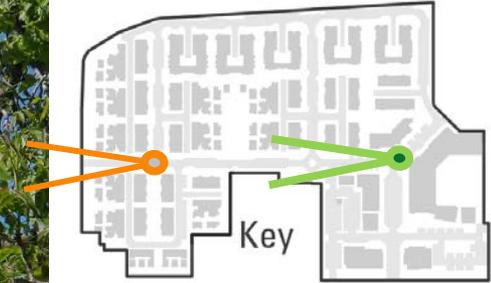
Views – North 40

Example 1 – Looking south on R-2 (2) Street



Views – North 40

Example 2 – Transition District, South A Street



When the walnut trees are removed, the street trees of the Transition District will frame hillside views.

From the Lark District, hillside views are blocked by Highland Oaks mature trees

South A Street – Looking South – Transition District



Views – North 40

Example 3 – toward the Community Garden



View from R-2 (3)
Street to southeast
across the Community
Garden

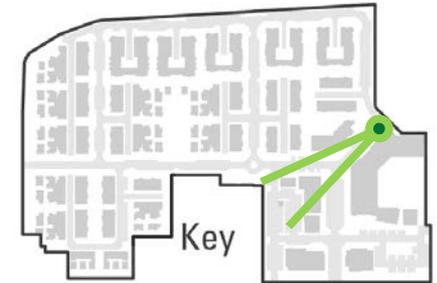
Existing buildings on
Los Gatos Blvd are
built on land 10' higher
than the proposed
buildings.

Story poles



Views – North 40

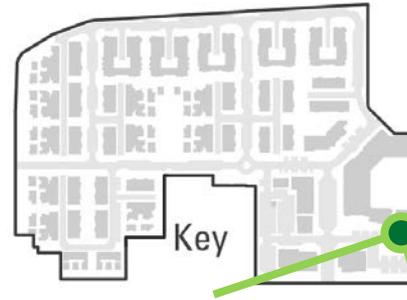
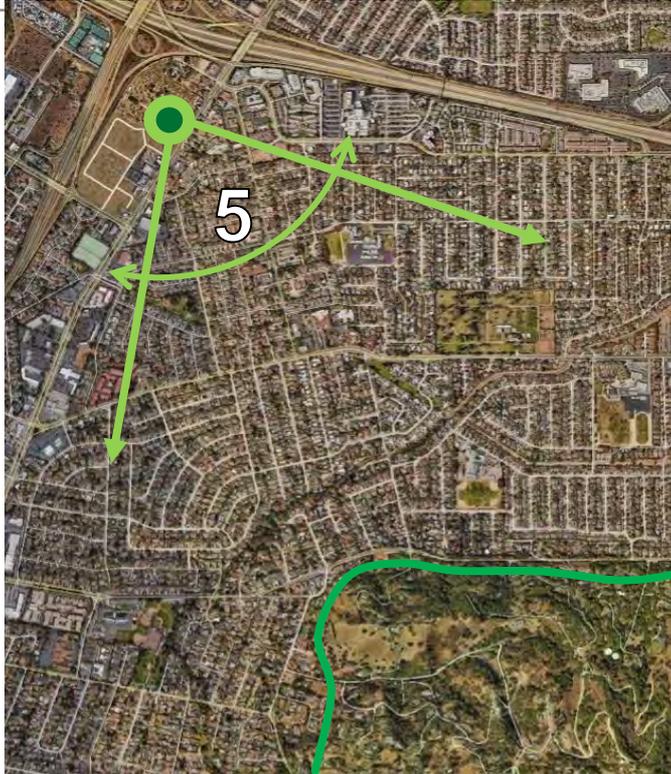
Example 4 – from diagonal North A Street



North A Street has diagonal view to hills framed by buildings and landscape.

Views – North 40

Example 5 – 2nd Floor Community Flex Space



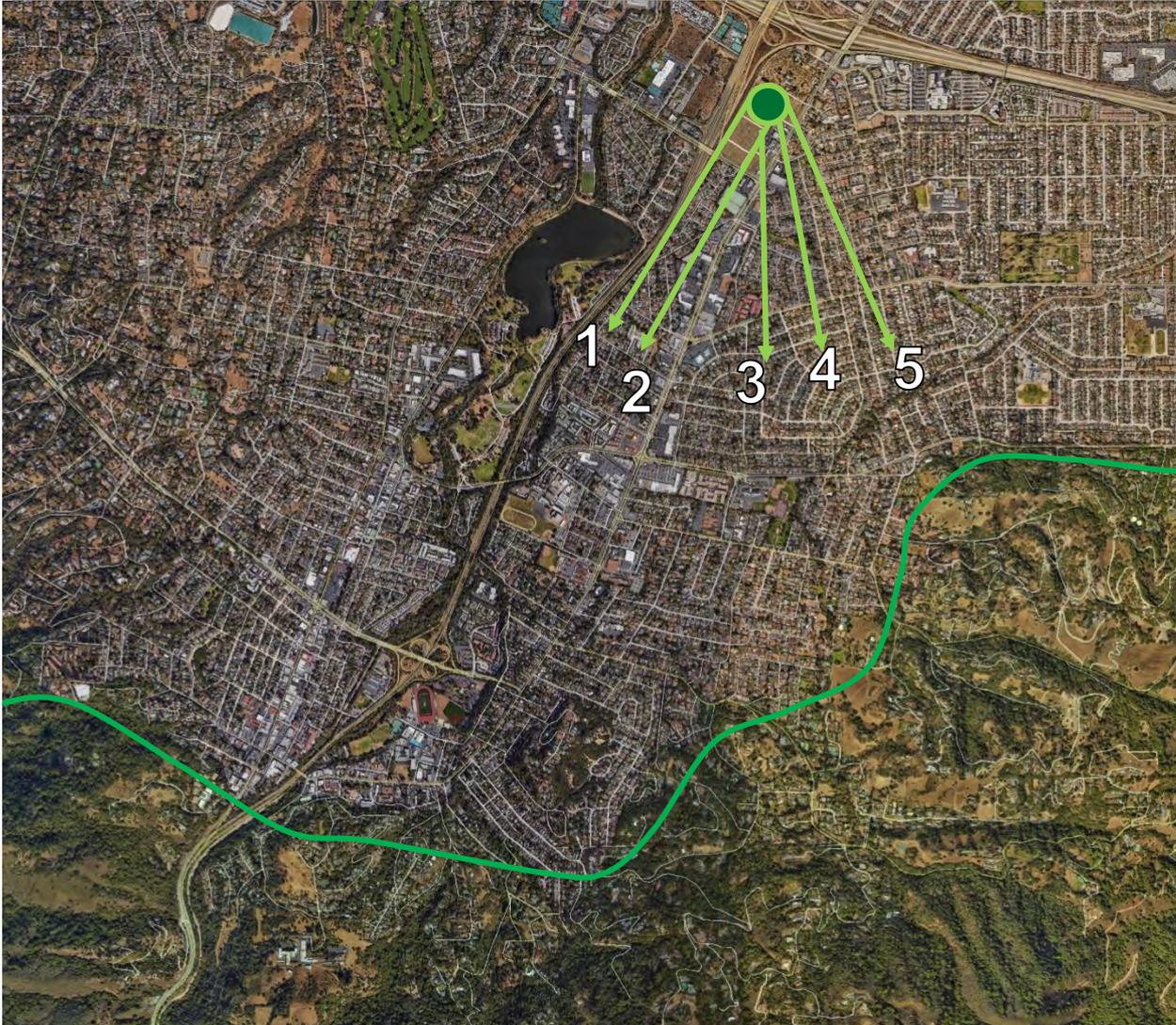
The community-accessible flex-space on the 2nd floor embraces views of the hills.

Many residences will have similar sweeping views.



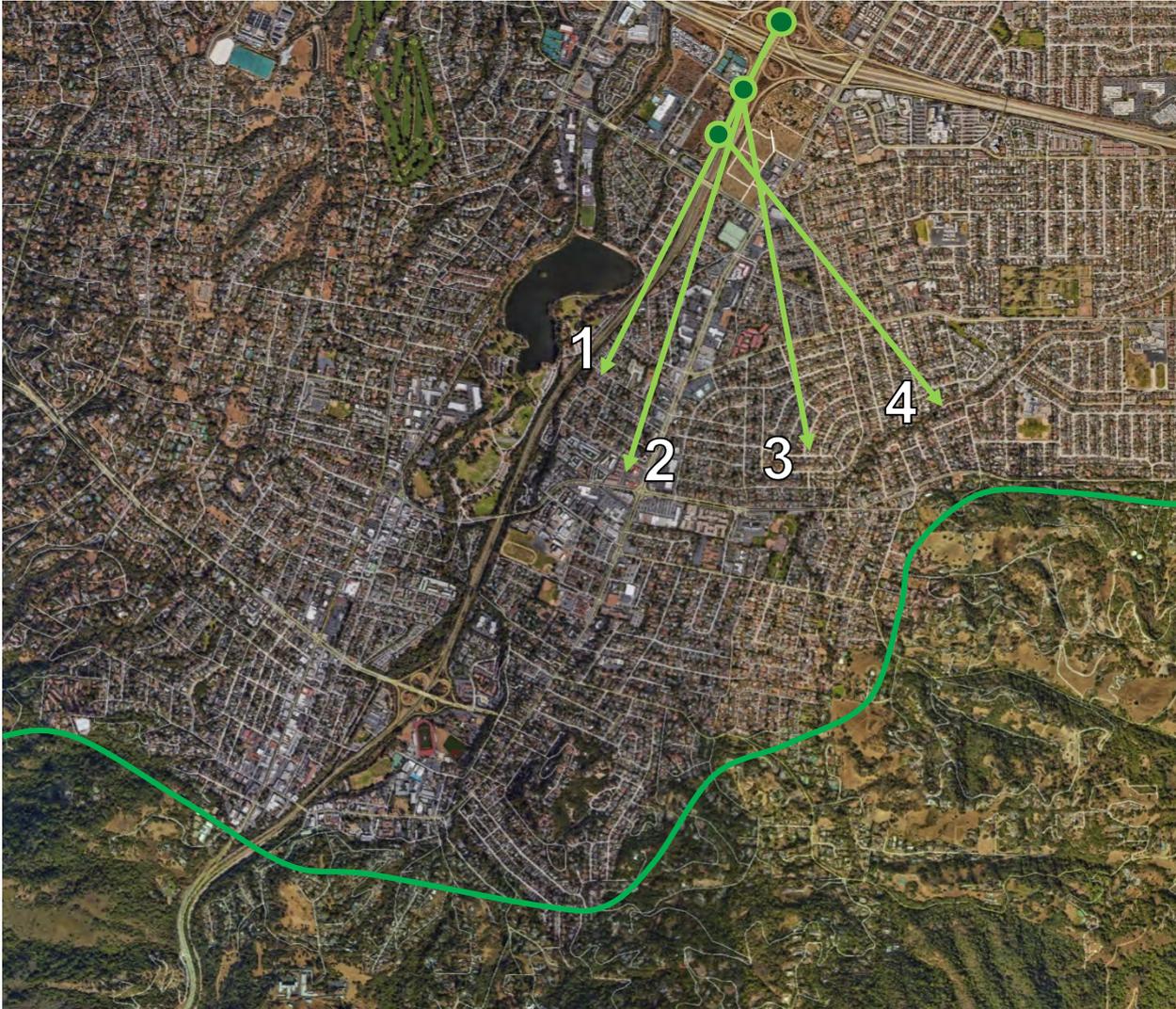
North 40 - Views to hillsides

Embraced similarly to other neighborhoods



Even as the hills may be more distant, views from the North 40 are embraced in similar ways to other Los Gatos neighborhoods.

North 40 Views From Hwy 17



Views taken from four locations starting north to south

Imagery is based on views created for EIR (impartial 3rd party).

Tree heights on site are shown, per the EIR, after 10 years' growth.

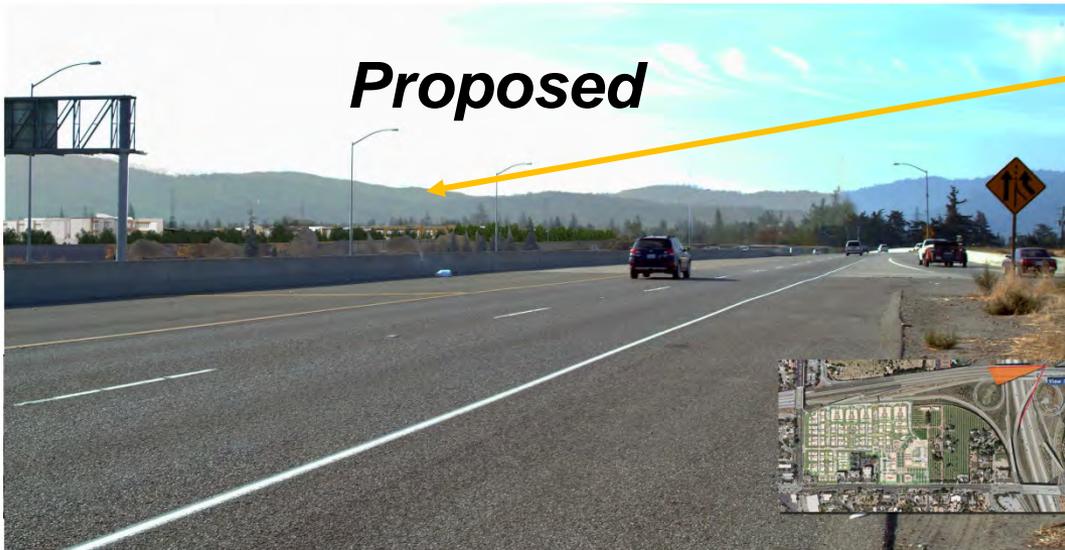
Specific Plan EIR

View Corridors

View 1 – Hwy 17 Looking Southwest



VIEW 1C North 40 SP EIR Aesthetic Impact



Views of hills preserved



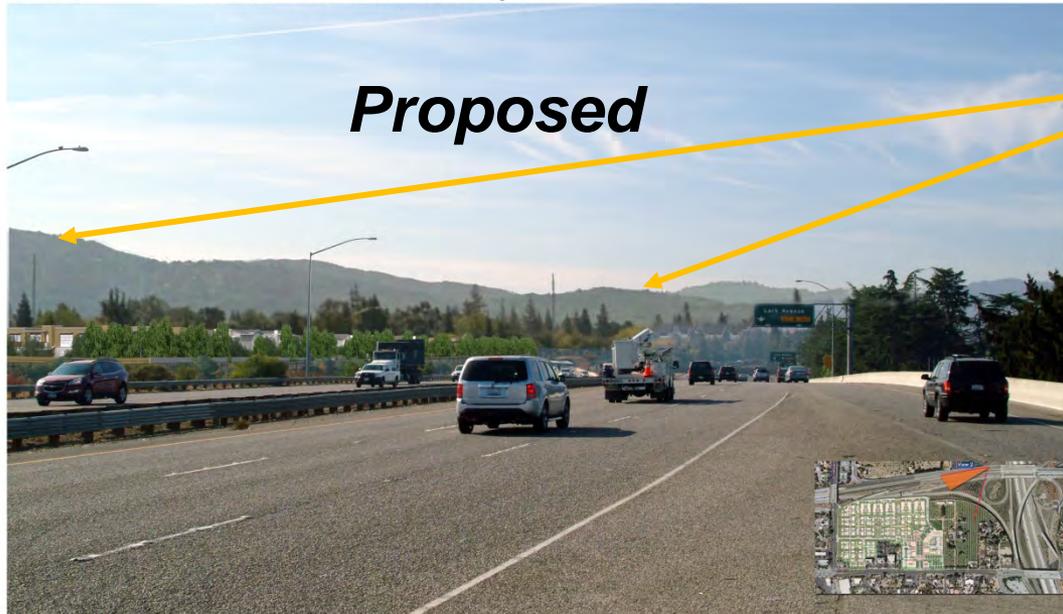
Specific Plan EIR

View Corridors

View 2 – Hwy 17 Looking South



VIEW 2C | North 40 SP EIR Aesthetic Impact



Views of hills preserved



Specific Plan EIR

View Corridors

View 3 – Hwy 17 Looking Southeast



VIEW 2B North 40 SP EIR Aesthetic Impact



Views of hills preserved



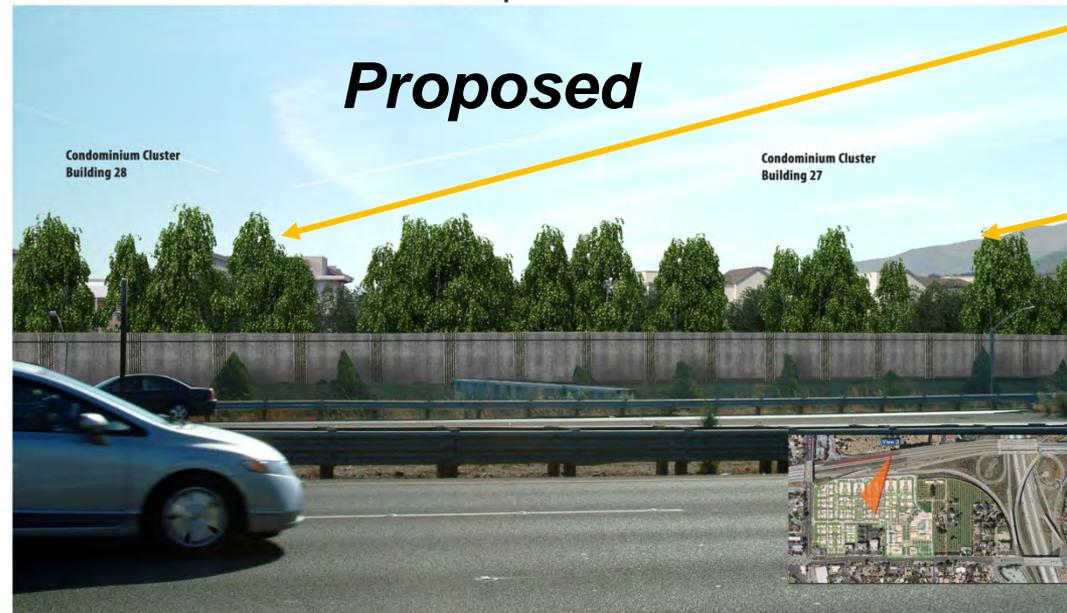
Specific Plan EIR

View Corridors

View 4 – Hwy 17 Looking Southeast



VIEW 3A North 40 SP EIR Aesthetic Impact



VIEW 3A Proposed Lark District Proposed

There are no hills to the east.

Hills are off the screen to the right / south.



Exhibit E



Exhibit E

Floor Area Ratio (FAR) and Resulting Net Square Foot (NSF) Comparison of North 40 Phase I Application with Vivere – Riviera Terrace and Aventino

North 40 Phase 1 – 320 units / 1 BR 1BA – 3 BR 3.5 BA / 580 NSF – 1,867 NSF / 20.9 DU AC / 2 – 4 stories, primarily 3 story / in-unit or parking garage resident parking and street guest parking
Net Residential area = 15.31 AC
Average unit size = **1,288 NSF**
Total net floor area = 412,242 NSF
Net floor area per acre = 412,242 NSF / 15.31 AC = **26,926 NSF/AC**

Vivere – Riviera Terrace – 50 (Vivere) and 123 (Riviera Terrace) Units / Studio – 2 BR 2 BA / 639 NSF – 1201 NSF/ rental rate \$2384 - \$5116 month / 36 DU AC / 3 – 4 stories, primarily 3 story / surface parking



Approximate area = 173 DU / 36 DU AC = 4.8 AC
Approximate average unit size = 693 NSF + 1201 NSF / 2 = 947 NSF
Approximate total net floor area = 947 NSF * 173 units = 163,831 NSF
Approximate net floor area per acre = 163,831 NSF / 4.8 AC = **34,131 NSF/AC**

Approximate loss of units to match North 40 FAR = 26,926 NSF/AC / 34,131 NSF/AC = 0.789
0.789 * 173 DU = **137 DU (36 unit loss)**

Approximate average unit size at North 40 Density = 20.9 DU AC / 36 DU AC = 0.581
0.581 * 173 DU = 101DU
163,831 NSF / 101 DU = **1,622 NSF**

Aventino – 290 Units / Studio, 1 BR, 2 BR 2 BA / rental rate \$2500 - \$4500 month / 516 NSF - 1,484 NSF / 46 DU AC / 3 – 4 stories, primarily 4 story / surface and podium parking



Approximate area = 290 DU / 46 DU AC = 6.3 AC
Approximate average unit size = 516 NSF + 1484 NSF / 2 = 1,000 NSF
Approximate total net floor area = 1,000 NSF * 290 units = 290,000 NSF
Approximate net floor area per acre = 290,000 NSF / 6.3 AC = **46,032 NSF/AC**

Approximate loss of units to match North 40 FAR = 26,926 NSF/AC / 46,032 NSF/AC = 0.585
0.585 * 290 DU = **170 DU (120 unit loss)**

Approximate average unit size at North 40 Density = 20.9 DU AC / 46 DU AC = 0.454
0.454 * 290 DU = 132 DU
290,000 NSF / 132 DU = **2,197 NSF**

Exhibit F



KEYSER MARSTON ASSOCIATES™
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

To: Grosvenor Americas
From: Keyser Marston Associates, Inc.
Date: July 22, 2016
Subject: North 40 Phase 1 Supplemental Economic Analysis

ADVISORS IN:
REAL ESTATE
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

SAN FRANCISCO
A. JERRY KEYSER
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SAN DIEGO
PAUL C. MARRA

The purpose of this supplemental analysis is to address the following question: does the CUP requirement and/or the parking constraints in the Downtown Core provide a leasing advantage to the North 40 Phase 1 such that the future retailers in Phase 1 will cause a significant negative impact on the Downtown Core? Overall, the purpose of the economic analysis is to make an assessment of whether or not the proposed Phase 1 retail will have a significant negative economic impact on the Downtown Core. The Phase 1 retail program is limited to 66,000 square feet as compared to overall retail/commercial entitlement of approximately 435,000 square feet. The analysis only considers the potential impact on the Downtown Core from Phase I. It does not address the potential impact on the Downtown Core from the full build out of 435,000 square feet in the North 40. The overall analysis for Phase 1 is presented in the Economic Report prepared by Keyser Marston Associates, Inc. (KMA) dated December 2015. Phase 1 of the North 40 has a specific mix and allocation of retail grouped into three categories. At this point in the process, there are no leases signed and no specific tenants identified.

The three retail categories in Phase 1 are:

- Market Hall concept of 20,000 square feet. There is no market hall concept now in the Downtown Core.
- Restaurant and food and beverage space of approximately 20,000 square feet.
- The remaining balance of 26,000 square feet is being targeted for neighborhood serving retail/commercial spaces that can also include neighborhood serving service businesses such as financial, medical, educational, fitness studios, personal services, and the like. In other words, the 26,000 square feet might not be exclusively traditional retail such as the traditional retail tenants in the Downtown Core and might not include any formula retail. The limited size of

26,000 square feet might be, for example, 10 shops if the average were 2,600 square feet per shop.

- The size and programming of North 40 Phase 1 is oriented toward neighborhood-serving retail.

The Downtown Core has approximately 510,000 square feet of retail space, based upon publicly available information. That space is allocated as follows:

- Approximately 350,000 square feet with an estimated 170 businesses offering what is referred to as comparison retail and services. Comparison retail includes clothing (soft goods), electronics, furniture and home furnishings, sporting equipment, kitchen supplies, gift shops, stationery, and the like. In 2014, the estimated taxable sales for this collection of comparison retail shops was \$96.9 million.
- Approximately 160,000 square feet with an estimated 62 establishments in the food/beverage and restaurant category. In 2014, the estimated taxable sales for this category were \$76.9 million.
- Combined in 2014, the 510,000 square feet achieved \$173.8 million in taxable sales in over 230 establishments.

The Downtown Core tenancies are subject to various regulatory controls. Two ordinances in particular affect tenancies in the Downtown Core. They are:

- Ordinance 2107, adopted in 2002, pertaining to formula retail
- Ordinance 2021, adopted in 1996, pertaining to the change of use from retail to restaurant in the C-2 zone.

Ordinance 2107 controls the approval of formula retail in the Downtown Core. The North 40 Specific Plan allows all formula retail businesses to operate without a CUP, with up to 26,000 square feet available for comparison retail. KMA believes that formula retailers will continue to prefer the Downtown Core if spaces were available and that Phase 1 of North 40 does not represent a competitive location for reasons including:

- The long history of Downtown Los Gatos as a vibrant destination retail location and the architectural character of the Downtown Core
- The active, pedestrian environment and abundant consumer traffic within the Downtown Core
- The preference of formula retailers to locate in close proximity to each other to capitalize on cross-shopping opportunities, foot traffic, and synergy. Formula retailers will prefer to be close to the existing concentration of other formula retailers now in the Downtown Core, including: Apple, Restoration Hardware, J.

Crew, Williams Sonoma, Joseph A. Bank, Sur La Table, Banana Republic, GAP, Talbots, and Anthropologie, to name a few

- The proven success of the Downtown Core where 2014 collective sales activity is in excess of \$173 million
- The disadvantage inherent in the North 40 Phase 1 which offers none of the above

In summary, Ordinance 2107 technically might provide a leasing advantage to the North 40 Phase 1 since a CUP is not required for formula retail. However, KMA believes formula retailers will seek Downtown Core locations first and foremost and that Phase 1 is not a strong alternative location for formula retailers, as discussed above. Furthermore, the amount of available space for formula retail in the North 40 Phase 1 is limited. Even if the majority of the available 26,000 square feet were occupied by formula retail, the projected sales would be approximately \$15.6 million, in contrast with \$96.9 million in comparison goods sales in the Downtown Core. Based on the foregoing, KMA concludes that Phase 1 comparison retail space will not have a significant negative economic impact on the comparison retail space in the Downtown Core even though the North 40 is not restricted by Ordinance 2107.

Ordinance 2021 is intended to discourage the displacement of retail uses by restaurants by requiring the Planning Commission to conduct a careful review of all applications for all restaurant uses in the C-2 zone through the public hearing process. This regulatory control has the effect of limiting the conversion of existing retail space to new food and beverage establishments in the Downtown Core. The North 40 Specific Plan allows all restaurants and food/beverage establishments to operate without a CUP. Therefore, Ordinance 2021 may provide a leasing advantage to the North 40 Phase 1. However, there is also a growing market demand for food and beverage establishments, as discussed in the Economic Report. The North 40 Phase 1 has the ability to capture a portion of this growing market demand. As stated, the Downtown Core has approximately 160,000 square feet in an estimated 62 food/beverage and restaurant establishments achieving estimated taxable sales of \$76.9 million in 2014. Given the growing demand in the market for food / beverage, the size and strength of the Downtown Core food / beverage establishments, and the relatively limited amount of available food / beverage space at the North 40 Phase 1, Phase 1 will not have a significant negative economic impact on the Downtown Core due to the North 40 not being restricted by Ordinance 2021.

Parking might be considered another advantage Phase 1 has over the Downtown Core in attracting retailers. However, Grosvenor has informed KMA that the North 40 must provide parking at the same ratio as downtown.

To: Grosvenor Americas
Subject: North 40 Phase 1 Supplemental Economic Analysis

July 28, 2016
Page 4

As stated above, comparison retailers and food/beverage establishments will prefer a Downtown Core location in close proximity to well performing complementary businesses. Phase 1 of the North 40 does not offer retailers the locational advantage that the Downtown Core does. That is to say that many retailers would prefer the parking challenges of the Downtown Core to a location in a newly created retail project in Phase 1. Parking alone at the North 40 will not reverse that advantage. In summary, the fact that the North 40 Phase 1 will have newly constructed parking will not create a substantial negative impact on the Downtown Core.

Exhibit G



EXHIBIT G – Look and Feel

What is the “look and feel” of Los Gatos?

When we think about “in keeping with the Town’s character”, a range of contrasting images are apparent. The Town maintains a strong reverence for local, historic structures, its agricultural past and its downtown fabric, as it simultaneously evolves as the seat of a 21st century library and of world class technology companies. There are large stretches of established, well-landscaped residential neighborhoods and newer townhomes and apartments that contrast Los Gatos Boulevard’s commercial strip centers with their open parking lots. Framing the ensemble, is a crescent of natural hillsides, evoking the feel of a retreat from the Silicon Valley. All together, the Town’s character is established by a blend of these diverse elements.

Representative photos of today’s Los Gatos (see PowerPoint) feature single-family detached homes (not included in the North 40), multi-family apartments and condos, new and historic commercial buildings, shops, restaurants, offices, and several civic and religious structures. The sampling shows Los Gatos to be a very diverse place. Well-established landscape and street trees tie together this mixture of architectural styles and uses. There is more variety than uniformity in scale, mass, height and materials; but they all contribute to the character-defining elements of the Town. As with many rich and varied locales, the whole is greater than the sum of its parts.

Having observed that the “look and feel” is quite varied, the design of the North 40 celebrates this diversity, but also draws directly from the essential characteristics of Los Gatos planning and architecture: its look and feel.

PLANNING – ROOTED IN LOS GATOS’ PLAN

Site plan: The overall layout for the North 40 has many features that are in keeping with the look and feel of Los Gatos; plan. The proposed block sizes are very similar to those in surrounding residential neighborhoods. The North 40 has no “mega-blocks” as found in contemporary master plans elsewhere, nor is it a gated community. Like most other Los Gatos neighborhoods, the proposed plan is porous in the sense of circulation; residents and visitors can pass through. The North 40’s paseos add another level of public circulation and bike access that creates even more options for residents and visitors alike.

Street orientation: Following a pattern found in most Los Gatos flatland neighborhoods as well as downtown, most of the streets in the North 40 are parallel to the adjacent arterial streets.

Walkable community: Los Gatos has a welcoming pedestrian-friendly feel. In the North 40, we have developed this concept by creating frequent building entrances in residential and commercial districts and providing well-designed streets and sidewalks. The North 40 sidewalks have few interruptions for driveways or service access and are shaded by street trees similar to their counterparts elsewhere in the Town.

Los Gatos was “built over time.” The planning of the North 40 considers how all the elements come together as a holistic ensemble to avoid the earmarks of “project” and create a genuine community. Although the concept of “built over time” may be considered an oblique reference to “look and feel,” it is an essential inspiration for the North 40 plan found throughout the Town.

BUILDING DESIGN & MATERIALS – TRANSITION DISTRICT

Variety in styles, materials and sizes: The look and feel of Los Gatos buildings features a broad variety of styles, sizes, materials, and colors. Reflecting this diversity, the North 40 Transition District buildings also exhibit this variety, intended to work together as a blended collection. The design objectives go beyond the aesthetics and detail of each building or building element. The buildings and public realm are planned together to create a harmonious whole, drawing upon specifics from the Los Gatos look and feel.

Overall size and proportion: As shown in several PowerPoint slides, the building facades on Neighborhood Street are designed with proportions and dimensions very similar to those found in several Los Gatos downtown historic buildings. The longer buildings of the Transition District are divided by pass-throughs and other features into different architectural elements. Each element has its own material palette; some have sloped roofs and others have parapets. This variety and proportion directly reflects the look and feel of similar commercial and other buildings downtown, as illustrated in the PowerPoint.

Materials and colors: Los Gatos look and feel features a commitment to quality and variety of materials as reflected in the individual building elements of the Transition District. One element features a brick façade, while the next has stone, wood or plaster (stucco). The look and feel of Los Gatos also features a prevalence of earth tones which is the direct inspiration for the colors and textures proposed for the North 40 (see PowerPoint).

Varying heights: Several of the PowerPoint slides are dedicated to the illustration of the varying heights proposed for the Transition District. The “up and down” of gabled and parapet roofs reflects the variety found downtown and on the Boulevard. Within the parameters of the Specific Plan, we have achieved a variety in heights that echoes the Los Gatos look and feel.

Agrarian architecture: The two buildings that face Los Gatos Boulevard make notable reference to Los Gatos’ agricultural roots. They are not literal copies of historic structures, but their design is strongly evocative of the region’s rural heritage. The Town has a kind of rustic elegance, one of the inspirations for the North 40’s aesthetic design. These two buildings continue that tradition with agrarian architectural characteristics: gabled roofs, dormers, simple large openings, natural wood siding, and low eaves.

Conclusion: Like the rest of Los Gatos, the North 40 Transition District buildings feature a range of complementary but not identical styles. Each North 40 building makes reference to particular local characteristics, and avoids a homogenous aesthetic. Featuring this variety and quality, the new neighborhood will be in keeping with the look and feel of Los Gatos in fundamental ways that go beyond the copying of a detail or the explicit resurrection a style from another era. The whole will be greater than the sum of its parts.

BUILDING DESIGN AND MATERIALS – LARK DISTRICT

As in the Transitional District, the Lark District's architecture is reflective of the Town of Los Gatos' rich and varied architectural heritage with a focus towards the present and future. We took our inspiration from the Town's agricultural roots and from the simple forms of farmhouse architecture to the contemporary sensibilities of City Hall and the Library. We looked at new and old communities, traditional and contemporary and took in all the richness of the landscape and architecture throughout Los Gatos.

Recognizing the enticing eclectic mix of architecture in Los Gatos, we crafted an overall "pedestrian" quality in the Lark District. We have embraced that as our number one goal in developing the architecture. From the careful interplay of architectural massing, landscape and street trees, which when combined promote wonderful walkways, with an architecture that embodies an engaging pedestrian quality whether along a street or through a paseo. This is supported by home designs with eyes to the street; front doors, stoops, porches, and living areas placed towards walks and common areas.

- In the Lark District the architecture has a stronger traditional sense while still being eclectic. There is less intensity in this neighborhood; the two- and three-story cottage-style homes are prevalent here as well as a mix of traditional and contemporary architecture.

This eclectic mix of architecture is highly detailed, composed of a generous use of glazing, with a rich variety of materials and color choices. One-, two-, and three-story elements carefully interwoven with garden walls, gentle and steep roof pitches, flat roofs with large overhangs, each carefully articulated through the use of different materials, finishes and colors.

- The front doors of each home are intentionally distinct and visible with many of the plans featuring front porches and patios.
- Windows are placed within the architecture to encourage the connection to the landscape, bringing light and nature inside the homes.
- The material palette is very extensive, composed of high quality materials including a variety of horizontal and vertical siding, board and batten siding, smooth plaster, metal siding, horizontal slat fencing and railing, highly designed metal louvres, railings, a variety of 40 year comp roofs, and standing seam metal roofs.
- Colors are soft and natural with bold accents that add to texture and personal character to the architecture.

Phase One of the North 40

Town of Los Gatos Planning Commission

Los Gatos Look and Feel: Planning and Architecture



The look and feel of Los Gatos – a survey

Residential



Do homes emphasize the vertical Edwardian style?

Bird Ave

The look and feel of Los Gatos Residential



... Or the horizontal bungalow?

Chester Lane

The look and feel of Los Gatos Residential



Are homes ranch style?

The look and feel of Los Gatos Local examples - Residential



...or Mediterranean?

Highland Oaks

The look and feel of Los Gatos Residential



Are they woodsy and lavished with landscape?

Chester Lane

The look and feel of Los Gatos Residential



...Or stately colonial?

West Main Street



The look and feel of Los Gatos Residential



We can find historic gems.

W. Main St.



The look and feel of Los Gatos Residential



...Or mid-century modern homes, full of potential.

Chester Lane

The look and feel of Los Gatos Residential



Do apartments emphasize the vertical?

The look and feel of Los Gatos Residential



... Or the horizontal?

The look and feel of Los Gatos Residential



Are they an interpretation of Mediterranean styling...

Villa Felice Court

The look and feel of Los Gatos Residential



...Or Craftsman?

Cuesta de Los Gatos Way



The look and feel of Los Gatos Residential



Are they stately fixtures of modernism anchoring main street?

The look and feel of Los Gatos Residential



...Or woodsy and tucked into the hillside?

The look and feel of Los Gatos Residential



Are residents' entries facing the driveway or street?

Maggi Court

The look and feel of Los Gatos Residential



...or facing a greenbelt?

Mill Court

The look and feel of Los Gatos Residential



Do they express a grassroots sentiment?

The look and feel of Los Gatos Residential



...Or reflect a Silicon Valley resident?

Aventino



The look and feel of Los Gatos Commercial



Is the architectural expression of commercial buildings strong?

W. Main St.

The look and feel of Los Gatos Commercial



... Or delicate?

N. Santa Cruz Ave.

The look and feel of Los Gatos Commercial



Are style and detail the key features?

The look and feel of Los Gatos Commercial



.... Or transparency and proportion?

N. Santa Cruz Ave.

The look and feel of Los Gatos Commercial



Stylish boutiques
abound.

The look and feel of Los Gatos Commercial

... As well as the occasional convenience store.



Los Gatos Blvd.

The look and feel of Los Gatos Commercial

You can find rows of lovely shops.



University Ave.

The look and feel of Los Gatos Commercial



... And the occasional car dealership

Los Gatos Blvd.

The look and feel of Los Gatos Commercial



Historic three-story buildings mix with others

The look and feel of Los Gatos Commercial

...and two-story buildings can be found on both the Boulevard....



Los Gatos Blvd.

The look and feel of Los Gatos Commercial



...and downtown.

The look and feel of Los Gatos Commercial

Commercial buildings can be large....



W. Main St.



The look and feel of Los Gatos Commercial



...or small.

W. Main St.



The look and feel of Los Gatos Commercial



...Welcoming dining establishments are plentiful.

The look and feel of Los Gatos Commercial



...

University Ave.

The look and feel of Los Gatos Commercial



... And there are quick-serve counterparts on the Boulevard

The look and feel of Los Gatos Commercial



Los Gatos Blvd.

The look and feel of Los Gatos Civic



Civic buildings can be low-profile.

The look and feel of Los Gatos Civic



...or contemporary symbols of outreach.

E. Main St.

The look and feel of Los Gatos Civic

A community center is a sign of its time.



N. Santa Cruz Ave.



The look and feel of Los Gatos Civic



A church can express architectural heritage.

University Ave.

The look and feel of Los Gatos Civic



... or stand as an icon of contemporary architecture.

Near civic center

The look and feel of the North 40 takes its cues from the diversity of Los Gatos



Phase One of the North 40

Town of Los Gatos Planning Commission

Larry Cannon, Town of Los Gatos consulting architect:

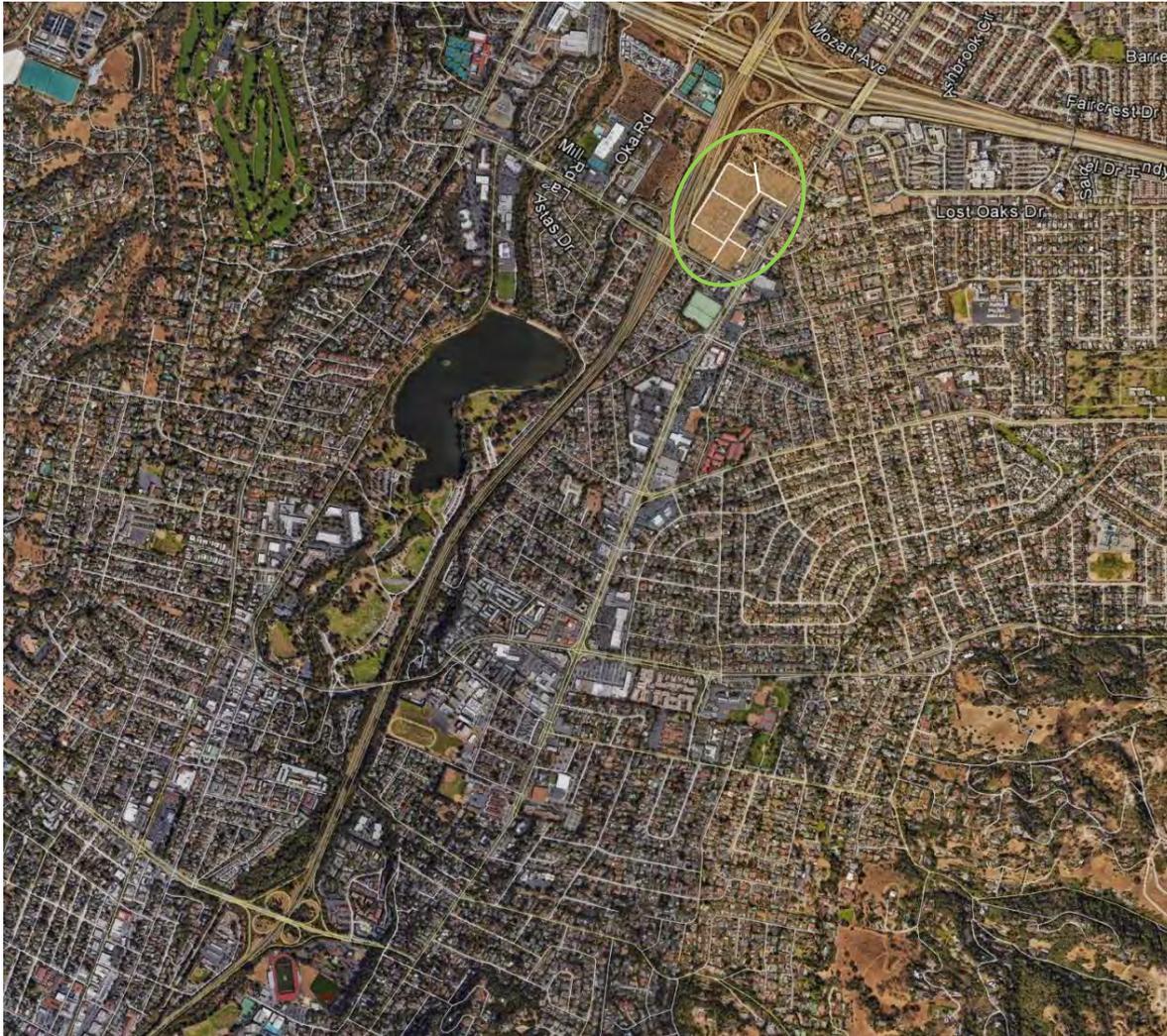
“...the applicant has adopted an approach to providing high quality design with the detail and diversity necessary to give the overall development the ‘look and feel of Los Gatos’ ”

How did we accomplish this?



North 40 Master plan

Street network is similar to surrounding neighborhoods



Block sizes are small, consistent with other Los Gatos neighborhoods.

Orientation of streets is similar to other neighborhoods:
Parallel to nearest arterial.

Los Gatos downtown and neighborhoods have largely rectilinear plans, except in parks or on hillsides.

Not a “walled community.”
Designed to be welcoming.

North 40 design

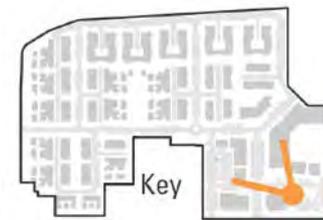
Rural imagery and barn-like forms



Rural materials and barn-like forms are essential inspirations for the North 40.

The lowest buildings flank Los Gatos Blvd where the ground is 10 feet higher than the internal blocks.





North 40 design

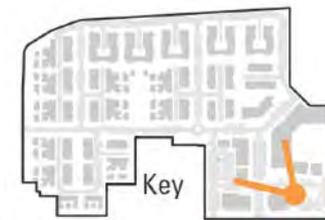
Material palette reflects local character



Stucco is a common material found in Los Gatos commercial buildings.

Brick is found on many buildings in downtown Los Gatos

Ample use of wood and wood-grained materials recalls rural buildings and homes.



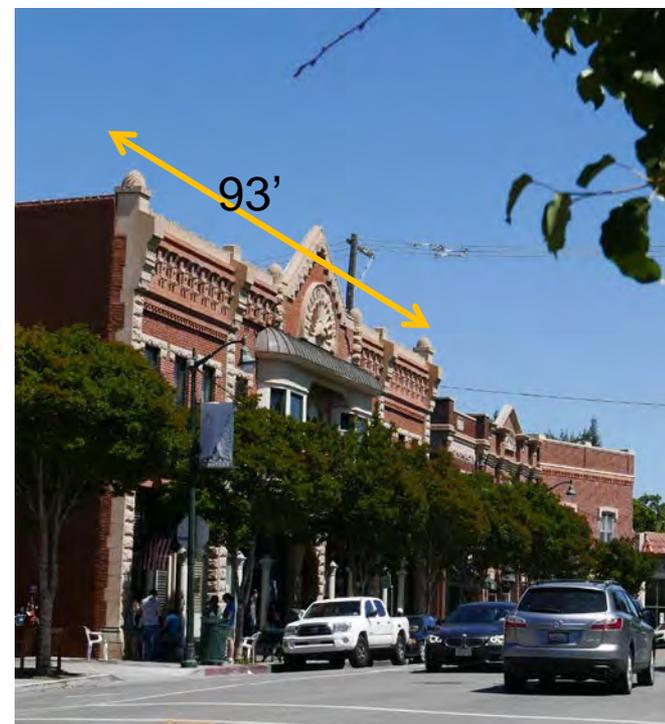
North 40

Scale modulations reflect Los Gatos buildings

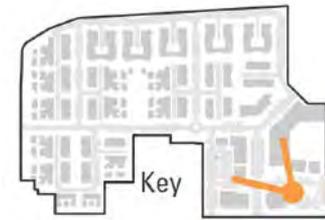


Passageways divide Transition District buildings into distinct architectural elements

Neighborhood Street – design reflects materials (brick) and scale of Los Gatos.

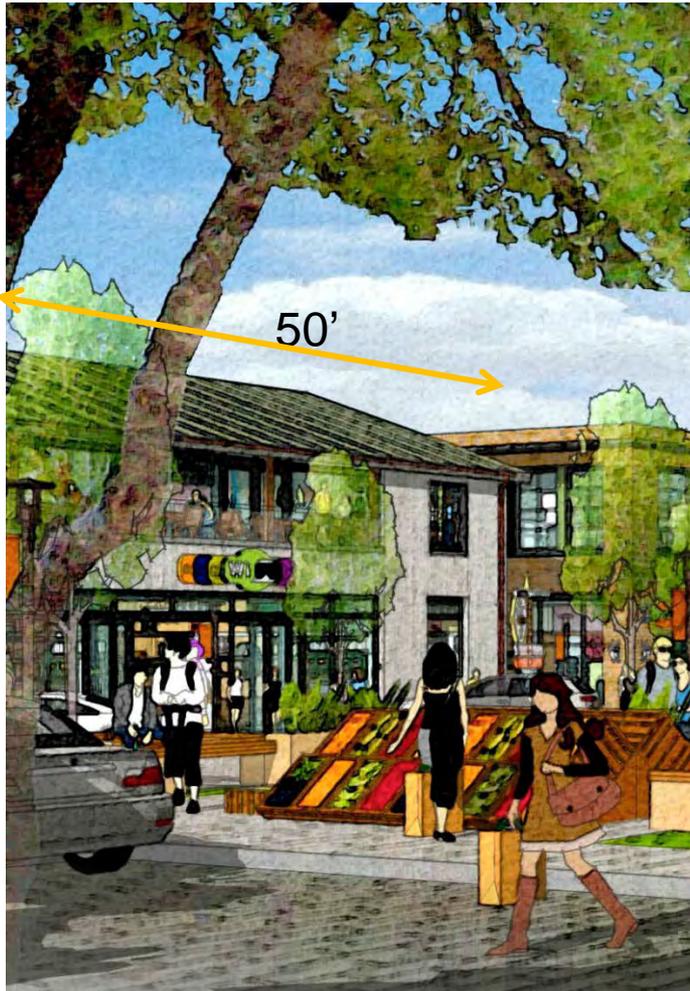


The Beckwith Block
W. Main Street



North 40

Scale modulations reflect Los Gatos buildings



Neighborhood Street

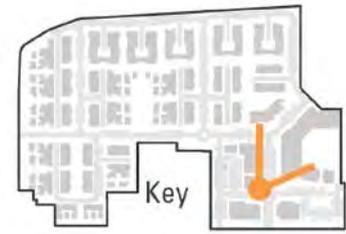
Neighborhood Street – a combination of sloped and flat roofs reflects the variety in Los Gatos.



W. Main Street

North 40

Scale variations reflect Los Gatos buildings



North 40 facades are broken into sizes & proportions similar to other buildings in Los Gatos.

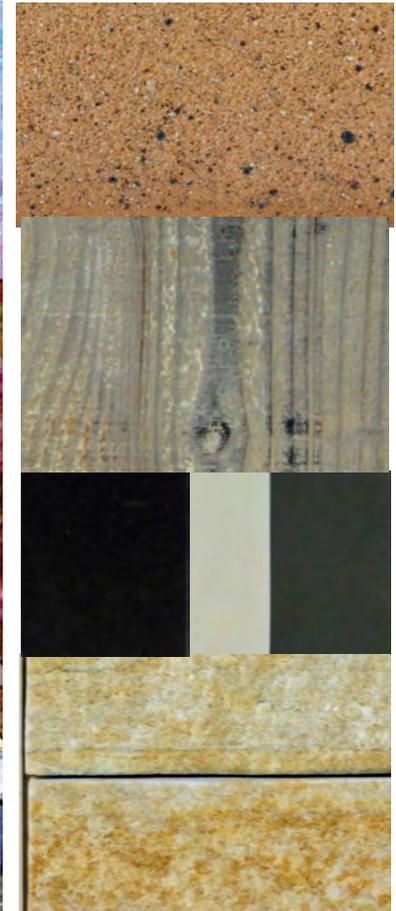
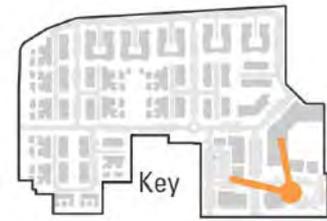


Neighborhood Street – a combination of sloped and flat roofs reflects the variety in Los Gatos.

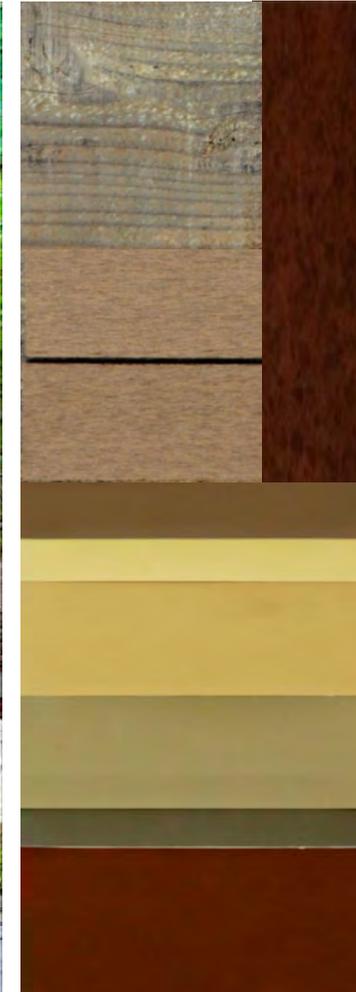
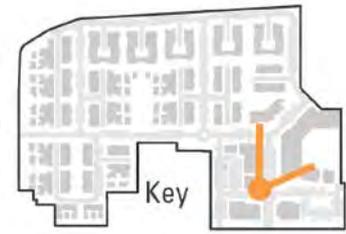


W. Main Street

North 40 – Varied materials reflect the Los Gatos look and feel

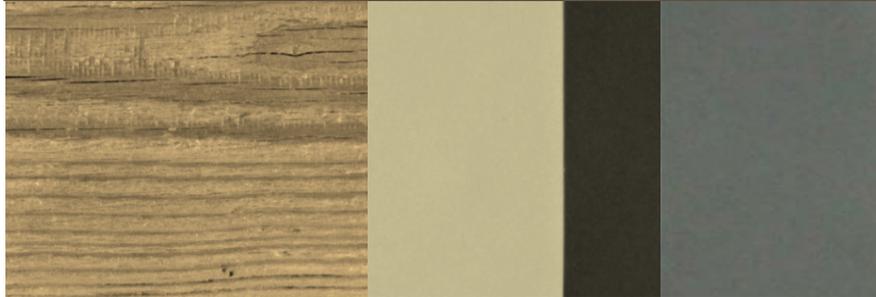
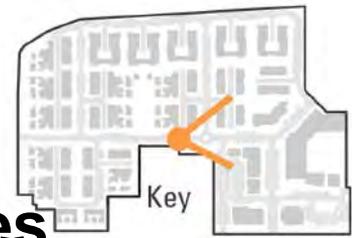


North 40 design – Architectural diversity is reflected in materials and colors



North 40 design

Natural materials compliment contemporary lines

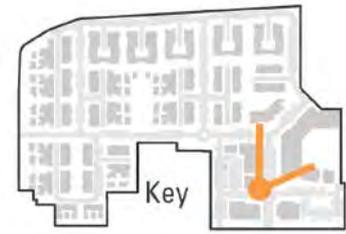


Reflecting the look and feel of Los Gatos, the mixture of styles is accented with a palette of earth tones.



North 40

Varying heights reduce the sense of “project”



Larry Cannon: *“Overall, my feeling is that this has the potential of being an outstanding example of a large scale mixed use development ... with a texture and character of a neighborhood that has evolved over a much longer time frame.”*



North 40 design

Varying heights reduce the sense of “project”



The eclectic and diverse look and feel of Los Gatos has come about as it was built over time.

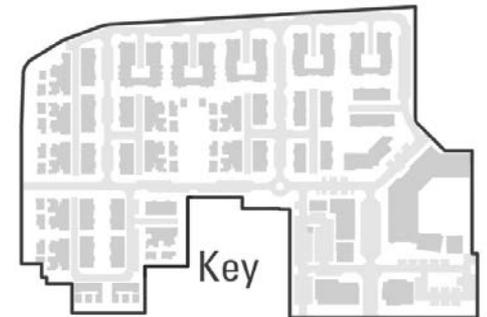
Designing different architectural elements with varied heights in the North 40 augments the impression of built over time and reduces the sense of “project”.

North 40 design

Varying heights reduce the “sense of project”



If all the buildings were squeezed to the same height, it would imply a “sense of project” and lose the variations found around Los Gatos.



North 40 design – Taller buildings are located on lower ground, internal to site



Sight lines: Low, modest buildings block views of taller buildings at the heart of the site.

The look and feel of Los Gatos

Creative interplay of landscape and architecture



View Along South A Street



Tree lined corridors – South A Street



Cuesta de Los Gatos Way

The look and feel of Los Gatos

Community variety of architectural and landscape scales



View Along South A Street – Residential entries, no garage doors – pedestrian and bike friendly



Landscape screened garages separated from parks, plazas and neighborhood streets and walkways.



Maggi Court

The look and feel of Los Gatos

Resident entrances engage streets, paseos and parks



View Along South A Street



A Mix of Architectural Styles in Three Building Types Including Traditional, Farmhouse and Contemporary and 17 Unique Colors Schemes.



Church Street

The look and feel of Los Gatos

An eclectic blend of architectural styles



View Along South A Street



A Mix of Architectural Styles in Three Building Types Including Traditional, Farmhouse and Contemporary and 17 Unique Colors Schemes.



Riviera Drive

The look and feel of Los Gatos

A blend of materials



Wood Railings



Allura Stained and Painted Siding



Corrugated Metal Siding



Traditional Siding Elements



Standing Seam Metal Roofing



A Blend of Quality Materials



Phase One of the North 40

Town of Los Gatos Planning Commission

The look and feel of the North 40 and Los Gatos embraces:

- Diversity in styles
- Variety in materials with a natural look
- Variation of scales and heights, not grandiose
- A reverence for landscape and agrarian roots
- Residential scale blocks & frequent entrances = pedestrian friendly neighborhoods.

