

**FINAL REPORT**

**AREA PLANS**

**CITY OF SARATOGA, CALIFORNIA**

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**BACKGROUND REPORT AND  
GUIDELINES FOR AREA DEVELOPMENT**

**PREPARED FOR:  
CITY OF SARATOGA**

**AUGUST 17, 1988**

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**BACKGROUND REPORT AND  
GOALS, POLICIES, AND IMPLEMENTATION MEASURES**

**PREPARED FOR:  
CITY OF SARATOGA**

**PREPARED BY:  
COMMUNITY PLANNING CONSULTANTS**

**AUGUST 17, 1988**

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## I. AREA A – MT. EDEN

Area A, Mt. Eden, includes the northwestern corner of the City southerly from the City boundary at Prospect to Pierce Road – Mt. Eden Road. Approximately 1/5 of the land is under Williamson Act contract. About 3/4 of the area is steeply sloping land and much of this land is geologically unstable. The predominant vegetation is grasslands, brush, orchards and vineyards, oak and hardwood forest and natural riparian areas.

Much of Saratoga's land is in the hills. The land provides a spectacular backdrop for the City, and much of Saratoga's remaining open space is in these hills. This land is irreplaceable watershed. It absorbs rainfall, helping to prevent sudden run-off and flooding. It would cause major local and downstream environmental disruption if the lands were altered to any great degree.

Some of the hilly portion of Area A has been urbanized and consists of large homes on severely altered slopes. Access to remaining undeveloped land can be accomplished only with major environmental disruption.

Pierce Road is narrow, winding and rural in character. Widening of this road would require alteration of the natural environment and undercutting of slopes. Rights-of-way for easements along this road are unclear and can be determined only through extensive surveying and probable adjudication. Junctions with local streets are generally steep with blind corners. Most of these intersection problems are uncorrectable due to topography. Extension of these local

roads would produce severe alteration of the slopes and increase the present high-risk traffic conditions.

A Specific Plan, mandated by the voters in April, 1980, has been developed for a large portion of the area. Densities prescribed by this plan are one dwelling unit to two acres of land at 0% slope. The Specific Plan requires densities to be decreased on a sliding scale based on the relative geotechnical hazards. The General Plan criteria for Area A must incorporate the mandate of the voters as adopted in the initiative measure.

### AREA A – Guidelines for Area Development

1. Pierce Road should be considered for designation as a heritage road and shall not be altered in any way that would change its rural character except for alterations needed for public safety.
2. All oak trees with a diameter of more than 10 inches, measured 2 feet above grade, shall be designated as heritage trees. Removal and pruning of such trees shall be limited to that required for public safety, protection of property, elimination of dead or diseased trees, and the maintenance of the health of these trees.
3. The natural features of Prospect Creek shall be preserved to the greatest extent possible. Landscaping and re-vegetation of the creek area will be required as

- part of any development project adjacent to the creek.
4. No roads shall traverse lands having slopes greater than 30% unless prior specific approval is given by the governing bodies.
  5. Emergency/secondary roads traversing lands with slopes greater than 20% shall not exceed 20 feet in over-all paved width. Rights-of-way shall be restricted to dimensions required to construct the 20 foot wide paved portion and to allow the installation and maintenance of public utilities installed adjacent to the roadway. Houses shall not gain access through emergency/secondary access roads.
  6. Wardell Road, Comer Drive, Old Oak Way and Quarry Road are inadequate to handle through traffic. They should not be extended except as emergency/secondary access roads as described above.
  7. Home sites should be restricted to areas of less than 30% unless prior specific approval is given by the governing bodies. Stringe geotechnical site investigations shall be required if the City Geologist determines they are necessary.
  8. Design approval shall include effective natural screening from the valley floor to preserve the visual character of the City's backdrop. Views from the valley floor shall take precedence over views to the valley. This policy is to be used in conjunction with the design policies of the Northwestern Hillside Specific Plan and its implementing ordinances.
  9. No homes shall be built requiring the undercutting of slopes if the City Geologist determines that such undercutting will create a hazard that cannot be mitigated.
  10. Floor levels of homes shall be stepped to conform to the natural contours of the hillside.
  11. Site alterations should be minimized.
  12. Development proposals utilizing maximum densities should include community tennis courts and swimming pools and discourage individual site-by-site construction of these amenities. Such amenities shall not require substantial modifications to existing topography, removal of significant vegetative features, create significant adverse drainage impacts, or create adverse visual impacts.
  13. Cancellation of Williamson Act contracts shall not be permitted unless the cancellation is otherwise permitted by State Law.
  14. No additional gas or water lines shall traverse lands that have a high risk of instability unless such risks can be mitigated through adequate engineering and construction techniques.

- Specific site investigation shall be done, with safety approved in writing by the City Geologist, before approval is given for any utility extensions.
15. The City shall not participate in the formation of any future utility assessment districts wherein substantial utility installations will be constructed upon lands of known instability.
  16. The Knight-Smith parcel shall be designated Very Low Density Residential (R-1-40,000) and the Miller parcel shall be designated Medium Residential-M-12,5 (R-1-12,500) on the General Plan Map.

## **AREA B – CONGRESS SPRINGS/PIERCE ROAD**

Area B is bounded by Pierce Road on the north, Saratoga Creek and Congress Springs Road on the south and is to the west of Saratoga-Sunnyvale Road. Most of the area is occupied by low-density residential development or mountainous and orchard open space, similar to Area A. There are, however, some differences between the two areas. Area B contains one Williamson Act orchard. Foothill Elementary School, the only school within the area, is in the R-1-15,000 area paralleling Saratoga-Sunnyvale Road. Wildwood City Park is located near the Village Business District, which is just across Saratoga Creek. Adjacent to the Park, separated by Fourth Street, is an area of former apartments which have been converted to condominiums. An area of more spacious clustered condominiums materially increased in size since the last plan review is to the southwest. Lying at one end of the area and close to the village, this region is somewhat separated from the rest of the area and has minimal impact on the overall predominance of single-family lower density homes in Area B.

Except for the hillside area, the majority of Area B is already developed. There remains a parcel known as the "Horticultural Foundation" and a nearby orchard area, designated "Spaich Orchard" both with potential for significant development. The Foothill School site would also be a candidate for development if it were closed by the school district.

The area is unanimous in the desire to assure that any development or redevelopment of sites within the area be

only single family detached residential with a density consistent with the surrounding neighborhood.

A major concern of the area is the development of the West Valley Corridor as a full freeway. The area unanimously indicated a high priority on immediate development of the corridor, in the belief that its completion would greatly decrease the present intolerable traffic on Saratoga-Sunnyvale Road. The residents are concerned with the noise, pollution and safety hazards presented by the ever-increasing traffic on that road. In the absence of the promised development of the corridor, the area would like other remedies for relief from the adverse impact of the traffic. These might include sound walls, dense plantings or other means of decreasing through traffic on Saratoga-Sunnyvale Road.

Another concern is the through traffic in neighborhoods which seem to be a result of extensive hillside development. It is felt that this traffic is using residential streets for access to Saratoga-Sunnyvale Road and that the roads designated as collectors are not adequate to handle the traffic that is being generated. For this reason, there is opposition to development that will create more trips to and from Saratoga-Sunnyvale Road.

Among other traffic related concerns is the safe pedestrian passage between the west side of Saratoga-Sunnyvale Road and the shopping and school areas in the Argonaut area. It is felt that a pedestrian signal at Blauer Drive would help provide safe access to shopping and school. In conjunction with any

development between the existing Argonaut Center and Cox Avenue, it is felt that a thorough plan for handling any increase in traffic in and out of the shopping area should be developed, possibly to include an access road which could also provide access to Cox Avenue.

Residents of this planning area who reside in the Fourth Street vicinity find it difficult to get from Fourth Street to Big Basin Way during peak traffic hours. This situation is especially severe during commute hours and holiday weekends and during the Christmas period when the tree sales are taking place in the county area of the hillsides. For this reason, a safe way of turning from Fourth Street onto Big Basin Way is felt to be a necessity. This would also help decrease some of the through traffic in other neighborhoods which is generated by those people trying to bypass this traffic bottleneck.

AREA B – Guidelines for Area Development

1. All development of vacant sites within this area shall be limited to single family detached residential and conform to the density of the surrounding residential area.
2. A traffic signal should be installed in the vicinity of Saratoga-Sunnyvale Road and Blauer to provide safe pedestrian passage between homes on the west of Saratoga-Sunnyvale and shopping and schools on the east side of the road.

3. Traffic should be reviewed to enable those living in the area of Fourth Street to safely enter Big Basin Way during peak traffic and holiday times when traffic is heavy.
4. In the absence of completion of a freeway in the West Valley Corridor, the City shall work with the appropriate agencies to develop and implement a plan to increase the protection of neighborhoods bordering Saratoga-Sunnyvale Road from the noise and pollution which is a result of heavy traffic. This effort will include the consideration of installation of whatever sound barriers or dense landscaping that may be appropriate to help the impacted neighborhoods regain the use and enjoyment of their property.
5. The City should study how traffic from Saratoga-Sunnyvale Road impacts the circulation of nearby local residential streets to determine feasible traffic control methods by which to minimize those impacts.
6. As a condition of City permit approval, if any further development of the area in the vicinity of the Argonaut Shopping Center takes place, the impact of increased traffic on Saratoga-Sunnyvale Road shall be studied and a plan for minimizing the traffic impact shall be developed. This might involve an access road paralleling Saratoga-Sunnyvale

Road and providing access to  
Cox Avenue.

7. Pedestrian crosswalks and islands should be considered for Pierce, Brandywine and Blauer.
8. Bike paths should be placed on both sides of Saratoga-Sunnyvale Road.

### **III. AREA C – BLUE HILLS**

The Blue Hills area is bounded by Prospect Road on the north, the proposed transportation corridor on the east, Cox Avenue-Wardell Road on the south and the Northwest Hillside Zone on the west. Residential development in this area has a density of approximately four units to the acre (R-1-10,000 & R-1-12,500). The area contains Blue Hills Elementary School on its eastern boundary. A commercial area, informally called the Saratoga Gateway, is located in the center of the Blue Hills area. Saratoga-Sunnyvale Road (State Route 85) traverses the center of this shopping area and goes on to form part of the boundary of areas, A, B and E. Saratoga-Sunnyvale Road, Cox Avenue and Prospect are major arterials serving Area C. Arroyo de Arguello/Via Roncole and Seagull Way are the only designated collector streets in the area. The Southern Pacific railroad tracks and PG&E towers cut diagonally across the area from west to east.

Although the Blue Hills area has a uniform residential density and a predominately residential character, it is bisected by the commercial strip which extends from the intersection at Prospect in the north to the point where Saratoga-Sunnyvale Road crosses the Southern Pacific Railroad tracks in the south. The site on the southeast corner is developed as a mixed use planned development with 36,000 square feet of commercial space and 65 condominium townhouses. There is a similar mixed use on the west of Saratoga-Sunnyvale Road along the creek with 18,000 square feet of commercial space and 51 condominiums. The Azule Shopping

Center abutting the railroad tracks has been remodeled and expanded with 40,000 square feet of commercial space.

In order to provide a positive and distinctive “gateway” to Saratoga, there should be an emphasis on strict design regulation and ordered open space enhanced by extensive landscaping. In time, this theme should be carried across to the southwest corner by insuring appropriate landscaping with the eventual use. Access to Saratoga-Sunnyvale Road should be controlled by tree-shielded frontage roads. The gateway area should be further delineated by the installation of landscaped median strips.

South of the commercial area, the east side of Saratoga-Sunnyvale Road between the railroad tracks and the Cox-Wardell intersection has been developed as residential, single-family homes (R1-12,500). Across Saratoga-Sunnyvale Road between the railroad tracks and Manor Drive, is a small parcel which abuts a medium density M-12,5 (R-1-12,500) single family residential development. Single-family use of the parcel would protect the residential character of the adjacent area and form a clear boundary for the gateway commercial area on the north side of the Southern Pacific tracks, effectively confining the potential for strip development along Saratoga-Sunnyvale Road.

The Blue Hills area is short of recreation and open space. Blue Hills School facilities provide recreation opportunities for those east of Saratoga-

Sunnyvale Road. The City owns the Azule Park site, abutting the school grounds on the east; however, the small orchard area provides some open space but little recreational use. Saratoga-Sunnyvale is an effective barrier in preventing those on the west side from using these facilities. The Specific Plan for the Northwest Hillside Zone acknowledges the need for a park west of Saratoga-Sunnyvale in designating a park on the Fremont Union High School District land. This should be provided for at the time this land is developed.

Access to Cox Avenue is controlled by reverse frontage (that is, homes are not built facing Cox) along the major portion of the street. This precludes many of the circulation problems created by increasing use of this cross-town access. New development in Areas A and B has increased traffic flows along Arroyo de Arguello/Via Roncole. Completion of the road through the Parker Ranch should relieve some of this traffic pressure.

AREA C – Guidelines For Area Development

1. The gateway commercial area along Saratoga-Sunnyvale Road should be contained by the intersections of Prospect and the Southern Pacific Railroad tracks. Master planning for this gateway area will be done.
2. Action should be taken to enhance the appearance of the gateway area by improving the southwest corner of the gateway. Remodeling or redeveloping plans should include extensive landscaping and particular

attention should be given to a park like area on the corner.

3. The commercial development should be separated from traffic on Saratoga-Sunnyvale Road by tree-shielded frontage road wherever possible.
4. Landscaped center median strips should be installed on Saratoga-Sunnyvale Road from Prospect Road to Seagull Way to enhance the appearance of the gateway area and to discourage unsafe pedestrian crossing of Saratoga-Sunnyvale Road.
5. To maintain the medium density residential character of the adjacent area, single family residential densities should be extended to the site on the west side of Saratoga-Sunnyvale Road between the Southern Pacific Railroad tracks and Manor Drive.
6. Utility lines should be undergrounded along Saratoga-Sunnyvale Road.
7. The property behind the lumberyard should be developed with low intensity commercial or office use.
8. The Azule Park parcel should be retained for open space or park use. However, if this parcel is to be developed, it shall be developed as single family residential at the same density as the surrounding residential area.
9. Hillmoor and Kreisler Courts shall not be extended as

- residential streets, except, Hillmoor may be extended as an emergency access road.
10. Discourage the Use of Arroyo de Arguello as an arterial street since it is designed primarily to be a collector street.
  11. The scenic quality of the adjacent hills and ridge lines shall be preserved.
  12. Potential flooding problems shall be mitigated at the time of new development including storm drain and culvert improvements. Mitigation measures shall be funded by new developments which are responsible for increased impervious surface and runoff.

#### IV. AREA D – TRIANGLE NORTH

The northern boundary begins at the West Valley Corridor right-of-way and Prospect Road, to Johnson Avenue then north to Brookhaven Drive, to Saratoga Creek, then south along Prospect Road and east to Saratoga Avenue.

Excluding a parcel southwest of Prospect Road and Saratoga Avenue, which is in the City of San Jose, the eastern boundary follows Saratoga Avenue to the Southern Pacific Railway tracks.

A retail commercial area, located on the south side of Prospect Avenue, extends from Lawrence Expressway to and includes the Big Tree Shopping Center (west of Saratoga Avenue).

The southern boundary extends along the Southern Pacific Railway tracks to Cox Avenue and east along Cox Avenue to the West Valley Corridor right-of-way then north to Prospect Avenue.

Single family detached residences predominate in Area D with 1696 recorded as of June 1, 1980. The only condominium development, consisting of 165 units, is located on Saratoga Avenue, northeast of the West Valley Corridor right-of-way.

Professional and administrative buildings are located at the southwest corner of Saratoga Avenue and Cox Avenue. The vacant parcel to the immediate south was zone professional and administrative in the 1974 General Plan. Future development of this parcel should be restricted to single story buildings, well landscaped and with

adequately screened setbacks from the street. Adequate off-street parking to be provided.

There are two churches and one synagogue on Prospect Road. City parks in Area D are Brookglen, Kevin Moran and Congress Springs. Schools include Prospect High School, Hansen and Brookview Elementary Schools. The elementary schools currently are not operated as public schools. Since these school sites may no longer provide open recreational uses, Congress Springs Park should be expanded.

A PG&E substation, adjacent to the electrical transmission line running parallel to the Southern Pacific Railway, is located at the railway crossing and Glen Brae Avenue.

A Santa Clara County fire station is located at the Southern Pacific Railway crossing and Cox Avenue.

Triangle North is almost fully developed. Resolution of the West Valley Corridor right-of-way use is of primary interest.

Preservation of Brookview and Hansen School sites for future public school use is desired, however, if the sites are sold, use of the land should be restricted to R-R-10,000 for both sites so that surrounding residential neighborhoods are not impacted.

Vehicle traffic has become a major factor in the residential areas, feeder streets and Saratoga Avenue. Land development is grossly affected by the capacity of the streets to move people

and material. The principal streets that have borne the brunt of increased traffic are Prospect Road, Saratoga Avenue, Cox Avenue, Miller Avenue and Saratoga Creek Drive. Traffic control has been somewhat improved by the installation of stop signs.

Area D – Guidelines for Area Development

1. Saratoga Avenue shall be maintained in a manner that will distinguish the residential character of the City from the vast commercial centers established at the north boundary. This gateway to the City should be attractively landscaped and posted with a demarcation sign.
2. The West Valley Corridor right-of-way shall be designated as a public use corridor.\*
3. Congress Springs Park should be extended into the West Valley Corridor right-of-way if it is not used for transportation purposes.
4. If residential development occurs in the West Valley Right-of-Way Corridor, it shall be compatible with adjacent neighborhoods. The City shall acquire easements for pedestrian pathways and bicycle trails.
5. The Hansen and Brookview sites shall be restricted to R-1-10,000 zoning if sold.
6. Underground utilities should be provided for future developments.
7. The 4.5 acres located at Saratoga Avenue southwest of Lawrence Expressway shall remain zoned R-1-10,000, single family detached residential.
8. The 11.2 acres, located at the southwest corner of Saratoga Avenue and Cox Avenue shall remain zoned Professional Administrative which would allow office and/or residential use. Future development of this parcel should be restricted to single story buildings, well landscaped with adequately screened setbacks from the street. Adequate off street parking shall be provided.
9. The City should advise LAFCO and the City of San Jose of its desire to annex the small parcel adjoining the service station at the southwest corner of Lawrence Expressway and Saratoga Avenue.
10. Vacated school interim uses shall not create adverse impacts or excessive noise and shall provide adequate off-street parking.
11. A suitable street traffic control system shall be installed on Prospect Road for the safety of Prospect High School students.
12. If the West Valley Corridor right-of-way is reduced, multi-family residential zoning should be extended from the vineyards south into that area with the provision of pedestrian and bicycle pathways.

\* There is overwhelming opposition in Area D to roadway construction in the West Valley Right-of-Way Corridor. Light rail transportation should be considered. Since almost all of the corridor land has been acquired in Saratoga, Area D supports pedestrian pathways and bicycle trails and city park sites. Unified pedestrian-bicycle access could extend from Quito Road to Prospect Road, passing through Areas C, D, and E by using the corridor.

## V. AREA E – TRIANGLE SOUTH

Description:

Type:	No.
Single – family dwellings	1,696
Condominiums	71
Rental Apts. / Duplexes	<u>20</u>
Total	1,787

Area E is bounded by Cox Avenue and the Southern Pacific tracks on the north, Saratoga Avenue on the east and south, and Saratoga-Sunnyvale Road on the west. The dominant land use in Area E is low density, single-family residential.

There are a few remaining vacant parcels in Area E along the east side of Saratoga-Sunnyvale Road. The majority of these vacant parcels are now orchards. Some of these parcels have recently been developed. One is Tract 6199 (16 lots) on Tricia Way. The other is a 4-lot subdivision, recently approved, at the end of Cunningham Place. The area contains two elementary schools: Argonaut, and St. Andrews; and Saratoga High School. The neighborhood includes two churches: St. Andrews Episcopal and Immanuel Lutheran. Existing parks are immediately adjacent in Area D. Area E is adequately served by open space and recreation areas in school playgrounds. These playgrounds are dispersed enough to provide convenient recreation access to all neighborhood residents, their children and grandchildren.

There are two commercial centers in the Triangle South. One is on Saratoga-Sunnyvale at Blauer (Argonaut) and one at the intersection of Saratoga-Sunnyvale

Road and Saratoga Avenue (Neale's Hollow). The second of these is traversed by Saratoga Creek with commercial uses north of the creek and professional uses designated for south of the creek. Behind this commercial-professional area are some multiple residential units. The multiple development has been fairly well limited by the single family development on the north side. The multiple development should be allowed to expand further on a project by project basis.

Open space in the southern portion of the Triangle is provided through the existing schools and the predominant large lot size. The adjacent mountains and the Saratoga Creek bed provide some open space. The use of a portion of the freeway right-of-way as a park (Congress Springs) accessible from the PG&E right-of-way is a valuable addition to the Triangle South's environment. Even though this park and others are not in the area, proximity makes them readily available to all neighborhood residents.

The southern corner of the area should be reviewed as possible sites for additional multi-family housing units. The proximity of this area to public transportation, to Highway 9, to Saratoga Avenue, to the Villages, to commercial and professional facilities, to libraries and churches make this a highly satisfactory area for such developments.

Area E – Guidelines for Area  
Development

1. The southern corner of Area E should be reviewed as possible sites for additional multi-family housing units. The proximity of this area to public transportation, Highway 85 (Old Highway 9), Saratoga Avenue, the Village, commercial and professional facilities, and churches make this a highly satisfactory area for such developments.
2. A stoplight should be installed in the vicinity of Blauer and Saratoga-Sunnyvale Road.
3. The City owned open space at the intersection of Cox Avenue and Saratoga-Sunnyvale Road should be considered for commercial or multifamily residential development.
4. The West Valley Corridor right-of-way shall be designated as a public use corridor.\*

\* The freeway right-of-way should be preserved in its entirety for eventual use as a freeway or expressway.

## **VI. AREA F - QUITO**

The Quito area is bounded on the north and east by Quito Road, on the south by the Southern Pacific Railroad (SPRR), and on the west by Saratoga Avenue. The majority of the Quito area was subdivided in the late 1940's and early 1950's. The predominant zoning is R-1-10,000. In terms of land use, Area F is the most diversified in the City. Quito contains the City's only industry, the Paul Masson Winery. Along Saratoga Avenue is located one of the City's five neighborhood shopping centers which has recently been enlarged and is complete with a mall, two banks and a grocery store. Another of these local service centers is located on Quito Road near the railroad crossing. El Quito Park Elementary School, leased by the County for the multi-handicapped program, two churches, and one park also serve the residents of this area. Adjacent to the SPRR and the PG&E right-of-way is a portion of the proposed West Valley Freeway right-of-way. The major traffic carriers in this neighborhood are Cox and two which form its boundaries – Saratoga Avenue, and Quito Road.

While almost completely developed, the Quito area contains some planning problems. One of the most critical of these problems is evidence of declining maintenance in some of the older residential neighborhoods in the area. Evidence of poor structural maintenance and illegal conversions is compounded in many places by poor street maintenance and drainage problems. Strong neighborhood organizations, strict code enforcement and prompt City attention is needed to prevent these older

neighborhoods from becoming areas of blight.

Use of the few vacant parcels remaining in this area will have a significant impact on the overall character of the area. One parcel has recently been developed as senior citizen condominiums. The remaining parcel is recommended for planned development, with uniform design. Both of these sites front on Saratoga Avenue between Bucknall and Cox Avenues. Consideration should be given to residential development on these sites which can serve the elderly. The site fronting on the southeast side of Saratoga Avenue between MacFarland and Cox should be developed with a combination of land uses including professional, administrative and multiple residential. In order to effectively regulate these mixed uses, a precise plan should be approved prior to development. One of the two service stations has been replaced with an office complex – opposite the Quito Shopping Center.

Except for the elementary school north of the SPRR tracks and a city park site at the El Quito Park School, Open Space and developed recreation area is very limited. This is particularly serious since residential densities here are among the highest in the city. The lack of developed recreation areas makes the creation of the pedestrian pathway and bicycle trails park link very important to this area. Through much of this area the PG&E right-of-way will have to be used; the City should obtain recreation trail and pathway easements through the proposed freeway right-of-way property before development is permitted.

Two of the major traffic carriers form its boundaries. The most critical of these is Quito Road. This road is heavily used by students driving to West Valley College from the northeast. The County's improvement of the Lawrence Expressway to six lanes places additional pressure on Quito Road for through-traffic to Highway 9 (Saratoga-Los Gatos Road) and for traffic desiring access to Campbell and Monte Sereno. A study should be done of this area to determine methods to increase safety and improve traffic flow. Current traffic jams and high volumes of traffic along the length of Quito necessitate its being upgraded.

Area F – Guidelines for Area Development

1. Expansion of existing industrial uses in the Quito Area should be closely reviewed and subject to strict design control.
2. The City should encourage neighborhood organizations, pursue strict code enforcement, and improve public facilities in the older higher density neighborhoods in this area.
3. The vacant parcel located on the southeast corner of Saratoga Avenue between MacFarland and Cox Avenue should be developed only under conditions of uniform design and with consideration given to combined land uses. The residents of Area F support subsidized senior citizen housing or single family residential use of this site. Development of the site may include professional and administrative office uses which minimize traffic and noise, either separately or in combination with residential uses upon the receipt of a use permit. Particular attention should be given to landscaping access, parking and site coverage. Another shopping center should not be constructed on this parcel.
4. All vacant residential parcels shall be developed at a density no greater than Medium Density Residential (M-10) with the exception of the 2.5 acre vacant parcel near the southeast corner of the intersection of Saratoga Avenue and Bucknall Road. This site shall be zoned R-M-5000 P-C so that the design of any proposed project will be effectively controlled to ensure compatibility with adjacent single family residential development.
5. The City should investigate use of the PG&E right-of-way as a link in the pedestrian pathways and bicycle trails linear park. Should portions of the proposed freeway right-of-way be developed, easements for the linear park should be obtained in advance.
6. The side of Quito Road should be beautified through regular maintenance of the existing landscaping and the addition of new landscaping. The present bicycle path should be repaved. Quito Road should be designated as a heritage lane from approximately Saratoga-Los

- Gatos Road to Pollard Road. No major improvements (street widening) to Quito from Saratoga Avenue to Pollard road should be allowed except for alterations needed for public safety.
7. The property at the southeast corner of Saratoga Avenue and MacFarland Avenue, currently occupied by the Paul Masson Winery, shall remain zoned industrial. Existing City ordinances shall be amended to provide for public hearings and notification of same prior to the issuance of permits for any future industrial development either through the use permit or design review process.
  8. The El Quito Park should be purchased from the Moreland School District and maintained as a park since it is the only open space in a densely populated area of the City.
  9. Noise and sanitation codes regarding the park and Quito Shopping Center areas shall be strictly enforced.
  10. A pedestrian crosswalk should be installed from Paseo Lado to the Quito Shopping Center.
  11. The roads in the Quito area should be brought up to minimum City standards.
  12. Amend the existing Zoning Ordinance to require all new uses that serve alcoholic beverages to receive a conditional use permit prior to locating in a C-N (Neighborhood Commercial District).
  13. The utilities for all new building in this area are to be underground.

## VII. AREA G – FRUITVALE – SOBEY ROAD

The Fruitvale – Sobeby Road area is bounded by Allendale-Quito-Pollard on the north, Quito Road and city limits on the east, Saratoga-Lost Gatos Road to the south and Fruitvale Avenue on the west. One acre residential development predominates; however, since the last General Plan update, several hundred high density units have been built on the Odd Fellows property including approximately 150 subsidized units. There still remains considerable undeveloped land made up of rolling hills and chaparral. Any further high density development in this open land threatens to change the predominant low density single-family character of Area G.

Other land uses include two schools, Marshall Lane Elementary and West Valley College, two churches along Allendale and the Odd Fellows complex of buildings off San Marcos in the eastern portion of the Fruitvale-Sobey Road area. Much of Area G is included in the City's equestrian zone, which permits residents to keep horses on their property. The Fruitvale-Sobey Road area is encircled by arterials. Collectors within the area are Sobey Road and Chester/Ten Acres. The major traffic generator in the area is West Valley College in the northwest corner.

Future development of the Fruitvale-Sobey Road area should be restricted to very low density single-family homes in order to preserve the character of the area and the strong wishes of the area residents. An important part of the orderly development calls for the City to change its policy regarding use permits

or variances that would allow even further high density development.

There is no publicly owned open space or recreation areas in the Fruitvale-Sobey Road area. However, the existing orchards and large parcels associated with residential development reduce the need for public open space. The continued use of the Community Gardens, and the proposed equestrian trail, which may also serve as a hiking trail, could provide a valuable public recreation resource in this area.

The Fruitvale-Sobey Road area appears to be adequately served by arterials. Future traffic projections indicate that by 1990 Saratoga-Los Gatos Road, Quito Road and Fruitvale Avenue will be carrying significantly more traffic. Allendale and Fruitvale are already carrying substantial traffic loads. Plans to increase the capacity of Fruitvale, more safely, should be studied. The future need for improving Quito from Allendale to Saratoga-Los Gatos Road should also be studied. Current projections for State Highway 9 without the West Valley freeway, indicate that Highway 9 will have to be made capable of handling average daily traffic of 30,000 to 45,000 by 1990. Any improvements should not be detrimental to the scenic quality of this highway.

### Area G – Guidelines for Area Development

1. The General Plan Map shall be modified to limit the future institutional use of the Odd Fellows property to those

- portions of the property already used for quasi-public facilities. The remainder of the property shall be designated Very Low Density Residential (R-1-40,000).
2. New development should be provided with adequate access to arterials but local access streets should be designed to prevent through traffic use.
  3. The large parcel zoning of the Fruitvale-Sobey Road area reduces the need for public open space; the city might support an equestrian and hiking trail to provide some public recreation alternatives within the area. The City might investigate further permanent support of the community garden.
  4. Fruitvale Avenue is presently a heavily traveled major road. Fruitvale is a dual roadway over only part of its length and residents are concerned about the safety aspects of the road in its current condition. They are also concerned about resolving the safety issue but consistent with the strong desire to maintain the scenic quality that currently exists.
  5. Within the next decade, Quito Road from Allendale to Saratoga-Los Gatos Road (Route 9) should be studied to determine if any improvement is needed and the best way to protect the scenic quality of this thoroughfare.
  6. Current State Highway traffic projections indicate that the use of Saratoga-Los Gatos Road (Route 9) will be increased by 1990. Any improvements needed should be made in such a way as to mitigate problems of adjacent land uses and to protect the scenic quality of this highway.
  7. The intersection of Fruitvale and Burgundy should be reviewed for hazards, especially during right turns from Burgundy onto Fruitvale, making it dangerous for joggers and vehicles.
  8. The side of Quito Road should be beautified through regular maintenance of the existing landscaping and the addition of new landscaping. The present bicycle path should be repaved. Quito Road should be designated as a heritage lane from approximately Saratoga-Los Gatos Road to Pollard Road. No major improvements (street widening) to Quito Road from Saratoga Avenue to Pollard Road should be allowed except for alterations needed for public safety.
  9. Extensive landscaping should be required along the western portion of the Odd Fellows property near Chablis and Zinfandel Courts to buffer the residences in the area from the impact of new institutional development.

## **VIII. AREA H – FRUITVALE WEST**

Fruitvale West is bordered on the north by Saratoga Avenue, on the east by Fruitvale, on the south by Saratoga-Los Gatos Road and on the west by Park Place. Fruitvale West is a mixture of residential densities and orientations, interspersed with some vacant land. Wildcat Creek and several smaller unnamed tributaries of Wildcat Creek meander through this area. Much of the core of the area is in orchard, but only one of these orchards is under Agricultural Preserve. Residential densities vary from R-1-10,000 (4 per acre) to R-1-40,000 (1 per acre). One of the large orchards is zoned Agricultural with one corner zoned Planned Community. The lowest density residential area (1 unit per acre) is encompassed by Montauk Drive, Fruitvale, Saratoga-Los Gatos to the back of the lots on Horseshoe Drive. This area is almost completely developed and is similar in character to the adjacent Fruitvale-Sobey Road area. The higher density single family uses extend about three-quarters of the way along Saratoga Avenue toward the Fruitvale intersection. The highest densities (R-1-10,000) are close to the village, between Park Place and Lutheria Way, and tend to be oriented to the Village. The two units per acre development extends from Lutheria to the undeveloped parcels near the corner of Saratoga and Fruitvale Avenues. The Fruitvale West area contains one church, two schools: Sacred Heart and Redwood Junior High, the Civic Center, the Youth Center, and the Senior Citizens Center, the Post Office, the Library, and one developed park (Central Park) on Fruitvale adjacent to City Hall. The new

library occupies a small percentage of this thirteen acre park, part of which is City orchard. As with the other areas, Fruitvale West is bounded by arterials; however, this area lacks through-collector streets.

Future development in the area should be limited to single family residential. The higher density (R-1-20,000) should be confined to the west side of Wildcat Creek and its major tributary. Flood plain zoning and protection should be observed in any development in this area. One acre single family residential density should be extended to the east bank of Wildcat Creek and its major tributary.

There is a shortage of public open space and recreation areas in the Fruitvale West area, particularly west of Wildcat Creek. As the orchards are developed, the absence of park areas will become more noticeable. The banks of Wildcat Creek and its tributaries should be protected for open space use wherever possible. Areas particularly prone to flooding might also be preserved and used for recreation purposes. Here the large private lots provide visual relief and meet personal recreation needs.

The Fruitvale West area is so well served by peripheral arterials that the need for a through-collector has been mitigated. Residents of the area express little concern for the inconvenience resulting from the absence of a through-collector, and the Fire and Sheriff Departments report that the surrounding arterials provide sufficiently good access that a collector street is not necessary.

Projections for average daily traffic on Saratoga-Los Gatos Road (Route 9) will probably require future attention to the intersection of Routes 9 and 85, Saratoga Avenue and Big Basin Way. Traffic drops off significantly on Saratoga Avenue north of Herriman Avenue. The major traffic generators, the churches, the college and high school, are south of or at Herriman Avenue. Therefore, it is suggested that Saratoga Avenue be improved from Fruitvale to the intersection of Herriman Avenue. As part of the improvement, the paved area and moving lanes should be more clearly marked.

Area H – Guidelines for Area Development

1. Future development in the Fruitvale West area shall be limited to single family detached residential uses. Areas of more than one unit per acre shall be confined to the west side of Wildcat Creek and its major tributary.
2. Flood Plain Zoning should be strictly enforced in the undeveloped area along Wildcat Creek and its tributaries.
3. To provide needed open space and passive recreation areas, the banks of Wildcat Creek, and its tributaries should be preserved as open space and developed with pathways wherever possible.
4. Saratoga Avenue should be improved from Fruitvale to Herriman Avenue. Improvements should include delineation of traffic and bike lanes, the pruning of trees and

the improvement of safety along Saratoga Avenue.

5. Traffic projections for Saratoga-Los Gatos Road indicate that the use of Saratoga-Los Gatos Road (Route 9) will be increased by 1990. Highway 9 has been designated a scenic highway and therefore any future expansion should be actively discouraged. The City shall work with the State to ensure that needed improvements will mitigate problems created for adjacent land uses and to protect the scenic quality of this highway.
6. The City orchard land (Central Park) bounded by Wildcat Creek and Fruitvale and Saratoga Avenues, shall be designated as a heritage resource under the Heritage Preservation Ordinance.
7. If public ownership of Redwood School is not possible, restrict use of this property to residential development at densities and intensities no higher than adjoining R-1-40,000 residential development.
8. Vacant residential parcels shall be developed as single family residential at the same density as the surrounding residential area.

## **IX. AREA I – GLEN UNA**

The Glen Una area is bordered by Saratoga-Los Gatos Road on the east, the City boundary on the south and west and Madronia Cemetery on the north. Almost all of Glen Una is developed, or protected as open space. The dominant land use is single family residential which ranges in density from two units per acre to one unit per acre. The northern portion of Glen Una is relatively flat. However, the terrain becomes more steep to the south until, in some places, the City's maximum of forty per cent slope for developable sites restricts potential new development. The elevation of much of the southern portion of Area I is too high to be served by San Jose Water Works and is served by a private water company. County Sanitation District No. 4 sewer service extends throughout most of this area. All sites are served by electricity and telephone service. The Glen Una area contains the Sisters of Notre Dame Novitiate. In addition, there is a church and Madronia Cemetery. The area is served by unique open space and recreational opportunities – the Villa Montalvo County Arboretum and Hakone Gardens. Eventually the City plans to expand Hakone Gardens by a little over an acre to provide additional parking. San Jose Water Works pumping station is located on Vickery Lane. Although much of the area immediately adjacent to the City is developed in residential uses, one of the City's Urban Service Areas abuts the Glen Una area at Bohlman Road. The headwaters of Wildcat Creek are found in Area I and meander through it.

Concern has been expressed in the area of pertaining to the future development of vacant or underdeveloped parcels in the R-1-20,000 District (Low Density Residential) near its interface with the R-1-40,000 District (Very Low Density Residential), particularly in terms of traffic increases with future development. Factors such as slope, soil stability, rift zones, access and geologic problems should also be considered before development is permitted.

As with other areas, Glen Una is bordered by arterials on two sides. However, unlike most of the other areas, residents of Glen Una have only limited access to these arterials. The collector streets in the Glen Una area are north-south oriented and provide access to Villa Montalvo Arboretum and the Sphere of Influence – Park/Hume, Piedmont Lane, Montalvo Road and Bohlman Road. The only east-west collector is Mendelsohn Lane. Piedmont Lane and Montalvo Road are designed and utilized as a one-way pair to accommodate traffic to and from Villa Montalvo Arboretum. Piedmont Lane is a private road maintained by area residents.

### **AREA I – GUIDELINES FOR AREA DEVELOPMENT**

1. Residential development densities shall be as shown on the General Plan Map, however, if significant geotechnical or traffic problems could occur, it may be required to reduce densities.
2. Provide bike and walking paths wherever possible.

3. The City, in cooperation with the State, should draw up an overall landscaping plan for Saratoga-Los Gatos and Saratoga-Sunnyvale Roads including the planting of trees to break up the tunnel effect of sound barrier walls.
4. Safe access should be provided at Mendelsohn and Piedmont Lanes.

## **X. AREA J – THE VILLAGE**

The Village is the historical center of Saratoga. Over time its function has changed, but the historic significance of the land-marks within it lend a rustic character and sense of the past of all of Saratoga. The Village area extends from Saratoga Creek on the north to Aloha Avenue and Madronia Cemetery on the south. Its eastern boundary is Saratoga-Los Gatos Road. The western boundary is Madronia Cemetery, extended to the rear lot lines at the end of Pamela Way and across Congress Springs Road to Saratoga Creek.

As the historical center of Saratoga, the Village contains many important landmarks of the past: Saratoga School, King Residence (Caldwell) on Big Basin Way, Henry Residence at 6<sup>th</sup> and Big Basin Way, the clapboard summer cottages on Oak Street, the Village Library, the old Garden City Bank on Big Basin Way, and the McCarthy Block (Kocher). More recent commercial development and uses sometimes overwhelm these important cornerstones, but the personality they lend remains.

Today the Village area includes the Village branch of the County Library, the Saratoga Fire District's Main Fire Station, the Saratoga School on Oak Street and the adjacent playgrounds, a convalesce hospital, several new commercial buildings since the last General Plan review, and a variety of densities of residential land uses, from single family residences through apartments and condominiums. Three of the four possible parking assessment districts have been formed on both sides of Big Basin Way, and a fourth parking assessment district is contemplated

between the shops and the creek. Greater automobile dependence, residential development and increased recreation orientation have also increased the traffic volumes on Big Basin Way and Saratoga-Los Gatos Road.

Residential land uses in the Village range from R-1-10,000 through multi-family developments of R-M-3,000 and R-M-4,000. There are also apartments over and adjacent to shops on Big Basin Way. The strip behind the commercial area, facing onto Oak Street and St. Charles St. was designated for higher density residential uses in previous General Plans, and consideration for greater density for this area and at the end of Big Basin Way should be involved in this General Plan. Currently, this strip is occupied by old summer cottages interspersed with an occasional Victorian gingerbread, and with townhouses and apartments. Almost all of these lots are on considerable slope and are capable of supporting multi-level structures. Oak Street/St. Charles Street appears to have been designated as the boundary between the more intense commercial-professional-residential uses of the Village and the lower density, single family uses of surrounding Saratoga. In keeping with this function, the area between the southside of Oak Street/St. Charles Street and the north side of Aloha Avenue are zoned R-1-10,000 and R-1-15,000.

Today the commercial area of the Village extends from just east of Saratoga-Sunnyvale/Saratoga-Los Gatos Roads, between the Saratoga Creek and just south of Oak Street, westward to the end of Big Basin Way beyond Sixth Street, with Community Commercial (C-C) and Visitor Commercial (C-V).

Within the Visitor Commercial District condominiums are allowed with a use permit and this area should be considered for further condominium development to complete the use of the area.

Big Basin Way, which traverses the Village commercial area, is a local arterial and a State Highway (Route 9). It is complemented by the convergence of three of the City's six arterials (Saratoga-Sunnyvale Road (Route 85), Saratoga Avenue, and Saratoga-Los Gatos Road (Route 9) at the east end of the commercial area. Within the Village access to these arterials is provided by four collector streets; three are generally east/west (Third, Fourth, and Sixth Streets) and one is generally north/south (Oak Street/Bohlman Road).

The variety of design and economic problems of the Village are discussed in the non-adopted Special Area Plan for the village. In the General Plan, the concern is focused on general land use, circulation and other related problems to the various General Plan Elements; and general policies and proposals for resolving these problems. The Special Area Plan should address them more specifically.

Over the years, the Village commercial area has been permitted to spread, extending the length of Big Basin Way as Visitor Commercial. Even though four blocks may not seem an excessive distance, the bend in Big Basin Way at Fifth Street provides a visual barrier, which makes the street seem longer and possibly out of sight of the main commercial section of the street. As advocated in the last General Plan, the commercial development on Big Basin

Way should be confined to the area between the intersection of Big Basin Way at the east end of the street, and Fifth Street on the west, with the exception of the commercial uses already in existence past Fifth Street.

At its eastern end, the existing commercial-professional uses on the west side of the Saratoga-Sunnyvale Road from Brookwood Drive extended to Oak Place should not be permitted to extend further. In addition, the mix of residential and commercial, with apartments over shops and condominiums, should be encouraged in the Village to stimulate community activity and provide a unique housing market for people who enjoy living close to the commercial and community center, and with a pedestrian focus along Big Basin Way.

The village has inherited some difficult circulation problems which defy easy solution. Big Basin Way currently has parking on both sides and two moving lanes of traffic. Turning and parking movements frequently slow through-traffic and obstruct peak hour flows along this major access to the Sphere of Influence and park and recreational areas in the Santa Cruz Mountain area. Examination has revealed that there are no acceptable alternative streets or routes to alleviate traffic problems on Big Basin Way. A modest alternative would be to redesign the street to create two through, unobstructed traffic lanes. This will assist in removing the parking from Big Basin Way and encourage the use of the parking assessment district areas. Also, stop lights might be installed at Fourth Street and Big Basin Way, and Oak Street and Saratoga-Los Gatos

Road, to assist with the slowing of fast moving vehicles in the Village.

A Second major circulation problem in the Village results from shoppers arriving in the Village by car. Some additional parking areas have been provided by recent commercial developments. The final area available for parking would be Parking Assessment District Three and with City assistance, the critical parking problem would be assisted. This area would provide approximately 160 spaces, not only for community shopping-service function, but an attractor of tourists and shoppers from beyond Saratoga. There are few vacant lots remaining in the Village, however by orienting buildings to both Big Basin Way and the parking district with arcades behind, shopping traffic can be encouraged off Big Basin Way, therefore freeing the street for through traffic.

In order to preserve the unique character of the Village, the old summer houses on Oak Street and St. Charles Street should be retained. In places where this is not feasible, new buildings should blend into and reinforce the clapboard summer cottage appearance of the area. The interface of densities along Oak Street/St. Charles Street is not ideal; therefore, all development on the north side should be reviewed with an eye to its impact on the single family units on the south side.

The Village Area is served by three parks: one adjacent to Saratoga School, one across Saratoga Creek at Fourth Street in Area B, and an island of open space at the intersection of Big Basin Way and Routes 85 and 9. These areas, plus the natural setting of Saratoga

Creek, and with the proximity of Hakone Gardens and the mountains, provide adequate open space and recreational alternatives for the residents in the Village Area.

#### AREA J – GUIDELINES FOR AREA DEVELOPMENT

1. Develop a Specific Plan for the Village incorporating the previous Village Design Plan, the Village Task Force Report, and the comments from the report of Area J's General Plan Citizens Advisory Committee.
2. Big Basin Way should be redesigned to provide turning lanes and better traffic control, including cross walk at 5<sup>th</sup> Street and traffic light at 4<sup>th</sup>. A paved and properly designed turn-around should be located at the end of Big Basin Way past 6<sup>th</sup> Street. The speed of traffic should be regulated in the Village on big Basin Way, Oak Street and Saratoga-Los Gatos Road.
3. Formation of Parking Assessment District No. 3 should be encouraged.
4. The retention of Saratoga School on Oak Street as a functioning educational institution is primary, however, any modifications should preserve the site and school building for a future use which will not adversely affect the residential character of the neighborhood.
5. The Village should be preserved and promoted as an historical area with maintenance of existing historical or unique landmarks being encouraged by City ordinance. Care should be

- exercised with the use of materials and colors.
6. The Village should be landscaped as a whole with convenient benches, kiosks and other conveniences located at strategic areas.
  7. Encourage development of types of establishments with structures designated to maintain a "country" atmosphere. All new structures in the Village should be designed to promote an historic area of the City.
  8. Encourage commercial uses that generate sales tax revenue in the Village. Encourage "bed and breakfast" establishments. Such establishments should provide adequate security protection for their facilities.
  9. The interface of multiple units and single-family residential units on two sides of Oak Street should be carefully regulated to protect the character of the adjacent single-family residential area to the south.
  10. Continue the underground program for all utilities and street lighting program to the end of Big Basin Way and at Oak Street.
  11. Encourage the Heritage Lane Program for the area, and to include such early streets as Big Basin Way, Oak Street, St. Charles Street, Third Street, Fourth Street, Fifth Street, and Sixth Street.
  12. Retain the historical residences where possible in the Village and retain historical buildings from out of the historical Village area even if requiring moving buildings to Village area to preserve and use.
  13. Do not use Oak Street as alternative circulation to relieve Big Basin Way except in emergencies. Saratoga School, as the historic school site, fronts on Oak Street and is too narrow to accept heavy or one-way traffic for the safety of the school students.
  14. Commercial areas of Areas E and H adjacent to Area J might be considered as part of Area J for future General Plan Reviews. This would assist with the overall commercial program of the Village area.
  15. Development in the Village shall be designed to minimize noise and other disruptive influences.
  16. Portions of the Village south and west of Fifth Street on Big Basin Way should be of a density no greater than other condominium projects in the Village area and should include high quality condominiums and apartments along with small commercial shops. Existing commercial developments should be allowed to remain.
  17. In general, commercial and multifamily development should be limited to that area of the Village between Saratoga Creek and Oak Street. Multi-family development may also be allowed along the boundary of this area.
  18. Encourage a mixed use of residential above commercial use as a possible solution for multiple housing and

with this process by use permit  
procedure.

## **XI. AREA K – SUNLAND PARK**

The Sunland Park area includes an area of approximately 53 acres bounded on the west by Quito Road, on the south by McCoy Avenue, on the east by Villanova, and on the north by the rear lines of properties on the north side of Baylor Avenue. The area bears the residential designation of Medium Density Residential (M-10).

Sunland Park is a neighborhood of 200 single-family homes built in the 1950's. Homes and landscaping are mostly well maintained. Being relatively moderately priced, the area's homes offer affordable housing for families, senior citizens, young couples, divorced and single people. Because the homes are very moderately priced for Saratoga, approximately 15% of the homes are rental homes.

Although completely developed, the Sunland Park area contains some planning problems. These problems include evidence of declining maintenance in a few of the homes and some code violations. These problems are not by any means unique to the rental homes, but such problems are more common to them. Most of the homes have been well maintained and the owners of these homes feel very strongly that every home should show a reasonable degree of maintenance and care.

The owners of the few homes that do not exhibit a reasonable degree of maintenance, care, and appearance should take steps to make the improvements. Recognizing that some owners need encouragement to take these steps the neighborhood

organization must remain strong and continue its thus far successful efforts in improving the neighborhood association as it has all along, toward achieving this end. The City and the neighborhood organization working as partners have already produced substantial area improvement, but more remains to be done.

The neighborhood association may not be successful in bringing all the homes up to a level of reasonable maintenance, care and appearance despite its best efforts. When this occurs, the City should take appropriate measures against any owners of homes exhibiting a callous neighborhood disregard for a reasonable degree of maintenance, care, and appearance. If such actions are not taken the area will decline and eventually show evidence of blight.

Open space and developed recreation area are non-existent in this area. It is therefore essential that a pedestrian pathway and bicycle path be developed across Quito Road from this area into the center of Saratoga. This would allow access to El Quito Park, the library, Montalvo and other recreation available in Saratoga.

The major traffic carriers in the Sunland Park area form its boundaries. The most critical of these is Quito Road. Quito Road is heavily used by commuters and students driving to West Valley College. A center turn lane (third lane) on Quito Road from Cox Avenue to McCoy Avenue should increase the flow of traffic and safety through the area. Newly painted crosswalks at McCoy and Quito and Paseo Lado and Quito would facilitate bicycle and pedestrian crossing of Quito Road.

The side of Quito Road should be beautified to upgrade the present appearance of this portion of the road. The trees and pyracantha adjacent to the “Quito” fence should be trimmed on a regular basis with the fence repaired where needed. The present bicycle path should be repaved. Appropriate new landscaping should also be put in on the side of the road. Quito Road should be designated as a Heritage Lane to permanently retain its unique and scenic qualities.

4. The feasibility of designating Baylor Avenue and McCoy Avenue as City arterials or local collectors should be studied.

5. Sunland Park’s existing neighborhood association should continue to be encouraged in its efforts to upgrade and maintain neighborhood appearance. The City should pursue strict code enforcement and improve public facilities in this area.

#### AREA K – GUIDELINES FOR AREA DEVELOPMENT

1. The City should re-stripe the crosswalks at McCoy and Quito and Paseo Lado and Quito.

2. The City should study the feasibility of painting a center turn lane down Quito Road through this area. If it is determined that such a center turn lane will indeed increase traffic flow and safety on Quito, such a lane should be installed. Staff should study the feasibility of a left hand turn lane on Quito for left hand turns on to Paseo Lado.

3. The side of Quito Road should be beautified through regular maintenance of the existing landscaping and the addition of new landscaping. The present bicycle path should be repaved. Quito Road should be designated as a heritage land from approximately Saratoga-Los Gatos Road to Pollard Road. No major improvements (street widening) to Quito Road from Saratoga Avenue to Pollard Road should be allowed except for alterations needed for public safety.

## **XII. AREA L – KENTFIELD**

Area L, Kentfield, is bounded on the north by the Southern Pacific railroad tracks, West Valley Transportation Corridor and the PG&E right-of-way, on the west by Saratoga and Fruitvale Avenues, on the south by Allendale and Pollard Road, and on the east by San Thomas Creek. Quito Road forms westerly boundaries for a small portion of the area and Vasona Creek, an all-year creek of special environmental value, connects to Wildcat Creek in the northeastern corner of the planning area.

This area is almost completely developed. The northern and eastern portions of this area have predominant quarter-acre (R-1-10,000) zoning. The more recently developed southwest portion has half-acre (R-1-20,000) zoning, and is separated from the older residential area by an intermediate portion that has one-third acre (R-1-15,000) zoning.

Without exception, the land here is developed for single-family detached residential use. To preserve the area's integrity it is essential that this low density single-family detached residential character be maintained throughout the entire area.

The only major underdeveloped sites are adjoining parcels at the southeast corner of Saratoga and Fruitvale Avenues. Their development will be a major factor in determining not only the overall character of this portion of the planning area, but also the additional traffic at, and the future appearance of, this congested intersection.

To maintain cohesiveness of this planning area, future development of these parcels shall be low density single-family detached (R-1-20,000), as designated in the 1974 General Plan. This density would avoid aggravating an already serious traffic and congestion problem at the intersection. Ronnie Way shall not be developed through to Saratoga or Fruitvale Avenues, thereby preventing intrusion of heavy traffic into the area's residential streets.

The development of these parcels will have a significant visual effect. The pleasant open space look which these orchards have afforded the City should be preserved, insofar as possible, through attractive landscaping and adequate setbacks in conjunction with any development of the sites.

The major traffic carriers which form the boundaries of the Kentfield area create serious planning problems. Saratoga Avenue, Fruitvale Avenue, Quito Road and Allendale Avenue are heavily traveled by West Valley College students and residents of the city. Bicyclists and pedestrians also use these routes but are not well accommodated. Adequate pedestrian pathways and bicycle trails should be completed wherever possible along these routes.

Many intersections are impacted by the traffic generated by West Valley College, including Saratoga/Fruitvale, Fruitvale/Allendale, Quito/Allendale and Quito/Pollard. The safety of pedestrian and bicycle traffic at these intersections is not resolved.

Adjacent to the railroad and utility right-of-way which form the northern border of the area is a portion of the proposed

West Valley Corridor right-of-way. Our area recommends that this land be used for a combination of open space, linear park and single-family dwellings. Adequate provisions should be made for pedestrian pathways and bicycle trails.

Gardiner Park is a City park on the north side of Wildcat Creek at Portos near Harleigh. No further development of the park is necessary.

#### AREA L – GUIDELINES FOR AREA DEVELOPMENT

1. Future development in the Kentfield area shall be limited to single-family detached residential zoning, P.D. zoning, condominiums, townhouses or apartments shall not be permitted in this planning area.

2. Future development of the adjoining parcels (15.1 acres) at the southeast corner of Saratoga and Fruitvale Avenues shall be limited to low-density single-family detached residential (R-1-20,000).

3. Any development of the adjoining parcels at the southeast corner of Saratoga and Fruitvale Avenue shall include appropriate landscaping and setback requirements so as to preserve the open space appearance of these underdeveloped sites.

4. Continued effort shall be made to reduce traffic volumes in this planning area.

5. The West Valley Corridor right-of-way shall be designated as a public use corridor.\*

6. Circulation should be improved throughout the planning areas for pedestrians and bicyclists. Quito Road should have a bicycle path completed along its length. Allendale should have a bicycle path completed along its length and the pedestrian route should also be completed where there is space. The Fruitvale bicycle route should be widened, improved, and a pedestrian route provided.

7. New lanes of traffic should not be added to any through streets.

8. The side of Quito Road should be beautified through regular maintenance of the existing landscaping and the addition of new landscaping. The present bicycle path should be repaved. Quito Road should be designated as a Heritage Lane from approximately Saratoga-Los Gatos Road to Pollard Road. No major improvements (street widening) to Quito Road from Saratoga Avenue to Pollard Road should be allowed except for alterations needed for public safety. Native oaks shall be planted along the length of Quito Road wherever they have been removed. The grafted walnut trees along Quito in this planning area will require eventual removal and preparation should begin for appropriate native walnut or oak replacement trees.

9. Quito Road and Allendale Avenue shall be considered for high priority in the City's underground power conversion program.

10. The Creeks of this planning area are San Tomas, Wildcat and Vasona. Projects along these creeks shall be required to stabilize creek banks with

appropriate vegetation and to restore the tree over story.

11. Gardiner Park should have no additional services and/or facilities.

\* The area supports the use of the West Valley Corridor for a combination of low-density single family detached residential uses, linear park and open space. Provisions should be made for pedestrian pathways, bicycle trails and natural landscaping.