
From: Loretta Stagnitto Leadership Associates <loretta@lorettastagnitto.com>
Sent: Tuesday, August 09, 2016 10:04 AM
To: Joel Paulson; Planning; Sally Zarnowitz; BSpector; msavoc@losgatosca.gov; Rob Rennie; Steven Leonardis; miensen@losgatosca.gov
Cc: Loretta Stagnitto; Ron Ricci (rricci); bruce.mccombs@comcast.net
Subject: Do not approve North 40 development!

Dear Town Council and Planning Commission members — We have lived in Los Gatos for more than 25 years, AND we are proponents of progress.

However, I must ask if any of you, personally, have tried to drive around the town, especially on the weekends, and I will be surprised if you say NO. Have you had to get on to highway 17 on a weekend? I live two miles from the entrance, off South Kennedy and Phillips. In late July, I needed to get to a workshop in Santa Cruz by noon. I left at 11 am, and it took me **45 MINUTES to get the the highway entrance**. I was over an hour late for my workshop. Last Saturday night we were coming home from a movie in Scotts Valley. It took us 1.5 hours to drive from there to Los Gatos at 9:30 pm, and there was no accident. Just traffic. **THIS IS TOTALLY UNACCEPTABLE. AND YOU THINK THAT ADDING MORE PEOPLE, HOMES, AND STORES TO LOS GATOS IS GOING TO FIX THIS SITUATION?**

The past few weekends, there have been people driving around the neighborhoods off Phillips, South Kennedy and Alpine areas, just to find ways to get to Hwy 17. We were stuck in traffic jams in our own back neighborhoods. **WE DON'T EVEN HAVE OUR OWN NEIGHBORHOODS ANYMORE TO STAY AWAY FROM THE TRAFFIC JAMS ON LOS GATOS BLVD. THIS IS ALSO TOTALLY UNACCEPTABLE AS A RESIDENT OF LOS GATOS. AND YOU THINK THAT ADDING MORE PEOPLE, HOMES AND STORES TO LOS GATOS IS GOING TO FIX THIS SITUATION?**

I find it really hard to understand how we can vote for this, and let this happen, without any plans to improve the infrastructure, schools, etc. And even if there were plans for that, do we really believe that the North 40, in it's current presentation, is good for Los Gatos?

I will be at the meeting tonight to help defeat this!

Respectfully,

Loretta Stagnitto



LORETTA STAGNITTO
LEADERSHIP ASSOCIATES

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ATTACHMENT 24

From: Pat Home [mailto:pat.stafford@comcast.net]
Sent: Tuesday, August 09, 2016 10:34 PM
To: Council
Subject: North Forty Meeting

Hello all,

I appreciate all of your efforts and understand the stress this project has placed you all under.

Although there is a general need for more housing; especially low income housing, I am opposed to the proposal for most of the reasons listed tonight during the town meeting- traffic, schools, cannibalization of down town business, etc. There were some good ideas tonight that should be investigated.

I am very concerned about the state position concerning small towns and their subsequent continuing RHNA/ABAG allocations with multipliers. I am very interested in what Rep Low wants to discuss with you.

Is it possible to have his conference call with you on Thursday recorded and made available to the town residents?

Thank you again,

Pat Stafford
16429 W. Mozart Ave
Los Gatos, CA 95032
(510) 364-2258 cell

From: Shannon Susick [<mailto:ssusick@comcast.net>]
Sent: Wednesday, August 10, 2016 2:58 PM
To: BSpector; Marico Sayoc; Marcia Jensen; Steven Leonardis; Rob Rennie
Cc: Laurel Prevetti; Joel Paulson; Robert Schultz
Subject: North 40 Hearing Submission Follow up

Good Afternoon Mayor, Council & Staff,

First and foremost thank you so much for your time, service & consideration; not just last night and the past few years, but for the time ahead on this complex application and development. Please consider the following:

1. There is case study that could support overturning the current EIR in regards to impacts (cumulative & otherwise) from closely associated projects:
San Franciscans for Reasonable Growth v. City & County of San Francisco, et al. January 24 1984
2. There are some specific documents I was trying to locate on public record that could have a significant effect on the EIR, potential supplemental EIR and traffic studies including:
 - a. Scope of notices from the City of San Jose to the Town regarding this project (per the City of San Jose) 3/4/2014 (prior to final EIR certification) and 6/24/2015.
 - b. TJKM Peer Review of Two Fehr & Peers Draft Memos dated 12/3/2014 and 12/4/2014 (the attachment on the Town website has a Student Population Report uploaded in its place)
 - c. Current Traffic Studies requested by Commissioners & residents with actual data v. simulated and projected.

I have attached the following requested & unrequested documents & links regarding the current application:

1. Power Point presentation that I was unable to present fully (8/9/2016.)
2. Link to California DOT manual
 - a. http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf
3. Delay Pattern Estimation from Alexandre Bayen
4. Traffic Signals Manual from the Texas DOT
5. Good Samaritan Draft EIR
 - a. <http://www.sanjoseca.gov/DocumentCenter/View/56789>
6. Good Samaritan Draft TIA
 - a. <http://www.sanjoseca.gov/DocumentCenter/View/56790>

We are recommending the current application be denied for various findings and that the Specific Plan be amended. We do not believe that administrative changes will mitigate the issues with the application. We also would like to request that current traffic studies that both the residents and Commission have requested be provided. Considering the size and scope of this and the adjacent project; an independent study not paid for the developer might be the most transparent and objective for the Town.

Thank you so much for your time & service.
You all are amazing!

Shannon Susick
(408) 316-9559

SAN FRANCISCANS FOR REASONABLE GROWTH, Plaintiff and Appellant,

v.

CITY AND COUNTY OF SAN FRANCISCO et al., Defendants and Respondents,

CITICORP and Citibank, N.A., California corporations, Real Parties in Interest

and Respondents.

SAN FRANCISCANS FOR REASONABLE GROWTH, Plaintiff and Appellant,

v.

CITY AND COUNTY OF SAN FRANCISCO et al., Defendants and Respondents,

CROW-SPIEKER #99, a Texas limited partnership, Real Party in Interest and

Respondent.

SAN FRANCISCANS FOR REASONABLE GROWTH, Plaintiff and Appellant,

v.

CITY AND COUNTY OF SAN FRANCISCO et al. Defendants and Respondents,

VINTAGE PROPERTIES, a limited partnership, Real Party in Interest and

Respondent.

SAN FRANCISCANS FOR REASONABLE GROWTH, Plaintiff and Appellant,

v.

CITY AND COUNTY OF SAN FRANCISCO et al., Defendants and Respondents,

LINCOLN MISSION/SPEAR ASSOCIATES, Real Party in Interest and Respondent.

151 Cal.App.3d 61

A019128, A019130, A019126 and A019129.

Court of Appeal, First District, Division 2, California.

Jan. 24, 1984.

Appeal was taken from judgments of the Superior Court, City and County of San Francisco, Daniel H. Weinstein, J., denying petitions for writs of mandate compelling local planning commission to set aside resolutions that certified four environmental impact reports and to void

permits that allowed construction of high-rise office buildings. The Court of Appeal, Rouse, J., held that in omitting from its calculations and analyses of cumulative impacts other closely related projects that were currently under environmental review, the commission applied an unreasonably narrow interpretation of guidelines implementing the California Environmental Quality Act and, in so doing, abused its discretion.

Delay Pattern Estimation for Signalized Intersections Using Sampled Travel Times

Xuegang (Jeff) Ban, Ryan Herring, Peng Hao, and Alexandre M. Bayen

Intersection delays are the major contributing factor to arterial delays. Methods to estimate intersection delay patterns by using measured travel times are studied. The delay patterns provide a way to estimate the delay for any vehicle arriving at the intersection at any time, which is useful for providing time-dependent intersection delay information to the driving public. The model requires sampled travel times between two consecutive locations on arterial streets, one upstream and the other downstream of a signalized intersection, without the need to know signal timing or traffic flow information. Signal phases can actually be estimated from the delay patterns, which is a unique feature of the proposed method in this paper. The proposed model is based on two observations regarding delays for signalized intersections: (a) delay can be approximately represented by piecewise linear curves due to the characteristics of queue forming and discharging and (b) there is a nontrivial increase in delay after the start of the red time that enables detection of the start of a cycle. A least-squares-based algorithm is developed to match measured delays in each cycle by using piecewise linear curves. The proposed model and algorithm are tested by using field experiment data with reasonable results.

Travel time or delay is one of the most important roadway traffic metrics. Providing travel times on freeway routes, for example, via freeway changeable message signs, has now become a common practice in many states in the United States. Arterial travel time information, however, is not widely available due to the difficulty of estimating arterial traffic conditions. Arterial traffic is fundamentally different from freeway traffic. The difference in traffic flow patterns is mainly due to the existence of traffic signals, stop signs, and cross traffic that introduces interruptions to arterial traffic flow. These interruptions bring discontinuities to quantities of interest such as travel times or delays. In addition, distinct from freeways, in an arterial network there are usually many possible routes from an origin to a destination. Providing travel times for one or a few routes may not be sufficient for a driver to get a full picture of the arterial traffic conditions. Therefore, providing time-dependent delay information for arterial

intersections seems more desirable. This paper focuses on signalized intersection delays as they are typically the major contributing factor to arterial delays.

Various models focusing on signalized intersections have been developed to estimate arterial travel times or delays. Statistical methods are proposed in (1–3) in which travel times are modeled as a linear combination of occupancy, flow, and signal parameters. Xie et al. (4) treat arterial link travel time as the summation of cruise time and signal delay. Cruise time is computed by using detector speeds, and signal delay is estimated by using a simplified intersection queuing diagram that requires basic signal parameters. Skabardonis and Dowling developed an improved speed–flow relationship (5) that was shown to be effective to calculate arterial link travel times (6). These models are mainly for estimating average (or static) arterial travel times; recent attention has focused on estimating dynamic (or time-dependent) arterial travel times (7, 8). Skabardonis and Geroliminis (7) model link travel time as the summation of free-flow travel time and signal delay; signal delay consists of single vehicle delay, queuing delay, and oversaturation delay. The calculation of signal delay requires 30-s traffic volume and detailed signal timing parameters. By using high-resolution (second-by-second) traffic signal events data (such as phase and timing changes) and vehicle actuation data, Liu and Ma (8) construct “virtual” vehicle trajectories that make it possible to estimate accurate dynamic arterial travel times.

Most existing arterial models require, as a minimum, the knowledge of traffic signal timing parameters and traffic volume to estimate arterial travel times or delays. Collecting traffic signal data for wide-area arterial streets is not trivial since historically traffic signals have been operated and maintained by multiple agencies. By using the vehicle reidentification technique, it has been shown (9–11) that samples of intersection delays can be obtained directly. In particular, Kwong et al. (12) propose a new scheme in which wireless traffic sensors are deployed downstream (at a fixed distance such as 12 m) of signalized intersections. Traffic volume is collected at each sensor location together with vehicle signatures. A specially designed vehicle reidentification algorithm is developed to match vehicles from signatures (12). The algorithm is based on a statistical model of the signatures, with parameters estimated from data, and no “ground truth” is required. If the algorithm is applied to two consecutive sensor locations (one upstream and the other downstream of a signalized intersection), intersection travel times (or delays) can be obtained directly. A unique feature of such a vehicle reidentification method is that traffic signal information is not required. It is further shown that signal phases can be derived from the matched vehicles by looking at the start and end times of the first vehicle in a queue (12).

The vehicle reidentification method provides a straightforward way for estimating intersection delays without the requirement of

X. Ban and P. Hao, Department of Civil and Environmental Engineering, Rensselaer Polytechnic Institute, Room JEC 4034, 110 Eighth Street, Troy, NY 12180-3590. R. Herring, Department of Industrial Engineering and Operations Research, University of California, Berkeley, 2105 Bancroft Way, Suite 300, Berkeley, CA 94704. A. M. Bayen, Department of Civil and Environmental Engineering, Systems Engineering, University of California, Berkeley, 711 Davis Hall, Berkeley, CA 94720-1720. Corresponding author: X. Ban, banx@rpi.edu.

Transportation Research Record: Journal of the Transportation Research Board, No. 2130, Transportation Research Board of the National Academies, Washington, D.C., 2009, pp. 109–119. DOI: 10.3141/2130-14

signal information. Sampled travel times, however, only provide discrete measurements in the time domain. Now the question is: Can a time-dependent intersection delay pattern curve be constructed by using sampled travel times for a given signalized intersection? An intuitive answer is to assume travel times change linearly between two neighboring sampled travel times. As shown below, such a method may not be the most effective, especially when the penetration rate is relatively high. In this paper, a least-squares-based algorithm is developed to estimate the delay patterns from sampled travel times by recognizing the underlying characteristics of signalized intersection delays.

The proposed algorithm can be applied to specially deployed fixed-location sensors [such as loop detectors or wireless sensors (12)] or the virtual trip line (VTL) technique based on global positioning system (GPS)-equipped cell phones (13, 14). VTLs are virtual loop detectors without any requirement to deploy physical detectors or other infrastructures. As a vehicle equipped with a GPS cell phone passes by a VTL location, the location and speed of the vehicle are sent to a secure server from which all vehicles' information is aggregated and transferred to traffic models. Deployment of VTLs is flexible, with major considerations for privacy preservation (15). Arterial VTL data include individual vehicle speeds at each VTL and travel times between consecutive VTLs for vehicles equipped with GPS cell phones. Such data provide rich information about arterial traffic states while maintaining privacy violations at a minimal level.

The raw VTL travel time data can be processed to generate samples of intersection delays. In this paper, methods are proposed to estimate intersection delay patterns by using these samples. The authors show that delay patterns can be represented as piecewise linear (PWL) curves. These curves are developed by using well-developed traffic flow theory on queue forming and discharging at signalized intersections. The authors then show how to use collected VTL travel times to estimate the parameters of pattern curves, without knowing either traffic signal parameters or traffic volume. The estimation algorithm is a two-step least-squares method that can be converted to solve multiple convex quadratic programs in small dimensions. The estimated delay patterns can also be directly used to derive signal phases. The model and algorithm are tested in microscopic traffic simulation and validated by using field experiment data obtained from wireless sensors.

ARTERIAL VTL SYSTEM

For arterials, VTLs are deployed in a similar way as wireless traffic sensors are deployed (12). In general, a VTL is placed downstream of each outgoing approach of an intersection. The type of data generated by the VTL system for a pair of VTLs includes the time crossing the first VTL, travel time between the two VTLs, and the average speed when vehicles cross each VTL. Speeds are unlikely to be useful because they are highly variable around intersections. Instead, the travel time information will be used to measure delays through the intersection. Given that there will be VTLs deployed to all sides of an intersection, travel time information will be obtainable for any turns of the intersection in addition to through traffic. The fully deployed VTL system will collect updates and push them to a server for processing. The time between pushes will be a consistent interval, typically 1 min.

APPROXIMATE INTERSECTION DELAY PATTERNS

PWL Intersection Delay Curves

Models are first derived for approximate patterns of intersection delays under normal and oversaturation conditions. The results presented here are based on well-established theories on queue forming and discharging in front of a signalized intersection (16, 17). The first condition occurs when the queue can be cleared completely during the green phase of a cycle; the second condition refers to situations in which the queue cannot be cleared within one cycle and the residual queue must wait for extra time (i.e., more delays) to be cleared. These two conditions are the most commonly observed in the field. Under specific situations (e.g., heavy congestion), queues may spillover to upstream intersections and cause further delays. This third condition is not considered in this paper and will be studied in future research.

Figure 1a depicts a typical signalized intersection with VTLs installed upstream (VTL1) and downstream (VTL2). To simplify the discussion, assume that the queue never passes VTL1. The bold solid triangles in the figure can be used to represent how the queue forms and dissipates (these triangles show the waves where two distinct traffic states meet). The horizontal part of the triangles represents the duration of red time. If delays due to vehicle decelerations and accelerations are ignored and the arrival rate is uniform within one cycle, delays can be fully determined by the triangles. In the figure, dashed lines represent trajectories of vehicles, while dotted lines are boundaries at which the discontinuities of delays occur.

The authors' aim is to characterize vehicle delays as a function of the time when a vehicle passes VTL1. In reality the measured delay will not be recognized until the vehicle passes VTL2, but here it is assumed that data have been collected and thus one can perform post-processing to reconstruct a mapping from the time that a vehicle passed VTL1 to its experienced delay at the intersection. Since it is assumed that the queue never reaches VTL1, as shown by the trajectories of vehicles (dashed lines), if a vehicle approaches the intersection in red time or if the queue length is not zero (e.g., trajectory *a* in the figure), then the vehicle will join the end of the queue first and thus be delayed. The delay encountered by the vehicle is the horizontal part of trajectory *a*. Otherwise, if a vehicle arrives during green time and there is no queue (e.g., trajectory *b*), the vehicle will pass the intersection with no delay. The (red) delay curve at the bottom of Figure 1a will spike up at the time that allows a vehicle to travel to the intersection in free flow just before the start of the red time. More importantly, by analyzing the geometry of the triangles, one can observe that if a vehicle passes by VTL1 at a time that would make it get to the intersection just after the start of the red time, delay for this vehicle will be the maximum for the specific cycle. After that, delays will be reduced linearly until no delay is reached. This is represented by the line segments marked as "1" of the delay curve at the bottom of Figure 1a. The slope of the delay reduction part, denoted as delay reduction rate *s*, can be calculated analytically as

$$s = \frac{u_f(w - u_w)}{w(u_f + u_w)} = \frac{v}{k_f} \left(\frac{1}{u_f} + \frac{1}{w} \right) - 1 \quad (1)$$

where

- w = wave speed,
- u_f = free-flow speed,
- u_w = wave speed when a vehicle joins the queue,
- k_f = jam density, and
- v = traffic flow.

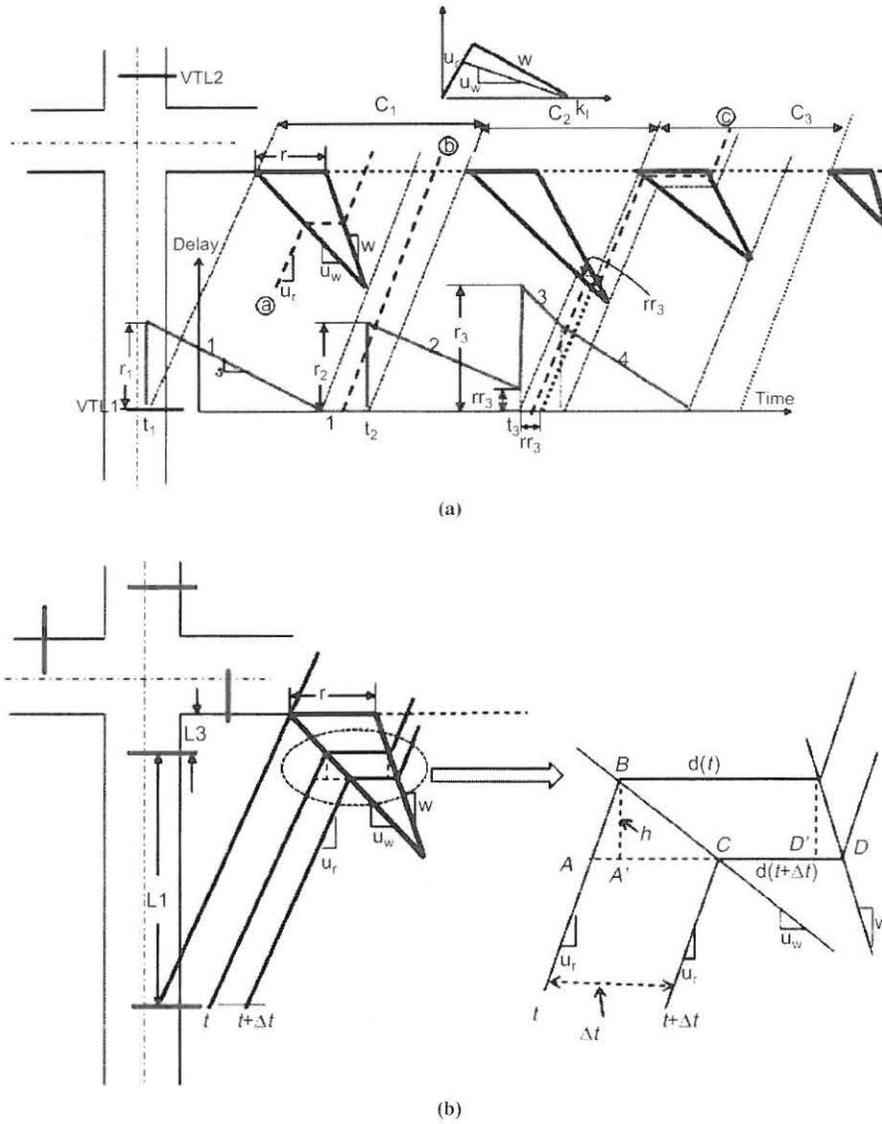


FIGURE 1 Theoretical delay patterns: (a) intersection delay patterns and (b) calculation of delay reduction rate.

Traffic flow (v) is assumed to be constant within a cycle. The parameters u , w , and k_f are specific to actual arterial locations, which also determine the fundamental diagram of the location. Since $w \geq u_w$ always holds (refer to the fundamental diagram at the top of Figure 1a), s is nonnegative: the delay always reduces from its maximum (when traffic light turns red) to some minimum value (when light turns green and no queue exists) for normal situations.

To illustrate how Equation 1 can be derived, see Figure 1b. In particular, it is assumed the delays for a vehicle passing VTL1 at time t and $t + \Delta t$ are $d(t)$ and $d(t + \Delta t)$, respectively. According to the assumptions made in this paper, the delays at both time instants correspond to the lengths of the horizontal lines as shown in Figure 1. On the basis of the geometry of the triangles,

$$d(t + \Delta t) - d(t) = \overline{CD} - \overline{A'D'} = \overline{D'D} - \overline{A'C} = \frac{h}{w} - \frac{h}{u_w}$$

and

$$\Delta t = \frac{h}{u_f} + \frac{h}{u_w}$$

and therefore

$$h = \frac{\Delta t}{\frac{1}{u_f} + \frac{1}{u_w}}$$

Equation 2 summarizes these equations:

$$d(t + \Delta t) - d(t) = \Delta t \left(\frac{1}{w} - \frac{1}{u_w} \right) \left(\frac{1}{\frac{1}{u_f} + \frac{1}{u_w}} \right) \tag{2}$$

Since the delay reduction rate can be defined as

$$s = \frac{d(t + \Delta t) - d(t)}{\Delta t}$$

Equation 1 can be obtained via dividing both sides of Equation 2 by Δt .

The above analysis and Equation 1 work only for normal conditions, that is, no oversaturation or spillover occurs. In case of oversaturation, the residual queue from one cycle will have to wait for the next green to be cleared, as shown by trajectory *c* in Figure 1*a*. Under such situations, delay will still be reduced linearly from the maximum value after the start of the red time. However, it will never reach zero; instead, it will have a sudden increase from a nonzero delay to another (local) maximum, indicating the vehicle will have to wait for extra cycle(s) to be cleared. This is marked as “2” in the delay curve in Figure 1*a*. After this stage, the delay will be reduced linearly until the impact of the residual queue diminishes, as shown by “3” in the delay curve. The delay will be further reduced in a normal way as marked by “4” in the curve. As a result, the delay curve for oversaturation is still PWL, but with a more complicated pattern. A distinct feature is that delay is never reduced to zero. The slope of the curves can all be computed analytically by looking at the geometry of the triangles in Figure 1*b*. It can be seen that the approximate delay patterns for signalized intersections (by ignoring the acceleration and deceleration delays) can be represented as PWL curves. The curves are continuous in most cases, but contain discontinuities (jumps) periodically. These discontinuities correspond to the start of red times and are important features of intersection delays.

Estimation of Signal Phases from PWL Intersection Delay Pattern

Knowing the PWL intersection delay pattern enables one to estimate signal phases of the intersection. Here it is assumed a cycle always starts with the red time, implying that the start of the red, the duration of the red, and the end time of a cycle (also the start time of the next red) uniquely determine the cycle. Figure 1*a* shows a focus on the translated signal phase timing (TSPT) at VTL1, which is different from the actual signal phase timing at the intersection by a constant (i.e., the free-flow travel time from VTL1 to the intersection). In fact, TSPT reflects the times when a vehicle actually “feels” the effect of the signal at VTL1 as if it were just at the intersection. The procedure for estimating TSPT is described as follows.

First, as shown in Figure 1*a*, there is a nontrivial increase in delays right after the start of the red time in TSPT (for both normal and oversaturation conditions), with the magnitude of the increase equal to the duration of red time. As delay generally decreases over time within a cycle after the start of red, such an increase is a unique feature of intersection delays that only happens at the time when the signal turns red in TSPT. Detecting such an increase in measured delays will help to identify the start of a new cycle. For example, under normal conditions (e.g., the condition marked as “1” of the delay pattern in Figure 1*a*), the delay increases from 0 to r_1 at t_1 , which indicates that t_1 is the start of a cycle (denoted as cycle “ C_1 ”) in TSPT. This cycle ends when the next increase is detected at time t_2 , which also indicates that the next cycle (C_2) starts at t_2 . The duration of the red time is r_1 . For oversaturation conditions, the start of red is also associated with such an increase in delay, but needs further adjustment. For example, at t_3 the delay increases from a nonzero value rr_3 to r_3 . As illustrated in Figure 1, the actual start of red (for cycle C_3) in this case is not t_3 ; rather, it is $t_3 + rr_3$. Similarly, the duration of red is $r_3 - rr_3$ instead of r_3 .

In summary, it is assumed the delay pattern is given, which results in n discontinuities at t_i with delay being increased from rr_i to r_i , $i = 1, \dots, n$. The start of red time is then $t_i + rr_i$, and the duration of red is $r_i - rr_i$, $i = 1, \dots, n$. This simple procedure is used in later sections to derive signal phase information for both the simulation and field experiment data. Notice that this way phase information in TSPT is obtained, which can be easily translated to actual phase information of the intersection by adding the free-flow travel time from VTL1 to the intersection.

ESTIMATION ALGORITHM

The problem investigated in this article is to estimate intersection delay patterns by using sampled travel times measured between upstream and downstream locations of a signalized intersection. The estimation method proposed is a simple curve fitting algorithm. First, since delay curves are PWL, delay measurements can be fitted by using linear forms, which significantly reduces the complexity of the fitting algorithm. Second, there is a nontrivial increase in delays right after the start of the red time; detecting such an increase can help identify the start of a new cycle.

Two-Step Least-Squares Estimation Algorithm

The estimation algorithm contains cycle breaking and line fitting as two major steps. Figure 2 shows how the above two observations

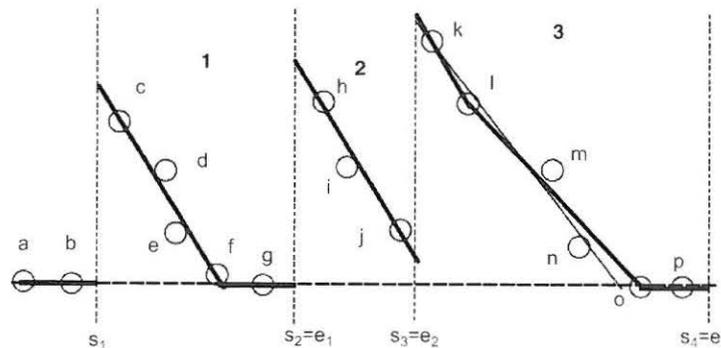


FIGURE 2 Illustration of estimation algorithm.

can be used in these steps. It is assumed there are 16 measured delays, represented by the 16 circles labeled “a” to “p” in Figure 2. The values of the delays are denoted as $\{d_r, 1 \leq r \leq 16\}$. Each delay is associated with a time stamp, denoted as $\{t_r, 1 \leq r \leq 16\}$. First, by detecting the (nontrivial) increase of delays, the 16 measurements can be broken into four groups: $\{a, b\}$, $\{c, d, e, f, g\}$, $\{h, i, j\}$, $\{k, l, m, n, o, p\}$. In the figure, s_r, e_r denotes the starting time and ending time of a cycle, respectively, which may be defined as the middle point of two consecutive time stamps (one in each cycle) or adjustable on the basis of the calculated average cycle length information (refer to the intersection delay estimation [IDE] algorithm in the next subsection). Second, within each cycle, an attempt is made to fit the measurements by using PWL curves. Figure 2 shows the three typical delay patterns for normal and oversaturation conditions, marked as 1, 2, and 3. Curve 1 is for normal conditions, in which delay reduces linearly until it reaches zero. Therefore, the delay curve consists of two lines, one with a negative slope and the other with a zero slope (constant). Curves 2 and 3 are for oversaturation conditions. Curve 2 is a single line with a negative slope representing delay reduction (over time) for the first cycle of the oversaturation, in which the minimum delay is positive. Curve 3 represents the delay reduction pattern caused by both cycles of the oversaturation, which contains at least two lines and may or may not reach zero delay in the end (depending on whether oversaturation disappears in the second cycle).

In summary, although the shape of the delay curve within a cycle may vary depending on actual traffic conditions, the fundamental pattern of the curve can be identified as the three cases in Figure 2 for normal and oversaturation conditions. Furthermore, the number of measurements in one cycle tends to be small. For example, consider a three-lane arterial intersection with a total traffic volume of 1,800 vehicles per hour (veh/h). Assume the cycle length is 1 min, which will result in about 30 (1,800/60) measurements under a 100% penetration rate. In reality, since the penetration rate is most likely much smaller than 100%, the number of measurements with a cycle will not exceed one or two dozen. Therefore, although more advanced fitting techniques may be applied, instead a simplistic method based on least-squares fitting is proposed in this paper.

The least-squares method starts with attempting to fit the measurements within one cycle by using two straight lines. This is done by enumerating all possible grouping scenarios of the measurements. Denote $\{d_r, r \in R\}$ the set of measurements sorted by their time stamps $\{t_r, r \in R\}$, where $|R|$ denotes the total number of measurements. This set of measurements may then be divided into two groups by breaking the set at $m = 3, \dots, |R| - 1$, where m is the starting index of the second group. For each m , fitting can be solved by using a convex quadratic program. To see this, it is assumed the objective of fitting is to reduce the deviation of model-predicted and actually measured delays, more specifically the mean square error (MSE) of the predicted delays. It is further assumed the first line can be represented as $d = a_1 t + b_1$ and the second line as $d = a_2 t + b_2$. Here a_1, b_1 are parameters for the first line, and a_2, b_2 are parameters for the second line; all need to be estimated. The quadratic problem can then be formulated as follows:

$$\min_{a_1, b_1, a_2, b_2} \sum_{1 \leq r \leq m-1} (a_1 t_r + b_1 - d_r)^2 + \sum_{m \leq r \leq |R|} (a_2 t_r + b_2 - d_r)^2 \quad (3)$$

such that

$$a_1 [(1-\theta)t_{m-1} + \theta t_m] + b_1 = a_2 [(1-\theta)t_{m-1} + \theta t_m] + b_2 \quad (4)$$

In the above model, the objective in Equation 3 is the summation of MSE of the two groups. The first group contains data points $1, \dots, m-1$, and the second group contains data points $m, \dots, |R|$. It is assumed m is given, and $a_1 t_r + b_1$ is the predicted delay at t_r using the first line whose actual delay is d_r for any $1 \leq i \leq m-1$. Similarly, $a_2 t_r + b_2$ is for the delay predicted by the second line. The Equation 4 constraint is required because the two lines have to intersect at the boundary of the two groups. Here it is assumed the boundary is at $0 \leq \theta \leq 1$ from t_{m-1} with respect to the difference between t_m and t_{m-1} . As a special case, if the boundary is at the middle point of t_m and t_{m-1} , then $(t_{m-1} + t_m)/2$. The above model has only four variables and is convex and quadratic, which can be solved very efficiently by using standard quadratic program solvers.

The quadratic model (Equations 3 and 4) will be solved for any $3 \leq m \leq |R| - 1$, resulting in $|R| - 3$ solves. The minimum objective value of all solves is denoted as f_2 . The value for f_2 is compared with the objective value of fitting all measurements by using one line, denoted as f_1 . If $f_2 < f_1$, the two-line fitting is accepted; otherwise, the one-line fitting is accepted. If two-line fitting is accepted, the algorithm will further test if the duration of either group is larger than a threshold. If yes, the above process is repeated on the group, trying to fit the group with two new lines. This process repeats itself until either all groups are represented as a single line or the duration of the group is below the threshold. The estimation algorithm is summarized as follows, which is denoted as the IDE algorithm.

IDE Algorithm

Step 1. Initialization. Collect VTL travel time data and process them to obtain intersection delays. Set two thresholds, θ_1 and θ_2 .

Step 2. Cycle breaking. Scan all the delay measurements and detect if the delay increase from one measurement to the next one exceeds θ_1 . If yes, break the cycle at the second measurement. This step will produce groups of delay measurements.

Step 3. Curve fitting within a cycle. Denote $\{d_r\}, \{t_r\}, \forall r \in R$ all the measurements in a given cycle.

Step 3.1. Solve the convex quadratic program (Equations 3 and 4) for all $3 \leq m \leq |R| - 1$. Here $\theta = 0.5$ is used, that is, the boundary is at the middle point. Denote the minimum objective value among all $|R| - 3$ solves as f_2 .

Step 3.2. Solve the least-squares fitting problem by using a single line and denote its objective value as f_1 .

Step 3.3. If $f_2 > f_1$, fit the delay pattern by using the single line. Otherwise, represent the delay curve by using two lines. If the duration of either line is larger than θ_2 , set $\{d_r\}, \{t_r\}, \forall r \in R$ as the measurements corresponding to this line and go to Step 3.1. Go to Step 4 if Step 3 is done for all cycles.

Step 4. Cycle length adjustment (for pretimed or actuated coordinated signals). Calculate the average cycle length by dividing the total time period by the number of cycles detected. Using this average cycle length, adjust the boundaries of each cycle (i.e., the values of θ) so that each cycle length is as close as possible to the obtained average cycle length.

Step 5. Stop with an optimized delay pattern curve.

In the IDE algorithm, θ_1 is the threshold for the increase of delays to detect the start of a new cycle, while θ_2 is the threshold of the time window to break measurements within a group into possibly more cycles. The value of θ_1 should be exactly the duration of the red time in ideal situations. In reality, due to travel time variations

across individual vehicles and more importantly the fact that only samples are available, one can set $th_1 = \alpha_1 R$, where R is the duration of the red time and α_1 is a coefficient. Similarly, th_2 can be selected as the cycle length in ideal cases. In practice, one can set $th_2 = \alpha_2 C$, where C is the cycle length and α_2 is another coefficient. The selections of α_1 and α_2 may be location specific and need further investigations. In this paper, th_1 and th_2 are set as 15 and 35 s, respectively. Step 4 is a fine-tuning step for pretimed or actuated coordinated signals. For these types of signals, cycle lengths are usually constants. The average cycle length via the first three steps can hopefully provide an indication of what the fixed cycle length might be. This information can then be used to adjust boundaries (i.e., θ) of each cycle so that the cycle length is close to the average length.

The above discussions show that in order to appropriately estimate the delay curves at least two measurements per cycle are needed for normal conditions. For oversaturation conditions, this number will be at least four. If the cycle length is 1 min, the required minimum sample rate is 120 veh/h for normal conditions and 240 veh/h for oversaturation conditions. If a two-lane arterial street with a traffic volume of 1,200 veh/h is considered, this implies a minimum penetration rate of 10% for normal conditions and 20% for oversaturation conditions. It is worth noting that the IDE algorithm only uses measured travel times as input, without assuming knowledge of signal timing parameters or traffic volume information. This is a fundamental difference between IDE and previous models based on detector data.

Test of the Algorithm in Microsimulation

The performance of the IDE algorithm is assessed by using a simulation model developed in Paramics (18). The left-turn movement of a particular intersection with a free-flow travel time of 26.69 s is considered. The simulation was run for 1 h. Figure 3*a* depicts the simulated travel times between two VTLs deployed upstream and downstream of the intersection for all vehicles making left turns. The travel times look purely random at first glance. For comparison purposes, the durations of red times for this left turn are displayed as the horizontal bars at the bottom of Figure 3*a*. These durations are "ground-truth" and are obtained directly from the simulation model. The IDE algorithm was applied on the simulated travel times; the identified delay patterns are shown in Figure 3*b*. In this figure, the curves are actually for travel time patterns, which is exactly the same as the delay patterns (with a constant difference). The estimated patterns match very well with the measured travel times (represented as asterisks in Figure 3); the estimation errors, that is, $\hat{d}_i - d_i$, are indicated by plus signs. Here \hat{d}_i is the estimated delay. It is easy to see that most estimation errors are close to zero, implying that the estimation quality is high. To further quantify the estimation quality, a quality measure is defined that is the percentage of estimates with errors no more than 15% of the measured travel times. Denote this quality measure as α , which can be defined as follows:

$$\alpha = \text{Prob} \left(\left| \frac{\hat{d}_i - d_i}{d_i + \text{fft}} \right| \leq 0.15 \right) \quad (5)$$

Here fft denotes the free-flow travel time. Note that fft is added to the denominator of the right side of Equation 5 since d_i may be zero. In this sense, Equation 5 is actually the error defined for travel times. Clearly, the estimation quality becomes higher for larger α . In this example, $\alpha = 99.32\%$, which indicates that the IDE algorithm works well for estimating delay patterns. Notice that during this

1-h simulation, both normal conditions and oversaturation conditions occur (Figure 3*b*). These conditions are verified in the actual simulations. Also, by comparing the delay patterns with the ground-truth red times on the bottom of the figure, it can be further verified the patterns are associated with signal timing properly.

The good performance of the IDE algorithm in the above example is largely due to the fact that all vehicle travel times are assumed to be known. In other words, the penetration rate is 100%. The next question to ask is: How will penetration influence the estimation quality? To answer this question, the measured travel times for a given penetration rate p are randomly sampled, and the sampled travel times are used to estimate delay patterns. For this purpose, it is assumed the probability of selecting a particular measurement is p . The sampling results in two sets: the first set contains travel times that were selected, and the second set consists of all unselected travel times. The first set is used to estimate delay patterns via the IDE algorithm; the second set is used for testing the estimation quality.

Figure 4*a* depicts the impacts of penetration rates on the estimation quality; the penetration rate is varied from 6% to 100% using 2% as the increment. For each penetration rate, the random sampling procedure was run 50 times. Each time, the sampled travel times were used to estimate delay patterns, and the unselected travel times were used to test the estimation quality, that is, to compute α . The plus signs in Figure 4*a* represent the α 's and the solid line is the average of the 50 runs. For comparison purposes, the estimation was also calculated by pure linear interpolation. That is, for each sampling run, the sampled travel times are treated as grid. The unselected travel times can then be estimated by assuming travel times change linearly between any two adjacent travel times. This linear interpolation represents a naive approach to estimate travel times based on sampled ones. In Figure 4*a*, dots represent α 's for each sampling run under a given penetration rate, and the dashed line is the average across all 50 runs, both for the linear interpolation approach.

At least for this particular example (Figure 4), if the penetration rate is less than 20%, the linear interpolation approach is superior to the IDE algorithm. However, as the penetration rate increases, the IDE algorithm becomes more effective in estimating delay patterns. If the penetration rate exceeds 40%, this difference is larger than 10%, indicating that the IDE algorithm is significantly better than the linear interpolation approach. Such a trend remains pretty constant as the penetration rate increases further.

The timing of the intersection signal phases was estimated by using the procedure outlined above. This was conducted by using penetration rates ranging from 25% to 100%. Figure 4*b* depicts the estimated signal phases, with the solid horizontal bars representing the duration of red times. On the top of the figure, the ground-truth signal phases from the simulation are also shown for comparison purposes. The solid vertical lines illustrate the start of red time from the ground-truth signal phases, and the vertical dashed lines indicate the end of red times. At high penetration rates (>60%), the estimated phases are close to the true phases, in terms of both duration of cycles (or red times) and the actual timing. The results, however, deteriorate quickly as the penetration rate becomes smaller.

RESULTS OF FIELD EXPERIMENTS

The PWL intersection delay model and the estimation algorithm were tested by using data from a field experiment. The test site is the intersection of San Pablo Avenue and Solano Avenue in Albany, California (Figure 5*a*). Data were obtained from two sets of wireless traffic sensors installed upstream and downstream of the sub-

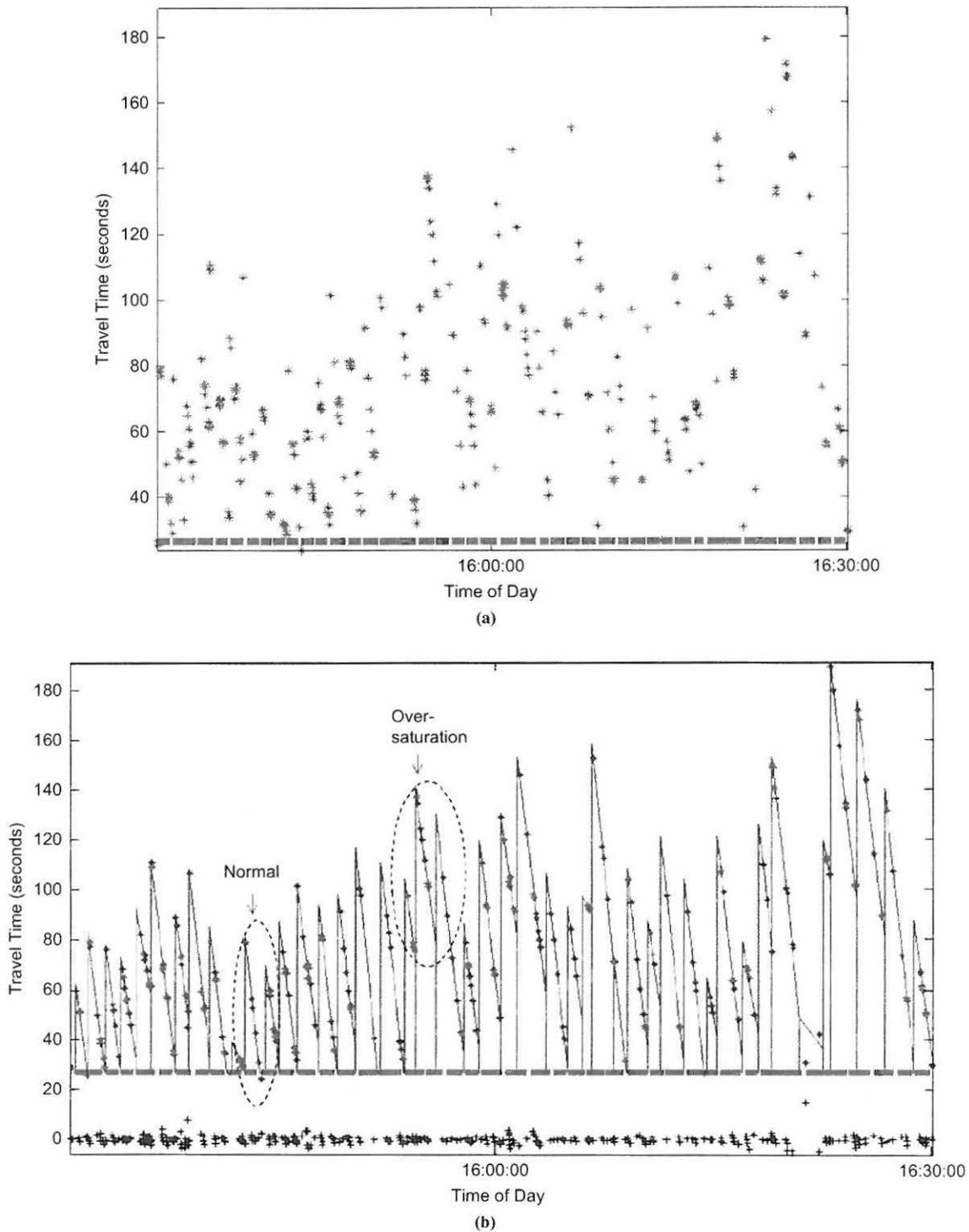


FIGURE 3 Microsimulation results for simulation data for (a) travel times and (b) intersection delay patterns.

ject intersection. The raw data collected from those sensors contain traffic flow and vehicle signatures. A reidentification algorithm was applied to match vehicles. Travel times between the two sets of detectors were then obtained from the matched vehicles. For detailed descriptions of the test site and the vehicle reidentification algorithm, see Kwong et al. (12). In this article, travel times from

matched vehicles are used directly. In particular, the data contain travel times of 140 vehicles for a 30-min period (1:00 to 1:30 p.m.). Travel time data are shown as asterisks in Figure 5b.

The IDE algorithm described above is applied to the travel times in Figure 5b. The estimated delay pattern curve is shown as thin solid lines. The plus signs represent estimation errors (between

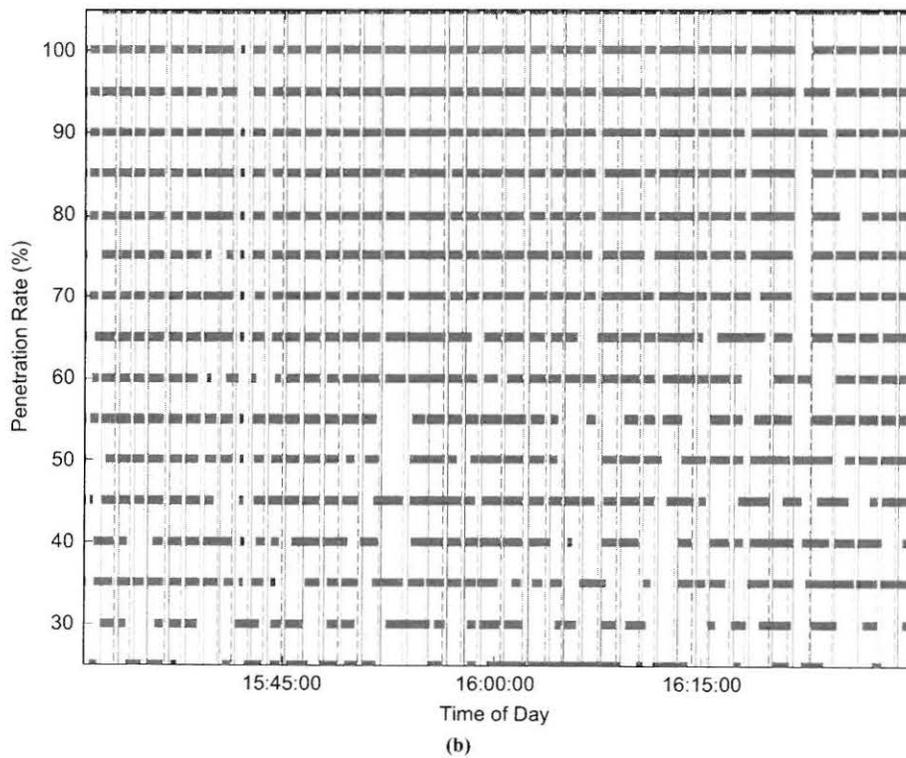
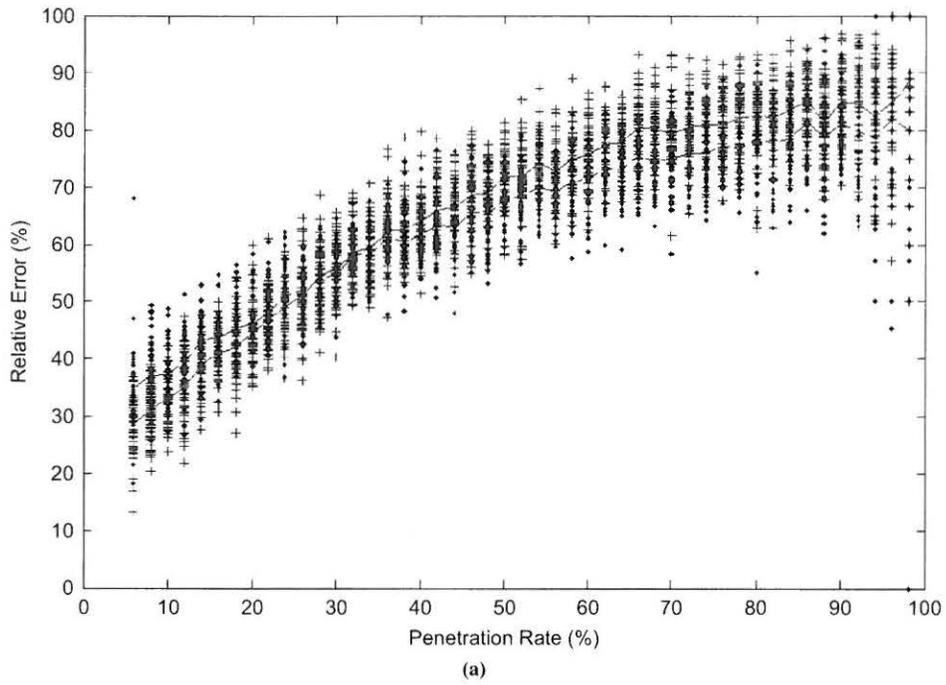
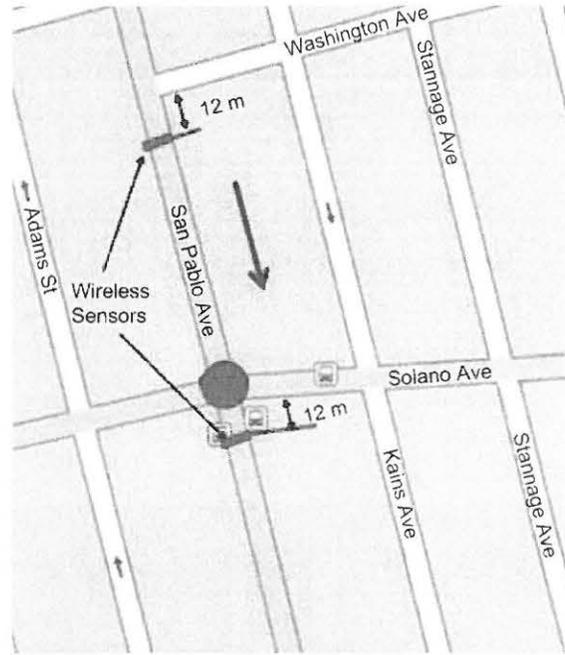
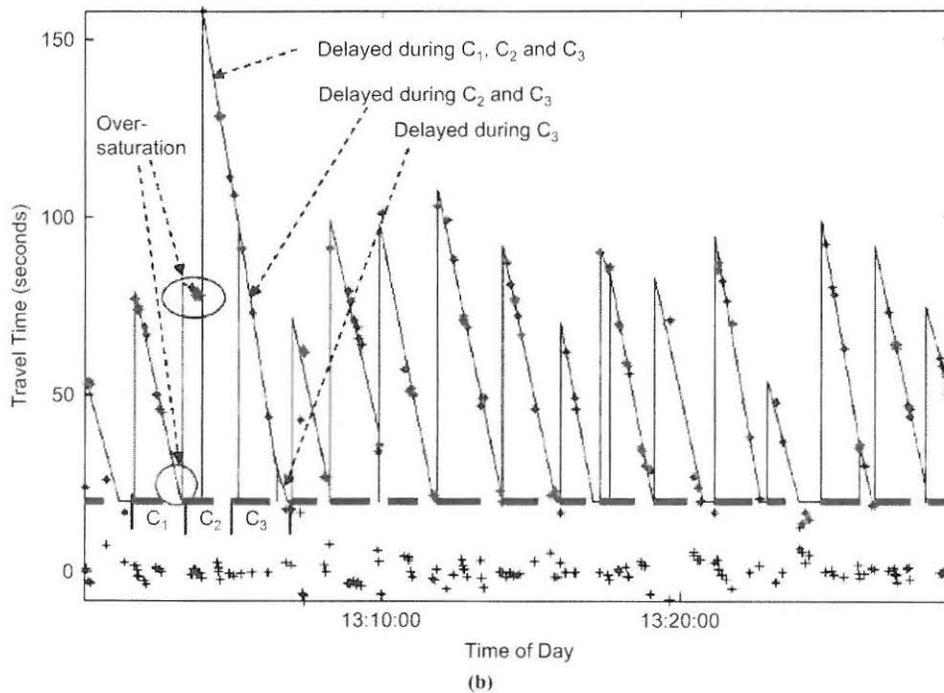


FIGURE 4 Test results using microsimulation data: (a) impact of penetration rate on delay pattern estimation quality and (b) estimated signal phases.



(a)



(b)

FIGURE 5 Field experiment: (a) test site and (b) estimated delay pattern and signal phases. [Source for (a): maps.google.com.]

asterisks and the delay pattern). For this data set, nearly 88% of vehicles will have an estimation error of less than 15% if the estimated delay pattern is used. This illustrates that the delay pattern is a fairly good estimation to the ground-truth travel times. Three cycles, C_1 , C_2 , and C_3 , during which oversaturation happened are further highlighted in the figure. In fact, oversaturation occurred

during both C_1 and C_2 as marked. During C_3 all queues were cleared up. As a result, the delay pattern for C_3 consists of three line segments as indicated. In particular, the first line segment represents delays caused by all three cycles, the second line segment represents delays caused by C_2 and C_3 , and the third line is for delays caused by C_3 only.

TABLE 1 Estimated Signal Phase Parameters

Index	Cycle Length (s)	Red Time (s)	True Cycle Length (s)	Deviation (%)
1	94	31	108	-13.4
2	98	59	108	-9.4
3	96	61	108	-11.5
4	123	79	108	13.5
5	81	52	108	-25.3
6	114	75	108	5.9
7	97	59	108	-10.2
8	134	88	108	24.0
9	117	71	108	8.4
10	79	50	108	-26.9
11	111	70	108	2.4
12	120	63	108	11.5
13	106	74	108	-1.5
14	107	34	108	-0.9
15	107	79	108	-0.9
16	107	72	108	-0.7

The signal phase estimation procedure described above was also applied to this data set. As this intersection is actuated in coordination with a cycle length of 108 s, Step 4 of the IDE algorithm is applied. The average cycle length generated by the IDE algorithm is 106 s, which is very close to the true cycle length, indicating that at least the cycle-breaking algorithm works fine. The estimated phases (red times) are shown in Figure 5b with thick horizontal bars. Table 1 lists the cycle lengths and durations of red times as well as the deviation (in percent) between the estimated cycle lengths and the true cycle length. Most of the estimated cycle lengths (13 out of 16, or 81%) are within 15% of the true cycle length. The worst case is an underestimate of nearly 27%, while the best case is an underestimate of only 0.7%. This shows that the IDE algorithm proposed in this paper works fairly well for the field experiment data. The estimation algorithms work well mainly because the vehicle reidentification algorithm can match 45% to 65% of total vehicles (12), that is, the penetration rate of the data set is 45% to 65%. As discussed above, such high penetration can generate a reasonable estimation of delay patterns and signal phases.

CONCLUSIONS AND FUTURE PLAN

The authors proposed in this article a two-step algorithm to estimate arterial signalized intersection delay patterns under both normal and oversaturation conditions. First, by investigating the queue-forming and discharging process at signalized intersections, it was shown that intersection delays can be represented as PWL curves. In particular, after the start of the red time, there is always a significant increase in the delay pattern. This unique feature helps to detect the start of a cycle, which in turn makes it possible to break potentially large data samples (i.e., measured travel times) into groups roughly equivalent to signal cycles. A least-squares-based linear fitting algorithm was developed to estimate the delay pattern within a cycle. It was shown that the least-squares method can be converted to solve multiple convex and quadratic programs each with only four variables. Therefore the proposed delay pattern estimation algorithm is polynomial in time and can be implemented in real-time applica-

tions. The model and algorithm were tested by using microscopic traffic simulation data and field experiment data. The results illustrated that the IDE algorithm is promising when the penetration rate is relatively high (e.g., larger than 20%).

The proposed model and algorithm only require sampled travel times obtained between consecutive locations in arterial streets. This is in contrast to most previous intersection delay or travel time models that assume at least signal timing parameters and detector data. As a result, the intersection delay model and algorithm have the potential to be applied in large-scale arterial networks, especially if integrated with the VTL technique designed for GPS-equipped cellular phones. The work presented in this article is only the first step in developing arterial delay models. Some future research directions can be summarized as follows:

1. Only normal and oversaturation conditions were considered in this article. The authors are now working on characterizing delay patterns under other traffic conditions.
2. The least-squares-based IDE algorithm considers only the two most significant features of intersection delays and currently works well for relatively high penetration rates. The algorithm needs to be refined by exploring more characteristics of arterial traffic flow, traffic signal systems, and delay patterns.
3. The model and algorithm were tested by using microsimulation and data from a field experiment. A series of field experiments is currently under way to collect arterial travel times that will be used to test the proposed model. Results will be reported in subsequent articles.

ACKNOWLEDGMENTS

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- The Highway Capacity and Quality of Service Committee sponsored publication of this paper.*

Anchor: #i1002518

Section 8: Intersection Delay Study

Anchor: #i1002523

Introduction

To meet the requirements for Warrant 10, “Peak Hour Delay,” a delay study must be performed at the subject intersection. Typically, an intersection delay study is conducted at intersections or major driveways where congestion problems exist. This study is considered as a detailed investigation of the stopped-time delay conditions at an intersection being evaluated for signalization.

Anchor: #i1002533

Time of Study

The intersection delay study should be performed during periods of congestion. Typically, the peak delay occurs during the peak hour, which can be identified from the traffic counts. The peak delay may occur during the major street’s peak hour or during the minor street’s peak hour, so care should be taken when determining the study time period. In some cases, both time periods need to be studied to determine the peak delay hour. It may be desirable to start the delay study 30 minutes before the beginning of the peak hour and end it 30 minutes afterwards to ensure that the peak delay is recorded.

Anchor: #i1002543

-
- ▶ 1. Introduction
- ▶ 2. Requests for Traffic Signals
- ▼ 3. Traffic Studies
 - ▶ 1. Overview
 - ▶ 2. Condition Diagram
 - ▶ 3. Location Map and Photographs
 - ▶ 4. Accident (Crash) Information
 - ▶ 5. Vehicle and Pedestrian Traffic Counts
 - ▶ 6. Approach Speeds
 - ▶ 7. Traffic Survey Count Analysis
 - ▼ 8. Intersection Delay Study
 - ♦ Introduction
 - ♦ Time of Study
 - ♦ Equipment
 - ♦ Form
 - ♦ Procedure
 - ♦ Study Results
- ▶ 4. Operational Considerations
- ▶ 5. Traffic Signal Projects
- ▶ A. Forms
- ▶ B. Determination of Need for Traffic Control at School Crossings

Equipment

Unless the district has a delay meter, the intersection delay data is usually collected manually. In most cases, one observer is required for each intersection approach being evaluated. In some cases, traffic volumes are too heavy for one person to handle alone, and a second observer is used.

Each observer needs

- a stop watch or wristwatch with a second hand
- a clipboard and paper to record the delay data.

Anchor: #i1002568

Form

The Intersection Delay Study Field Sheet can be used to record the data. A sample of the form is provided in Appendix A of this manual. This sample form may be photocopied as necessary. Copies may also be obtained from the Traffic Operations Division. In the on-line version of this manual, an MS Word version of this form may be opened and printed out by clicking on the following file name: [TFF-IDS](#).

Anchor: #i1002578

Procedure

Performing a delay study involves counting the vehicles stopped in the intersection approach at successive intervals.

Selecting the Interval. The typical duration for the interval is 15 seconds.

Other values can be selected; however, if a larger interval is selected, the amount of overestimation of delay increases. Conversely, if a smaller interval is selected, the amount of overestimation of delay is lower, but the amount of data collected increases. So the 15 second interval represents a good compromise.

Preparing the Form. Before the start of the study, the identifying information is entered in the appropriate places on the Intersection Delay Study Form. The first column is completed to indicate the starting times in minutes for the indicated succession of sampling intervals.

Counting and Recording. When the starting time arrives, the observer counts and records the number of vehicles stopped on the approach for each observation time indicated. As a vehicle arrives, it is recorded on the "Total Number of Vehicles" section in the column corresponding to the 15 second interval when the vehicle arrived. For example, if a vehicle arrived at 8:00.08 am, it is recorded in the column "+ 0 sec." If this same vehicle is still waiting at the stop line at 8:00.15 am, it is recorded in the column "+ 15 sec." Thus, a vehicle is counted more than once in the delay determination if it is stopped during more than one sampling time.

A separate tabulation of the approach volume is made for each time period by classifying vehicles as stopped or not stopping. (Note: the vehicles not stopping column is typically used for a delay study of an existing signalized intersection.) The number of stopping vehicles is always equal to or less than

the total number of vehicles stopped on the approach for a specific time interval, because vehicles can be delayed for more than one sampling period.

Anchor: #i1002608

Study Results

Each vehicle counted in the delay study is assumed to be stopped for the duration of the selected interval (typically 15 seconds). Each column is added up in each of the subtotal blocks, and the total is recorded in the "Total" block. The total number of vehicles delayed is then multiplied by the interval (15 seconds) to get total vehicle-seconds of delay. Then the highest four consecutive 15 minute time periods are added together. This sum is then divided by 3600 to convert the value to vehicle-hours of delay. The result is then used to determine if Warrant 10, "Peak Hour Delay," is met



Town Council Meeting

August 9th 2016

A&S S-13-090

Aka "The North 40"

The “T” Word

no.....not Tea Time with Friends or



The “T” Word

Tony the Tiger...



The “T” Word
TRAFFIC
for young & old



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

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

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

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

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

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

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

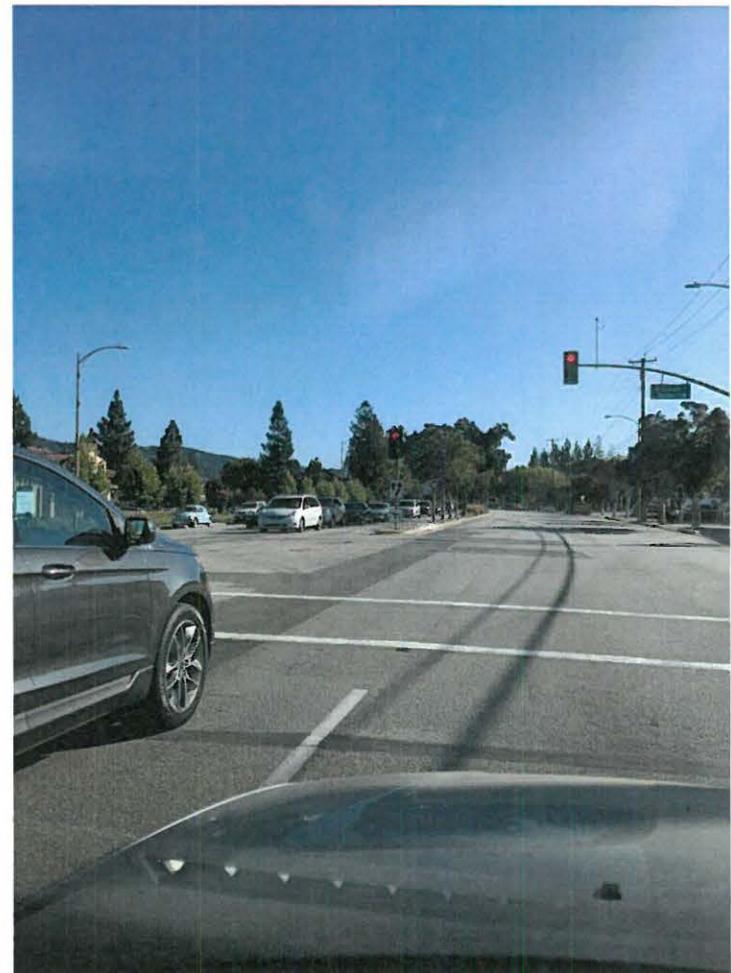
Step 6: Estimate balanced demand between on-site land use pairs.

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

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

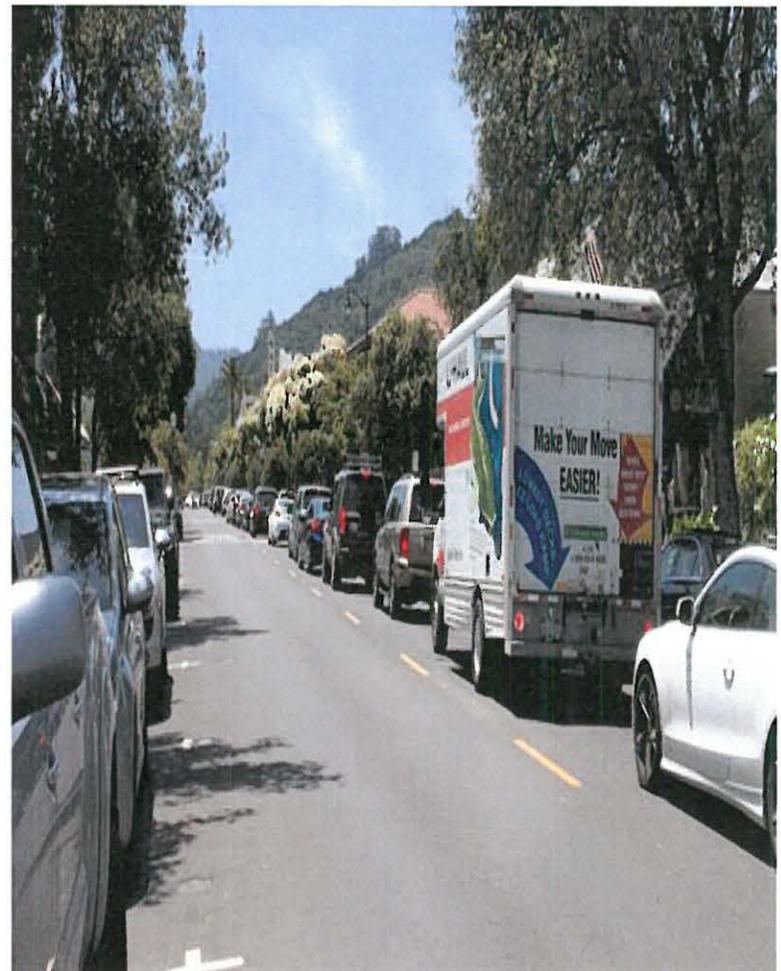
Step 9: Calculate overall internal capture and total external vehicle trip generation.

**DENY THE CURRENT
APPLICATION & REVIEW THE
SPECIFIC PLAN**



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

DENY THE CURRENT APPLICATION
& REVIEW THE SPECIFIC PLAN



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

- **D: approaching unstable flow.** Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 ft(50m) or 8 car lengths. Minor incidents are expected to create delays. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.
- **E: unstable flow, operating at capacity.** Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Vehicle spacing is about 6 car lengths, but speeds are still at or above 50 mi/h(80 km/h). Any disruption to traffic flow, such as merging ramp traffic or lane changes, will create a shock wave affecting traffic upstream. Any incident will create serious delays. Drivers' level of comfort become poor. ¹¹ This is a common standard in larger urban areas, where some roadway congestion is inevitable.
- **F: forced or breakdown flow.** Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in a constant [traffic jam](#) is at this LOS, because LOS is an average or typical service rather than a constant state. For example, a highway might be at LOS D for the AM peak hour, but have traffic consistent with LOS C some days, LOS E or F others, and come to a halt once every few weeks.



Key Intersection Grades after additional information requested by Council December 2014

Trang TuNguyen
December 5, 2014
Page 5 of 10

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

Intersection with Notable Change	Peak Hour	Cumulative 2 (From TIA)						Cumulative 2 + New/Changed Development					
		No Project		Plus Project A		Plus Project B		No Project		Plus Project A		Plus Project B	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
2 Winchester Boulevard and Knowles Drive	AM	31.8	C	32.3	C-	32.1	C-	66.1	E	67.9	E	67.0	E
	PM	41.0	D	45.0	D	45.6	D	151.5	F	167.5	F	169.0	F
14 Bascom Avenue and Camden Avenue	AM	49.7	D	50.0	D	49.9	D	83.3	F	83.8	F	83.8	F
	PM	50.1	D	50.9	D	51.0	D	56.1	E+	58.6	E+	58.9	E+
30 SR 17 Northbound Ramps and Camden Avenue/White Oaks Road	AM	98.0	F	98.2	F	98.2	F	140.9	F	141.1	F	141.2	F
	PM	70.1	E	70.3	E	70.3	E	141.9	F	142.2	F	142.2	F
31 SR 17 Southbound Ramps and San Tomas Expressway	AM	109.1	F	109.0	F	109.0	F	241.3	F	241.3	F	241.3	F
	PM	62.8	E	62.7	E	62.7	E	86.7	F	86.9	F	87.0	F

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

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

² LOS = Level of service. LOS calculations conducted using the TRAFFIX 8.0 level of service analysis software package.

Source: Fehr & Peers, 2014.

Delays at Los Gatos Boulevard & Lark Avenue Intersection dated & recent (objective data)

Trang TuNguyen
December 5, 2014
Page 8 of 10

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TABLE C-1 – NORTH 40 FUTURE YEAR CONDITIONS ADDITIONAL INFORMATION - WITH NORTH 40 TRANSPORTATION IMPROVEMENTS

PROJECT ALTERNATIVE A

Intersection	Peak Hour	Cumulative 2 (From TIA)						Cumulative 2 + New/Changed Development						Does the TIA Mitigation Provide Acceptable LOS with the New/Changed Projects?
		No Project		Plus Project A Pre-Mitigation		Plus Project A Post Mitigation		No Project		Plus Project A Pre-Mitigation		Plus Project A Post Mitigation		
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	
11 SR-17 Southbound Ramps and Lark Avenue	AM	33.3	C-	35.0	C-	34.1	C-	34.9	C-	37.3	D+	36.8	D+	No. Additional improvements would be needed to achieve LOS D- or better. See below for description.
	PM	44.8	D	60.5	F	45.1	D	51.8	D-	75.1	E-	63.1	E	
19 Los Gatos Boulevard and Samaritan Drive	AM	30.1	C	33.1	C-	30.8	C	31.8	C	35.0	C-	32.5	C-	No. Additional improvements would be needed to achieve LOS D- or better. See below for description.
	PM	37.5	D+	90.5	F	48.9	D	43.6	D	104.9	F	57.2	F+	
23 Los Gatos Boulevard and Lark Avenue	AM	66.9	E	84.6	F	49.3	D	71.8	E	90.5	F	37.6	D+	Yes
	PM	48.1	D	79.5	E-	42.2	D	51.5	D-	85.5	F	41.8	D	

For signalized intersections, delay column shows whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 HCM, with justified saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
LOS = Level of service. LOS calculations conducted using the TRAFFIX 8.0 level of service analysis software package.
Source: Peir & Peers, 2014.

- 8/5/2016 8:30 am
- Los Gatos Blvd/Lark Ave
- 60 degrees, no beach or school traffic
- Delay range during 30 minute gathering at the left turn lane with NO project was 80-95 seconds (v. 71 seconds)

Traffic Mitigation by the developer for the current application includes a multi modal bike bath across Highway 17



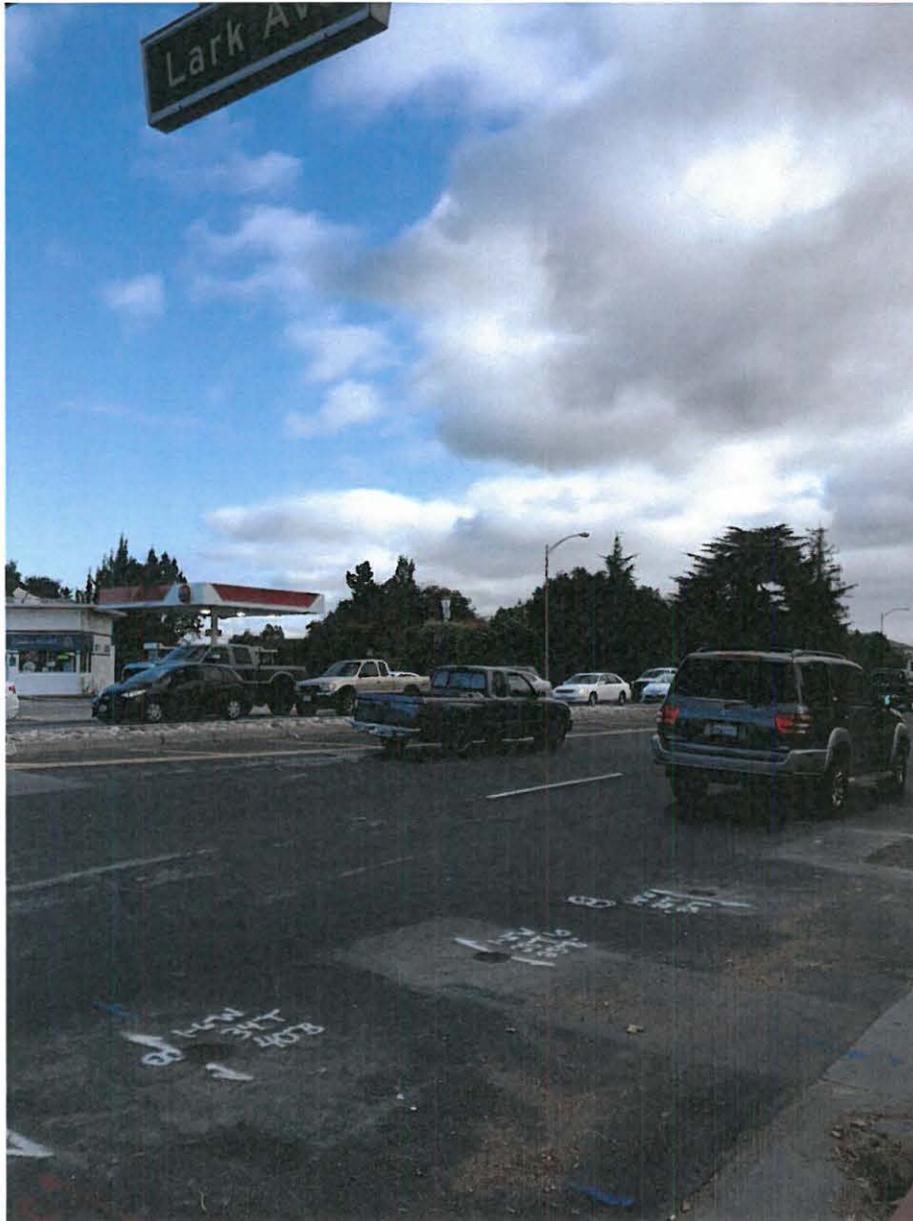
Additional Projects Scope and Impact Studied v. Actual

STUDIED

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

ACTUAL

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



**DENY THE CURRENT APPLICATION
& REVIEW THE SPECIFIC PLAN**

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

**Projected Trip Generation
for the North 40 project**

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

**Projected Trip Generation
Samaritan Master Plan**

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



DENY THE CURRENT APPLICATION & REVIEW THE SPECIFIC PLAN

The residents of this town emphatically support you & our staff & commissioners for the recommendation to deny the current application for these & other findings.

We respectfully request you include in your motion a review of the Specific Plan specific language as to timeliness of traffic and all other studies & alternative projects so that the next applicant will understand what we already do & was stated in the 4th Vision Statement:

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

STAY STRONG, IT MIGHT TAKE LONG

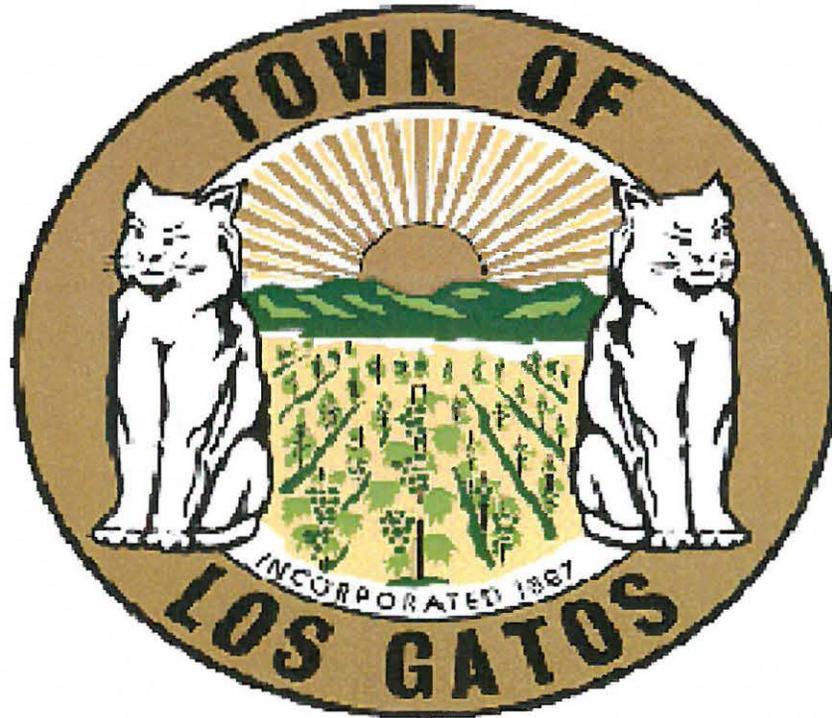
OUR TOWN IS WORTH THE EFFORT & WORTH THE FIGHT

This is the 1st application under a specific plan that took years to develop for an Orchard that has been here longer than most in these chambers.

What this Town approves, will be there FOREVER.

Let's do it Right.

Let's have T stand for the Town of Los Gatos...not Traffic



From: Valerie Kelly [<mailto:lgkellys@me.com>]
Sent: Tuesday, August 09, 2016 11:16 AM
To: BSpector; msavoc@losgatosca.gov; rrenie@losgatosca.gov; Steven Leonardis; miensen@losgatosca.gov; Joel Paulson; Sally Zarnowitz; Planning
Cc: Marni Moseley; dsparrer@community-newspapers.com; letters@mercurynews.com
Subject: North 40 Development Objection

Dear Los Gatos Town Leaders:

I am forwarding this message along with the original message I sent back in March (below), which I submitted too late for consideration.

After attending the meeting and reading materials about the North 40 Development, I am sending this letter to support the Planning Commission's denial of the North 40 Development Plan (Plan) and urge the Town Council to similarly deny the Plan for the following reasons:

- 1) The Plan does not "look and feel like Los Gatos." As a long time resident, I cannot reference any other development in the area of Saratoga-MonteSerenio-LosGatos (or even Campbell for that matter) that looks or feels like the current proposed plan in scale or density. And, I cannot reference any residential developments that mimic the massive industrial style. The Plan "looks and feels" like high density apartment developments in San Jose.
- 2) We live in a low density community which is characterized by an abundance of single story ranch style homes and larger lots. The Plan does not shadow similar existing density and building heights considering the acreage to be developed - all in the same area - and it does not have similar ranch style characteristics.
- 3) The tall story poles covering the (less than entirety of) property show that the development does not embrace hillside views, trees and open space. Although there may be other taller commercial building in town, they are not side-by-side and collected in low acreage area that so pervasively blocks hillside views.
- 4) The development does not have the open space to incorporate the site's current orchard characteristics. Tree selection and a market should not be allowed to meet the specific plan requirements.
- 6) The Plan cannot possibly minimize or mitigate impacts on infrastructure with its current density and scale. The reference to bike access unrealistic and, frankly, disingenuous. The area surrounding the proposed development site is already gridlocked at commute times. When thinking of this summer's beach traffic and the gridlock created by it, the result will be that vehicular traffic will be forced find a way around that area during peak commute hours, which could prove deadly for people needing emergency services. There simply is no reasonable mitigation. And, with Los Gatos High School's incoming Freshman class estimated at close to 600 students, approving a plan without carefully and throughly considering the impact on the schools is reprehensible and amounts to blatant disregard for student education and safety.

7) Phase I and Phase II story poles should be required before any development can begin - the size and scale of the entire site to be developed must be considered before any building begins.

Although your decision may deny Grosvenor's Board of Directors and shareholders the profit anticipated when the property was considered for development by them, this multi-national corporation should not be able to capitalize on this development at an expense to be born by the town of Los Gatos and its residents for many, many years to come. Grosvenor took that calculated risk when it chose to try to develop a large high density development in a small town like Los Gatos. I expect your town counsel staff has advised you similarly; however, although Grosvenor has (directly or indirectly) threatened litigation over this development, please do not allow your team and this community to be bullied. Grosvenor will have to thoughtfully consider risks inherent in litigation and the associated drag on profits from this development before deciding to proceed, which is not a decision that will be taken lightly even by such a large corporate entity.

Again, I beg of your team to please ensure that Grosvenor does not capitalize on this development at the expense of the town's character and its' residents - to allow it to happen would be a monumental blow to our community.

I truly appreciate the time and effort and thoughtful consideration of the North 40 Development that your team has invested to date.

Thank you!
Val Kelly

Begin forwarded message:

From: Valerie Kelly <lgkellys@me.com>
Subject: North 40 Development Ridiculous!
Date: March 30, 2016 at 6:40:04 PM PDT
To: letters@mercurynews.com

Hi: I received a message that you needed full name, address and phone number and any affiliation for letter below. My name is Val Kelly, 21 Fillmer Avenue, Los Gatos, CA 95030, 408-499-5989, no affiliation. Thank you! Val

Begin forwarded message:

From: Valerie Kelly <lgkellys@me.com>
Subject: North 40 Development Ridiculous!
Date: March 30, 2016 at 3:56:51 PM PDT
To: mmoseley@losgatosca.gov, dsparrer@community-newspapers.com,
letters@mercurynews.com

Hi Ms. Moseley:

I have been a home owner in Los Gatos for 12 years and was a resident of Saratoga previously (since 1979). I grew up here and returned after law school.

I have seen the town and area grow over many years and understand that growth is necessary and stimulated by our ever more populated valley. I understand that the North 40 will be developed.

However, the story poles of the North 40 are a visual abomination. I cannot speak to the other development features, but cannot imagine the impact on traffic and the environment.

I am not only writing this message, but attending the meeting this evening. I am a working mom and do not have time to participate in town issues, as a general rule. However, I making the time to attend tonight's meeting and send this message because I view this development as a critical issue and I feel compelled to learn more and provide input to ensure that a responsible decision is made about the development of Los Gatos.

See you there!

Best,
Val Kelly

From: Markene Smith [<mailto:markene@comcast.net>]

Sent: Tuesday, August 09, 2016 11:27 AM

To: BSpector; Marico Sayoc; Marcia Jensen; Steven Leonardis; Rob Rennie

Cc: North40 Comment

Subject: North 40 Application and Map

Dear Los Gatos Town Council,

Please uphold the Planning Committee's recommendation, and adopt a resolution to deny the N40 developer's Architecture and Site and Vesting Tentative Map applications.

The developer's Application and Map do not comply with objective standards contained in the North 40 Specific Plan, including Land Use and Development Standards.

- Maximum Density Capacity
 - The number and distribution are not consistent with the Specific Plan, which envisions housing units to be:
 - Distributed throughout the 44-acre site
 - At a minimum, distributed throughout the 33 acres controlled by applicants
 - Protected from freeway views, noise and fumes by 100-foot barrier of large shade trees along the Lark Avenue on-ramp and SR.
 - Smaller size units
 - One-story units, to accommodate downsizing seniors
 - Affordable units distributed throughout the project
 - Lowest-income residents should not be ghettoized in the air-space of a high-end specialty marketplace
- Development Standards
 - Story poles and netting demonstrate massive, homogenous structures that are out of scale with surrounding neighborhoods
 - Heights, rooflines and bulk tower above SR 17 and Lark Avenue
 - Buildings obscure views of trees and hillsides
 - Looks grossly out of proportion to existing terrain and structures
 - Application and Map fail to provide necessary large-tree barriers along SR 17
 - Other Los Gatos / SR 17 on/off ramps feature dense plantings of large pine trees to buffer freeway sounds, smells, and fumes.
- Vesting Tentative Map
 - Unsafe placement of buildings 24 and 25. Dwelling units are next to gas station, with no ingress and egress to Los Gatos Boulevard
 - Unsafe placement of buildings 1, 2, 3, 4, 5, 28, and 29. Documented health risks have gotten worse, not better, since 2015, and cannot be mitigated by residential air filters. (See N40 Specific Plan EIR, Figure 15, "Health Risks")
 - Large pine trees should be planted in place of the structures depicted on the Map.
 - Due to location and size of this development, streets should be public, not private.

- Map should include 13.5 acres of Open Space, as defined by the Environmental Protection Agency:
- What is Open Space/Green Space?

Open space is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include:

Green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation). Green space includes parks, community gardens, and cemeteries.

Schoolyards

Playgrounds

Public seating areas

Public plazas

Vacant lots

Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods. But with this broad range of recreational sites comes an equally broad range of environmental issues. Just as in any other land uses, the way parks are managed can have good or bad environmental impacts, from pesticide runoff, siltation from overused hiking and logging trails, and destruction of habitat.

Lack of community and public access to safe open and green space is a critical area of concern for urban residents.

—Environmental Protection Agency

Thank you!

Markene Smith

201 Drakes Bay Avenue

Los Gatos, CA 95032

(408) 356-2613

From: Avery Kaufman <avery.kaufman@gmail.com>

Date: August 9, 2016 at 11:32:11 AM PDT

To: <bspector@losgatosca.gov>, <msayoc@losgatosca.gov>, <mjensen@losgatosca.gov>, <rrennie@losgatosca.gov>, <sleonardis@losgatosca.gov>

Cc: <jpaulson@losgatosca.gov>

Subject: **NO on North 40 as proposed**

Hello,

Pls take the planning commission recommendation and vote NO on proposed North 40. The current plans have too many large scale homes and not enough green space, traffic abatement plans or look and feel of los gatos. This development as is will be only beneficial to the developers and not to Los Gatos citizens. There needs to be less units, more parking, green space and a real plan for conversion into the community.

Thank you,
Avery Kaufman & Richard Borenstein
125 Worcester Loop
LG

From: Joan Langholff [<mailto:joanlangholff@yahoo.com>]

Sent: Tuesday, August 09, 2016 12:43 PM

To: Laurel Prevetti; BSpector; Marcia Jensen; Steven Leonardis; Marico Sayoc; Rob Rennie; Robert Schultz

Cc: North40 Question

Subject: North 40 Concern: Emergency Vehicle access to Hospital

Because of the already backed up traffic on Lark Ave. & Los Gatos Blvd:

What provision is going to be made for emergency vehicles trying to get to Good Samaritan Hospital from Lark & Los Gatos Blvd. ?

We have ambulance/fire/police emergency vehicles using these roads dozens of times per day (we hear the sirens all the time - day & night).

How are you going to address life & death issues that may be impacted because emergency vehicles and personnel are NOT able to get to the nearest ER ?

From: Bonnie Payne [mailto:bonnieapayne@comcast.net]

Sent: Tuesday, August 09, 2016 1:02 PM

To: BSpector

Cc: Joel Paulson

Subject: North 40

Dear Mayor Spector,

I want to register my opposition to the current proposed development for the North 40. Far from the vision for the North 40, this proposal in no way reflects the current ambiance of Los Gatos. I am having a really hard time understanding how it could meet the parameters outlined in the Specific Plan, even if some of these have been dictated by the state.

First, the architecture does not reflect that of Los Gatos. Second, they have crammed the maximum possible residences into one portion of the property, without taking into account the stated necessity that the entire property be considered by any developer. Third, the traffic study is surely flawed, since Los Gatos residents are currently having a difficult time even driving around town on weekends. (I avoid our downtown, and I'm told by merchants that business is off because of impossible traffic going through town.)

The current proposal overstresses our school district. It also does not reflect the "agrarian" history of the property. And it is ugly.

This proposal should be rejected!

Thank you for your consideration in this matter.

Bonnie Payne

Resident since 1973.

From: Bev Christensen [mailto:chrisbev4@gmail.com]

Sent: Tuesday, August 09, 2016 11:03 AM

To: BSpector

Cc: Joel Paulson

Subject: Deny north 40

Please deny current north 40 plan. Thank you for listening. Have lived in Los Gatos for 25 years and know that it is not in our best interest.

Thank you again for all you do

B Christensen.

Sent from my iPhone

From: Carla Mason <carla.d.mason@gmail.com>
Sent: Tuesday, August 09, 2016 1:04 PM
To: BSpector; msayoc@losgatos.ca.gov; Rob Rennie; Steven Leonardis; Marcia Jensen; Joel Paulson; Planning; Sally Zarnowitz
Subject: NO on North 40!!!!

Hello,

Please follow the Los Gatos Specific Plan . Do not allow the developer to put a "city" in Los Gatos. The existing proposal would completely change the look and feel of Los Gatos, not to mention the MAJOR TRAFFIC impact, over crowding of our SCHOOLS, and destruction of our DOWNTOWN!!!

Please vote NO on this plan.

Thank you,
Carla Mason
Los Gatos resident

From: Graves, David <david.graves@hpe.com>
Sent: Tuesday, August 09, 2016 1:08 PM
To: BSpector; Marico Sayoc; Rob Rennie; Steven Leonardis; Marcia Jensen; Joel Paulson; Planning; Sally Zarnowitz
Subject: Please Deny the North 40 Application

If implemented, the North 40 plan will enrich only the developer. Residents throughout the area will suffer.

I urge you to deny the application.

Best Regards,
David Graves

From: jplg159@juno.com
Sent: Tuesday, August 09, 2016 1:54 PM
To: Joel Paulson; Planning; Sally Zarnowitz
Subject: NORTH 40

As long time residents of Los Gatos, We are asking you to not let the NORTH 40 development go through, you've already denied it, if it does go through it will create more gridlock, not to mention crime. This little TOWN cannot handle the increased traffic and people. Plus, we are still in a drought mode and more people means more water usage.

PLEASE SAY No to the NORTH 40!

J and P VanUnen

From: Cherie Rose [<mailto:cherie@cherierosecollection.com>]

Sent: Tuesday, August 09, 2016 3:34 PM

To: Joel Paulson; Steven Leonardis; Rob Rennie; BSpector; Marcia Jensen; maricosayoc@yahoo.com

Subject: North 40

Importance: High

Dear Planning Department and Town Council-

I am the owner of the Cherie Rose Collection and am writing to oppose the North 40 development. I am a Los Gatos residence, have raised my children in Los Gatos public schools, and have been developing and growing my family retail home furnishing store on North Santa Cruz Ave for the last 20 years. My business is a survivor of the worst economic downturn ever experienced in my lifetime and I am very proud of that fact. It is one thing to experience a slow in business because of a national historic downturn, it is quite another when an international company is allowed to build in our community and steal business from those of us that have given our lives to create a beautiful downtown environment. Throughout our country, downtowns are being decimated by these giant corporations trying to create their own version of "downtown". We need to preserve and honor the integrity of our downtown, the town of Los Gatos.. the heart and soul of our community.

I urge you to please vote NO and save our downtown!

Cherie Rose - President



40 N. Santa Cruz Ave. Suite C

Los Gatos, Ca. 95030

(408) 395-5445 store

(408) 438-6024 cell



www.cherierosecollection.com

From: Kyra Kazantzis [<mailto:KyraK@lawfoundation.org>]
Sent: Tuesday, August 09, 2016 4:33 PM
To: BSpector; Marico Sayoc; Marcia Jensen; Steven Leonardis; Rob Rennie
Cc: Joel Paulson; Town Manager; Attorney
Subject: Comment letter regarding North Forty Phase 1 Application

August 9, 2016

Los Gatos Town Council
110 E. Main Street
Los Gatos, CA 95030

Sent via email

Dear Mayor Specter, Vice-Mayor Sayoc, and Town Council Members Jensen, Leonardis, and Rennie:

RE: August 9, 2016: Town Council Meeting on North 40 Phase 1 Application

Through our five programs, the Law Foundation of Silicon Valley, a non-profit legal services organization, serves a wide range of Silicon Valley residents, including people living with physical and mental disabilities, low-income families, and young adults aging out of the foster care system. Many of our clients are homeless, have been homeless, or are at risk of becoming homeless due to housing instability. We see daily the effects of the housing crisis in our clients' lives and are acutely aware of the need for more affordable housing options in our community. The well-known shortfall of affordable and even market-rate housing is one of the primary drivers of the housing affordability crisis. Accordingly, we support efforts to increase the supply of affordable housing units and housing units in general, especially in a high opportunity area like Los Gatos.

I regret that I am unable to attend the Town Council meeting to express these comments. However, I write to strongly urge the Town Council to grant approval to the North Forty Phase 1 (Project) application. The Project will create an estimated 320 new homes, including 50 affordable homes for seniors, that will serve to partially address Los Gatos' severe housing needs.

All California communities need to take action to meet the regional housing needs. In the previous Regional Housing Needs Allocation (RHNA) cycle (2007 to 2014), the Town permitted a total of 228 units, representing 41% of its share of housing. The North 40 Project-- the culmination of many years of planning, countless opportunities to seek input, and careful review and thoughtful feedback from many stakeholders--will enable the Town to meet 43% (270 homes out of 619 homes required) of its share of housing growth for the current RHNA cycle (2015 to 2022). While this action will enable the Town to meet its goals for market-rate housing, the 50 senior units represent only a small percentage of the affordable homes needed, so more work must be invested to plan for and develop new homes for lower- and moderate-income families who work and live in our community.

We also write to express concern about the extensive public and official comments expressed during hearings on the North Fort Specific Plan that indicated an intention to discourage families with children from residing in the North Forty development. We trust that you are aware that federal and state fair housing laws forbid local governments from taking actions that would discriminate against families with children. We encourage you not to make any decisions about the North Forty that are intended to or have the effect of making North Forty housing unavailable to families with children.

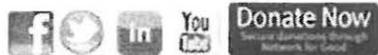
Thank you for your consideration. Please contact me with any questions that you might have about these comments.

Sincerely,

Kyra Kazantzis | Directing Attorney
Fair Housing Law Project | Public Interest Law Firm
kyrak@lawfoundation.org | p 408.280.2401 | f 408.293.0106


Law Foundation OF SILICON VALLEY
Advancing Justice in Silicon Valley

152 North Third Street, 3rd Floor
San Jose, California 95112
www.lawfoundation.org



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From: Phil Hill <philonedtech@gmail.com>
Sent: Tuesday, August 09, 2016 5:03 PM
To: North40 Comment
Subject: North 40 - We do not need this size development in Los Gatos

As a citizen, I am opposed to the North 40 plans. The town cannot handle the traffic and additional people. We do not need a bunch of duplicate retail space when Saratoga (near Campbell) and Oakridge and Valley Faire are so close by.

Please preserve this community without adding this mistaken plan.

From: gorman.david.e@gmail.com [mailto:gorman.david.e@gmail.com] **On Behalf Of** David Gorman
Sent: Tuesday, August 09, 2016 5:11 PM
To: Council
Cc: Marni Moseley
Subject: Please deny North 40 A&S and VTM applications. Objective supporting points highlighted below.

Town Council Members,

We are writing this letter to ask that you support the Planning Commission recommendation to adopt a resolution denying the Architecture and Site and Vesting Tentative Map applications for the North 40.

We understand that this is both an emotional topic for residents as well as a legal process in which there are needs to be met and constraints to work within. As such, we offer the following perspective as residents of North Los Gatos living in the recent construction zone of significant developments. **We also offer objective points per the North 40 Specific Plan which support a decision to deny the application.**

The property is private and owners should be allowed to develop their property within reason. However, operating on their behalf, developers have attempted to bully our town with implied threats of State non-compliance if their proposals are rejected as well as overt threats to sue. Let them. The courts aren't where they or the family are going to gain support or profit. The project will not stop, nor should it given the ability to meet some long term town needs with this development. We only ask that you prevent the side of town we call home from becoming the designated development zone with phases 2 & 3 undefined and still to come. Please preserve the quality of life that attracted us to Los Gatos.

We purchased our home in 2011 and have witnessed the Netflix campus go through similar developer-driven debate and exceptions to increase its footprint, height and user density. Now the North 40 application proposes to add another dense use of space in the same travel corridor. Lark Ave has physical limitations; Hwy 17 and Lark are known traffic bottlenecks (as seen every commute and with recent beach traffic actions). When we drive to or from our end of Los Gatos we used to see trees and tree belts. Now we see concrete, glass-sided office buildings and the threat represented by orange netting draped along 17. As ominous as that is, we're reminded of the story poles raised for the initial Netflix phase representing 2 buildings at the back of the lot. Once all 4 buildings were approved with only those story poles, they were quickly built and the story poles for the 2 front buildings overlooking Winchester were then raised. Was seeing the phase 1 story poles representative of the impact or should residents have seen all 4? Are Lark District story poles alone sufficient for residents to gauge the total North 40 impact, or should we see the entire North 40 plan?

Some of you joined Town Council on the back end of that process and have been dealing with development fallout since. We ask that you look forward and manage our growth responsibly by not giving in to the pressure to approve as-is and instead drive for a total plan leveraging the whole North 40 and dispersing the housing density responsibly throughout the town rather than all on the 50% of the North 40 sitting figuratively in our schools and physically on the corner of Los Gatos Blvd. & Lark.

Thank you for your service on the Council,

David & Evelyn Gorman
14761 Golf Links Drive

Points from the North 40 Specific Plan supporting rejection of the application:

2.7.3b (Residential Units): *“There shall be a maximum of 270 residential units. This is a maximum, not a goal, and includes the affordable housing units required and the existing units.”*

- The maximum became the goal of the developers. The resultant 320 residential units referenced in the staff report for 8/4/16 Council exceeds the max allowed in the specific plan. Also, though Staff notes the density bonus does not count toward the 270 max, the Specific Plan does state that the 270 is inclusive of base and bonus. Council is within rights to interpret the 270 as that number minus bonus being the real density maximum.

4.1.c2 (Traffic): *“Minimize traffic impacts through site design, multimodal opportunities, land uses, the intensity of development, access, and street and intersection improvements.”*

- All units are included in Phase 1 development so the Lark District bears the entire residential burden. This burden will be felt by the Lark entrance and there is no more room to add roads. Traffic lights do not remove cars or widen a bridge.

6.2 (Phasing): *“Critical roadway improvements necessary to provide access into the Specific Plan Area will be constructed in each phase of development.”*

- Once Phase 1 receives the entire North 40 residential unit burden and existing roadways are packed beyond capacity, what mitigation will be possible in the other 2 district phases? Does Phase 1 become the beginning and end of the development, or does it become a precedent allowing further phase development “by right”?
- Since the total North 40 max of 270 units is being met (exceeded) by the current proposal the total number of units can be spread across all 3 districts. Instead, the developer chooses to put them all in the Los Gatos school district (phase 1 Lark District) to make them most attractive and most valuable. This is in contrast to the town need the developer says is being targeted to provide housing for young professionals and seniors who don't need those schools.

Further points supported by Staff's notes on the 8/4/16 Town Council minutes:

1. Applicant is requesting an exception to the requirement to distribute Below Market Price (BMP) units throughout the development. Instead, they propose to pack them into a single building, have designed them as smaller than market rate units, are requesting a height exception for that building, and are calling them all “senior” housing.
 - a. The standard max height is 35 feet. They get to go to 45 feet for mixed-income housing. Instead, they propose to game the system by packing seniors into a single building and request an **exception to make it 53 feet.**
 - b. Are seniors selling their Los Gatos homes and wanting to stay in town really looking for below-size apartments or is this an excuse to offer bigger homes for families throughout the development and **segregate low income residents to a single apartment building?**
2. The Town Council certified a Program EIR for the North 40 Specific Plan on January 20, 2015 (Resolution 2015-002)
 - a. **Conditions have changed so Council can make an objective conclusion that further analysis is necessary.** The traffic impacts of the 4 Netflix buildings and addition of a new tenant in former Netflix space (Roku) are now using the roads, creating the new condition that did not exist in January 2015.
3. Applicant has requested repeated Story Pole exceptions and has worked to minimize the time they are up. This is a sign that they are aware of how much the real “look and feel” deviates from the norm they will be compared to.
4. Rental units are part of the proposal. Is the Los Gatos plan calling for more rental units?

From: E.J. Fournier [<mailto:ejfournier8@gmail.com>]
Sent: Tuesday, August 09, 2016 5:57 PM
To: Council
Subject: North 40

Hi,

I am a resident of Los Gatos and am writing to express my disapproval of the North 40 project as I understand it to be currently proposed.

As I understand the current proposal, the North 40 development will cause at least three significant problems:

- (1) Make traffic much worse in the area of Lark and Los Gatos Boulevard, an area that is already a high traffic zone:
- (2) Impact views and the overall look of the North 40 area in a way that is not in keeping with the character of Los Gatos; and
- (3) Negatively impact the businesses in downtown Los Gatos, which are an essential part of the character and quality of live in the town.

I would like to request that the Council act as necessary to stop or significantly limit the development of the North 40 area.

Thank you.

E.J. Fournier
207 Johnson Avenue
Los Gatos, CA 95030

From: Alice Hansen <erichansen11@comcast.net>
Sent: Wednesday, August 10, 2016 10:53 AM
To: North40 Comment
Subject: Town Council Back 40

To Los Gatos Town Council

Back 40 Current plan will KILL DOWNTOWN AND IMPACT SCHOOLS.
(This has happened in other jurisdictions - see Redwood City?) Learn from others and Please think carefully before approving this!

Some planning commissioners fear lawsuits; however we live in a litigious world and can't live in fear.

Our question is:
Does this Los Gatos Town Council want to be remembered as the one that killed downtown?

We urge you to think carefully before approving this.

Thank you,

Eric A Hansen MD
Alice H Hansen

17611 Foster RD
Los Gatos, CA
95030

408-354-1831

Sent from my iPhone

Sylvie Roussel

From: John Eichinger <John@Eichinger.com>
Sent: Wednesday, August 10, 2016 11:05 AM
To: North40 Comment
Subject: "Affordability" of the proposed North 40 Townhouses - NOT !!!

Council Members,

Thank you for the opportunity to speak last night, and thank you for your service to our great town.

I would like to offer the following as a clarification of the numbers that I quoted in my comments and to repeat my statement that the proposed project will **NOT** be offering "affordable" housing.

The developer has stated that the units they are proposing will be offered for sale in price ranges from \$900,000 to \$1,500,000.

Following are the financial requirements to purchase homes in those price ranges:

\$900,000 purchase price

20% down payment = \$180,000
Loan principal and interest at 3.75% = \$3,334.43 per month
Taxes (at 1.25% of purchase price): \$11,250 annually \$937.50 per month
Insurance (estimate): \$100 per month
HOA fees (estimate): \$200 per month
Total PITI = **\$4,571.93**

In order to obtain this jumbo loan with a 43% DTI (debt to income ratio mandated to lenders by the CFPB (Consumer Finance Protection Bureau)) and assuming the borrower(s) has NO OTHER Monthly obligations, the borrower(s) would need a monthly income of \$10,700 which equates to an annual income of **\$128,000**.

If we were to assume a typical \$300 monthly car payment and about \$200 monthly credit card debt the borrower(s) would need a monthly income of \$11,800 which equates to an annual income of **\$141,600**

\$1,500,000 purchase price

20% down payment = \$300,000
Loan principal and interest at 3.75% = \$5,557.39 per month
Taxes (at 1.25% of purchase price): \$18,750 annually \$1,562.50 per month
Insurance (estimate): \$100 per month
HOA fees (estimate): \$200 per month
Total PITI = **\$7,419.89**

In order to obtain this jumbo loan with a 43% DTI (debt to income ratio mandated to lenders by the CFPB (Consumer Finance Protection Bureau)) and assuming the borrower(s) has NO OTHER Monthly obligations, the borrower(s) would need a monthly income of \$17,300 which equates to an annual income of **\$207,600**.

If we were to assume a typical \$300 monthly car payment and about \$200 monthly credit card debt the borrower(s) would need a monthly income of \$18,500 which equates to an annual income of **\$222,000**

As I stated last night, this is **NOT** affordable housing.

If the town/developer is thinking that this project will satisfy any California mandated requirement for affordable housing, then I feel that it will significantly fall short of any standard necessary.

Some links for Staff to report on:

<http://www.hcd.ca.gov/housing-policy-development/housing-resource-center/reports/state/incnote.html>

<http://www.hcd.ca.gov/housing-policy-development/housing-resource-center/reports/state/inc2k16.pdf>

http://www.hcd.ca.gov/housing-policy-development/housing-resource-center/plan/he/ca_plan_law_affd_hsg0506.pdf

County	Income Category	Number of Persons in Household							
		1	2	3	4	5	6	7	8
Santa Clara County 4-Person Area Median Income \$107,100	Extremely Low	23450	26800	30150	33500	36200	38900	41550	44250
	Very Low Income	35100	44650	50250	55800	60300	64750	69200	73700
	Low Income	59400	67900	76400	84900	91650	98150	105250	112050
	Median Income	74950	83700	96400	107100	119650	124250	132800	141350
	Moderate Income	89950	102800	115650	128500	138800	149050	159350	169600

As I stated last night, despite whatever deal the developer has made with LGUSD, there is NO other land in Los Gatos available for a suitable school, and busing children to Lexington from the North 40 is somewhat unconscionable. This development should have a mandatory set-aside of 6 acres for a future school as Roy Moses suggested in his comments.

I missed saying last night that it is a huge oversight to approve any "Phase 1" without first seeing what the developer will propose for "Phase 2". These 40 acres should be considered as a whole, not piecemealed which will only help the developer to maximize profits at the expense of the town. As I have stated before, a boxer needs to not only analyze the left jab coming at him, but needs to also be defensively aware of the right hook that is on its way. Let's have the town see the full plans, not only half of it. We all would like to see what is behind the curtain. The Specific Plan was developed for the whole site, not phases.

This project, as proposed, will add to the profitability of a multi-national corporation, pad the pocket of the 66th richest man on the planet, and negatively impact our town forever. While the owners of the property certainly have the right to develop it, they cannot be allowed to negatively impact all the citizens in Los Gatos.

Please let me know if I can be of any assistance to answer any questions.

Thank you again for your service!

John

John Eichinger, CEO / Broker
Victoria Capital Mortgage Company
Victoria Properties
 455 Los Gatos, Blvd., Suite 100
 Los Gatos, CA 95032
 408-391-6550
www.VictoriaCapitalMortgage.com
 BRE: 01360756 NMLS: 364036



From: Brianna Chenevey [<mailto:brianna.chenevey@gmail.com>]
Sent: Wednesday, August 10, 2016 11:56 AM
To: Planning
Subject: North 40 Development

Dear Planning Commission,

I have been a resident of Los Gatos for 30 years. I went to Van Meter Elementary School, Fisher Middle School, and Los Gatos High School. I have attended the meetings regarding the North 40 development and am e-mailing you to ask that you deny the current application.

Based on the information shared at the meetings, the drawings for the Phase 1 proposal show boxy, massive, industrial style buildings that have nothing in common with the look and feel of Los Gatos. I, as well as 90% of the community, disagree with the look and layout of the proposed development. Furthermore, I teach in the Cambrian School District and use Los Gatos Blvd. and Bascom Avenue on a daily basis to get to work. The proposed development would increase the already heavy traffic and congestion. The schools, streets, and other services would be adversely affected. Lastly, the specific plan states that the development should "address the towns unmet needs", however, only 49 very low income senior apartments are provided. Also, the developer includes all 320 units in the first 20 of the 44 acres. All of these homes would be within the Los Gatos School District, and based on the information provided at the meeting last night, purchasing a home would require, on average, a \$160,000 salary.

The proposal does not fulfill the necessary requirements that the town has mandated through its specific plan. Please provide Los Gatos with what the community wants and needs.

Thank you,
Brianna Chenevey

From: Kent Goheen [<mailto:kent.goheen@gmail.com>]
Sent: Wednesday, August 10, 2016 3:47 PM
To: BSpector; BSpector; Marcia Jensen; Rob Rennie; Steven Leonardis
Cc: Joel Paulson
Subject: Deceptive N40 Story Poles

As a result of last night's town council meeting, I drove by the N40 site to observe the questionable story poles. As reported, the tallest poles are very difficult to see as they are fitted with very narrow white tape. They're almost completely invisible from many perspectives.

For the town management, the optics of this substitution from the required orange netting is terrible - one can easily conclude that this variance was allowed to assist the developer in minimizing the visual impact of the proposed buildings. I hope this is not the case and our elected town officials are truly representing the residents with fairness, balance and objectivity.

I support the request made at the meeting to immediately replace the deceptive white tape with orange netting as required so the town residents can actually see the impact of the project. They should be left in place until a decision is made as to how to correctly utilize this property.

Please advise,

Kent Goheen
17200 Phillips Ave
Los Gatos

To: Town Council
From: Angelia M. Doerner
SaveOurHood@yahoo.com
Date: August 10, 2016

RECEIVED
AUG 10 2016
TOWN OF LOS GATOS
PLANNING DIVISION

I would like to offer my interpretation on the following questions and/or comments made by Council in connection with my presentation at the 080916 Public Hearing on the North 40.

Mr. Rennie inquired regarding the height of the Grosvenor development portrayed on my last slide.

- I am providing this link to the Grosvenor website concerning this development – I think you will appreciate reading the entire “posting”.
 - <http://www.grosvenor.com/news-views-research/news/2015/grosvenor%20americas%20receives%20unanimous%20approval%20for/>
- Not having access to plans, nor time to squander, to determine the precise calculations of what the units/acreage would be on the Edgemont Village Canada project, I used the following general computation. Regardless of the precision of this calculation, the Applicant is only allowed under the density bonus law (assuming they meet the affordable housing percentages set forth in such law) a total of 27 units/acre (20 density allowed + 35% bonus). Else, they are only allowed 20 “at-market” price units/acre.
 - The project yields 80 one and two-story townhomes and flats above retail on 2.1 acres. The residential units are on the second, third and “partial” fourth floors. Therefore, 80 units/acre / 2.5 floors = 32 units/floor.
 - Second Story = 32 units
 - Third Story = 32 units
 - Fourth “partial” story = 16 units
- Consideration should also be given to the fact that the Grosvenor write-up regarding the project states that “Residents of the development will also benefit from an expansive landscaped courtyard which will include a variety of trees, a rock garden and an indoor-outdoor amenity space.” Given Grosvenor’s propensity to maximize utilization of every possible square foot of lot space, it is entirely conceivable that the partial fourth story is the referred-to “indoor-outdoor amenity space”.
- With that in mind, given the inclement conditions in Canada, I could imagine a wondrous rooftop garden with large sliding glass panels between the indoor and outdoor spaces – or better yet – a retractable roof like that made for many sunrooms or garden conservatories allowing year-round enjoyment to share with fellow residents, families and friends.
- It couldn’t be any more different than the rooftop amenities that will be provided to our lowest-income Seniors residing over the Market Hall - with no protection from scorching sun, thundering rain, and high-volume winds. Remember, those winds will be the same winds that precluded the Applicant from erecting story poles over 40’ with the orange netting – requiring use of the small, almost transparent flags – due to the potential public health or safety problems should they topple over. What protection is afforded on the Market Hall rooftop that will preclude our aging, weight-losing (too poor to afford the food downstairs), frail and with potential balance and mobility issues from toppling over the edge?

From: Angelia Doerner [<mailto:saveourhood@yahoo.com>]

Sent: Thursday, August 11, 2016 5:34 AM

To: Council; BSpector; Marico Sayoc; Marcia Jensen; Steven Leonardis; Rob Rennie

Cc: Laurel Prevetti; Planning

Subject: Public Comment to Be Included in 081116 Desk Item - Replacement Units

Please accept these attachments for inclusion in the Desk Item in connection with the 081116 Council meeting on the North 40.

Thank you.

Angelia Doerner

Live Simply, Laugh Often

Date: August 10, 2016

To: Town Council

From: Angelia M. Doerner
SaveOurHood@yahoo.com

I would like to offer my interpretation on the following questions and/or comments made by Council in connection with my presentation at the 080916 Public Hearing on the North 40.

Definition of “Low Income Households”

I have included the schedule of “HCD 2016 Rent & Income Limits with HCD Occupancy Guidelines” for Santa Clara County in the same email communication as this letter. This Schedule is for your reference on this and other affordable housing cost matters in connection with this Plan. These income levels were my reference points in discussions with existing residents.

Critical Elements In Applying This Legal “Replacement Requirement”

I offer the following comments relating to various questions of Staff regarding Section 65915(c)(3). The following discussion follows my progression of thought to determine eligibility for a density bonus. Subparagraph A states:

- “An applicant shall be **ineligible** for a density bonus or any other incentives or concessions under this section if....., **unless** the proposed housing development **replaces** those units, **AND** either of the following applies:
 - **(i)** The proposed housing development, **inclusive of the units replaced pursuant to this paragraph**, contains affordable units at the percentages set forth in subdivision (b).
 - **(ii)** Each unit in the development, exclusive of a manager’s unit or units, is affordable to, and occupied by, either a lower or very low income household.
- As to eligibility for the density bonus, the condition of **either (i) OR (ii)** is secondary to the condition of the **replacement of units**. In other words, if there are units meeting the criteria to be replaced by law, units in the development must first include those replacement units **before** further consideration of density eligibility.
- For the sake of completing the argument, assuming all units requiring replacement by law **ARE** provided for in the proposed development, in conformance with the definition of such replacement units set forth in Subparagraph B, the following would apply.
- Sub-subparagraph **(ii) would not apply** as not ALL units in the proposed development will be in the “affordable” category. Sub-subparagraph **(i) would apply** and states: *“inclusive of the units replaced pursuant to this paragraph”*.
 - Regarding **“inclusive”** – the placement of the term “inclusive” can be easily misinterpreted. I have found legal-oriented guides and/or articles that **“includes** the replacement units **in the “base”** on which the **percentage of new affordable housing is to applied”** in determining the density bonus as set forth in subdivision (b). This is consistent with my comments last night regarding the **intent of the law** in response to a question from Councilman Leonardis.

- I am basing my position on the **Bill Analysis of Assembly 2222** which amended Section 65915 to add the “replacement requirement” and can be found at http://www.leginfo.ca.gov/pub/13-14/bill/asm/ab_2201-2250/ab_2222_cfa_20140506_131240_asm_comm.html. According to the author, *“Adequate and affordable housing is an issue of statewide concern. Yet, the change made to the density bonus law by SB 1818 had the reverse effect and has resulted in fewer affordable units. Buildings that were built pre-SB 1818 that are proposed to be demolished and replaced may now qualify for a density bonus under the new SB 1818 structure. SB 1818 inadvertently created a loophole whereby developers that propose to demolish pre-SB 1818 buildings are not required to begin the new project with the same number of affordable units. As a result, a new project may result in less affordable units than previously existed on the parcel. **This bill addresses the loophole created by SB 1818 and ensures that affordable units are preserved when a development proposes to demolish a site and the new proposal is to replace the outdated structure with a new residential structure by ensuring that the project begins with the same number of affordable units.** Additionally, this bill increases the classification of affordability from 30 years to 55 years. This change is consistent with other state and local programs and ensures that affordable units remain affordable. AB 2222 will **preserve and promote the supply of affordable units for years to come.**”*
 - Arguments in support - None on file.
 - Arguments in opposition - None on file.
 - Double-referral - This bill was heard by the Housing Community Development Committee on April 30, 2014, and **passed with a 7-0 vote.**
- Therefore, in my opinion, the 19 units existing on the subject property **must be replaced and included** (to the extent they meet the low-income household criteria) in the base on which the number of the **new affordable housing units** is applied to determine the percentages set forth in subdivision (b).
- In the Current Plan, applying the percentage set forth in (b)(1)(B) of 5% for very low-income households on a **maximum** base (assuming 100% of the 19 existing units meets the low-income household criteria) of 256 (237 + 19) would require 13 VLI units, which the Plan surpasses at 30 (49 VLI units less the 19 “Replacement Units”) - indicating the Applicant **may** still be eligible for the Density Bonus. **However**, that decision is conditional upon meeting the “Replacement Requirement” in the first place.
- Referring to the intent of the law which is to *“ensure that the project **begins** with the same number of affordable units...”* you must:
 - Determine, as of the Application Filing Date, how many of the existing, occupied (14) units meet the criteria of low-income households, therefore requiring replacement, and at which levels of affordability.
 - Using the same proportion of low-income households (and affordability categories) determined for the occupied units, determine how many of the vacant (5) or demolished (0) units need to be replaced.
- From a practicality standpoint, and before initiating any investigative process to determine the total number of required replacement units (which I believe exist), consideration should first be given to whether **ANY** of the 49 proposed affordable units **satisfy the**

criteria to be considered “Replacement Units”. If not, such investigative procedures would be moot, as the Application does not comply with the law and, therefore, is ineligible for the density bonus and should be denied.

- Section 65915(c)(3)(B) states “*replace*” shall mean ... *equivalent size or type, or both, to be made available at affordable rent or affordable housing cost to, and occupied by, persons and families in the same or lower income category as those households in occupancy.*

Condition to be Met	Existing Units	Meets Condition?
Size	Majority 750-850 SqFt; Est High of 1,140 SqFt	NO – Only One Bedroom; apprx 550 SqFt
-----OR-----		
Type:		
Detached/Attached	Detached Single-Family	NO – But Could be Achieved by Cottage Clusters
Rental/For Sale	Rentals	YES
-----AND-----		
Made Available To.....	Persons and Families	NO – Seniors Only

As shown above, the Application does not comply with the law and, therefore, is ineligible for the density bonus and should be denied.

Income Levels of Current Occupants

As a preface to my comments, everyone I talked with had no complaints about their relationships with their lessors. However, they are burdened by the everyday uncertainty of when they will be required to relocate and where they are to go. Most are on a month-to-month arrangement. The occupancy tenure of those with which I spoke directly ranges from 7 months to over 30 years. Only two of the six currently have an option available to them. The others, including families, have been searching for alternative housing at affordable levels – primarily in the areas of Los Banos, Morgan Hill, Gilroy, etc., – without success. This information does not pertain directly to the matter at hand. However, I am attempting to convey the sensitivity in disclosing information that may create additional unwelcome anxiety or further disrupt their untenable residency status. My comments last night were intended to protect their privacy – as to identity as well as personal income levels. But, I feel confident that such will be shared with “whoever” if ensured of no reprisals in connection with their disclosures. The people who shared income information with me have incomes ranging from 40% to 80% AMI of the 2016 Santa Clara County Income Limits.

There is one individual whose story I feel free to share with you – his name was Pete. Pete owned and lived at 16425 Bennett Way for over 60 years. In August 2011, at the age of 95 – with failing health, living solely on social security (apprx \$1,200/month; 18% SCC AMI), and no savings for his imminent burial costs – he sold his property to Grosvenor for \$950,000. Credit is given to Grosvenor as they did not displace him – rather (as the story goes) they allowed him to stay rent-free for a good period of time. Also (as the story goes) he lived longer than expected, so ended up having to pay rent 😊. He passed away at the age of 100 in February 2016. At the date of the Application, 16425 Bennett Way was vacant. I wish he had stayed around 5 more weeks, so that his income level would be considered in the calculations when applying the provisions of this legal Replacement Requirement. I have obtained this information from his son who resides in Santa Cruz – he said I could share his contact information with you at your request.

**Santa Clara County Income and Rent Limits
Based on State HCD Hold Harmless Limits
City of San Jose Housing Department
2016 (rev 6/17/16)**

HCD Rent & Income Limits with HCD Occupancy Guidelines

	HCD Income Limits								% of AMI Rent & Income Level	HCD Rent Limits				
	Efficiency	1BR	2BR	3BR	4BR	5BR	6BR	7BR		Efficiency	1BR	2BR	3BR	4BR
*	\$89,950	\$102,800	\$115,650	\$128,500	\$138,800	\$149,050	\$159,350	\$169,600	120%	\$2,249	\$2,570	\$2,891	\$3,213	\$3,470
**	\$82,445	\$94,270	\$106,040	\$117,810	\$127,215	\$136,675	\$146,080	\$155,485	110%	\$2,061	\$2,357	\$2,651	\$2,945	\$3,180
*	\$74,950	\$85,700	\$96,400	\$107,100	\$115,650	\$124,250	\$132,800	\$141,350	100%	\$1,874	\$2,143	\$2,410	\$2,678	\$2,891
*	\$59,400	\$67,900	\$76,400	\$84,900	\$91,650	\$98,450	\$105,250	\$112,050	80%	\$1,485	\$1,698	\$1,910	\$2,123	\$2,291
***	\$46,920	\$53,580	\$60,300	\$66,960	\$72,360	\$77,700	\$83,040	\$88,440	60%	\$1,173	\$1,340	\$1,508	\$1,674	\$1,809
***	\$43,010	\$49,115	\$55,275	\$61,380	\$66,330	\$71,225	\$76,120	\$81,070	55%	\$1,075	\$1,228	\$1,382	\$1,535	\$1,658
*	\$39,100	\$44,650	\$50,250	\$55,800	\$60,300	\$64,750	\$69,200	\$73,700	50%	\$978	\$1,116	\$1,256	\$1,395	\$1,508
***	\$35,190	\$40,185	\$45,225	\$50,220	\$54,270	\$58,275	\$62,280	\$66,330	45%	\$880	\$1,005	\$1,131	\$1,256	\$1,357
***	\$31,280	\$35,720	\$40,200	\$44,640	\$48,240	\$51,800	\$55,360	\$58,960	40%	\$782	\$893	\$1,005	\$1,116	\$1,206
***	\$27,370	\$31,255	\$35,175	\$39,060	\$42,210	\$45,325	\$48,440	\$51,590	35%	\$684	\$781	\$879	\$977	\$1,055
*	\$23,450	\$26,800	\$30,150	\$33,500	\$36,200	\$38,900	\$41,550	\$44,250	30%	\$586	\$670	\$754	\$838	\$905
***	\$19,550	\$22,325	\$25,125	\$27,900	\$30,150	\$32,375	\$34,600	\$36,850	25%	\$489	\$558	\$628	\$698	\$754
***	\$15,640	\$17,860	\$20,100	\$22,320	\$24,120	\$25,900	\$27,680	\$29,480	20%	\$391	\$447	\$503	\$558	\$603
***	\$11,730	\$13,395	\$15,075	\$16,740	\$18,090	\$19,425	\$20,760	\$22,110	15%	\$293	\$335	\$377	\$419	\$452
HCD Occupancy Guideline - Persons per Unit														
	1	2	3	4	5	6	7	8						

- * = Income limits provided by HCD
- ** = Income Limits imputed from 100% AMI incomes
- *** = Income Limits imputed from 50% AMI incomes

HCD Rent & Income Limits with TCAC Occupancy Guidelines ****

	HCD Income Limits								% of AMI Rent & Income Level	HCD Rent Limits with TCAC Occupancy Guidelines****				
	Efficiency	1BR	2BR	3BR	4BR	5BR	6BR	7BR		Efficiency	1BR	2BR	3BR	4BR
*	\$89,950	\$96,375	\$115,650	\$133,650	\$149,050	\$164,475	\$179,900	\$195,325	120%	\$2,249	\$2,409	\$2,891	\$3,341	\$3,726
**	\$82,445	\$88,358	\$106,040	\$122,513	\$136,675	\$150,788	\$164,900	\$179,050	110%	\$2,061	\$2,209	\$2,651	\$3,063	\$3,417
*	\$74,950	\$80,325	\$96,400	\$111,375	\$124,250	\$137,100	\$149,950	\$162,800	100%	\$1,874	\$2,008	\$2,410	\$2,784	\$3,106
*	\$59,400	\$63,650	\$76,400	\$88,275	\$98,450	\$108,650	\$118,850	\$129,050	80%	\$1,485	\$1,591	\$1,910	\$2,207	\$2,461
***	\$46,920	\$50,250	\$60,300	\$69,660	\$77,700	\$85,725	\$93,750	\$101,775	60%	\$1,173	\$1,256	\$1,508	\$1,742	\$1,943
***	\$43,010	\$46,063	\$55,275	\$63,855	\$71,225	\$78,563	\$85,900	\$93,275	55%	\$1,075	\$1,152	\$1,382	\$1,596	\$1,781
*	\$39,100	\$41,875	\$50,250	\$58,050	\$64,750	\$71,425	\$78,100	\$84,800	50%	\$978	\$1,047	\$1,256	\$1,451	\$1,619
***	\$35,190	\$37,688	\$45,225	\$52,245	\$58,275	\$64,288	\$70,300	\$76,325	45%	\$880	\$942	\$1,131	\$1,306	\$1,457
***	\$31,280	\$33,500	\$40,200	\$46,440	\$51,800	\$57,150	\$62,500	\$67,850	40%	\$782	\$838	\$1,005	\$1,161	\$1,295
***	\$27,370	\$29,313	\$35,175	\$40,635	\$45,325	\$49,988	\$54,650	\$59,350	35%	\$684	\$733	\$879	\$1,016	\$1,133
*	\$23,450	\$25,125	\$30,150	\$34,850	\$38,900	\$42,900	\$46,900	\$50,925	30%	\$586	\$628	\$754	\$871	\$973
***	\$19,550	\$20,938	\$25,125	\$29,025	\$32,375	\$35,713	\$39,050	\$42,400	25%	\$489	\$523	\$628	\$726	\$809
***	\$15,640	\$16,750	\$20,100	\$23,220	\$25,900	\$28,575	\$31,250	\$33,925	20%	\$391	\$419	\$503	\$581	\$648
***	\$11,730	\$12,563	\$15,075	\$17,415	\$19,425	\$21,438	\$23,450	\$25,450	15%	\$293	\$314	\$377	\$435	\$486
TCAC/MTSP Occupancy Guideline - Persons per Unit														
	1	1.5	3	4.5	6	7.5	9	10.5						

- * = Income limits provided by HCD
- ** = Income Limits imputed from 100% AMI incomes
- *** = Income Limits imputed from 50% AMI incomes
- **** 2015 State Income/Rent Limits Using Federal Program (TCAC) occupancy guidelines. Owners may make an election to use the TCAC occupancy guidelines for an entire property. This is a one time election and may not later be reversed. Federal TCAC occupancy guidelines use 1.5 persons per bedroom whereas HCD occupancy guidelines assume 1 person plus 1 person per bedroom.

From: Angelia Doerner [<mailto:saveourhood@yahoo.com>]

Sent: Thursday, August 11, 2016 5:47 AM

To: Council; BSpector; Marico Sayoc; Marcia Jensen; Steven Leonardis; Rob Rennie

Cc: Laurel Prevetti; Planning

Subject: Unbelievable....

I cannot believe it After the umpteen times I have looked at the March 10, 2016 letter from Goldfarb, et al, concerning requested waivers and the section regarding their Proposed BMP Plan, please look at the page including their calculation of the Required BMP (comparing "three separate projects" to "one project"). Did anyone ever check their calculations? What do you get if you multiply 237 by 20%? And to think, they were asking for "future credit" by providing more than the required number.....

Angelia Doerner

Live Simply, Laugh Often

From: Leonard Pacheco [<mailto:leopac95030@gmail.com>]

Sent: Thursday, August 11, 2016 9:28 AM

To:

Cc: Joel Paulson

Subject: N40

Hi Marcia,

Following are my suggestions for N40 architecture:

As the development of the North 40 moves toward final chapters, I strongly suggest that you raise the issue with the developer, of modifications to the proposed architectural design from potentially cold and unfriendly “urbanesque” steel and glass boxes to a collection of architecture that respects the past, present and future of the Yuki property.

These remarks are primarily focused on the central retail/commercial/senior housing complex and are not intended to imply a total project redesign.

This, by no means, implies rejecting contemporary design, but rather, incorporating contemporary design into the development that will bring the farm into the 21st century.

How is this done?

By designing and detailing buildings that use elemental materials that weather over time, buildings that respect the historic heritage of the site, and buildings that blend with adjacent buildings.

I don't think this is at odds with the “look and feel” of Los Gatos.

Thanks,

Len

From: Edward Morimoto [<mailto:esm@morimotoproperties.com>]
Sent: Thursday, August 11, 2016 9:34 AM
To: BSpector; Council; Town Manager
Cc: Clerk; Laurel Prevetti; Joel Paulson
Subject: Item for Town Council Special Meeting on August 11, 2016

Dear Mayor Spector, members of the Los Gatos Town Council & key staff,

A link to the attached San Jose Mercury article was posted in NextDoor this morning and I felt it is an important, real-world example that merits consideration as you evaluate the N40 application.

Although the subject of the article is a Palo Alto resident, I think she is exactly the type of person who would benefit from the type of housing planned in the application and is facing exactly the housing issue I spoke of in my remarks Tuesday. I would ask you to think about her housing costs (share of \$6200/rent paid with post-tax income) and its implications for their house-purchasing capacity with its tax advantages (easily \$5000+/mo for mortgage/taxes/insurance given tax-deductibility) versus the income/cost information discussed at the Tuesday hearing.

Wouldn't we want someone like her and her husband to be able to take their first step into home-ownership here with the potential to upgrade to our traditional neighborhoods when their yet-to-be-born children are big enough to make a 2BR condo on the N40 a little too cozy? Wouldn't we prefer that over having hers & her husband's experience with Los Gatos limited to adding to traffic every morning & evening as they commute to their Silicon Valley jobs via Highway 17?

I respectfully ask this note and the attached article be included as a Desk Item for this evening's hearing and to take this as a cautionary tale of the consequences of failing to broaden our view of housing and being open to a current idea of the "look & feel of Los Gatos."

Regards,

Edward Morimoto
460 Monterey Ave.
Member of the Yuki Family

Palo Alto planning commissioner quits over high housing cost

**By Richard Scheinin, rscheinin@bayareanewsgroup.com
The Mercury News**

Posted: Wed Aug 10 13:37:22 MDT 2016

PALO ALTO -- You're a well-paid professional. You work in tech. You've got it made.

Not if you want to buy a house in Silicon Valley.

On Wednesday, a planning commissioner here became the very public voice of the region's frustrations over spiraling housing costs when she published her resignation letter to the city of Palo Alto. It said that she and her husband are moving to Santa Cruz because -- even with their combined incomes as a tech lawyer and software engineer -- they can't afford to live in this upscale city.

After five years of "trying to make it work in Palo Alto, my husband and I cannot see a way to stay in Palo Alto and raise a family here," Planning and Transportation Commissioner Kate Downing wrote in her public resignation letter.

The letter makes personal what the numbers show: That rising rents and home prices of recent years have put the region beyond the reach of many, even some at the top of the heap -- including in the lucrative tech industry that fuels the rush for housing.

The average rent in Palo Alto was \$3,463 in the second quarter of 2016, according to a report last month from Novato-based RealFacts. In June, the median price of a single-family home was \$1.2 million in San Mateo County and \$982,500 in Santa Clara County, according to the CoreLogic real estate information service.

Downing, 31, has a full-time job as senior corporate counsel to a tech company in Santa Clara. In an interview, she explained that her letter "is not supposed to be a sad story about me. I'm going to land on my feet. I'm extraordinarily lucky and privileged. I'm going to be fine."

Rather, she characterized the letter as a warning call about economic trends and failed policies that are hurting Palo Alto and the region. "It's clear," she wrote, "that if professionals like me cannot raise a family here, then all of our teachers, first responders and service workers are in dire straits."

Downing and her engineer husband, Steve Downing, 33, share a 2,300-square-foot, four-bedroom house in Palo Alto's Ventura neighborhood with another couple. The monthly rent is \$6,200.

"That's actually pretty cheap for here," she said in the interview. "We probably pay on the low end of what they could get for our home."

Her letter calculated that if the couple "wanted to buy the same home and share it with children and not roommates, it would cost \$2.7 million, and our monthly payment would be \$12,177 a month in mortgage, taxes and insurance. That's \$146,127 per year -- an entire professional's income before taxes. This is unaffordable even for an attorney and a software engineer."

The Downings based those numbers on putting 20 percent down: "If you put down less than that, you're not going to get picked," she said. "Everyone knows how competitive it is in Palo Alto, with multiple offers on every house. Some of them are putting down all cash. They're coming in with just gigantic deposits."

Downing's letter, a colleague said, is a timely commentary on Palo Alto's changing demographics: "All of us who are in our 20s and 30 and 40s -- we're used to seeing people leave," said Elaine Uang, a co-founder with Downing of the community group Palo Alto Forward.

"You never know when your friends are going to go because there aren't the right housing options here for them to pursue the next stage of life."

A commissioner since November 2014, Downing said in the letter that the city has failed to move the dial on housing. Stating that her own recommendations to the City Council have gone nowhere, she outlined some of the ways in which the housing supply might be expanded in order to "make a dent in the jobs-housing imbalance that causes housing prices throughout the Bay Area to spiral out of control."

She mentioned "small steps like allowing two floors of housing instead of one in mixed-used developments," as well as legalizing duplexes, streamlining restrictions on granny units and "enforcing minimum-density requirements" so that developers will "build apartments instead of penthouses." Housing should be allowed, she wrote, above shops and offices in single-use areas like the Stanford Shopping Center.

"Kate does a good job summarizing the challenges we're facing as a community," said Councilman Cory Wolbach. "To say that Palo Alto has been slow to add housing is a very accurate statement.

"There's nothing shocking here," he added, in regard to Downing's letter. "Palo Alto certainly does not encourage high-density, smaller, more reasonably priced units. It's unfortunate but true."

Palo Alto "is not the family-oriented community it used to be," Downing said. In her estimation, it's becoming a place for "jet-setting executives and investors" who have neither the time or inclination to help out with block parties or join Neighborhood Watch.

"Young people are not moving here anymore. It used to be a place of innovation, where people created art and sculpture in their backyards or started companies in their garages. Now, it's more for people who are CEOs and executive vice presidents."

Contact Richard Scheinin at 408-920-5069, read his stories at www.mercurynews.com/richard-scheinin and follow him at [Twitter.com/RealEstateRag](https://twitter.com/RealEstateRag).

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Send To Printer

From: Sam Weidman [mailto:samweidman@sbcglobal.net]

Sent: Thursday, August 11, 2016 9:32 AM

To: BSpector; Rob Rennie; Steven Leonardis; Marcia Jensen; Marico Sayoc; Planning; Town Manager; Attorney

Subject: Norht 40 Objective Standard Not Met

PLEASE INCLUDE IN YOUR DELIBERATIONS TONIGHT, 8/11/2016

Dear Mayor Spector, Vice Mayor Sayoc , Council Members and Town Staff

It is my opinion that an Objective Standard of the Site Specific Plan has not been met.

In Chapter 3 Design Guidelines Residential, Page 3-24 a., it states “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.”

Aren't the rental units for the seniors considered households within the North 40? All of the other residence households have some type of private open space such as a terrace or deck or backyard, including the manager of the senior units. The seniors only have a common open space. This objective standard has not been met.

Respectfully,

Sam and Lucille Weidman
215 Carlester Drive
Los Gatos, CA 95032

From: Lee Quintana [mailto:leeandpaul@earthlink.net]
Sent: Thursday, August 11, 2016 10:50 AM
To: Joel Paulson; Sally Zarnowitz
Cc: Laurel Prevetti; Robert Schultz
Subject: North 40 Phase 1

Attached please find my comments to the Council

NORTH 40 TREE INFORMATION (1)
Phase I

Information from Staff	Information from Applicant

# of Protected Trees (2)	
98(96)	
98 (3)	
Protected Trees retained	
10	
9 (8 oaks + 1 cedar)	
Protected Trees removed	
88(86)	
86	
Required Replacement Trees	
147-314	
276	
Required Replacement Trees for protected trees removed - based on canopy size	
147 - 314 trees	
1) 314 - 24" box trees, or	
2) 147 trees:	
80 - 24" box trees &	
28 - 36" box trees	
276 trees	
248 -24" box trees and	
28 - 36" box trees	
Trees Proposed	
Orchard trees:	350+/-
Other trees:	
<u>TOTAL</u>	<u>1,900+/-</u>
Orchard trees:	500 +/-
Other trees:	<u>1,200-1,300</u>
TOTAL	1,700-1,800

1. Information from Staff, Applicant and Tree Report
2. Fruit/Nut Trees: Fruit and nut trees less than 18 inches in diameter are not protected trees (Tree Protection Ordinance)
3. Applicant has indicated that approximately 1100 trees would be removed, of which approximately 86 are protected trees under the Town's Tree Protection Ordinance

Town Council
Phase 1 of the North 40 Specific Plan
August 11, 2016 Town Council Hearing

From Lee Quintana

Mayor Spector and Council Members,

Please consider the following suggestions and comments.

SUGGESTIONS:

Freeway buffer trees:

- Phase 1 proposes planting Canary Island Pines, which is not a native, along Highway 17.

Suggestion:

Consider asking the Applicant to substitute a drought tolerant native species.

Publicly Accessible Open Space:

- 1.24 acres of publicly accessible open space is required for Phase 1.
- Phase 1 proposes a considerably higher area of accessible open space.
- Condition of Approval 21.f requires a public access easement only for the Community Park.

Suggestion:

- *Amend* Condition of Approval 21.f to include all publicly accessible areas proposed by the Applicant that are not currently part of Condition of Approval 21.g. and reference a figure identifying those areas to be included in the Public Access Easement.
- *Amend* Condition of Approval 21.g. to include all publicly accessible spaces not included under Condition of Approval 21.f. (i.e. add pedestrian pathways) and reference a figure identifying all of these spaces.
- *Alternatively* combine Conditions of Approval 21.f. and 21.g. into one condition.
- *Add* a Condition of Approval prohibiting fences around publicly accessible spaces
- *Add* a Condition of Approval requiring signage to identifying areas available for public use.

COMMENTS DURING PUBLIC TESTIMONY AUGUST 9, 2016 TOWN COUNCIL MEETING:

As I stated during at the Council Meeting on August 9th, there were many statements made during public testimony that I found questionable. I addressed a few during my testimony and I have included a few of the others below. Any responses from staff would be welcome.

1. Underground parking:

- Several speakers commented Phase 1 did not take advantage of below grade parking.

Response: Sheet 3.6 of the Phase 1 plan set includes below grade level of the parking structure that is part of the multi-use building in the Transition District. The below grade level accommodates approximately 128 spaces.

2. Cut and fill quantities:

- A statement was made that the elevation of the site is being raised between 2 to 5 feet which will require large quantities of fill being imported to the site.

Response: Tentative Map Sheet 1.14 Preliminary Grading Plan shows the grading will require export rather than import. My understanding is the original application balanced the cut and fill. The export is the result of adding the below grade parking under the multi-use structure in the Transition District.

3. Senior housing: Statements included:

- The elevator location is not convenient and too far from the units.

Response: (See Sheets 3.6 and 3.7)

- The elevators are centrally located and convenient to the community room, library, common open space and parking.
 - The longest distance between any unit and the elevator is approximately 150 feet.
 - This distance is considerably shorter than between individual units and the common areas or dining room at the Meadows or the Terraces.
- The Senior housing is placed over the garage structure

Response: (See Sheets 3.6 and 3.7)

- The units are located on the third and fourth floor of the multi-purpose building. Ten units on the third floor are located over the garage. The remainder of the units on the third floor are located over Market Hall. None of the units on the fourth floor are located over the garage. The common areas on the third floor separate the units from their parking area.

4. Variation of height of buildings:

- The buildings don't vary in height.

Response:

- Sheet 6.7 clearly shows variations in height along Los Gatos Blvd, Lark Avenue and within the interior of the Lark District around the Community Park.
- The flyer that has been widely distributed throughout Los Gatos demonstrates the height variation even better than Sheet 6.7 does.

5. Landscaping Plan/Trees

- The landscaping plans show trees where they may conflict with site drainage and/or utilities.

Response:

- Council asked staff to identify locations where conflicts may exist.

- The Town's Tree Protection Ordinance requires between 142 to 314 trees be planted based on the 86 "protected trees" removed by Phase 1.¹
- All native trees are being removed.

Response:

- Eight of the nine protected trees that are not proposed for removal are native live oak trees.
- Also see the SUGGESTIONS section above.
- Phase 1 Landscaping Plans proposes to plant at least 400% more trees than required by the Tree Protection Ordinance.
- Therefore, even if staff identifies conflicts requiring removal of trees from the Landscaping Plans, it is highly unlikely that Phase 1 would fall below the Town's replacement standards.

6. Participation of the Applicant in the preparation of the Specific Plan:

- The Applicant stated that he had participated in the Specific Plan process.
- A speaker remarked that the applicant should have been allowed to influence the Specific Plan.
- I stated that I participated the the process for the Specific Plan as a Town Resident.

Response:

- I believe the speaker interpreted the Applicant's statement to mean they had participated in the drafting of the Specific Plan as members of the Advisory Committee.
- The Applicant was not a member of the Advisory Committee.
- The Applicant, as well as others who attended the Committee meetings, were not part of the Committees discussion. Participation of non-members, including the Applicant, was limited to 3 minutes at the close of the meeting.

Thank you for your consideration.
Lee Quintana
5 Palm Ave.

¹ See attached North 40 Tree Information Table



Donna Perry

August 9, 2016

RECEIVED

AUG 11 2016

MAYOR & TOWN COUNCIL

Dear Council Members,

It's 11:30 and I've been listening all evening to this meeting regarding the North 40 development project. I've had many thoughts and wish I had attended and even requested to speak. My most important concerns were involving seniors, schools and traffic. I have personal experience, as a 73 year old, with senior housing and income limits. I've lived in my Live Oak apt. for 19 years. I love my home, nearby stores, friends and community in general but I'm fearful constantly of a rent increase. As a retired teacher I can barely afford the nearly \$2,000⁰⁰ monthly payment. But, on my teachers pension of \$4,000⁰⁰ a month I could not qualify for low income - go figure!

I do substitute in the Los Gatos schools and feel lucky to be able to do so. Having taught 20 years in south San Jose, I'm sad to say there's a vast difference in many ways. I will say that all the classrooms I teach in are crowded. Most classes, from 2nd grade to 8th grade have about 25 students. The additional students

that would be generated by the North 40 is hard to imagine. However, busing to Lexington is ridiculous. Students need to attend a school in their neighborhood. Even though the drive would be reverse commute it would surely consume at least an hour of our students already full day. It would be difficult for them to participate in before or after school activities. Buses are expensive to operate, difficult to schedule and parents will NOT appreciate having to drive their children to school. I could say much more about this but I'll move on to TRAFFIC.

It's no news traffic in and around our town is terrible. I've seen gridlock at Blossom Hill and University and on Los Gatos Blvd. Whatever study was made, I don't believe it included the town homes across from Starbucks or the two new housing projects on L.S. Blvd around Roberts Rd. It's also a disaster to get from the area of Trader Joe's to Hwy 85 most times of day.

Perhaps it's best I wasn't at the meeting to speak - I can never be brief! So pardon this lengthy dissertation. I just hope someone reads it. Otherwise, at least I vented. Thanks for your time.
Donna Perry (dgyfx@aol.com)