

From: Markene Smith <markene@comcast.net>
Sent: Tuesday, August 14, 2018 11:19 AM
To: Planning <Planning@losgatosca.gov>
Subject: FW: N40 Specific Plan Ammendments

On 8/14/18, 11:11 AM, "Markene Smith" <markene@comcast.net> wrote:

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

Please amend the N40 Specific Plan and continue the N40 moratorium for at least a year, to provide adequate health and safety for residents, visitors and neighbors.

I've attached:

- Proposed N40 Specific Plan Amendments
- Vasona Light Rail Element (see highlighted sections)
- Transportation Element (see highlighted sections)

Thank you for your careful review and consideration.

Markene Smith
Drakes Bay Avenue
Los Gatos, CA 95032

Proposed N40 Specific Plan Amendments

1. Developer shall dedicate a public-access easement extending 500-feet from the SR-17 property line and Highway 85 property lines. No residences shall be built within the freeway buffer zone.
2. Developer shall dedicate four (4) acres to Town of Los Gatos for contiguous open-space public park. Developer shall plant trees, trails, picnic areas, and other amenities in this public park. Park will be owned and maintained by the Town of Los Gatos, not an HOA.
3. Developer shall dedicate Phase I and Phase II streets to the Town of Los Gatos. Streets shall be owned and maintained by Town of Los Gatos, not an HOA.
4. Large trees shall be planted in the SR-17 and Highway 85 freeway easements in order to absorb pollution, cool temperatures, and dampen sound levels.
5. Developer shall fund a pedestrian bridge over SR 17 to provide a safe walk walking route to and from Los Gatos Creek Trail, Netflix, and VTA light rail.
6. A multi-use pedestrian path shall be constructed in SR-17 and Highway 85 freeway easements to allow walkers and bicyclists to access the pedestrian bridge from Lark Avenue and from all three N40 Specific Plan Districts.
7. Housing shall be located between the existing Los Gatos Boulevard commercial district and the SR-17 and Highway 85 easement buffer zones.
8. Developer shall fund and construct a) Pedestrian Bridge over SR-17 and b) Los Gatos Vasona Light Rail extension before Town considers higher buildings in the Northern District, near the SR-17/Highway 85 cloverleaf. While views will not be obstructed in this location, residents will be trapped between major freeways and cloverleaf, and need safe pedestrian ingress and egress to trails and rapid transit.
9. Developer shall provide dedicated carpool, bicycle storage, shuttle service, and rideshare drop-off and safe, sheltered bus stops and pick up areas in each N40 construction phase and zone. Tentative Maps shall show the physical size and location of dedicated Transportation Demand Management (TDM) structures and.
10. Developers shall fund VTA Light Rail extension to Vasona Station. Plans are complete. EIR is certified and approved. (Distance from Winchester Station to Planned Vasona Station: 3 miles. Estimated cost per mile to complete: \$30 million per mile.)

7 VASONA LIGHT RAIL ELEMENT

A. Introduction

Vasona Light Rail (VLR) mass transit facilities are projected to be extended along Winchester Boulevard and will link the Town with the rest of Silicon Valley and the Bay Area. The Town is actively working on planning processes to address how it can take advantage of the mass transit opportunities presented by these connections.

It is critical that the Town take advantage of the opportunities and respond to the challenges created by the VLR. The unique nature of these transportation facilities necessitates that the Town take a proactive role in planning for the future of the surrounding areas. The VLR, as well as the land uses planned for this area, will affect and benefit the entire community.

This Element is divided into the following sections:

- ◆ **History:** Provides background information about the background of this area within Los Gatos.
- ◆ **Guiding Philosophy:** Provides an overview of how the Town will help to guide future development and planning processes in this area.
- ◆ **Goals, Policies, and Actions:** Provides guidance to the Town related to decisions affecting this area.

B. History

In October 1990 the Town Council approved several agreements with the State Department of Transportation and the Santa Clara County Traffic Authority regarding the design of Highway 85. The agreements allowed for the construction of a six-lane freeway through the Town with a median reserved for mass transit. Since the opening of Highway 85 in October 1994, traffic patterns in the Town have changed significantly. A reduction of traffic volumes on some arterials and collector streets has occurred, while others have experienced increases. Highway 85 is approaching capacity during the peak commute hours, but is still a desirable primary transportation route.

The future mass transit system will help alleviate a portion of the existing commute traffic.

The VLR is proposed to utilize the existing Southern Pacific Railroad tracks adjacent to Winchester Boulevard. The mass transit system would connect the Town of Los Gatos to the City of San Jose. This system would provide a much needed means of connecting Los Gatos to regional mass transit systems in the rest of the Silicon Valley and Bay Area. The VLR area is shown on Figure VLR-1. Generally, it is bounded by Capri Drive and Winchester Boulevard on the west, Vasona Lake on the south, National Avenue on the east and the northern Town limits.

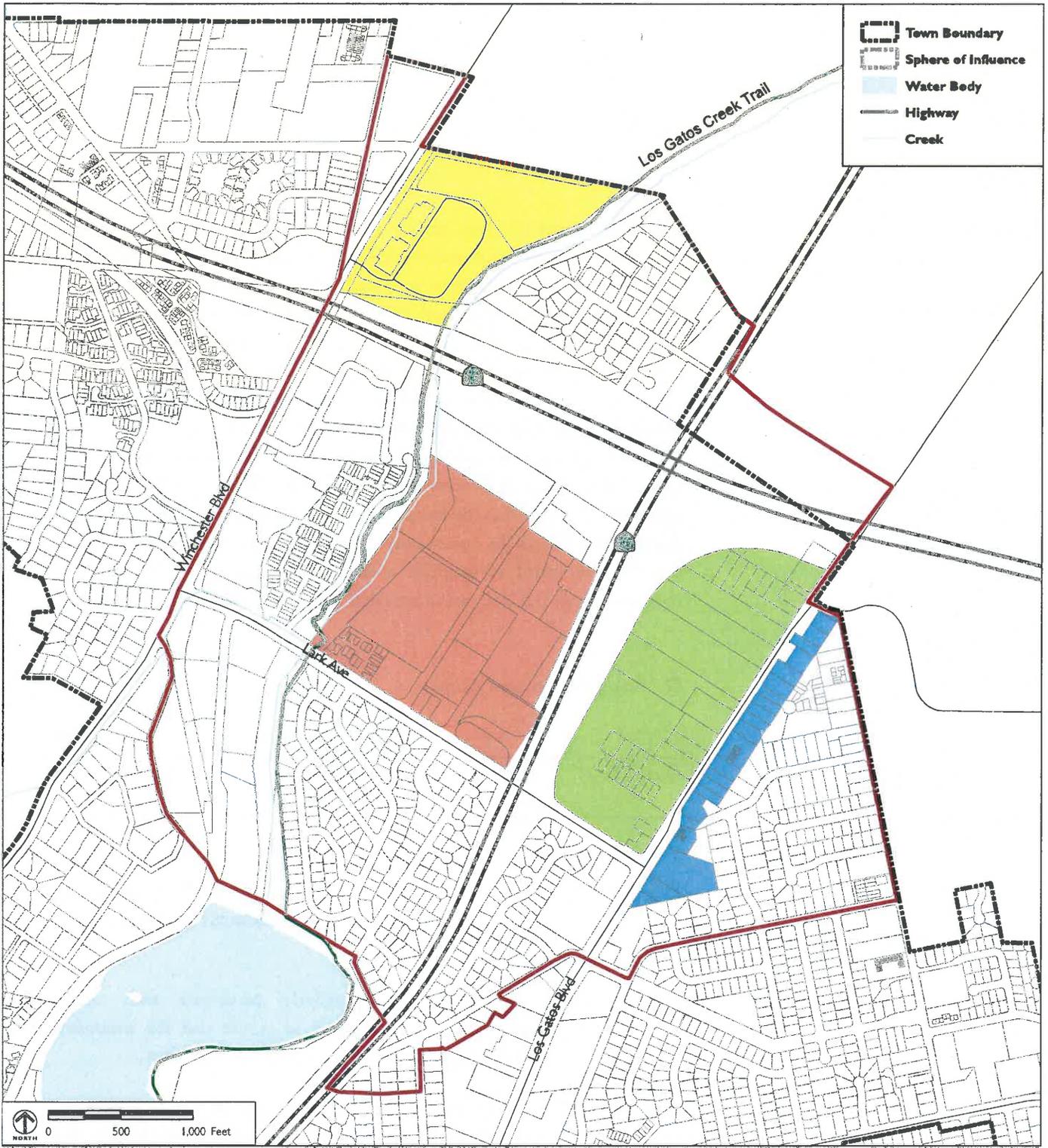
Since the VLR will have a significant impact on transportation within the Town, it is critical to determine what land uses will best take advantage of these transportation facilities as well as meet the needs of the Town. The Town has taken a proactive approach on this important issue and supports land uses that maximize transit opportunities while meeting the housing and commercial needs of the Town.

As stated in the Housing Element, Los Gatos has a need for affordable housing, both for seniors and families. Areas adjacent to the VLR facility would be good locations for meeting these Town needs due to their proximity to mass transit and to commercial needs of the future residents.

Los Gatos is a special place, and it is important to demarcate The Town's boundaries when entering or leaving from/to other cities. Open space and gateways, including open space as gateways, are a means of doing so. The VLR area offers opportunities to preserve and use open space for this purpose.

C. Guiding Philosophy

There are more large parcels of land that are suitable for residential development within the VLR area than within any other area of the Town.



Source: Town of Los Gatos, 2010.

Vasona Light Rail Area Boundary

Sub Areas

Vasona Junction

Oka Road

North Forty

East Los Gatos Boulevard

FIGURE VLR-1

VASONA LIGHT RAIL AREA

The current uses of these parcels range from orchards to underutilized residential property to manufacturing. The commonality of all of these parcels is their proximity to future mass transit and their capability to help the Town meet its housing goals. The Town is working to identify which types of housing are best suited for the area, and where new development should be constructed. This area also has easy access to both Highway 85 and Highway 17 and includes connections to several major arterials including Winchester and Los Gatos Boulevards and Lark Avenue. These large underdeveloped parcels may be suitable for other commercial or recreational uses. Throughout the process of preparing this Element, a basic planning philosophy has served as the foundation for designating land uses in the area: development should be community-, pedestrian- and transit-oriented, and designed and scaled to maintain a small-town character. This Element consists of goals, policies, and actions that apply specifically to the VLR area.

D. Goals, Policies, and Actions

Goal VLR-1	To promote the construction of Vasona Light Rail and mass transit facilities.
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Policies

Policy VLR-1.1  Circulation planning for the Town shall recognize the potential for mass transit connections via the Vasona Light Rail.

Policy VLR-1.2 Coordinate and proactively participate with other communities and agencies to ensure that the proposed mass transit facilities are acceptable to the Town.

Policy VLR-1.3  Future development shall contribute financially to support transit services that link the Vasona Light Rail with the rest of Los Gatos.

VLR-4

Policy VLR-1.4 Encourage parcel assembly in the East Los Gatos Boulevard sub-area to provide greater design flexibility and minimize driveways along Los Gatos Boulevard.

Policy VLR-1.5 Project applicants shall demonstrate how their projects meet the specific goals and policies of the Vasona Light Rail Element.

Goal VLR-2 To encourage affordable housing (senior housing, multi-family housing, mixed-use with housing) in appropriate locations within the Vasona Light Rail area to address the Town's housing needs and take advantage of the opportunities afforded by mass transit.

Policies

Policy VLR-2.1 Encourage development of residential rental units throughout the Vasona Light Rail area. Residential development proposals shall demonstrate how they address the Town's unmet housing goals for affordable housing.

Policy VLR-2.2 Proposed mixed-use projects in the Vasona Light Rail area which include residential uses shall assist the Town in meeting its housing goals of providing rental units, senior housing, and affordable housing.

Goal VLR-3 To encourage mixed-use developments that coordinate housing in proximity to either neighborhood commercial uses or employment centers.

Policies

- Policy VLR-3.1 Mixed-use proposals within the Vasona Light Rail area shall address how the proposed uses would be compatible and synergistic with each other.
- Policy VLR-3.2 Mixed-use commercial/market rate and/or affordable housing developments may be considered in the Vasona Light Rail area.
- Policy VLR-3.3 Encourage a mix of commercial, office, and light industrial and recreational uses within the Vasona Light Rail area, especially in areas less suited to residential development due to noise.
- Policy VLR-3.4 Encourage mixed-use development of commercial, office, and medium-high density residential uses in the North Forty area and along East Los Gatos Boulevard, north of Lark Avenue.
- Policy VLR-3.5 Projects in the Vasona Light Rail area proposing all commercial, office or residential uses shall be evaluated to ensure that the Town's desire for mixed-use is fulfilled.
- Policy VLR-3.6 If development of air rights in the Vasona Light Rail area is allowed, coordinate with the Santa Clara Valley Transportation Authority (VTA) and other agencies to allow development of appropriate uses, such as affordable housing and neighborhood commercial and businesses that cater to commuters.
- Policy VLR-3.7 Shared parking for mixed-use projects will be allowed within the Vasona Light Rail area.

Actions

- Action VLR-3.1 Conduct a study to evaluate whether development of air rights at the Vasona Light Rail station facility should be allowed or could feasibly be accomplished without creating visual congestion or violating the small-town character of Los Gatos.
- Action VLR-3.2 Develop and adopt standards for mixed-use design to be used in the review process of all mixed-use developments in the Vasona Light Rail area.

Goal VLR-4 To provide opportunities for a variety of non-residential land uses within the Vasona Light Rail area.

Policies

- Policy VLR-4.1 Development in the Vasona Junction sub-area shall consist of neighborhood commercial uses that provide services to all residents of Los Gatos.
- Policy VLR-4.2 Non-residential development projects shall limit impacts on residential uses.

Goal VLR-5 To provide opportunities for the Vasona Light Rail area to address the recreational and open space needs of the Town.

Policies

- Policy VLR-5.1 Projects developed in the Vasona Light Rail area shall contribute to a pedestrian/bicycle bridge over Los Gatos Creek.

Policy VLR-5.2 Orient development to take advantage of the amenities of the Los Gatos Creek and the Creek Trail.

Policy VLR-5.3 Development in the Vasona Light Rail area shall be designed and oriented to take advantage of the amenities offered by Los Gatos Creek and to preserve watersheds, riparian habitats and wildlife corridors.

Policy VLR-5.4 Projects developed in the Vasona Light Rail area shall contribute to and enhance the natural view corridor and landscape of the Los Gatos Creek Trail.

Actions

Action VLR-5.1 Develop a pedestrian/bicycle bridge over Los Gatos Creek through development fees, grants, and other means available to the Town. Establish in-lieu fees for new projects that will fund a pedestrian/bicycle bridge over Los Gatos Creek.

Action VLR-5.2 Provide a trail connection for pedestrians and bicyclists to the Los Gatos Creek Trail along the east side of Los Gatos Creek, north of Lark Avenue.

Goal VLR-6	To work with property owners and prospective developers to facilitate orderly development.
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Policies

Policy VLR-6.1 Encourage innovative designs, phased design schemes, and mixes of uses in the Vasona Light Rail area that are consistent with the Los Gatos Boulevard Plan and Commercial Design Guidelines.

Policy VLR-6.2 Site plans in the Vasona Light Rail area shall be designed to minimize traffic impacts and to preserve sufficient open space.

Policy VLR-6.3 The siting, scale, and design of buildings in relationship to each other shall facilitate and encourage pedestrian activity.

Actions

Action VLR-6.1 Adopt design guidelines for the Vasona Light Rail area and use them to review development applications for issues unique to the area such as gateway features, scenic vistas, and open space provisions.

Goal VLR-7 To ensure that the design review process produces a high quality mixture of residential and non-residential uses within the Vasona Light Rail area.

Policies

Policy VLR-7.1 No downzoning of residential properties shall be allowed within the Vasona Junction sub-area until development of the Vasona Light Rail is planned and funded.

Policy VLR-7.2 Development may be phased with the completion of the Vasona Light Rail. In no case may development exceed transportation capacity.

Policy VLR-7.3 Developers may be asked to provide surveys, market studies, and other information deemed necessary to ensure the projects are consistent with the Los Gatos Boulevard Plan and Commercial Design Guidelines.

Goal VLR-8 To limit the adverse impacts of development within the Vasona Light Rail area.

Policies

Policy VLR-8.1 Development in the Vasona Light Rail area shall facilitate the upgrading of utilities to the level needed to serve the area when it is fully developed.

Policy VLR-8.2 Development projects in the Vasona Light Rail area shall incorporate design features to buffer dwelling units from the visual and noise impacts of Highway 17 and Highway 85.

Policy VLR-8.3 Require a noise study for all development applications within the Vasona Light Rail area, identifying degrees of impact and noise attenuation measures, if necessary, to mitigate noise impacts on residential neighborhoods.

Actions

Action VLR-8.1 Construct an emergency access to Lark Avenue via the Santa Clara Valley Water District maintenance road for properties between Los Gatos Creek and Oka Road through conditions on development applications.

Action VLR-8.2 Explore methods of financing infrastructure improvements in the Vasona Light Rail area.

Goal VLR-9 To reduce traffic impacts of residential development within the Vasona Light Rail area by taking advantage of mass transit opportunities.

Policies

- Policy VLR-9.1  Residential development proposals within the Vasona Light Rail area shall address how they take advantage of mass transit opportunities.
- Policy VLR-9.2  The Town shall work with developers, the Santa Clara Valley Transportation Authority (VTA) and other agencies to ensure that the Vasona Junction sub-area is developed in a manner that takes full advantage of the transit opportunities afforded by the Vasona Light Rail.
- Policy VLR-9.3  Development in the Vasona Light Rail area shall provide Transportation Alternative programs or facilities that help link development and mass transit. These programs may include providing bicycle racks, shower and locker facilities, transit passes to employees, etc. In-lieu fees or other funding mechanisms may be required to provide a shuttle for the area.
- Policy VLR-9.4  Facilities developed for the Vasona Light Rail station shall be safe, convenient, and attractive for bicycle and pedestrian use.
- Policy VLR-9.5  Promote the development of mass transit links between Los Gatos Boulevard, particularly any development on the North Forty site, and the planned Vasona Light Rail station.

TOWN OF LOS GATOS
2020 GENERAL PLAN
VASONA LIGHT RAIL ELEMENT

6 TRANSPORTATION ELEMENT

A. Introduction

This Element addresses various aspects of transportation including the hierarchy of highways, roadway capacity, hillside circulation, cut-through traffic, and public transit. This element also addresses a convenient, safe, and accessible trails and bikeways system that promotes alternative modes of transportation such as walking and bicycling. When designing or making improvements to the circulation system, the Town shall conserve prominent land forms, minimize the removal of trees, minimize grading, and ensure that proposed infrastructure, parking, and street improvements are well landscaped and compatible with the surrounding neighborhoods and undeveloped areas.

The goals, policies, and actions in the Transportation Element are consistent and interdependent with the other elements of the General Plan. This Element meets State-mandated requirements.

The Transportation Element includes the following sections:

- ◆ **Introduction:** A description of the contents of the Transportation Element.
- ◆ **Roadway System and Standards:** Definitions and descriptions of the types of roadways and service standards for Los Gatos.
- ◆ **Existing Transportation Conditions:** A description of traffic operations in Los Gatos.
- ◆ **Other Transportation Networks and Facilities:** Descriptions of bike-ways and trails, truck routes, rail, bus, paratransit, parking facilities, and pedestrian facilities.
- ◆ **Planned and Proposed Transportation Improvements:** Descriptions of planned and proposed transportation improvements for regional and local transportation infrastructure in Los Gatos.
- ◆ **Goals, Policies, and Actions:** A list of goal, policy, and action statements that are intended to improve transportation and circulation in Los Gatos.

B. Roadway System and Standards

This section describes the regional highway system, local circulation system, and level of service standards for Los Gatos. The functional roadway classifications described in this section are illustrated on Figure TRA-1.

1. Regional Highway System

Three major highways—Highways 9, 17, and 85—run through Los Gatos and create two major interchanges, one in the northern end of Los Gatos and one in the southern end. Highway 17 runs north-south through Los Gatos, connecting to San Jose and Santa Cruz and providing regional access to Interstate 880 and Highway 85. Highway 9 runs east-west through the southern end of Los Gatos, connecting to Highway 17, and south through the Santa Cruz Mountains to Highway 1. Highway 85 runs east-west through the northern end of Los Gatos and provides regional access to Highway 101 and south San Jose, Interstate 280, Interstate 880/Highway 17, and Highway 87 (Guadalupe Freeway).

2. Functional Classifications of the Local Circulation System

In Los Gatos, the local street system is organized in a hierarchy of six types of roadways. Arterial streets, collector streets, neighborhood collector streets, hillside collector streets, local streets, and special design streets augment the regional highway system by serving local automobile traffic. This hierarchy is based on the degree of mobility and amount of local access provided by a roadway.

a. Arterial Streets

Arterial streets are designed to facilitate two or more lanes of traffic in each direction and provide intra-community travel and access to the county-wide highway system. Arterial streets may be divided by a median island that controls left turns and provides lanes for left-turn movements. Access to community arterials should be provided at collector roads and local streets.

An arterial street serves a large volume of vehicular traffic with intersections at grade and generally has direct access to abutting property, with geometric

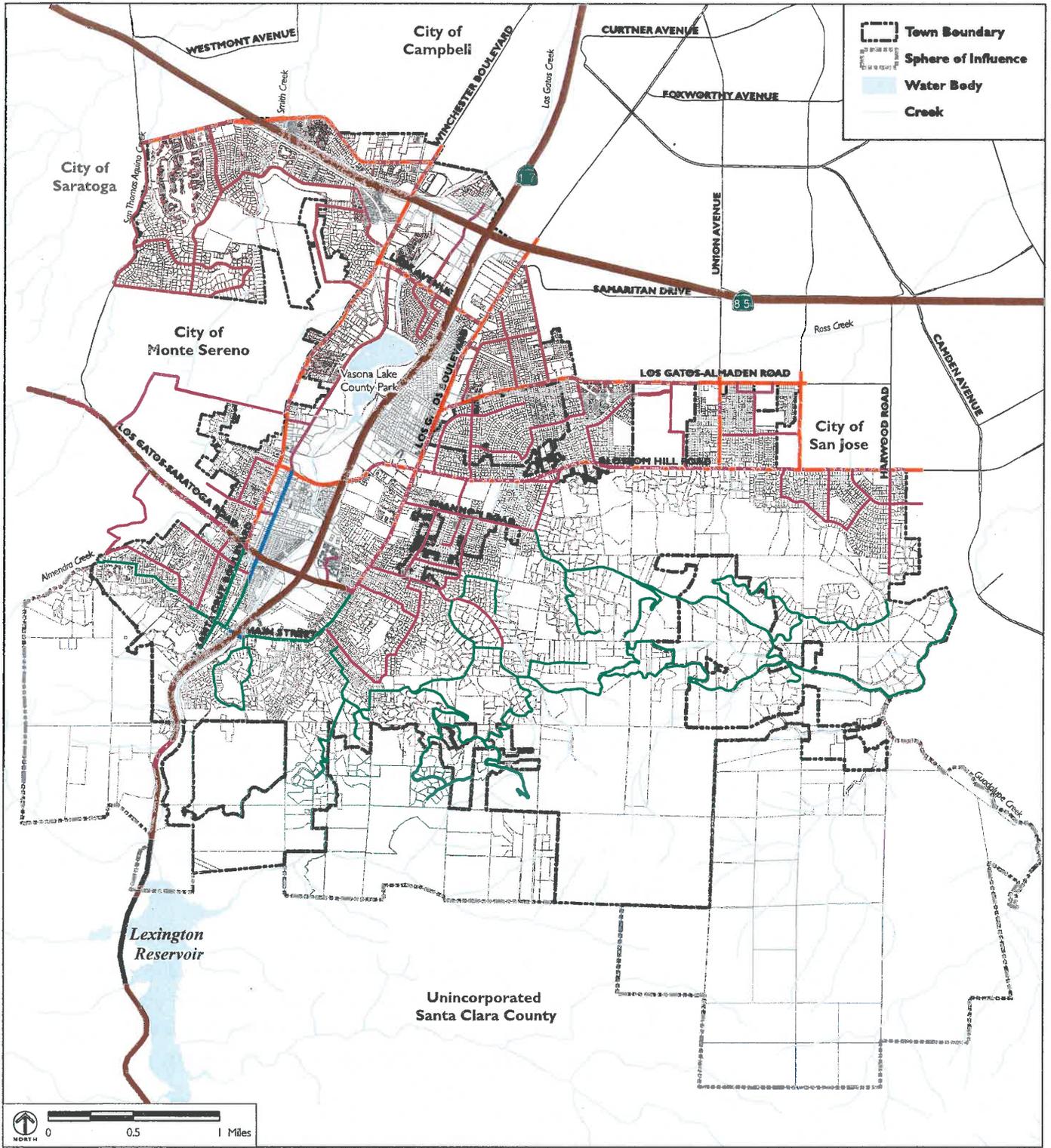


FIGURE TRA-1

FUNCTIONAL CLASSIFICATION OF ROADWAYS

design and traffic control measures used to expedite the safe movement of through traffic. Examples of arterial streets include Los Gatos Boulevard and Blossom Hill Road.

b. Collector Streets

A collector street provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Collectors serve abutting property and carry traffic to the other collectors and arterials. Examples of collector streets include Main Street and North Santa Cruz Avenue.

c. Neighborhood Collector Streets

A neighborhood collector street is located in an identifiable neighborhood and carries traffic that is predominantly generated within that neighborhood. Examples of neighborhood collector streets include Shannon Road and Wedgewood Avenue.

d. Hillside Collector Streets

A hillside collector street serves abutting property in the hillside areas, carrying traffic to arterial streets or other collectors. The cross-section of the hillside collector is dictated by grade, topography, and the presence of biological resources. In general, two lanes with or without sidewalks along one side (depending on topography) are provided. College Avenue is an example of a hillside collector street.

e. Local Streets

Local streets provide for neighborhood traffic movement with direct access to abutting property. These streets carry traffic from individual properties to collector and arterial streets, and are designed to discourage through traffic. Most of the residential streets in Los Gatos fall into this category.

f. Special Design Streets

Special design streets are utilized where warranted by unique land use, circulation conditions, or environmental conditions. These streets can either be

arterial streets, collectors, existing local hillside streets, or scenic residential streets. Their design will take into consideration the following features:

- ◆ Retention of existing physical amenities;
- ◆ Protection of existing trees within the existing right-of-way; and
- ◆ Special treatment of transition sections when conforming to standard street sections.

Examples of special design streets in Los Gatos include North Santa Cruz Avenue and Montebello Way.

3. Level of Service Standards

Level of service is a scale that measures the amount of auto traffic that a roadway or intersection accommodates, based on such factors as maneuverability, driver dissatisfaction, and delay at intersections. The Town of Los Gatos utilizes the level of service measurements established for Santa Clara County by the VTA. Based on these measurements, it is possible to determine the impact of auto traffic at intersections throughout the Town.

Levels of service are best represented by a letter scale that ranges from level of service (LOS) A to LOS F. As shown in Table TRA-1, LOS A represents the fastest flow of traffic and LOS F represents significantly congested conditions. LOS D is an acceptable level of traffic operation at intersections in Los Gatos.

C. Existing Transportation Conditions

Los Gatos is a member of the Santa Clara County Congestion Management Agency (CMA). The primary goals of the CMA are to increase the efficiency of existing transit and roadway systems, plan the best capital improvements to these systems, and improve the local land use decision-making process. The CMA prepares and the Santa Clara Valley Transportation Authority (VTA) adopts the biennial Congestion Management Program (CMP). The CMP is a comprehensive program designed to reduce traffic congestion, enhance the effectiveness of land use decision-making and improve air quality.

TOWN OF LOS GATOS
 2020 GENERAL PLAN
 TRANSPORTATION ELEMENT

TABLE TRA-1 INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS)	Description	Average Control Delay Per Vehicle	
		Signalized (sec/veh.)	Unsignalized (sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

There are five CMP routes in Los Gatos: Highways 9, 17, and 85; Los Gatos Boulevard from Highway 85 to Lark Avenue; and Lark Avenue from Los Gatos Boulevard to Highway 17. There are three CMP intersections in Los Gatos that are reviewed annually in conformance with CMP requirements: Lark Avenue and Los Gatos Boulevard; Highway 9 and Santa Cruz Avenue; and Highway 9 and University Avenue.

In accordance with the CMP's transportation impact analysis guidelines, any land use project that generates 100 or more new peak hour trips must be submitted to the CMA to ensure that the additional traffic impact is mitigated

on any road or intersection, regardless of jurisdiction. In accordance with Town policy, any land use project that adds 20 or more new peak hour trips is required to prepare a comprehensive traffic analysis report.

Traffic operations, under current traffic conditions, were evaluated at 38 signalized and unsignalized intersections selected by Town staff. Traffic volumes were collected during the school year during weekday AM and PM peak periods, which are from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. Results of the level of service analysis are presented in Table TRA-2, along with the minimum jurisdictional standard for acceptable level of service and current traffic control at each intersection. According to evaluation results, the intersection of Lark Avenue and University Avenue does not currently satisfy operational standards. Detailed evaluation results are included in the Los Gatos 2020 General Plan EIR.

D. Other Transportation Networks and Facilities

1. Trails and Bikeways

Los Gatos contains several multi-use trails and bikeways, which provide important connections and recreational opportunities for residents and visitors. Figure TRA-2 indicates the locations of existing and proposed bikeways and multi-use trails within Los Gatos. Los Gatos has several bikeway types and trails, described below.

- ◆ **Class I Paved Multi-Use Trail:** A Class I Multi-Use Trail is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation.
- ◆ **Class II Paved Bike Lanes:** Class II Bike Lanes are preferential use areas within a roadway designated for bicycles.
- ◆ **Class III Paved Bike Routes:** Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II bike lanes. Bike Routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities.

TOWN OF LOS GATOS
 2020 GENERAL PLAN
 TRANSPORTATION ELEMENT

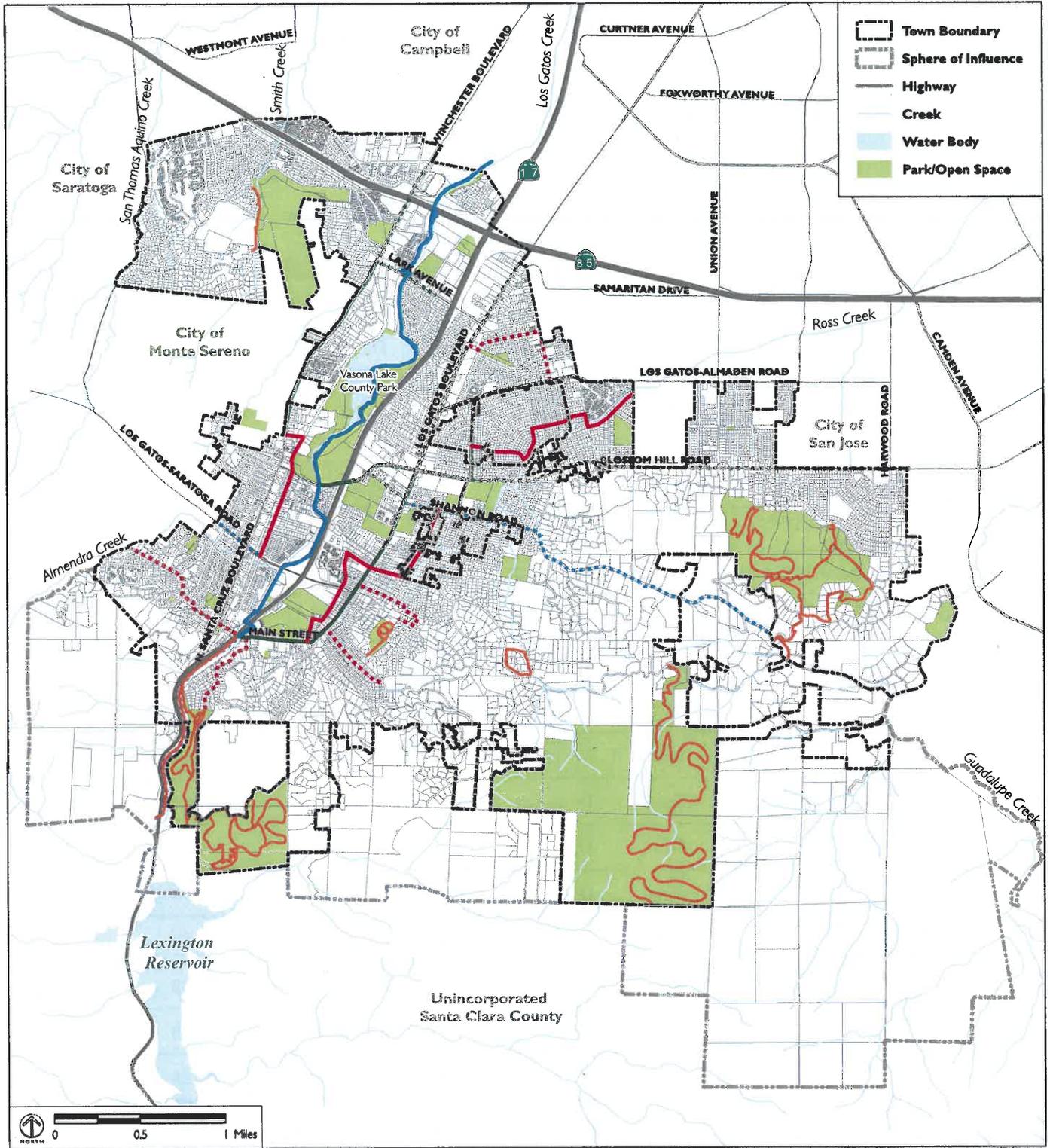
TABLE TRA-2 EXISTING LEVEL OF SERVICE SUMMARY

Int. #	Intersection	Control	Criteria	LOS	Existing AM	Existing PM	Critical Approach(es)	
					Delay (Sec- onds)	Delay (Sec- onds)		
1	Winchester Blvd. and Knowles Dr.	Signal	D	C	28.9	D+	36.3	NB, SB
2	Winchester Blvd. and Hwy 85 NB On Ramp	Signal	D	B	12.3	B	17.9	SB
3	Winchester Blvd. and Hwy 85 NB Off Ramp	Signal	D	B	17.1	B	13.3	NB
4	Winchester Blvd. and Lark Ave.	Signal	D	C	24.2	C+	21.7	WB, SB
5	Lark Ave. and Oka Rd.	Signal	D	B-	18.4	C+	20.3	WB
6	Lark Ave. and Hwy 17 SB Ramps – Garden Hill Dr.	Signal	D	C	26.7	C	29.1	WB, EB
7	Lark Ave. and Hwy 17 NB Ramps	Signal	D	B	17.4	D	39.4	WB
8	Los Gatos Blvd. and Samaritan Dr.	Signal	D	D	39.4	D	39.0	NB, WB
9	Los Gatos Blvd. and Lark Ave.	Signal	D	D+	36.3	D+	38.2	NB, EB
10	Los Gatos Blvd. and Blossom Hill Rd.	Signal	D	C	30.2	C-	33.5	WB
11	Los Gatos Blvd. and Roberts Rd. – Shannon Rd.	Signal	D	C	31.0	C+	20.9	SB, NB
12	Los Gatos Blvd. and Van Meter School	Signal	D	B	16.0	A	8.4	SB
13	Los Gatos Blvd. and Kennedy – Caldwell	Signal	D	C	27.7	C	24.1	NB
14	Los Gatos Blvd. and Los Gatos – Saratoga Rd.	Signal	D	C-	32.2	D	45.9	SB
15	Los Gatos - Saratoga Rd. and University Ave.	Signal	D	C+	22.0	C	29.2	EB
16	W. Main St. and University Ave.	Signal	D	B-	19.1	C	23.5	WB, EB
17	Santa Cruz Ave. and W. Main St.	Signal	D	C	25.6	C	28.2	NB
18	N. Santa Cruz Ave. and Los Gatos – Saratoga Rd.	Signal	D	D	41.8	D+	38.6	WB, EB
19	Santa Cruz – Winchester Blvd. and Blossom Hill – Mariposa Ave.	Signal	D	C	31.7	C	29.5	WB, NB
20	Blossom Hill Rd. and E. Roberts Rd.	Signal	D	C	23.0	B	14.2	EB

TABLE TRA-2 EXISTING LEVEL OF SERVICE SUMMARY (CONTINUED)

Int. #	Intersection	Control	Criteria	Existing AM		Existing PM		Critical Approach(es)
				LOS	Delay (Sec-onds)	LOS	Delay (Sec-onds)	
21	Blossom Hill Rd. and Cherry Blossom Lane	Signal	D	B	17.3	B	13.2	WB
22	Blossom Hill Rd. and Union Ave.	Signal	D	B-	18.1	D	47.1	WB, EB
23	Los Gatos - Almaden Rd. and Union Ave.	Signal	D	D+	38.0	D+	37.6	WB, SB
24	Winchester Blvd. and Daves Ave.	Signal	D	B-	19.0	B	16.4	SB
25	Lark Ave. and University Ave.	Two-Way Stop	D	A	9.4	F	71.7	NB
	<i>Worst Case Approach - Northbound</i>		D	F	115.6	F	487.4	
26	Pollard Rd. and More Ave.	Signal	D	C	24.0	B-	19.6	WB, EB
27	Knowles Dr. and Dardanelli Lane	Signal	D	B+	10.5	B	16.0	WB, EB
28	Winchester Blvd. and Wimbledon Dr.	Signal	D	C+	21.0	B	15.5	NB, SB
29	Los Gatos Blvd. and Hwy 85 SB Ramps	Signal	D	C	23.2	C+	20.0	NB
30	Los Gatos Blvd. and Garden Gateway	Signal	D	B-	19.7	B	17.3	NB, SB
31	Los Gatos Blvd. and Los Gatos Village Square	Signal	D	A	8.9	B	13.2	NB, SB
32	Los Gatos Blvd. and Almaden Rd. - Chirco Dr.	Signal	D	C	25.6	C	25.2	NB
33	N. Santa Cruz Ave. and Andrews St.	Signal	D	B	14.1	B	16.5	SB, NB
34	Blossom Hill Rd. and University Ave.	Signal	D	C+	20.8	C+	22.4	WB, EB
35	Blossom Hill Rd. and W. Roberts Rd.	Signal	D	B	14.2	B	17.0	WB, EB
36	Blossom Hill Rd. and Leigh Ave.	Signal	D	A	9.5	B-	18.3	WB, EB
37	Blossom Hill Rd. and Harwood Rd.	Signal	D	B	14.8	B	16.4	WB, EB
38	Los Gatos - Almaden Rd. and National Ave.	Signal	D	B	12.1	B-	19.1	WB, EB

Source: Kimley-Horn and Associates, Inc., 2010.



Source: Town of Los Gatos, 2008; DC&E, 2007; Midpeninsula Regional Open Space District, 2008



FIGURE TRA-2
 BIKEWAYS AND MULTI-USE TRAILS

- ◆ **Unpaved Recreation Trails:** An unpaved recreation trail is a semi-natural trail used by pedestrians, equestrians, and/or bicycles that should provide connections to Open Space District or Santa Clara County trail systems.

i. Los Gatos Bikeways

Los Gatos also contains on-street bikeways that enable bicyclists to travel within the community, as well as connect to larger trail networks. Class II bikeways are striped bike lanes that give bicyclists shared use of the roadway. Class III bike routes share the roadway with vehicular traffic and include signs to direct bicyclists and drivers.

ii. Los Gatos Creek Trail

As a dedicated pathway for non-motorized activities and with a minimum width of 8 feet to accommodate two-way travel, the portion of the Los Gatos Creek Trail north of where Main Street intersects Highway 17 is the only recognized Class I bikeway in Los Gatos. South of the Main Street-Highway 17 intersection, the Los Gatos Creek Trail becomes an unpaved, multi-use trail leading to Lexington Reservoir.

iii. Open Space Trails

In addition to the Los Gatos Creek Trail, all of the open space areas, as well as some of the Town's parks, contain trails that are appropriate for hiking, biking, jogging, horseback riding, and other informal non-motorized activities. These trails are located in Belgatos Park, Novitiate Park, Worcester Park, the Heinz Open Space, Santa Rosa Open Space Area, St. Joseph's Hill Open Space Preserve, and the Sierra Azul Open Space Preserve.

2. Truck Routes

The following roadways provide truck routes through Los Gatos:

- ◆ Highway 17
- ◆ Highway 85
- ◆ Los Gatos Boulevard
- ◆ Winchester Boulevard
- ◆ Los Gatos - Almaden Road
- ◆ Blossom Hill Road
- ◆ Los Gatos - Saratoga Road (Highway 9)
- ◆ Lark Avenue

3. Freight Rail System

Union Pacific Railroad tracks run through the northwest corner of Los Gatos, immediately south of Highway 85 and east of Winchester Boulevard.

4. Passenger Rail

The Vasona Light Rail project is projected to extend the existing light rail line from the Winchester Station in Campbell to the Vasona Junction Station at Highway 85 and Winchester Boulevard in Los Gatos. The Vasona Light Rail will connect Los Gatos residents to bus service, Caltrain, and future transfers to other nearby cities. The timeframe of this extension project is subject to available funding.

5. Bus Service

In 2010, the VTA provides bus service throughout the Town on the Regular Bus and Community Bus routes listed below. Community Buses are short, 25-passenger buses that serve routes with smaller riderships and offer reduced fares.

- ◆ Route 27 – Regular Bus from Santa Teresa Hospital to Good Samaritan Hospital
- ◆ Route 48 – Community Bus from Los Gatos Civic Center to Winchester Transit Center
- ◆ Route 49 – Community Bus from Santa Cruz and Main to Winchester Transit Center
- ◆ Route 61 – Regular Bus from Good Samaritan Hospital to Sierrita and Piedmont, via Camden
- ◆ Route 62 – Regular Bus from Good Samaritan Hospital to Sierrita and Piedmont, via Union

6. Paratransit

The VTA, in partnership with OUTREACH, provides paratransit services to individuals with disabilities that prevent their independent use of VTA bus and light rail services. As VTA's paratransit broker, OUTREACH schedules and manages services delivered to eligible customers through contracts with sedan, accessible van, and taxi service providers.

7. Parking

Los Gatos has a variety of parking options throughout the Town, including on-street parking with and without time restrictions, and off-street parking lots. Some off-street lots have time restrictions and others do not. In some specifically designated residential neighborhoods a parking permit is required. The Police Department is responsible for the Parking Management Program in Los Gatos.

8. Pedestrian Facilities

The Town's pedestrian facilities consist of sidewalks along various roadways within Los Gatos. These provide pedestrian connectivity throughout the Town. Sidewalk facilities are primarily included as part of the transportation network along and connecting Arterial, Collector, Neighborhood, and Local streets. The Los Gatos Creek Trail is also used by pedestrians to access the Downtown area and parks from residential areas.

E. Planned and Proposed Transportation Improvements

This section describes planned and proposed improvements to the regional and local transportation infrastructure in Los Gatos.

1. Regional Improvements

VTA's recently adopted 2035 Valley Transportation Plan (VTP) includes proposed transportation improvements for all Santa Clara County communities, including Los Gatos. Table TRA-3 lists the proposed improvements in the Town of Los Gatos that are included in the final draft of the VTP for 2035.

2. Local Intersection and Roadway Improvements

The following road improvements shall be undertaken in order to accommodate the future development allowed under the 2020 General Plan and to alleviate existing traffic congestion. Any road widening improvements shall be justified based on a determination that alternative means of congestion relief are infeasible.

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TABLE TRA-3 PROPOSED TRANSPORTATION IMPROVEMENTS, 2035 VTP

Project Location	Project Description	Cost
VTP 2035 Local Street Program		
Los Gatos	Hwy 9 Gateway Enhancements at University Ave. and North Santa Cruz Ave.	\$3.0 M
Los Gatos	Blossom Hill Rd. at University Ave. Intersection Improvements	\$1.0 M
Los Gatos	Blossom Hill Rd. and Union Ave. Intersection Improvements	\$3.0 M
Los Gatos	Los Gatos – Almaden Rd. Improvements	\$2.5 M
Los Gatos	Los Gatos Blvd. Widening – Lark Ave. to Samaritan Dr.	\$0.8 M
Los Gatos	Union Ave. Widening and Sidewalks	\$0.6 M
Los Gatos	Wedgewood Avenue Traffic and Pedestrian Safety Improvements - Phase II	\$1.0 M
Los Gatos	Wood Rd. Gateway on Santa Cruz Ave.	\$1.0 M
VTP 2035 Highway Constrained Program		
Los Gatos, Saratoga, San Jose, Campbell	Hwy 85 Northbound Auxiliary Lanes from North of Winchester Blvd. to Saratoga Ave.	\$18.0 M
Los Gatos, Saratoga, San Jose, Campbell	Hwy 85 Southbound Auxiliary Lanes from North of Winchester Blvd. to Saratoga Ave.	\$18.0 M
VTP 2035 Highway Program		
Caltrans, All Santa Clara County	Hwy 85 HOT Lanes: US 101 from South San Jose to Mountain View (Conversion)	\$72.0 M
VTP 2035 Intelligent Transportation System Program		
Los Gatos	Town of Los Gatos Traffic Signal System Upgrade	\$0.3 M
VTP 2035 Bicycle Program		
Los Gatos, Saratoga	Hwy 9 Bicycle and Pedestrian Safety Improvements	\$2.7 M
Los Gatos	Hwy 9 – Los Gatos Creek Trail connector	\$1.0 M
Los Gatos	Blossom Hill Road sidewalks and bicycle lanes	\$0.8 M
VT.P.2035 Transit Program		
Los Gatos, San Jose Campbell	Hwy 17 Bus Service Improvements	\$2.0 M
Los Gatos, Campbell	Vasona Junction	\$99.0 M

a. Intersection improvements

Intersection improvements are planned at the following intersections:

- ◆ **Los Gatos – Saratoga Road (Highway 9) and University Avenue:** Widen University Avenue by adding turn lanes, install protected left-turn signal phases, modify intersection corners, close the median opening for safety improvements, and reconstruct the intersection as a Downtown gateway to improve safety for pedestrians, bicyclists, and vehicular traffic. Widen University Avenue to add a southbound right-turn lane and extend northbound right-turn lane to Boyer Lane. This project has been awarded Highway Safety Improvement Program (HSIP) grant funds.
- ◆ **Blossom Hill Road and Los Gatos Boulevard:** Add a second eastbound left-turn lane and extend southbound left-turn lane.
- ◆ **Lark Avenue and University Avenue:** Install traffic signal and signal interconnect connecting to Winchester Boulevard.
- ◆ **Winchester Boulevard and Knowles Drive:** Add an eastbound left turn lane and right turn overlap phase.
- ◆ **Winchester Boulevard and Lark Avenue:** Provide a dedicated receiving lane for a westbound right turn.
- ◆ **Los Gatos Boulevard and Samaritan Drive:** Add a third northbound through lane. Add a westbound right turn overlap phase. The addition of the westbound right turn overlap phase is outside the jurisdiction of Los Gatos and is the responsibility of the City of San Jose if the projected level of congestion occurs. Widen Burton Road as needed.
- ◆ **Los Gatos Boulevard and Lark Avenue:** Add a third southbound through lane, remove parking on the south side of Los Gatos Boulevard between Lark Avenue and the first driveway south of Lark Avenue to provide sufficient room for a fourth lane in that section of the roadway. Change the southbound right turn to a free right with the widening of Lark Avenue. Add a third northbound left-turn lane if the projected queuing occurs requiring stacking space. Add a third eastbound left turn lane.

- ◆ **Los Gatos – Saratoga Road (Highway 9) and North Santa Cruz Avenue:** Add a southbound right turn overlap phase and prohibit the eastbound U-turn movement. Reconstruct as a Downtown gateway.
- ◆ **Los Gatos – Almaden Road and Union Avenue:** Restripe the westbound approach to a through-shared-left lane and a right-turn lane and add a westbound right turn overlap phase. Restripe the northbound right turn lane to a through-shared-right turn lane. The improvements at this intersection are outside the jurisdiction of Los Gatos and are the responsibility of San Jose if the projected level of congestion occurs.
- ◆ **National Avenue and Samaritan Drive:** Work with adjacent property owners, the City of San Jose and future developments to improve traffic safety and flow at this intersection.

b. Roadway improvements

Roadway improvement projects are planned on the following roadways:

i. *Blossom Hill Road*

- ◆ **Bridge Widening at Highway 17:** Reconstruct and widen bridge over Highway 17 to provide sidewalks and bike lanes on both sides, and evaluate the need for additional street lighting and traffic lanes based on safety considerations for pedestrians and bicyclists.
- ◆ **Blossom Hill Park to Union Avenue:** Widening only to provide for left-turn storage lanes, bicycles and pedestrians and safety improvements.
- ◆ **Union Avenue to Westhill Drive:** Widening only as additional land becomes available through right-of-way dedications associated with development approvals, or as additional funding sources become available to the Town for the purpose of acquiring additional land for right-of-way and infrastructure improvements.
- ◆ **Cherry Blossom Lane to Camino Del Cerro:** Addition of sidewalk and bike lanes.
- ◆ **Union Avenue to Regent Drive:** Widen to conform with the roadway width east of Regent Drive.

ii. *Lark Avenue*

- ◆ **Winchester Boulevard to Highway 17:** Widen the road to four to six lanes with a median and bike lanes.
- ◆ **Highway 17 to Los Gatos Boulevard:** Widen the road to four to six lanes with a median and bike lanes, and provide two westbound right-turn storage lanes for the metered northbound Highway 17 on-ramp.
- ◆ **University Avenue Intersection:** Install traffic signal and interconnect with Winchester Boulevard.

iii. *Los Gatos Boulevard*

- ◆ **Lark Avenue to Samaritan Drive:** Widen the unimproved segments along the east side of Los Gatos Boulevard from approximately Camino del Sol to approximately Samaritan Drive with a consistent curb, gutter and sidewalk treatment as present on the existing improved segments. Add a third through lane for the northbound approach of Los Gatos Boulevard south of the Samaritan Drive intersection.
- ◆ **Camino del Sol to Blossom Hill Road:** Provide bike lanes.
- ◆ **Shannon Road to Nino Avenue:** Construct landscaped medians.
- ◆ **Van Meter School Driveway to Spencer Avenue:** Construct landscaped median.
- ◆ **Nodes:** Develop nodes at Blossom Hill Road, Los Gatos/Almaden Road, New Town/Village Square, Lark Avenue and at the new entrance to the North Forty area.
- ◆ **Gateway:** Locate a gateway feature at Samaritan Drive.

iv. *Pollard Road*

- ◆ **San Tomas Aquino Creek to Burrows Road/San Tomas Aquino Road:** Widen the road to four lanes plus a median and bike lanes.
- ◆ **Burrows Road/San Tomas Aquino Road to West Parr Avenue:** Widen the road to four lanes plus bike lanes.

- ◆ **West Parr Avenue to Knowles Drive:** Widen the road to four lanes with no parking, plus bike lanes.
- ◆ **Knowles Drive from Pollard Avenue to Winchester Boulevard:** Widen the road to four lanes plus bike lanes.

v. *Santa Cruz Avenue*

- ◆ **Highway 17 to Broadway:** Construct a roundabout at Wood Road and other traffic calming improvements.

vi. *Union Avenue*

- ◆ **Blossom Hill Road to Los Gatos – Almaden Road:** Widen the road to four lanes plus parking and bike lanes.

vii. *Los Gatos Saratoga Road (Highway 9)*

- ◆ **University Avenue to Los Gatos Boulevard:** Construct a pedestrian/bicycle bridge connecting to the Los Gatos Creek Trail. If feasible, install a bicycle lane across the Highway 17 bridge connecting to Los Gatos Boulevard.

3. **Local Bikeway Improvements**

a. **Bike Lanes**

The following streets shall have striped and signed Class II bike lanes, if feasible. Roads marked with a (*) shall be reviewed to determine if bike lanes can safely be striped.

- ◆ **Bicknell Road*** from Quito Road to More Avenue
- ◆ **Blossom Hill Road*** between Santa Cruz Avenue and easterly Town limits (Existing between Santa Cruz Avenue and Cherry Blossom Lane)
- ◆ **Cherry Blossom Lane** from Shannon Road to Los Gatos/Almaden Road (Existing)
- ◆ **Fisher Avenue*** from Roberts Road to Nino Avenue
- ◆ **Knowles Drive*** from Winchester Boulevard to Pollard Road
- ◆ **Lark Avenue** between Winchester Boulevard and Los Gatos Boulevard

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- ◆ Los Gatos/Almaden Road from Los Gatos Boulevard to easterly Town limits (Existing)
- ◆ Los Gatos Boulevard between Samaritan Drive and East Main Street (Existing from Blossom Hill Road to East Main Street)
- ◆ Los Gatos/Saratoga Road* from Los Gatos Boulevard to westerly Town limits (Existing between University Avenue and westerly Town limits)
- ◆ East Main Street from bridge to Los Gatos Boulevard (Existing)
- ◆ More Avenue from Bucknell Road to Pollard Road
- ◆ Nino Avenue* from Fisher Avenue to Los Gatos Boulevard
- ◆ Pollard Road* from Knowles Drive to Quito Road
- ◆ Roberts Road* between Blossom Hill Road and Los Gatos Boulevard
- ◆ Shelburne Way from Winchester Boulevard to University Avenue
- ◆ Union Avenue* from Blossom Hill Road to Los Gatos-Almaden Road
- ◆ University Avenue from Shelburne Way to Blossom Hill Road
- ◆ Winchester Boulevard between Shelburne Way and northern Town limits (Existing from Shelburne Way to Wimbledon Drive)

b. Bike Routes

The following streets shall be designated and signed as Class III bike routes, if feasible. Roads marked with a (*) shall be reviewed to determine if bike lanes can safely be striped.

- ◆ Bay View Avenue from West Main Street to Pennsylvania Avenue
- ◆ Bella Vista Avenue from New York Avenue to Caldwell Avenue
- ◆ Blossom Valley Drive from Westchester Drive to Pinehurst Avenue (partially in San Jose)
- ◆ Caldwell Avenue from Bella Vista Avenue to Los Gatos Boulevard
- ◆ Camino del Cerro from Escobar Avenue to Blossom Hill Road
- ◆ Carlton Avenue from Gateway Drive to Carlton School (partially in San Jose)
- ◆ Cypress Street from Loma Alta Avenue to Phillips Road
- ◆ Emergency access road/trail from Harwood Road to Santa Rosa Drive
- ◆ Emergency access road/trail from Harwood Road to Madera Drive
- ◆ Englewood Avenue from Shannon Road to Kennedy Road
- ◆ Escobar Avenue from Lilac Lane to Camino del Cerro

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- ◆ Gateway Drive from Los Gatos Boulevard to Carlton Avenue
- ◆ Glen Ridge Avenue from Pennsylvania Avenue to Hernandez Avenue
- ◆ Harwood Road from Blossom Hill Road to end
- ◆ Hernandez Avenue from Glen Ridge Avenue to Ridgecrest Avenue
- ◆ Hicks Road* from Camden Avenue to Arnerich Road
- ◆ Kennedy Road* from Los Gatos Boulevard to Shannon Road
- ◆ Lester Lane from Los Gatos/Almaden Road to Carlton Avenue
- ◆ Lilac Lane from Oleander Avenue to Escobar Avenue
- ◆ Loma Alta Avenue from Los Gatos Boulevard to Cypress Street
- ◆ West Main Street from the bridge to Bay View Avenue
- ◆ Miles Avenue from University Avenue to Los Gatos Creek Trail
- ◆ National Avenue from Los Gatos/Almaden Road to Samaritan Drive
- ◆ New York Avenue from Pleasant Street to Bella Vista Avenue
- ◆ Oleander Avenue from Cherry Blossom Lane to Lilac Lane
- ◆ Pennsylvania Avenue from Bay View Avenue to Glen Ridge Avenue
- ◆ Phillips Road from Cypress Avenue to South Kennedy Road
- ◆ Pinhurst Avenue from Blossom Valley Drive to Los Gatos/Almaden Road
- ◆ Pleasant Street from East Main Street to New York Avenue
- ◆ Ridgecrest Avenue from Hernandez Avenue to Highway 9 (Monte Sereno)
- ◆ Roxbury Lane from Wedgewood Avenue to More Avenue
- ◆ Santa Rosa Drive from Shannon Road to end
- ◆ Shannon Road* from Los Gatos Boulevard to Hicks Road
- ◆ South Kennedy Road from Kennedy Road to Kennedy Road
- ◆ Taft Drive from Westchester Drive to Los Gatos/Almaden Road (San Jose)
- ◆ University Avenue from West Main Street to Blossom Hill Road and from Shelburne Way to Lark Avenue
- ◆ Wedgewood Avenue from Wimbledon Drive to Roxbury Lane
- ◆ Wimbledon Drive from Winchester Boulevard to Wedgewood Avenue
- ◆ Westchester Drive from Camino del Cerro to Taft Drive (partially in San Jose)

F. Goals, Policies, and Actions

The following goals, policies, and actions are intended to improve transportation and circulation in Los Gatos.

Goal TRA-1	To develop transportation systems that meet current and future needs of residents and businesses.
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Policies

Policy TRA-1.1 Development shall not exceed transportation capacity.

Policy TRA-1.2 Design and implement the transportation system to be consistent with environmental goals and policies, energy conservation, land use, and small town character.

Policy TRA-1.3 Evaluate the effects of all circulation and other transportation improvements on air pollution, noise, and use of energy prior to issuing any zoning approval.

Policy TRA-1.4 Consider the fiscal implications to the Town of the construction and operation of all circulation and transportation improvements and the enforcement of any associated regulations.

Policy TRA-1.5 Make effective use of the traffic-carrying ability of Los Gatos's arterials and collectors while considering the needs of pedestrians, bicyclists, and adjacent residents.

Policy TRA-1.6 Initiate and participate in regional efforts to meet regional transportation needs.

Actions

Action TRA-1.1 Continue to participate in the planning and design of regional transportation systems.

Action TRA-1.2 Monitor traffic flow and roadway conditions. Identify deficiencies and develop improvement measures for roadways and intersections on a continuous basis.

Goal TRA-2 To create and maintain a safe, efficient and well-designed roadway network.

Policies

Policy TRA-2.1 Vehicular, bicyclist, and pedestrian safety should be an important factor in the design of roadways.

Policy TRA-2.2 Incorporate plans for all users (motor vehicles, transit vehicles, bicyclists, and pedestrians) when constructing or modifying a roadway.

Policy TRA-2.3 The Town shall obtain fee title to all land required to be dedicated for public streets.

Policy TRA-2.4 New development shall minimize the number of driveway openings and curb cuts.

Policy TRA-2.5 Discourage single access roads of extended length, and restrict development along such roads.

Policy TRA-2.6 Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be planned as an integral part of development projects to ensure safe movement of people and vehicles and minimize disruption to the streetscape.

Policy TRA-2.7 Consider using roundabouts as an alternative to signalized or traditionally controlled intersections to calm traffic and increase the capacity of intersections.

Policy TRA-2.8  Develop “complete streets” within the Town that include landscaping and shared space for bicycles, cars, pedestrians, and transit.

Actions

Action TRA-2.1 Develop and adopt standards for arterial and collector streets pursuant to the functional classification of the local circulation system. The characteristics of these streets shall protect the integrity of the circulation system and protect neighborhood streets from the intrusion of through traffic.

Action TRA-2.2 Adopt street standards that reflect the existing character of the neighborhood, while taking into account safety and maintenance considerations.

Action TRA-2.3 Update, as needed, Town standards for street widths, curbs, gutters, sidewalks, and electroliers so that new development fits within existing neighborhoods.

Action TRA-2.4 Update Plan Lines and amend the Town Plan Line Ordinance to reflect this General Plan.

Action TRA-2.5  Revise the Los Gatos Boulevard Plan to incorporate “complete street” strategies.

Action TRA-2.6  Develop and implement a Streets Master Plan that incorporates “complete street” strategies.

Goal TRA-3 To prevent and mitigate traffic impacts from new development.

Policies

- Policy TRA-3.1 All development proposals shall be reviewed to identify and mitigate project traffic impacts pursuant to the Town's traffic impact policy.
- Policy TRA-3.2 Review development proposals to ensure that the circulation system and on-site or public parking can accommodate any increase in traffic or parking demand generated by the proposed development, subject to the considerations and findings required by the Town's Traffic Impact Policy.
- Policy TRA-3.3 All new developments shall be evaluated to determine compliance with the Town's level of service policy for intersections.
- Policy TRA-3.4 New projects shall not cause the level of service for intersections to drop more than one level if it is at Level A, B, or C and not drop at all if it is at D or below.
- Policy TRA-3.5 If project traffic will cause any intersection to drop more than one level if the intersection is at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall mitigate the traffic so that the level of service will remain at an acceptable level.
- Policy TRA-3.6 Pedestrian and bicycle safety shall not be compromised to improve or maintain the level of service of an intersection.
- Policy TRA-3.7 All traffic reports shall include analyses of nearby uses with unusual or unique traffic generation factors or peak hours (e.g. pre-schools, faith communities, private clubs, quasi-public uses).

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Policy TRA-3.8 New development shall be required to upgrade public improvements on project frontages to meet current Town standards.

Policy TRA-3.9 Developers shall contribute to the cost of the future installation of traffic signals or future traffic signal modifications as a condition of approval.

Policy TRA-3.10 Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems and all other options, such as demand management and alternative modes, have been exhausted. Where capacity is increased, improvements shall balance the needs of motor vehicles with those of pedestrians and bicyclists.

Policy TRA-3.11 Roadway improvements and dedications shall be required for any development proposal with an associated traffic impact.

Policy TRA-3.12 The maximum level of mitigation measures shall be required for transportation impacts adjacent to sensitive receptors, including residences, schools, and hospitals.

Policy TRA-3.13 All major development proposals shall be required to include a detailed, verifiable transportation demand management (TDM) program for consideration by the Town during the review of the development application.

Policy TRA-3.14 Minimize opportunities for regionally-generated traffic to cut through Los Gatos.

Actions

Action TRA-3.1 Include all of the projects listed in Section E.2, Local Intersection and Roadway Improvements, and E.3, Local Bike-

way Improvements, above, in the Capital Improvements Program (CIP).

Goal TRA-4 To ensure that future changes to Highway 17 do not negatively impact the quality of life or small-town character of Los Gatos.

Policies

Policy TRA-4.1 Highway 17 should not be widened to provide additional travel lanes south of Lark Avenue.

Policy TRA-4.2 There should not be an interchange at Blossom Hill Road.

Policy TRA-4.3 Highway 17 between Los Gatos and Santa Cruz should not be widened to provide additional travel lanes or be converted to a freeway.

Policy TRA-4.4 The Planning Commission and Town Council shall review all new or modified connections with Highway 17 within the Town.

Policy TRA-4.5 Work with other local jurisdictions and the State to develop effective ways to reduce regionally generated Highway 17 congestion and cross-town traffic that do not involve adding freeway lanes or interchanges.

Goal TRA-5 To ensure that Los Gatos's streets are safe for all users, including drivers, cyclists, and pedestrians.

Policies

Policy TRA-5.1 Reduce traffic speeds via design strategies rather than relying on enforcement.

- Policy TRA-5.2 Inhibit the flow of through traffic in established neighborhoods to the extent feasible, without impacting the freedom of movement of residents or diverting traffic to other neighborhood streets.
- Policy TRA-5.3 Limit widening of non-arterial streets to that which accommodates safety improvements and bicycle/pedestrian improvements rather than widening to increase capacity for through traffic.
- Policy TRA-5.4 Limit new development that increases commercial traffic flow through residential neighborhoods.
- Policy TRA-5.5 Consider traffic calming devices such as lane narrowing, widening medians, or heavy landscaping to discourage cross-town commute and short-cut traffic.
- Policy TRA-5.6 Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent through traffic on residential streets.
- Policy TRA-5.7 Assist citizens in solving traffic concerns in residential neighborhoods in accordance with the Neighborhood Traffic Calming (NTC) Program. The NTC Program is designed to be an effective, systematic, and fair method for achieving the most appropriate solutions.
- Policy TRA-5.8 Review neighborhood traffic impacts from new development projects. Require developer participation in the cost of installation of traffic calming measures as a condition of approval, if applicable.

Actions

- Action TRA-5.1 Develop and implement appropriate traffic controls to protect residential neighborhoods from the impacts of

through traffic such as safety hazards, speeding, noise, and other disturbances in accordance with the adopted Neighborhood Traffic Calming policy.

Action TRA-5.2 Publicize the Town's Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

Action TRA-5.3 Periodically review the Town's Neighborhood Traffic Calming (NTC) Program.

Action TRA-5.4 Install traffic-calming devices that encourage slower, safer through traffic.

Goal TRA-6	To improve traffic flow in the downtown and reduce the effect of downtown traffic on nearby commercial and residential areas.
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Policies

Policy TRA-6.1 Encourage the use of alternative transportation modes such as walking, bicycles, transit, or a shuttle system in the downtown area for environmental, energy-saving, parking, and circulation purposes.

Policy TRA-6.2 Develop a combined transit station and bus depot for all the various public transit modes that serve the Town. This hub should be located in a place and manner that minimizes impacts on neighboring businesses and other activities.

Policy TRA-6.3 The Town shall work with Santa Clara Valley Transportation Authority (VTA) and commercial carriers to improve transit service to, from, and within the Downtown and other areas of Los Gatos, and to increase ridership.

Policy TRA-6.4 Future development and redevelopment projects shall be evaluated to ensure that they have no negative effects on the safety or convenience of bicycle use through the downtown. Parking improvements in the Central Business District shall provide for bicycle parking.

Policy TRA-6.5 Require bicycle parking in private parking lots, and provide bicycle parking in all public lots in the Downtown.

Actions

Action TRA-6.1 Develop and implement appropriate traffic controls to protect downtown residential neighborhoods from the impacts of through traffic in terms of safety, speeding, noise, and other disturbances.

Action TRA-6.2 Develop and implement signalization improvements to increase traffic flow at the intersections of Santa Cruz Avenue and Main Street, University Avenue and Main Street, Santa Cruz Avenue and Los Gatos/Saratoga Road, and University Avenue and Los Gatos/Saratoga Road.

Action TRA-6.3 Monitor the actions taken to increase transit use to assess their effectiveness.

Goal TRA-7 To ensure that hillside streets maintain the rural atmosphere, minimize disruption of ecological integrity, and provide safe and continuous access consistent with development allowed by the Hillside Specific Plan and Hillside Development Standards and Guidelines.¹

¹ Regarding access, see definition for "emergency access" in the Glossary.

Policies

- Policy TRA-7.1 Establish and maintain a road pattern that ensures adequate access for residents and emergency vehicles in both normal and emergency situations without introducing new through access roads that would invite unwanted traffic into the area, induce further development, or threaten plant or animal habitats or migration patterns.
- Policy TRA-7.2 In locations that are identified as Very High Fire Hazard Areas on the Town's Wildland Fire Severity Zone Map, provide secondary emergency access. If dual access is not possible or acceptable, the intensity of land use will be limited to available access.
- Policy TRA-7.3 Specially designed streets that conform to the Town's public hillside road standards shall be used in hillside areas to preserve scenic and ecological resources (e.g. heritage trees, native plant and wildlife habitat, prominent geologic formations, and the natural terrain).
- Policy TRA-7.4 Require new development located on single access roads in areas identified as Very High Fire Hazard Areas on the adopted Wildland Fire Severity Zone map to demonstrate an acceptable means of emergency access prior to approval. Emergency access shall discourage through traffic on hillside roads.
- Policy TRA-7.5 Road systems shall be designed to provide reliable access to remote areas both for access by emergency vehicles and egress by residents fleeing from a disaster.
- Policy TRA-7.6 Require all hillside streets, including new private roadways, to meet the Town's public roadway construction standards.

Policy TRA-7.7 Dual access is required for all zoning approvals and shall be provided first by loop roads, then by through-roads, and lastly by long cul-de-sac's with an emergency access connection to a public road.

Policy TRA-7.8 Prohibit installation of new public street lights on hillside streets.

Actions

Action TRA-7.1 Develop and adopt design standards and implement a maintenance program for emergency access points.

Action TRA-7.2 Develop and adopt design guidelines for hillside streets, including the making of appropriate findings, to ensure the preservation of plant and wildlife habitats and migration corridors.

Action TRA-7.3 Develop and adopt specific gradient and maximum length standards for steep roads.

Goal TRA-8 To improve mass transit within Los Gatos.

Policies

Policy TRA-8.1 Encourage the development and use of mass public transportation systems within the Town and surrounding region.

Policy TRA-8.2 Coordinate with appropriate agencies and otherwise take initiative to plan and develop adequate transportation service for Town residents (e.g. bus, Santa Cruz express bus, rail, shuttle, light rail, jitney).

Policy TRA-8.3 Work with transportation agencies to determine the feasibility and means of financing a Town-wide shuttle system.

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- Policy TRA-8.4 Coordinate with appropriate agencies to provide transit service in the Town for seniors, school children, low income people, the physically disabled, and other groups with special needs.
- Policy TRA-8.5 Encourage the use of the transit system by requiring developers to provide bus shelters and on-going maintenance as part of their developments, when appropriate.
- Policy TRA-8.6 Support State and County efforts to reduce automobile use and provide improved mass transit systems.
- Policy TRA-8.7 Facilitate Santa Clara Valley Transportation Authority (VTA) services in Los Gatos through the provision of bus shelters and other means.
- Policy TRA-8.8 Where feasible and appropriate, all new projects that are near existing transit services and/or destinations such as shopping areas, community centers, senior housing, and medical facilities shall be required to provide covered and partially enclosed shelters consistent with Santa Clara Valley Transportation Authority (VTA) Standards that are adequate to buffer wind and rain, and have at least one bench at each public transit stop.

Actions

- Action TRA-8.1 Develop and adopt a Transportation Master Plan with multimodal transportation requirements.
- Action TRA-8.2 Work with Santa Clara Valley Transportation Authority (VTA) to provide kiosks, bulletin boards and/or signs devoted to providing local public transit information.

Goal TRA-9 	To reduce reliance on the automobile by promoting alternative modes of transportation in the transportation system.
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Policies

Policy TRA-9.1  **Make land use decisions that encourage walking, bicycling, and public transit use.**

Policy TRA-9.2  **Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.**

Policy TRA-9.3  **Design and implement transportation systems for the bicyclist, pedestrian, and equestrian consistent with the policies and programs in the Environment and Sustainability Element.**

Policy TRA-9.4  **Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities.**

Policy TRA-9.5  **Alternative transportation means shall be required whenever the traffic generated by a development would result in a significant increase in air pollution, traffic congestion, or noise.**

Policy TRA-9.6  **Require development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a benefit to the community (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).**

Action

Action TRA-9.1  **Seek funding for the design and implementation of transportation systems for the bicyclist, pedestrian, and equestrian.**

Goal TRA-10 To encourage increased levels of bicycling and walking.

Policies

Policy TRA-10.1 Design, construct, and maintain safe bicycle paths, lanes, and route connections.

Policy TRA-10.2 Encourage schools, parks, and shopping areas to provide bicycling amenities, such as parking facilities and lockers.

Policy TRA-10.3 Coordinate with local agencies to provide educational programs on safe bicycling for all ages.

Policy TRA-10.4 Continue to support the Bicycle Advisory Committee.

Policy TRA-10.5 Roads designated as bicycle routes should be constructed to be safe for both bicycles and vehicles.

Policy TRA-10.6 Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.

Policy TRA-10.7 Provide median refuges, bike-friendly signals, and signs at key minor street crossings.

Policy TRA-10.8 Paint the bicycle symbol on the pavement to designate shared use facilities.

Actions

Action TRA-10.1 Identify and improve sidewalks and crosswalks as needed to make continuous and safe pedestrian connections.

Action TRA-10.2 Study amending the Town Code to require bicycle parking in specific types of projects.

Action TRA-10.3 Consider amending the Town Code to require destination support at employment centers, i.e. bicycle parking, showers, and route maps for employees.

Action TRA-10.4 Add noses on the medians at intersections to slow left-turning traffic and provide a pedestrian refuge.

Goal TRA-11 To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.

Policies

Policy TRA-11.1 Development plans proposed in an area near a bicycle path or hiking trail shall be forwarded to the Town's Bicycle Advisory Committee and/or Parks Commission for review.

Policy TRA-11.2 Roads (noted by an asterisk in Section E.3.b, Local Bikeway Improvements, above) shall not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

Policy TRA-11.3 Trails should be:

- a. Located so as not to impact existing homes wherever possible.
- b. Located within the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval.
- c. "Cross-country" type, as opposed to trails bordering roads, wherever possible.

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- d. Located on the first property to develop, if a trail location is adaptable to either of two adjacent properties.

Policy TRA-11.4 "Cross-country" trail easements shall be wide enough to contain the trail and provide sufficient area on both sides to buffer surrounding properties from trail users.

Policy TRA-11.5 Require dedication of easements and construction of trails, as a condition of approval for all hillside development applications.

Policy TRA-11.6 Trail dedication shall be included as a condition of approval for any development which includes a section of trail shown on the Trails Plan.

Policy TRA-11.7 Cooperate in implementing the 1995 Santa Clara County Master Trails Plan by including the following proposed trail routes within the Town of Los Gatos that provide critical linkages to the region:

- a. Shannon Road (R1-A)
- b. Los Gatos/Saratoga Road (R1-A)
- c. Southern Pacific Rail Corridor (C-9)
- d. Santa Rosa Trail to Kennedy Lime Kiln Trail

Actions

Action TRA-11.1 Develop and implement a Bicycle and Pedestrian Master Plan that will result in a comprehensive bicycle and pedestrian network throughout the Town.

Action TRA-11.2 Perform a "gap" analysis to identify major projects to complete the trails and bikeways system.

Action TRA-11.3 Publish a users map of the Town's trails and bikeways system.

Goal TRA-12 To ensure a well-designed and well-maintained system of trails that connects the Town and open space areas.

Policies

- Policy TRA-12.1 Maximize the involvement of the private sector in the maintenance and construction of trails within the Town.
- Policy TRA-12.2 Trails should be safe, continuous, interconnected and designed for pedestrians, and where appropriate, equestrians and/or bicyclists and be compatible with regional trail plans.
- Policy TRA-12.3 Design trails that are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.
- Policy TRA-12.4 Consider needs of the disabled, seniors, and children when designing trail facilities.
- Policy TRA-12.5 During development the Town should ensure that the linkage from trails to trails, and from trails to roads is given priority.
- Policy TRA-12.6 Encourage voluntary groups to assist in trail maintenance in coordination with the Department of Parks and Public Works.
- Policy TRA-12.7 Encourage the formation of Home Owners Associations, so that the maintenance expenses for trails that pass through subdivisions and/or planned developments will be borne by the property owners in the subdivision or planned development.

Actions

Action TRA-12.1 Develop and fund a program (including provisions for in-lieu fees) to obtain easements along portions of the designated trail system where development is considered unlikely or there is not a nexus to require dedication.

Action TRA-12.2 Develop and adopt detailed trail design standards that:

- a. Limit all new access to pedestrians and, where appropriate, equestrians and/or bicyclists;
- b. Provide multiple use opportunities;
- c. Protect the natural ecology;
- d. Conform to regional trail design standards;
- e. Determine trail width, establish policies regarding fencing along trails, and detail type of fencing to be used;
- f. Incorporate erosion control measures; and
- g. Prohibit motorcycles, motorized off-road vehicles, and mopeds.

Action TRA-12.3 Monitor conservation easements for public trails on private property to ensure that trails are maintained.

<p>Goal TRA-13 To provide adequate parking for existing and proposed uses, and to minimize impacts on surrounding residential neighborhoods.</p>

Policies

Policy TRA-13.1 The Town's parking standards shall be adequate to meet demand.

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- Policy TRA-13.2 Provide an adequate number of parking spaces in all new development.
- Policy TRA-13.3 Require adequate parking in commercial areas so as not to impact or affect adjacent residential properties.
- Policy TRA-13.4 Consider permit parking on a case-by-case basis if requested by neighborhoods affected by non-residential development.
- Policy TRA-13.5 Provide for safe pedestrian circulation in parking lots without unnecessarily eliminating parking spaces.
- Policy TRA-13.6 Provide staff support for administrating the parking program.

Actions

- Action TRA-13.1 Develop and adopt a parking management plan to include incentives and disincentives for appropriate employee parking, including parking credits for the use of public transit and/or ridesharing.
- Action TRA-13.2 Develop and adopt appropriate parking controls to protect downtown residential neighborhoods from the encroachment of downtown shoppers and employees.
- Action TRA-13.3 Periodically review Town Code parking requirements and standards to ensure that they are adequate to meet demand.

Goal TRA-14 To ensure that there is adequate parking in Downtown to meet the needs of Los Gatos residents and visitors.

Policies

- Policy TRA-14.1 Promote the formation of an assessment district and/or consider the use of the various parking and business improvement programs authorized by State law to help finance the construction of parking facilities and/or alternatives to parking.
- Policy TRA-14.2 Revenues collected (from fines, fees, meters, and permits) shall accrue to the district to help pay for maintenance, enforcement, capital replacement, later phases of the parking district, and parking alternatives or programs to maximize use of facilities for parking and alternatives to parking, such as shuttle buses, more employee lots, bicycles, bus passes, etc.
- Policy TRA-14.3 Stand-alone parking facilities in Downtown Los Gatos should be at or below grade. All parking facilities shall exhibit excellence in design, minimize impacts on adjacent property, and be consistent with the Town's character.
- Policy TRA-14.4 To the extent possible, locate parking facilities in relation to the primary approach direction of users in order to minimize internal circulation within the Central Business District/East Main Street area.

Actions

- Action TRA-14.1 Develop a revenue collection plan.
- Action TRA-14.2 Develop a plan for implementing improvements on one or more of the parking facilities listed below to increase available parking:
- a. Bachman Avenue/Highway 9 Parking Lot
 - b. Royce Street/Bachman Avenue Parking Lot
 - c. Grays Lane/Royce Street Parking Lot

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- d. Station Way Parking Lot
- e. Farwell Parking Lot

Action TRA-14.3 Develop and adopt adequate design criteria to ensure parking facilities that are aesthetically pleasing, well designed for parking maneuverability, properly signed for ease of use, properly located to attract traffic as it approaches the Downtown, and made as inconspicuous as possible through the use of landscaping, berms, screening, and the like.

Action TRA-14.4 Maximize the utilization of existing parking lots and spaces to meet Downtown business and residential demands.

Action TRA-14.5 Implement programs for pedestrian, bicycle, and transit-oriented systems to supplement parking in the Central Business District.

TOWN OF LOS GATOS
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TRANSPORTATION ELEMENT

From: Anna Salvador-Rodriguez <anna@siliconvalleyathome.org>

Date: August 14, 2018 at 3:06:41 PM PDT

To: Laurel Prevetti <LPrevetti@losgatosca.gov>, Joel Paulson <jpaulson@losgatosca.gov>

Subject: Re: Items 1 & 2: North 40 Specific Plan Amendments and Moratorium Extension

Honorable Mayor Rennie and Members of the Town Council,
Attached please find our comments for your consideration as you discuss amendments to the North 40 Specific Plan in tomorrow's meeting.
Thank you for this opportunity.

Anna Salvador-Rodriguez
Planning Associate
anna@siliconvalleyathome.org
(530)715-8934

TRANSMITTED VIA EMAIL**Board of Directors**

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Leslye Corsiglia
Executive Director

August 14, 2018

Mayor Rob Rennie and Town Council
Los Gatos
110 E. Main St.
Los Gatos, CA 95030

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

Re: Items 1 & 2: North 40 Specific Plan Amendments and Moratorium Extension

SV@Home is a nonprofit housing policy and advocacy organization that is dedicated to creating affordable housing opportunities in the high-cost Silicon Valley. SV@Home represents a broad range of interests, from leading employers who drive the Bay Area economy, to labor and service organizations, to local government agencies, to nonprofit and for-profit developers who provide housing and services to those most in need.

We would like to commend the Town Council and staff for taking the time to consider amendments to the North 40 Specific Plan that would better serve the housing needs of the Los Gatos community.

On behalf of our members, we strongly urge the Town Council to undertake the following actions:

- **Allow a maximum of 455 new homes in the North 40 Specific Plan.** North 40 has long been identified as an appropriate location for denser developments and more homes can only add to the vibrancy of the area. This is a real opportunity for the town to step up and optimize the long term potential of this resource.
- **Allow the moratorium on North 40 entitlements to expire.** Delays caused by a moratorium only serves to exacerbate the housing problem and shifts your housing responsibilities to other communities.

The median home sales price in Los Gatos is now \$1.8 million and median rent for all properties in the Town, including all unit sizes, was a staggering \$5,200 a month (Trulia,

Honorable Mayor Rennie and Members of the Town Council

August 14, 2018

Re: Items 1 & 2: North 40 Specific Plan Amendments and Moratorium Extension

Page 2 of 2

August 2018). These shocking costs are symptomatic of the severe shortage of housing that exists in Los Gatos. North 40 presents a critical opportunity for the Town to add much needed affordable housing. The diversity of available unit types proposed would attract young couples and families, while providing seniors the chance to remain in the community.

These actions are crucial to ensuring that Los Gatos is both responsive to the challenges faced by many of its citizens that struggle to keep up with rising housing costs, and does its fair share to address regional housing crisis.

Sincerely,

A handwritten signature in black ink, appearing to read "Pilar", with a stylized flourish extending to the right.

Pilar Lorenzana
Deputy Director





GROSVENOR

August 15, 2018

VIA ELECTRONIC MAIL

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

**Re: Town Council Meeting August 15, 2018
Proposed North 40 Specific Plan Amendment – Response to Staff Report**

Dear Mayor Rennie and Members of the Town Council:

I am writing in response to the report dated August 10, 2018, provided to you by Town Staff, in preparation for the August 15, 2018 Town Council hearing on the North 40 Specific Plan (“North 40” or “Specific Plan”). In the report, Town Staff provides proposed language for the amended Specific Plan related to: 1) Equity of distribution of development capacity; and 2) Residential design controls to meet affordability targets. The following are our thoughts on both items:

1. **Equitable Distribution of Development Capacity**

A primary purpose of a specific plan is to comprehensively plan for a large piece of property that provides certainty for future development by multiple property owners. The Specific Plan contemplates build out of the entire North 40—not just property controlled by the Yuki Family or Grosvenor. Therefore, under both the existing Specific Plan and any amendments considered to-date, the owners of smaller parcels along Los Gatos Boulevard have ample commercial square footage allocation to redevelop their properties. As staff indicates, over 200,000 square feet of commercial is available beyond the square footage Grosvenor has shown on conceptual development plans. Commercial uses were the primary emphasis for property adjacent to Los Gatos Blvd.

The Town of Los Gatos (“Town”) is now contemplating increasing the number of residential units by a base of 218 (presumably by way of a Development Agreement). As you know, we are on record stating that this number of units will be necessary to subsidize a hotel, fund the backbone infrastructure improvements that serve the entire North 40, and provide the open space as required by the Specific Plan, as well as a possible Development Agreement. Consequently, the Town Council must recognize that any allocation (or percentage thereof) of these units to other property owners would neither facilitate the construction of a viable residential project by these property owners, nor would it provide Grosvenor with the critical mass of units necessary to cover the cost of providing the community benefits that have been discussed.

2. **Residential Design Standards**

An increase in building height has been discussed in exchange for more open space in order to provide for specific residential building types that have been requested by the community: 1) affordable market



rate housing for young professionals ("Millennial Housing"), and 2) housing that requires less maintenance with fewer impediments (such as stairs) for those who desire to stay in Town ("Move Down Housing"). Both building designs will provide a comprehensive package of living space and amenities that are attractive to these two demographic sectors important to the Town. While the former typically is designed to have less square footage (to allow for lower gross rents), the latter, while significantly smaller than some of the average-sized homes here in Town, will feature larger units due to the amenities desired by that buyer pool. Move Down Housing provides for the space to entertain friends and family through larger kitchen/great rooms. Even though this Move Down Housing typically attracts less families with children, buyers/renters of these units still expect at least two/three bedrooms for family who comes to visit or to use as an office/study. Limits on the square footage of these units will change the ultimate design and could alter the intended use.

That said, we do appreciate the concerns voiced by community stakeholders regarding market rate affordability and suggest a table, such as the one provided here, be included in the amended Specific Plan, because it provides the Town with specific, objective criteria, while allowing flexibility for varying unit sizes and styles.

**North 40 Phase 2
Multifamily Unit Size Ranges by Type**

"Millennial Housing" / Apartments

Unit Type	Min Sq. Ft.	Max Sq. Ft.
Studio	300	650
1 Bedroom	500	1000
2 Bedroom	900	1500
3 Bedroom	1200	1800

"Move Down" / Condominiums

Unit Type	Min Sq. Ft.	Max Sq. Ft.
Studio	400	650
1 Bedroom	600	1200
2 Bedroom	1200	2000
3 Bedroom	1500	2500

We appreciate the hard work by Staff and Council as these Specific Plan amendments are discussed. These changes are being contemplated as a direct result of community input received over the last few years including a focus on lower traffic generating uses, the desire for a hotel on the north side, less commercial uses that could compete with downtown Los Gatos, and more housing. We also would emphasize that our current intention is to seek additional density under the State Density Bonus Law, which will provide affordability levels below those required by the Town's Below Market Rate program. This scale of affordable housing is likely not achievable on other sites in Los Gatos and, therefore, is another benefit of the amendments being discussed.

Lastly, we object to any extension of the Town's Interim Urgency Ordinance. As stated very clearly in Government Code Section 65858(c), in order for the legislative body to extend the Interim Urgency Ordinance, the Town Council must make legislative findings that "there is a current and immediate threat to the public health, safety, or welfare, and that the approval of additional subdivisions, use permits, variances, or other entitlements would result in that threat to public health, safety, or welfare." We agree with staff that no such conditions exist and, therefore, the Moratorium may not lawfully be extended.



Although I will not be personally available to answer questions on August 15 as I'm traveling with my family, we will have a representative at the meeting who can. Please feel free to reach out to me directly if you have any questions regarding the enclosed.

Sincerely,

Steve Buster
Grosvenor Americas

cc: Robert Schultz, Town Attorney
Joel Paulson, Community Development Director