

## OBJECTIVE STANDARDS

### SUBCOMMITTEE MEETING #2

#### FOCUS TOPICS

This document provides the issues for discussion at the next subcommittee meeting. The numbered items under each subject area are drawn from the "Objective Standards Subcommittee Meeting 2 Focus Topics" spreadsheet. The list below attempts to minimize similar or identical issues that the spreadsheet has gathered from multiple Town policy and guideline documents.

#### **1. ACCESS (34 Issues in COMMITTEE REVIEW tab)**

##### **a. Pedestrian Access**

1. Require new development to create walkable, pedestrian-oriented blocks and sidewalks which are scaled for pedestrian use.
2. Provide a clear and direct walkway between fronting streets and one or more of the primary building entries.
3. Provide pedestrian links between buildings, common open spaces, and parking areas.
4. Promote walking and biking through traffic-calming measures, bike route signage, designated bike lanes, the narrowing of the streets, and street improvements.
5. Link new developments to existing developments with internal street systems that allow travel by foot, bicycles, and vehicles.
6. Link residential development and commercial and employment centers, in the form of walkways, paseos, and paved trails.
7. Encourage the use of decorative bollards at all pedestrian crossings at street intersections to improve vehicle and pedestrian safety in the Downtown District
8. Encourage development that is adjacent to the Los Gatos Creek Trail to provide secondary access to the trail.
9. Encourage wider sidewalks along Los Gatos Boulevard to enhance the pedestrian environment.
10. Encourage the installment of mid-block crossings to reduce vehicle speed and transform Los Gatos to a multi-modal environment.
11. Internal streets shall be designed for a high degree of walkability.

12. Provide separate walkways from the sidewalk to the entry if that is the common pattern for adjacent and nearby homes. Avoid using the driveway as the walkway.
13. Pass-through pedestrian walkways from the rear parking lots may be required
14. Pass-throughs should include landscaping, trellises, lighting, and other elements that enrich the pedestrian experience.
15. Primary access to any second-floor uses shall be from a fronting commercial street.
16. Provide special textured and/or colored paving at pedestrian crossings of project entries.

**b. Loading and Service Access**

1. Require all mixed-use, commercial, and industrial developments to include loading and service areas that are integrated into the overall building composition.

**c. Vehicular Access**

1. Minimize the length of auto courts and utilize landscape features (e.g., roundabouts) to provide visually attractive street frontages.
2. Mitigate the impact of driveways on the streetscape.
3. Provide a visual focal point for project entry drives.
4. Driveways shall be located to minimize the need for grading.
5. The maximum slope of a driveway shall not exceed 15 percent unless it can be demonstrated that a flatter driveway cannot be constructed without excessive grading (more than 4 feet of cut or 3 feet of fill).
6. Driveway slopes in excess of 15 percent require approval by the Town Engineer and Santa Clara County Fire Department.
7. Driveways serving one residence should have a 12-foot minimum width.
8. The maximum length of a driveway should be 300 feet unless the deciding body makes specific findings for deviation and places additional conditions such as turnouts and secondary accesses to reduce hazards. A turnaround shall not have a grade that exceeds 5 percent.
9. Driveway approaches should be located a safe distance from intersections. On adjoining properties, driveways should be spaced a minimum of 20 feet apart or located immediately adjacent to each other.
10. Shared driveways serving more than one lot are encouraged as a means of reducing grading and impervious surfaces.
11. Driveways should be located and maintained so as to ensure an adequate line of site.
12. Development shall have adequate fire access.

13. Entryways shall be designed to blend with the natural environment and maintain the rural character of the hillsides.

## **2. PARKING LOCATION AND DESIGN (33 Issues in COMMITTEE REVIEW tab)**

### **a. Surface Parking Landscaping and Buffers**

1. Landscaping should be provided in surface parking lots.
2. Parking lots should have internal trees equal in number to one for every six parking spaces.
3. Provide a landscape buffer from separate uses.
4. Break large parking areas and aisles into smaller segments with substantial landscaping.
5. On-site parking may be allowed along the Los Gatos/Saratoga Road frontage, but parking must be separated from the adjacent sidewalk by a low wall and minimum of 5 feet of landscaping on the street side of the wall.

### **b. Surface Parking Design**

1. Limit surface parking area.
2. Build multiple small lots in lieu of large lots.
3. Avoid parking lots in locations that interrupt retail and structural continuity near front property lines.
4. Place parking behind buildings or underground, whenever possible.
5. On-site parking will be allowed only where it does not abut Town Parking Lot #4 and when access is from a public way other than N. Santa Cruz Ave or East Main St.
6. On-site parking will not be allowed within the Santa Cruz Ave. front setback.
7. Diagonal parking is encouraged wherever possible but shall be discouraged from having two-way aisles.
8. Off-street parking areas shall provide for adequate pedestrian circulation.

### **c. Parking Structure Design**

1. Design parking structures with an active ground floor.
2. Avoid structures with blank facades facing streets.
3. Podium garages should not extend more than 6 feet above grade along designated streets, open spaces, and walkways in the North 40 Specific Plan Area unless fully screened by building walls with decorative treatment or details.
4. Avoid garages and carports that dominate a home's street frontage.
5. Locate garages to reinforce the predominant neighborhood pattern.

6. 3 car garages may not be appropriate in most neighborhoods. Minimize the impact of larger garages with side loaded garages, tandem spaces, separating garage doors, and breaking up driveway paving with landscaping/special paving.

**d. Vehicular Access**

1. Utilize public streets rather than driveways to provide access to units in the AHOZ.
2. Limit the use of circular driveways.
3. Driveways should be located to the rear of the lot.
4. One car wide access driveways should be utilized.
5. Off-street parking shall have maneuvering areas adequate to eliminate aisle-to-aisle circulation via the street.

**3. SIGNAGE (4 Issues in COMMITTEE REVIEW tab)**

- a. Support a gateway sign program for primary and secondary gateway signs along major corridors.
- b. Encourage signage that announces the entrance to community place districts.
- c. Keep signs subdued in recognition of the low speed of traffic on the street.
- d. Keep signs subdued in recognition of the strong pedestrian orientation of the street.

**4. UTILITIES (23 Issues in COMMITTEE REVIEW tab)**

**a. Lighting**

1. Provide pedestrian-oriented lighting in active pedestrian areas and common areas for safety and security.
2. Require street and structural lighting to minimize visual impacts by preventing glare, limiting light on neighboring properties, and avoiding light pollution in the sky.
3. Parking lot light standards should not exceed a 20-foot maximum mounting height.
4. Permanent exterior light fixture should utilize shields so that no bulb is visible and to ensure that light is directed to the ground surface and does not spill over onto neighboring parcels.
5. Unshaded and nonrecessed spotlights, decorative lighting, lighting for outdoor game courts, and outdoor game courts are prohibited (Need to define spotlight shading dimensions and decorative lighting).

**b. Utility Design and Screening**

1. Screen outdoor equipment and utilities, whether on a roof, side of a structure, or the ground.

2. Vehicle sight distances should be considered when selecting and placing landscaping, fencing, and signage.
3. Hide solar panels and other utilities and integrate into the architectural forms and character of the building where possible.
4. Avoid placement of mechanical equipment and trash/service collection where noise would impact neighbors.
5. Above ground water tanks shall not be located in required setback areas and shall not be located in areas of high visibility.