

Los Gatos Creek Trail Master Plan

City of San Jose, California



City of San José
Department of Public Works
Architectural Engineering Division
675 North First Street, Suite 300
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Los Gatos Creek Trail Master Plan

Prepared for the
City of San Jose, California

By

Royston Hanamoto Alley & Abey

Landscape Architects and Planners
Mill Valley, California

In Conjunction with

Los Gatos Creek Advisory Committee

December 1985



San Jose City Council

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Jack Stallard	Homeowner
Sally Stallard	Homeowner
Nadine Cassarino	Willow Glen Business Association
Felix Errico	Santa Clara County Parks and Recreation Department
Dr. Lawrence Ames	Willow Glen Neighborhood Association

December, 1985

City Council
City of San Jose
California 95110

Dear Council Members:

Our firm is pleased to submit this report for the Los Gatos Creek Trail Master Plan in accordance with our agreement with the City of San Jose. This study of Los Gatos Creek was conducted for the 3.5 mile section from Bascom Avenue, in the west, to its confluence with the Guadalupe River, in the east. This valuable link fulfills City and Regional goals for a Los Gatos Creek trail system from Lexington Reservoir to Downtown San Jose.

This Master Plan and Report was developed in conjunction with the Los Gatos Creek Advisory Committee, and with the cooperative assistance of the City of San Jose Parks and Recreation Department and Public Works Department, the Santa Clara Valley Water District, other local agencies, interested officials and citizens.

Royston Hanamoto Alley and Abey wishes to express our thanks and appreciation to each of these groups and individuals for their input, guidance and encouragement during the course of this study. Their continued involvement and interest in the project, along with the City Council support, will ensure development of this trail system.

Recognizing the creek for its natural and aesthetic benefits, we have compiled a study that minimizes disturbances, retains and restores the creek environment and provides a source of enjoyment for the citizens of San Jose.

Sincerely,

ROYSTON HANAMOTO ALLEY & ABEY


Kazuo Abey


Patricia A. Carlisle

October 29, 1985

Dear City Council Members:

We are pleased to submit the Los Gatos Creek Trail Master Plan prepared in conjunction with Royston Hanamoto Alley & Abey, landscape architectural consultants for the City of San Jose. We believe this Plan meets all of the project's goals as defined in a public workshop held in April, 1985.

Details of the Master Plan were presented in three subsequent public workshops. Participants in these meetings included private citizens and homeowners, as well as representatives of neighborhood associations, private corporations, and public agencies. Separate meetings were also held to solicit comments from local homeowner associations.

To create a Plan based on consensus, the Advisory Committee evaluated all opinions and suggestions from the public in light of the goals of the Master Plan. We believe the Master Plan that resulted from this process will improve the quality of life in our City.

LOS GATOS CREEK ADVISORY COMMITTEE

Christine Svensson, Chair
Suzanne Black, Don Hebard, David Spicher, Bill Hoefl
Jack Stallard, Sally Stallard, Nadine Cassarino,
Felix Errico, Lawrence Ames

Table of Contents

Introduction and Process

Introduction	5
Planning and Study Objectives	6
Planning Process	7

The Setting

Regional and Local Setting	8
History	9
Site Analysis	10
Site Analysis Map	12
Land Use	13
Land Use Map	14

The Master Plan

Master Plan Goals	15
Design Concept	17
Design Guidelines	18
Implementation Design Guidelines For Adjacent Development	19
Master Plan	20

Master Plan Descriptions

Master Plan Reach Descriptions	21
Reach 1	22
Reach 2	24
Reach 3	26
Reach 4	28
Reach 5	30

Implementation

Phasing	32
Cost Estimate	33
Implementation/Funding Summary	34 36

Appendix

Interim Plan	39
Interim Plan Map	40
Plant List	41
References	47
Acknowledgments	48



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
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Introduction

The Los Gatos Creek Trail Master Plan in San Jose responds to widespread public support for a regional trail network.

The City established a Los Gatos Creek Advisory Committee composed of interested citizens and representatives from public agencies to implement the trail and pathway goals of the General Plan and begin the planning process to establish a Los Gatos Creek Trail in San Jose, from Bascom Avenue to the confluence with the Guadalupe River. In the spring of 1985, the City retained the firm of Royston Hanamoto Alley & Abey as design consultants to conduct a study and prepare a Master Plan for the proposed Los Gatos Creek Trail.

At a series of workshops, the Advisory Committee and other interested citizens set the goals and objectives for the trail system and provided input into the planning process by reviewing maps and discussing specific issues related to implementing the Master Plan. The plan was also developed with guidance from the Public Works Department, the Parks and Recreation Department, the Planning Department and the Santa Clara Valley Water District (SCVWD). In response to this input from both the local citizens and related public agencies, the consultants prepared the Final Master Plan.

Planning and Study Objectives

Planning reports from both Santa Clara County and the City of San Jose designate Los Gatos Creek as a significant trail corridor.

The Trails and Pathways Plan of Santa Clara County cites the importance of streamside trails to:

- o link existing or planned regional parks and open space areas
- o connect to other regional trails
- o provide access to significant natural areas, historic sites or scenic areas
- o provide recreational opportunities to include hiking and bicycling

The San Jose General Plan, Horizon 2000, sets a goal to provide a network of trails and pathways to maximize the City's recreational opportunities and provide alternate means of reaching regional parks and other natural areas. Many of these trails follow existing creeks and riverbeds as natural linear pathways. Creating a trail link between a large urban population and significant open space requires supporting planning policies to:

- o control land development along trail corridors to enhance scenic and aesthetic qualities
- o minimize environmental disturbances

- o provide safe and secure routes for trails
- o promote cooperative interagency planning for pathways and bikeways

Following these policies the City General Plan designates a Los Gatos Creek Trail corridor from Bascom Avenue to the confluence with the Guadalupe River near Santa Clara Street. This stretch of Los Gatos Creek is the focus of this Master Plan.

Planning Process



In initiating the study for this reach of Los Gatos Creek, the Consultants worked with City agencies, local community groups and interested citizens. The goals and objectives for the creek study developed from the guidance of the Los Gatos Creek Advisory Committee, City Staff, the Santa Clara Valley Water District, and interested citizens. The resulting process provided a means for public contribution and participation.

Several planning phases led to the development of a Los Gatos Creek Trail Master Plan. Walks of the entire 3.5-mile length of the creek, both on-street and within the creek bed helped to establish an understanding of adjacent land uses and existing conditions. Photographs and the Site Analysis Map documented these observations of the creek. The consultants developed a Land Use Map from a review of zoning maps and Santa Clara Valley Water District ownership maps. This information was the basis for selecting areas of opportunity and constraint and led to conclusions regarding design alternatives for: access to the creek bank, the relation to private property, and the need for easements.

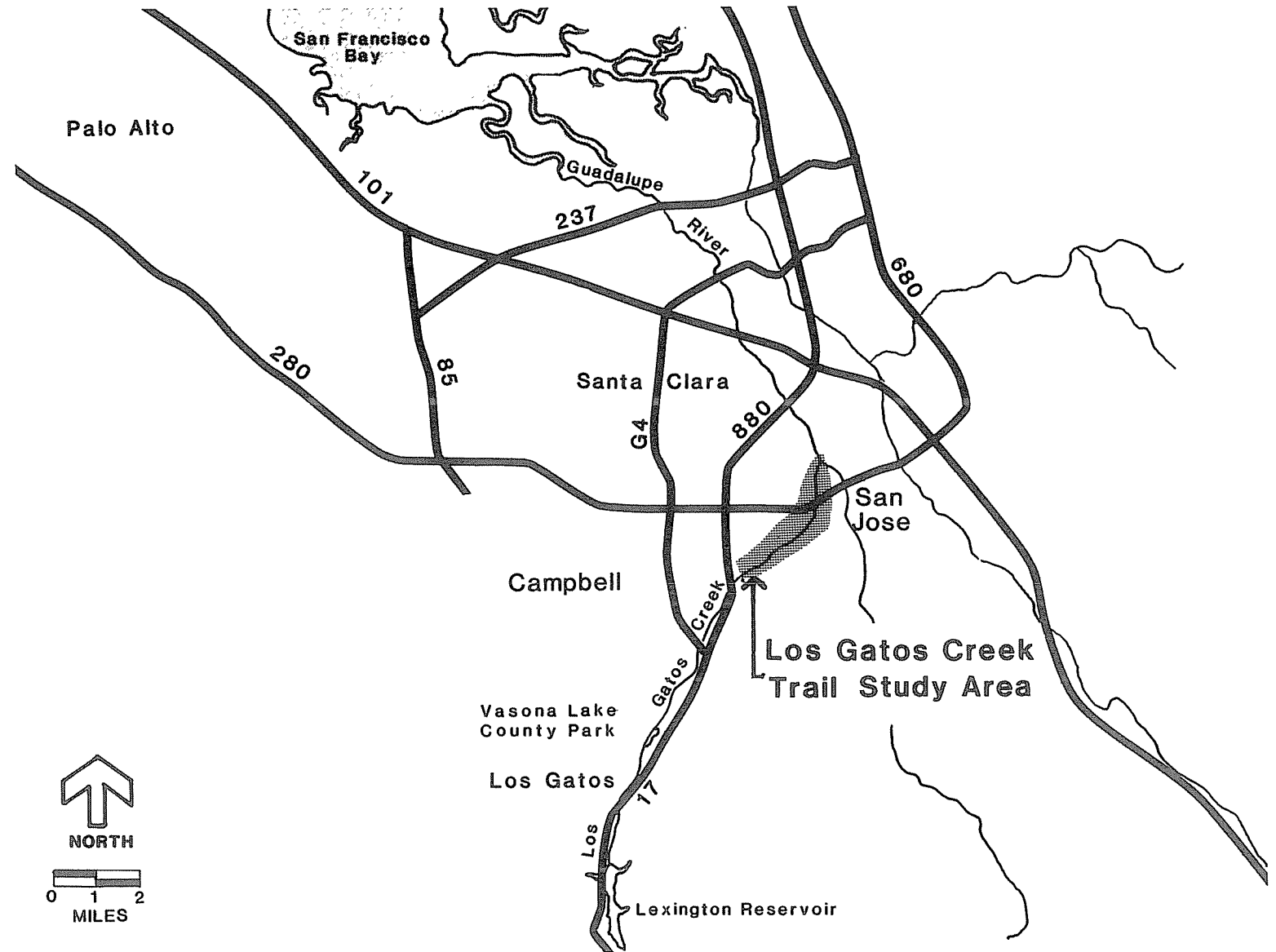
Master Plan Alternatives developed as a translation of this information into design options for bike trails, pedestrian paths, seating areas and creek bank access. A Final Master Plan evolved in response to the availability of access and the adherence to defined Master Plan goals.

Regional and Local Setting

Regionally, Los Gatos Creek is one of five major streams descending from the Santa Cruz Mountains. The creek system flows in a northerly direction, eventually joining the Guadalupe River which empties into the San Francisco Bay. Within the San Jose city limits, the creek flows northeast from Bascom Avenue continuing beneath Leigh Avenue, Meridian Avenue, Lincoln Avenue, Route 280 (the Sinclair Freeway) and San Carlos St. to join the Guadalupe River near Santa Clara Street.

The City of San Jose portion of the Los Gatos Creek Trail is a vital link in a continuous streamside trail extending 19 miles from the upper watershed, through the proposed Lexington Reservoir County Park, through Vasona Lake County Park, through Los Gatos Creek County Park and Campbell Park in Campbell to downtown San Jose. Joint efforts from Santa Clara County, the City of Campbell, the Town of Los Gatos and the Santa Clara Valley Water District have already completed major parts of the trail system. In addition to connecting these regional parks, the proposed Guadalupe River Park Plan will link the Los Gatos Creek to the San Francisco Bay.

The Los Gatos Creek Trail within San Jose city limits is the remaining major segment to complete the overall trail system. The creek trail has a unique natural setting in an area of rapid growth, proximity to parks, schools and residences, and a strategic location in the regional trail system.



History

Historically the route of Los Gatos Creek served as a trail from the Santa Clara Valley into the Santa Cruz Mountains connecting to other creeks leading to the coast. This route was used by the Indians, the Spanish Padres, early settlers, stage coach travelers and later the Sunshine Special, a popular holiday train originating in San Francisco. In recent times, extensive sections of Route 17, a well-traveled freeway, continue to follow the route of Los Gatos Creek through Campbell and Los Gatos.

The streambed of Los Gatos Creek has been subject to many alterations for the purposes of obtaining water since the mid-1850's. An extensive system of gravity irrigation dams and canals had their origin in the upper reaches of the creek. At the height of operations of these irrigation canals in the early 1900's, there were approximately 25 miles of canals capable of serving a maximum of about 10,000 acres with irrigation water.

In 1868 the San Jose Water Company supplemented water pumped from artesian wells with water obtained from Los Gatos Creek. The stream was tapped 2 miles above the town of Los Gatos and conducted by flumes and pipes to reservoirs and then to the San Jose water main. At that time the Water Company had a capacity for 15 million gallons and supplied both San Jose and Santa Clara with forty-five miles of water mains and pipes in San Jose alone.

The oldest ditch that diverted water from the creekbed was known as the Kirk Ditch, owned and operated by an association of

about 25 farmers. This ditch was built around 1857 and supplied water from an area east of Los Gatos Creek to the Willow Glen area of San Jose. Kirk Ditch paralleled the old streambed of Los Gatos Creek, now known as Dry Creek Road. The ditch supplied irrigation water to farmers until the mid 1960's when all of the adjacent agricultural land converted to home subdivisions. The owner of the irrigation system relinquished his water rights to the Santa Clara Valley Water District in 1966. A small portion of the original ditch is still being used to bring water to the McGlincy Percolation Ponds located just east of Highway 17.

Los Gatos Creek has a documented history of flooding, overflowing in the severe flood of December 20, 1867, to cut out its present course. One particularly severe flood, in February 1869, combined with the waters of the Guadalupe River and backed waters to four feet deep south of Santa Clara Street.

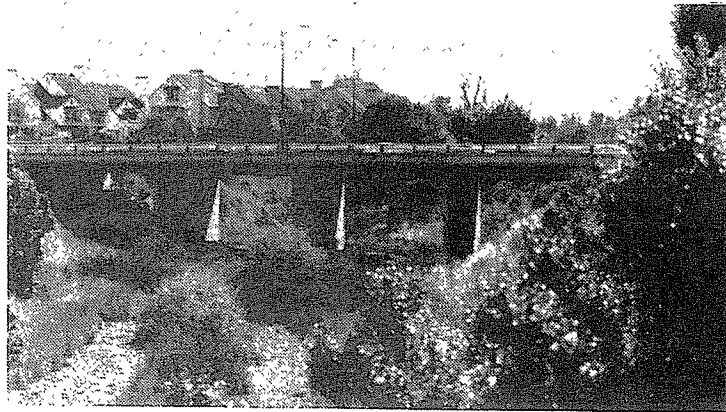
Historically individual communities within the Santa Clara Valley handled water supply, flood protection and drainage based on local needs. Ultimately the rapid growth of agriculture, industry and homes demanded a regional perspective to meet water needs and control flood waters. Organized regional water management began with the Santa Clara Valley Water Conservation District in 1929 and evolved through reorganization and name changes to the Santa Clara Valley Water District of today. Construction of Vasona (1935) and Lexington Dams (1952) along with the percolation ponds in Campbell regulated the water of Los Gatos Creek to a seasonal

stream. Los Gatos Creek served as a source of water and means for flood control but was not considered a natural amenity to surrounding residences or businesses.

In the late 1960's, Campbell residents held a public meeting to gauge public interest in the future of Los Gatos Creek and over 100 people attended. The resulting ad hoc committee began to work with related agencies like the Santa Clara Valley Water District for public improvements along the creek: a creekside trail in Los Gatos and Campbell along with park areas near the percolation ponds. At that time the main focus was on the areas of Los Gatos Creek upstream from San Jose.

Recent creek development proposals in San Jose renewed interest in the possibilities for creating further public use areas along the creek. In 1978, the Santa Clara County Board of Supervisors established the Los Gatos Streamside Park Committee with members from Los Gatos, Campbell, San Jose and the Santa Clara Valley Water District. This County Committee met once a month as a liaison between the three cities, the County and related agencies to coordinate the overall Los Gatos Creek Trail System. The influence of this Committee has encouraged local communities to require development of a creek trail and related landscaping as a condition of approval for new creekside development. Encouraging development of a Master Plan for the San Jose segment of Los Gatos Creek is one of the final efforts of the Streamside Committee in realizing a 14 mile Los Gatos Creek Trail.

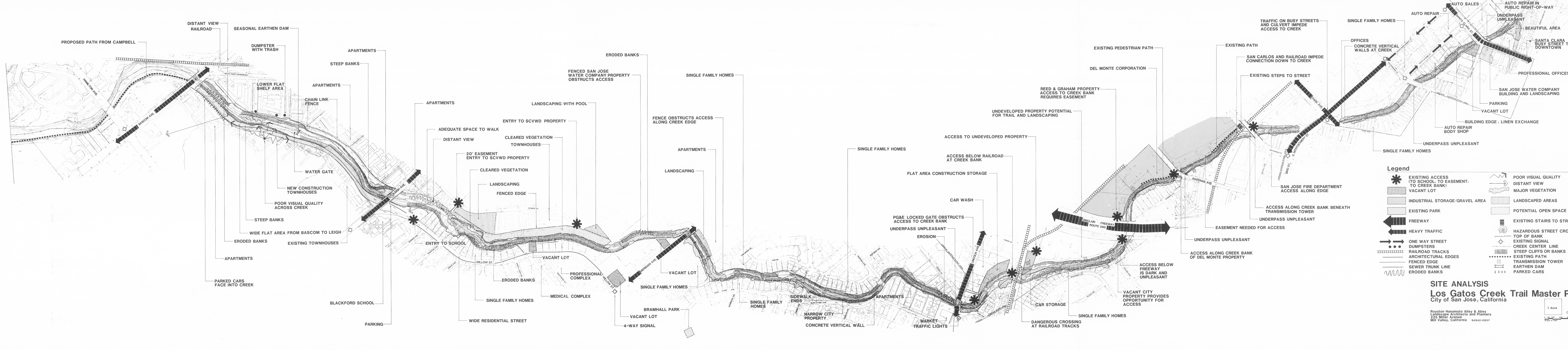
Site Analysis



This stretch of Los Gatos Creek is strongly influenced by adjacent land uses. Major thoroughfares Bascom, Leigh, Meridian, Lincoln, San Carlos, Route 280 (the Sinclair Freeway) and the railroad tracks interrupt the linear aspect of the creek with hazardous crossings, heavy traffic and overpasses. Visual impressions of the creek channel range from an exposed, wide Creek bottom with steep eroded banks and sparse vegetation to heavily vegetated, shaded and secluded passages. The existing features of the Creek, existing and proposed adjacent land uses and other influencing elements, such as heavy traffic, lead to certain conclusions regarding the design possibilities for the proposed trail system.

Reach 1: Bascom Avenue to Leigh Avenue

Beginning at the Campbell/San Jose City limits at Bascom Avenue, the general character of Los Gatos Creek is open with a wide creek bottom and steep, barren, eroding cliff banks. The proposed Campbell trail ends at the hazardous crossing of Bascom Avenue. High density apartment buildings line both creek banks with parking lots bordering the creek on both sides. At about the midpoint of this reach, a seasonal earthen dam is installed by the SCVWD to create a groundwater recharge pond. This dam is installed in late spring and removed in early fall. On the southern bank, newly constructed townhouses and the existing 1600 Hamilton Place project face the creek both in siting of buildings and parking. Development agreements for these townhouses include plans for a landscaped bikeway/ pedes-



Legend

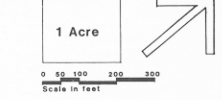
- EXISTING ACCESS (TO SCHOOL, TO EASEMENT, TO VACANT LOT)
- POOR VISUAL QUALITY DISTANT VIEW
- INDUSTRIAL STORAGE/GRAVEL AREA
- MAJOR VEGETATION
- EXISTING PARK
- LANDSCAPED AREAS
- POTENTIAL OPEN SPACE
- EXISTING STAIRS TO STREET
- HEAVY TRAFFIC
- HAZARDOUS STREET CROSSING TOP OF BANK
- ONE WAY STREET
- DUMPSTERS
- RAILROAD TRACKS
- ARCHITECTURAL EDGES
- FENCED EDGE
- SEWER TRUNK LINE
- ERODED BANKS
- EXISTING SIGNAL
- CREEK CENTER LINE
- STEEP CLIFFS OR BANKS
- EXISTING PATH
- TRANSMISSION TOWER
- EARTHEN DAM
- PARKED CARS

SITE ANALYSIS

Los Gatos Creek Trail Master Plan

City of San Jose, California

Royston Hanamoto Alley & Abey
 Landscape Architects and Planners
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 Mill Valley, California 94942-0937



trian path along the Creek. The Creek then passes below Leigh Avenue, a major street with heavy traffic, posing a hazardous on-street crossing.

Reach 2: Leigh Avenue to Meridian Avenue

Blackford Elementary School, on the southeast side of Leigh Avenue, has parking and an open land area along the creek.

Just southeast of the School, Willow Street leads into a single family residential neighborhood. On the northern bank, a narrow space between the apartment building fence and the creek bank leads into a 4.08 acre Santa Clara Valley Water District property, with access to Stokes Avenue at either end of the parcel. The fenced San Jose Water Company property blocks access to Meridian Avenue. Between Leigh and Meridian, vegetation in the creek bottom and along the banks is a more typical riparian environment.

Reach 3: Meridian Avenue to Lincoln Avenue

The heavy traffic on Meridian Avenue makes a hazardous on-street crossing. On the northern bank, the Willow Glen apartment complex is pleasantly landscaped with several access points to the Creek. Beyond the apartment complex, fenced residential properties prevent through access along the bank. On the southern side, Glen Eyrie Avenue begins at Bramhall Park and curves around through a single family residential area. In this area, private properties extend to the creek bottom, preventing access along the creek bank. Along Glen Eyrie, in the vicinity of

Carolyn Avenue, a narrow piece of City property provides views to the Creek. This entire reach has abundant vegetation.

Reach 4: Lincoln Avenue to Park Avenue

The heavy traffic on Lincoln Avenue creates another hazardous street crossing. Recent programs identify the intersection of Lincoln Avenue and Coe Avenue as a gateway to the Willow Glen Business District on Lincoln Avenue with redevelopment plans to include street tree planting. Downstream from Lincoln Avenue, single family homes continue along the southern bank. On the north bank light industrial uses begin the transition to the more urban character of downtown San Jose. The Union Pacific Railroad bridges the Creek, creating another potential hazardous crossing, at both the creek bank and at Lonus Street. A vacant 6 acre parcel with access off Lonus Street provides the opportunity to negotiate development agreements for dedication of a landscaped bikeway/pedestrian path. Continued access along the creek bank requires passing under Route 280 (the Sinclair Freeway).

Downstream of the freeway, the Reed and Graham Gravel Yard, and other industrial uses, prevent through access along the north side of the Creek. An existing pedestrian pathway beginning at West Home Street runs along the Del Monte property connecting to Auzerais Avenue.

The proposed Guadalupe River Park Plan includes a Science and Technology Center of Silicon Valley and a children's museum. In this future plan, Auzerais Avenue provides

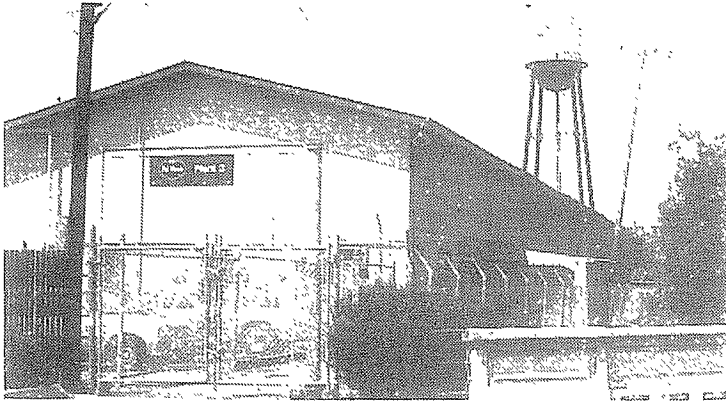
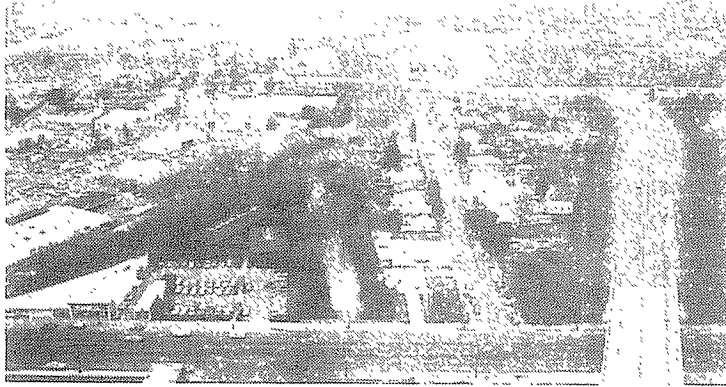
major access to these two facilities and will be realigned and renamed Technology Center Parkway. Between San Carlos and Auzerais a proposed Guadalupe Corridor Light Rail Transit (LRT) will be built with a transit stop located parallel to New Prevost. Auzerais, although at present a seasonal major thoroughfare for Del Monte operations, will eventually carry much more traffic.

Crossing Auzerais, access is possible along the northern creek bank, although this property is privately owned by the Del Monte Corporation. San Carlos Street and the Southern Pacific Railroad create hazardous on-grade crossings but access is possible below both bridges. North of San Carlos Street, connected access is possible along the southern boundary of the City fire training facility, with on-grade access onto South Montgomery Street and Park Avenue. At this point, the Creek enters a culvert and emerges downstream of Park Avenue.

Reach 5: Park Avenue to the Guadalupe River

The Creek bed continues through an urban setting bounded by light industrial uses and single family homes which limit access to the Creek bank. Los Gatos Creek joins the Guadalupe River forming a triangular shaped 2 acre parcel with a professional complex beyond Santa Clara Street. As part of the proposed Guadalupe River Park, plans for this area include: a Confluence Point with public development or open space; and a 6 acre Confluence Lake with sculptured terraces on the east bank and a more natural riparian character on the west bank.

Land Use



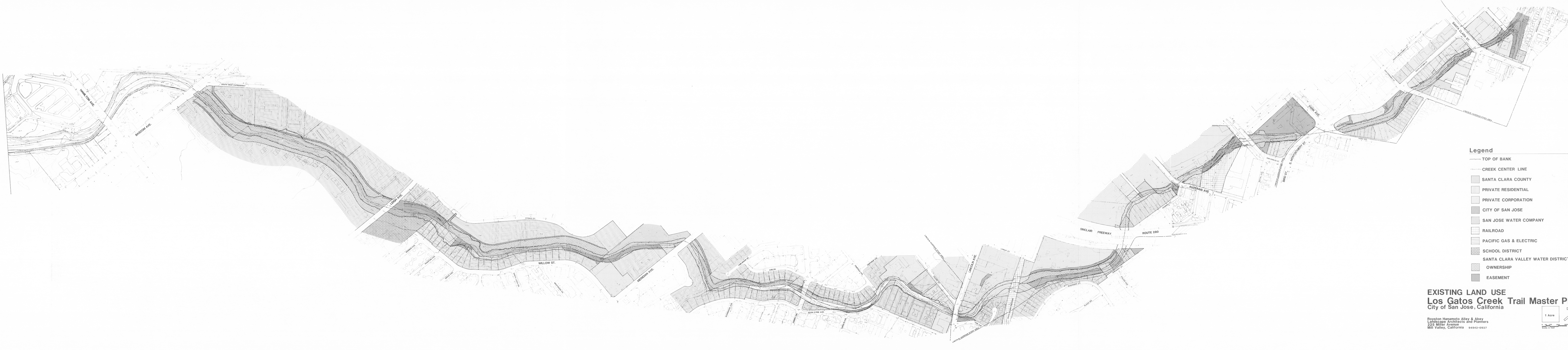
The Land Use Map shows the relationship of public lands, private residences and private corporations and the possibilities for connecting access along the creek between these adjacent properties. The Land Use Map indicates the opportunity to maximize the use of City properties, maximize joint-use of property and easements of the Santa Clara Valley Water District, and acquire easements from San Jose Water Company, Pacific Gas and Electric and private corporations.

New developments such as 1600 Hamilton Place and the property between Lonus Street and Route 280, begin to establish development plans for a bikeway/pedestrian trail along the Creek banks. The Willow Glen Apartments, although private, incorporate the Creek as an important feature in the landscaping. An easement from the Campbell School District provides an opportunity for a bicycle/pedestrian trail along the creekside of Blackford Elementary School and a possible bridge crossing to the linear park on the North side.

The Santa Clara Valley Water District has extensive land holdings along Los Gatos Creek for their access and maintenance. Through joint-use agreements these lands can become available for public use with a bicycle/pedestrian trail and a linear park off Stokes Avenue. A linear park provides the opportunity for needed open space for adjacent apartment residents and homeowners along Meridian and Stokes Streets; a relaxation area for workers in nearby professional complexes; and an alternative leisure site to Bramhall Park. San Jose Water Company

property offers the potential to make an important connection between the SCVWD property and Meridian Avenue through easement agreements.

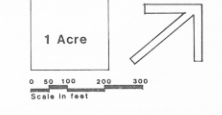
Many private residential properties especially between Meridian and Lincoln Avenue extend to the middle of the Creek and restrict access along the Creek banks. Industrial and private corporations occur along the Creek and often use the Creek bank for storage. These business properties along the creek may provide opportunities for easements. In the downtown area, smaller, light industrial uses offer less opportunities for connecting access along the creek bank although redevelopment plans and changing land use may provide these opportunities in the future.



- Legend**
- TOP OF BANK
 - CREEK CENTER LINE
 - SANTA CLARA COUNTY
 - ▨ PRIVATE RESIDENTIAL
 - ▤ PRIVATE CORPORATION
 - ▥ CITY OF SAN JOSE
 - ▧ SAN JOSE WATER COMPANY
 - ▩ RAILROAD
 - PACIFIC GAS & ELECTRIC
 - SCHOOL DISTRICT
 - ▬ SANTA CLARA VALLEY WATER DISTRICT
 - ▭ OWNERSHIP
 - ▮ EASEMENT

EXISTING LAND USE
Los Gatos Creek Trail Master Plan
 City of San Jose, California

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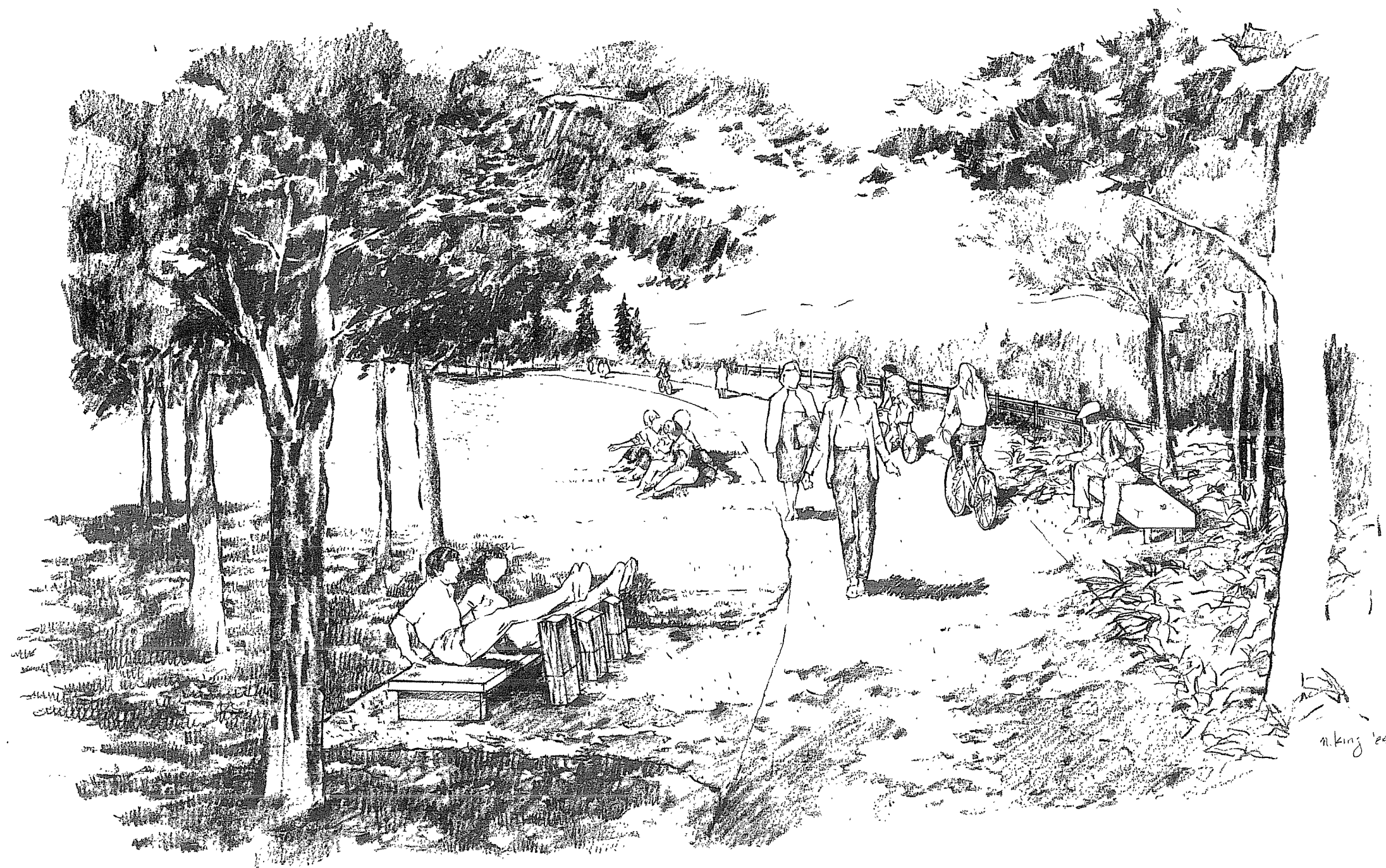


Master Plan Goals

The project goals established and approved by the Advisory Committee include:

1. Preserve and restore the natural creek environment.
2. Provide bicycle and pedestrian access to the creek for community and regional recreation.
3. Recognize and integrate existing and proposed bicycle and pedestrian routes.
4. Provide access for service and maintenance of the creek and recognize the goals of the Santa Clara Valley Water District to provide flood protection and replenish aquifers.
5. Work with involved public agencies and the community to develop a trail system to integrate the needs and requirements of all participants.
6. Provide a continuous system without encroachment on private property while identifying opportunity easements to enhance and benefit the trail system.
7. Recognize the requirements for security, safety and visibility of trail users, including access under street overpasses and handicap requirements.
8. Recognize the requirements of security and safety for private property adjacent to the Creek.
9. Recommend policies and standards for future development along the Creek.





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Design Concept

The Master Plan design concept developed from the Goals set by the Advisory Committee, creates a system for providing public access and use while respecting the natural creek environment, creating an amenity for future development, incorporating the creek into site design and encouraging trail use for daily commutes from home to work.

The Master Plan provides a guideline for future trail improvements along Los Gatos Creek and assists in developing joint-use agreements for land held by the various agencies. The plan also incorporates design guidelines for bicycle and pedestrian circulation, and landscaping, while accommodating the function of the Creek for flood protection and aquifer recharge.

Bicycle riding, walking, and jogging are restricted to areas along the creek bank and on-street. Trail types include asphalt trails for bicycles and maintenance vehicles and narrower gravel pedestrian paths. A connecting bicycle circulation system will run the entire length of the creek as bikepaths in conjunction with pedestrian paths, bike lanes or as on-street bike routes. Undercrossings or on-grade trails below major thoroughfares will provide safe access for both bicycles and pedestrians.

Major plantings of trees, shrubs, and grasses will establish a natural creek environment. Tree plantings will be used to define space and offer shade, screens, interest and visual relief.

Design Guidelines

The following design guidelines for grading, circulation, and planting should be utilized for implementing the Master Plan:

Grading

- o Grade to improve sight lines of the trail for surveillance and safety.
- o Grade or install barriers to reduce hazards associated with steep banks.
- o Landforms should be used to provide a transition between the scale and massing of adjacent development and the natural qualities of the creek and trail, while allowing for adequate surveillance of the trail from roads and adjacent development.
- o Coordinate grading in creek channel for slope stabilization and flood carrying capacities with Santa Clara Valley Water District.

Circulation

- o Adopt the criteria of the California Highway Design Manual, Bikeway Planning and Design Standards as guidelines for the three categories of bikeways:
 - Bike Path on a right-of-way separate from the street
 - Bike Lane on a striped lane and signed for one-way bike travel on street

- Bike Route sharing use with pedestrians or vehicle travel with signing

- o Design creek trail in accordance with State of California handicapped access standards.

o Provide 10 foot wide asphalt concrete path suitable for occasional service vehicle travel where separate pedestrian and bicycle paths are not feasible.

o Provide a pedestrian trail 3 to 5 feet wide, surfaced with decomposed granite on a gravel base in addition to a minimum 8 foot wide asphalt concrete bicycle path where separate pedestrian and bicycle paths are feasible.

- o Use bollards or other devices and signing to prohibit unauthorized vehicle use.

- o Indicate main entrances to the trail with signs.

- o Use fencing, planting and landforms to protect trail users from steep banks as necessary.

o Separate bicycles and pedestrians from on-grade street crossings with undercrossings at major thoroughfares.

- o Orient the trail to maximize the creek experience.

- o Provide connections to other public lands and facilities and the regional trail system.

- o Construct trails with minimal disturbance to the land.

Planting

- o Use native and drought tolerant plant material. Suggested plant list is included in the Appendix of this report.

- o Remove existing noxious or invasive species.

- o Install plantings in naturalized masses with varying spacing.

- o Utilize plant sizes, shapes, color, texture and seasonal variation to provide contrast, define activity areas and create screens.

- o Avoid shrub planting masses which obscure surveillance of trail.

- o Provide erosion control on all disturbed areas and creek channel problem areas.

- o Encourage active community involvement in landscape planting.

Flood Control and Maintenance

- o Provide access for Santa Clara Valley Water District (SCVWD) flood control ground water recharge activities and for trail maintenance.

- o Coordinate SCVWD responsibilities with trail maintenance.

Implementation and Design Guidelines for Adjacent Development

Land uses and future development adjacent to Los Gatos Creek will also play a critical role in the development and quality of the Los Gatos Creek Trail. Not only can an improved visual image of the creek attract private development and activity to the area, but diverse and well planned development can encourage creek trail use.

The City of San Jose Horizon 2000 General Plan clearly states City policies regarding the future role of adjacent land uses in the development of the Los Gatos Creek trail:

"The City should control land development along designated Trails and Pathway Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not detract from the scenic and aesthetic qualities of the corridor."

"When new development occurs adjacent to a designated Trails and Pathway Corridor, the City should encourage the developer to install and maintain the trail."

"The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged."

In response to the policies of the Horizon 2000 General Plan and the goals of this Master Plan, the following guidelines are to be considered for development adjacent to Los Gatos Creek:

1. Future private and public redevelopment and development along Los Gatos Creek shall be required to install the trail and landscaping as described in the Los Gatos Creek Trail Master Plan and design guidelines at the time of the redevelopment or development of the creekside property.

The trail right-of-way shall be dedicated in fee to the City of San Jose with flood control easements to the Santa Clara Valley Water District.

The maintenance of the landscaping and/or trail may also be required by agreement.

2. Development adjacent to the creek shall orient toward the creek and enhance the creekside trail system. Thus, the location, height and orientation of buildings shall recognize the needs of trail users for recreational enjoyment, surveillance of the trail, trail access, and maintenance.

A. Building and landscape materials should complement the natural character of the trail and creek area.

B. Building service areas and refuse areas shall not be located along the creek trail frontage and/or shall be adequately screened from the creek trail.

C. Open space and landscaping around buildings shall integrate with the creek trail and landscaping.

D. Buildings and site improvements should be located and oriented to provide open space along the creek trail frontage.

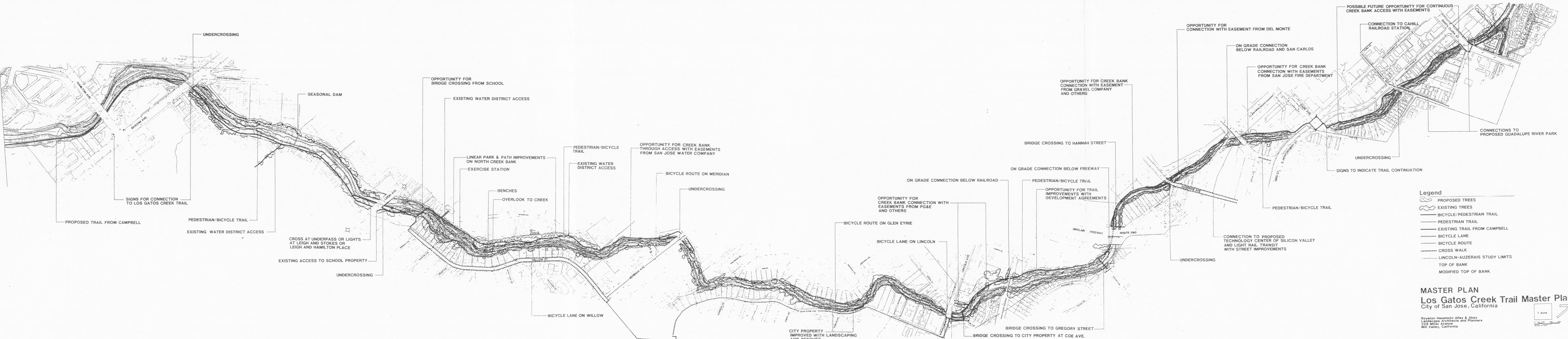
E. Buildings shall be located to provide visual access to the trail from within the site.

F. Access to the trail from public streets for pedestrian and bicycle use shall be provided.

G. Access to the trail from public streets for maintenance and security vehicles shall be provided.

H. When public street access is required or feasible with development or redevelopment adjacent to the creek corridor, the new streets shall be oriented to eliminate development between the street and the creek, using creek frontage roads when feasible and desirable in conjunction with the creek trail.





- Legend**
- PROPOSED TREES
 - EXISTING TREES
 - BICYCLE/PEDESTRIAN TRAIL
 - PEDESTRIAN TRAIL
 - EXISTING TRAIL FROM CAMPBELL
 - BICYCLE LANE
 - BICYCLE ROUTE
 - CROSS WALK
 - LINCOLN-AUZERAIS STUDY LIMITS
 - TOP OF BANK
 - MODIFIED TOP OF BANK

MASTER PLAN
Los Gatos Creek Trail Master Plan
 City of San Jose, California

Royston Hanamoto Alley & Abey
 Landscape Architects and Planners
 225 Miller Avenue
 Mill Valley, California

1 Acre

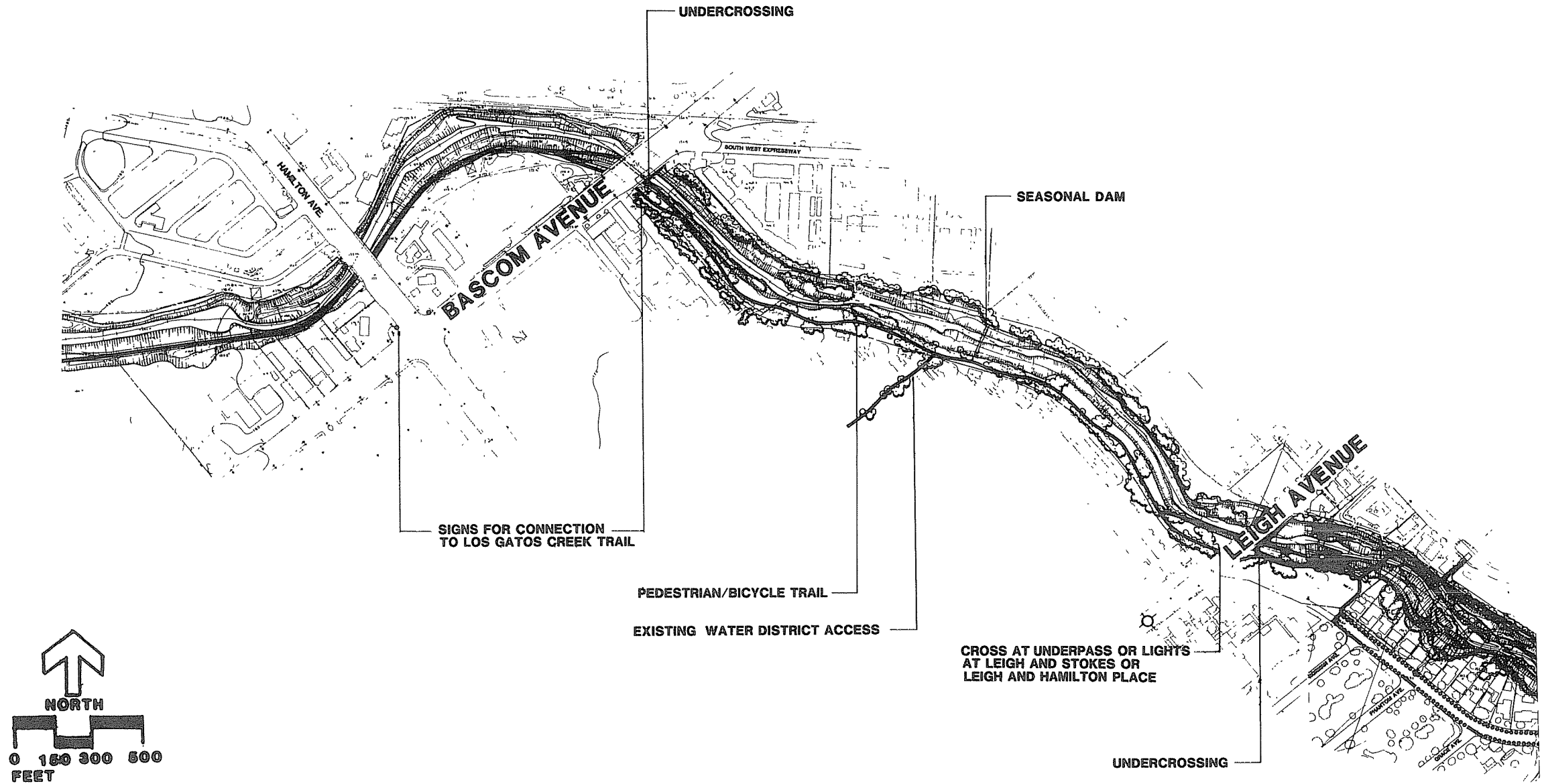
Master Plan Reach Descriptions



The main objective of the Los Gatos Creek Trail Master Plan is to provide a continuous creekside trail from Bascom Avenue to the confluence with the Guadalupe River. Major streets, Route 280 (Sinclair Freeway), and the railroad lines interrupt the linear aspects of the creek. These segments dictate where a bicycle pedestrian path can follow or leave the creek banks. The possibility for easements from public agencies or private corporations will create the opportunity for a continuous trail along the creek. For purposes of the Master Plan study, Los Gatos Creek is divided into the following reaches:

1. Bascom Avenue to Leigh Avenue
2. Leigh Avenue to Meridian Avenue
3. Meridian Avenue to Lincoln Avenue
4. Lincoln Avenue to Park Avenue
5. Park Avenue to the Guadalupe River

Bascom Avenue to Leigh Avenue



General Description:

This first reach connects the Los Gatos Creek Trail from the City of Campbell to the City of San Jose. Santa Clara Valley Water District (SCVWD) lands and a new housing development allow for some of the most extensive improvements of the entire trail system.

Improvements:

As part of the new development at 1600 Hamilton Place, a landscaped bicycle/pedestrian path creates a park-like atmosphere on the southern bank. This landscaping, along with a planting of

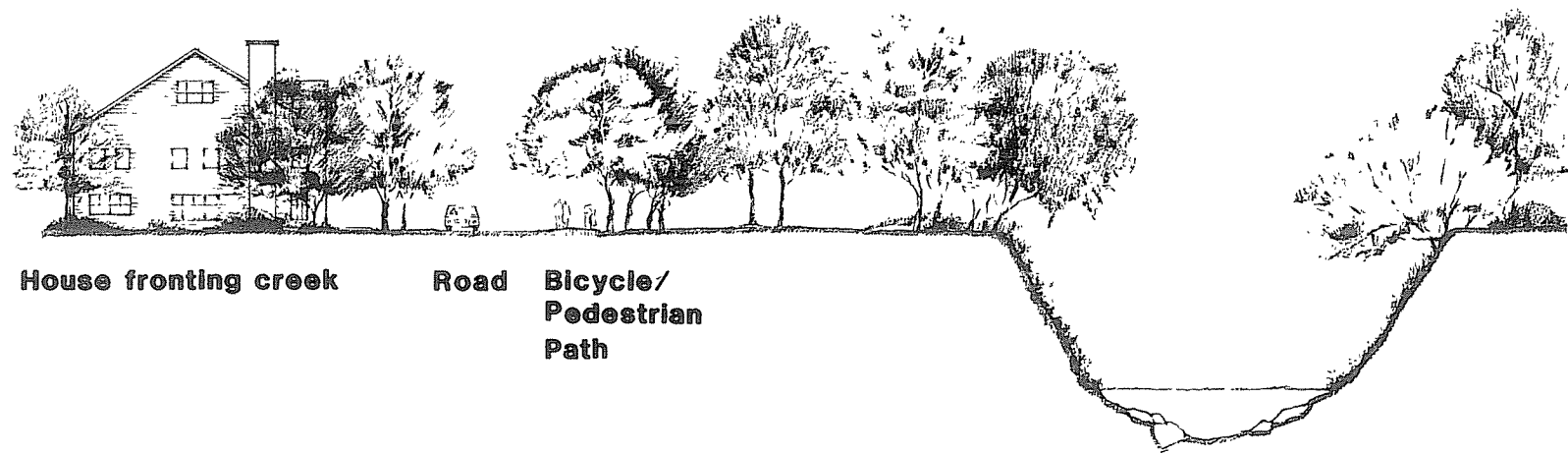
cottonwoods and willows on the northern bank, serves to enhance the adjacent residences, screen parking and trash disposal areas and recreate a naturalized creek environment.

Improvements in this reach include bank repair of eroding steep slopes with rip-rap or erosion control planting. Safety barriers along the southern bank protect the public from the steep cliffs on the bank edge.

These improvements will encourage jogging, walking and bicycle riding. Access will be retained for SCVWD services and vehicles to maintain the creek and the seasonal dam.

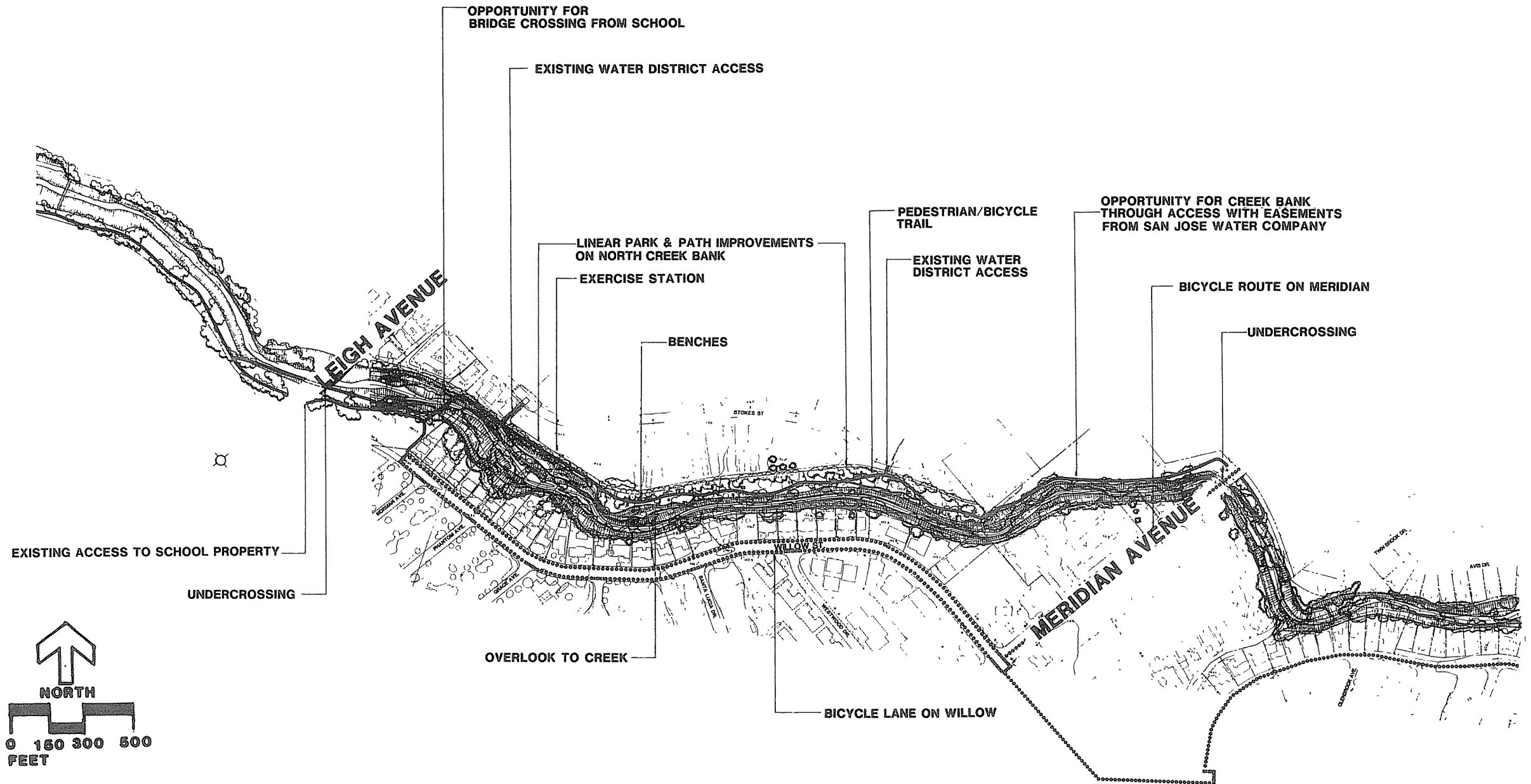
Creek Trail:

Directional signs at Bascom Avenue and Hamilton indicate connections to the trail at Los Gatos Creek. An undercrossing at Bascom Avenue connects to the City of Campbell segment of the Los Gatos Creek Trail. Thus, the trail at Bascom begins both at street level and also as an undercrossing. The trail continues along the creekside of the existing apartment buildings past the townhouses of 1600 Hamilton Place, with one segment continuing on-grade to Leigh Avenue and the other segment descending the bank to an undercrossing below Leigh Avenue.



CREEKSIDE TRAIL

Leigh Avenue to Meridian Avenue



Reach 2

General Description:

Reach 2 extends from Leigh Avenue to Meridian Avenue both on-street and along the creek bank. A 4 acre parcel on the north bank, owned by the Santa Clara Valley Water District allows for development of a neighborhood linear park with a bridge crossing to Blackford Elementary School. Acquiring selected easements would provide the opportunity to create a continuous trail with connections to adjacent neighborhoods, high density apartment buildings and nearby professional offices.

Improvements:

Development of a neighborhood linear park in Reach 2 creates the most exciting and active segment of the trail system with two existing gated entries from Stokes Avenue and trail connections at either end. An easement from San Jose Water Works would provide the opportunity to continue access on the north bank to Meridian Avenue. Within the park, the trail divides into a bike path and a meandering pedestrian path along the creek bank. Santa Clara Valley Water District service and maintenance vehicles will continue to have access to the creek for maintenance and erosion repair. A proposed SCVWD bank stabilization project will restore the physical top of bank access near the upstream end of the proposed linear park. Other sites along the creek are proposed for repair. Water District and park plans in this area should be coordinated to assure compatibility. Park improvements include benches and overlooks to the creek,

and an exercise course, especially attractive to nearby businesses and neighborhood residents. Mounded grass areas provide additional space for relaxation and play. Landscaping includes alders and cottonwoods to enhance the existing riparian environment, along with erosion control planting for slope stabilization. Grading and other improvements will be required to repair eroded banks in some stretches.

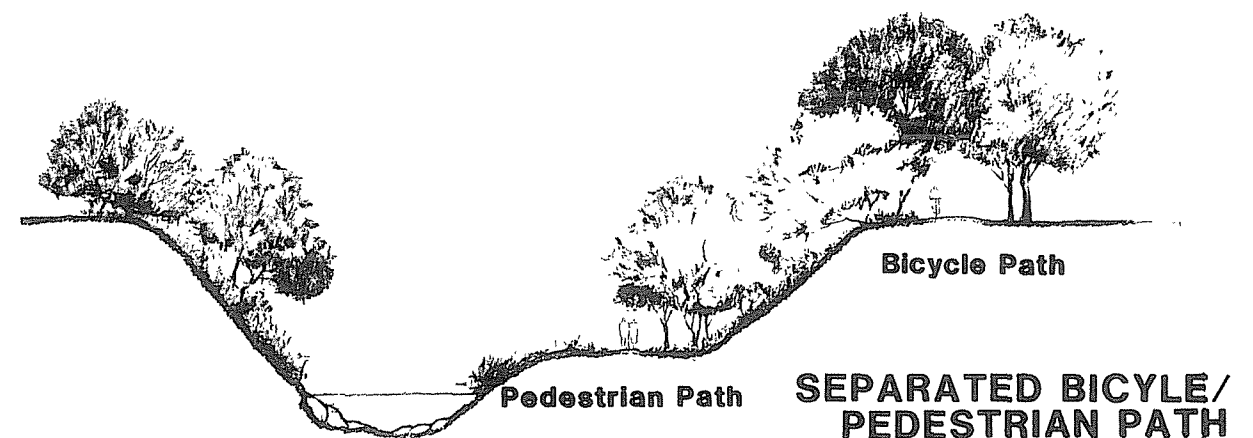
An easement from Campbell School District allows for a trail along the north side of Blackford Elementary School with a bridge crossing the creek to the linear park. As property improvements near Meridian might occur, it is encouraged that a bridge crossing be pursued from the eastern portion of the neighborhood linear park to Willow Street.

Creek Trail:

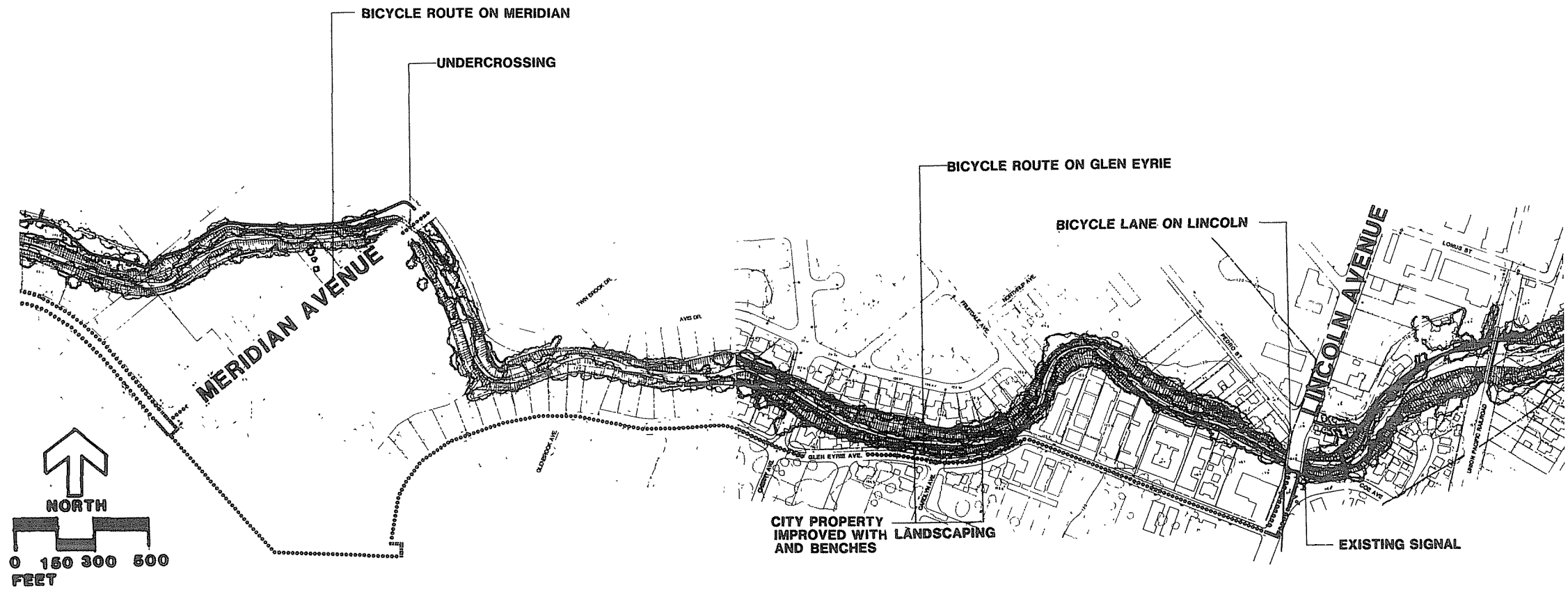
The undercrossing below Leigh Avenue slopes up the southern bank to meet the on-grade

connection from Leigh Avenue at Blackford Elementary School. One segment of the trail continues along the school property to Willow Street and becomes a bike lane on both sides of Willow Street to Meridian Avenue. A bike route extends up Meridian Avenue and connects to an on-grade access on the northern bank of the creek. Narrowness of this busy thoroughfare and existing on-street parking restricts Meridian Avenue to designation as a bike route. In the future, possible road changes or restriping may improve the situation.

The other trail segment along the creek bank of the school property crosses the creek with a bridge, connects to the linear park and separates into two pathways for pedestrians and bikes. The trail continues along this northern bank, connects to Stokes Street at two different points and forks into a path which continues on-grade to Meridian to connect to the bike route and a path which descends the bank to an undercrossing below Meridian Avenue to the east side.



Meridian Avenue to Lincoln Avenue



General Description:

Between Meridian Avenue and Lincoln Avenue, residential properties, which in many cases extend to the middle of the creek, prevent through access along the banks and require the trail to leave the creek alignment and use surface streets for the bike and trail connection.

Improvements:

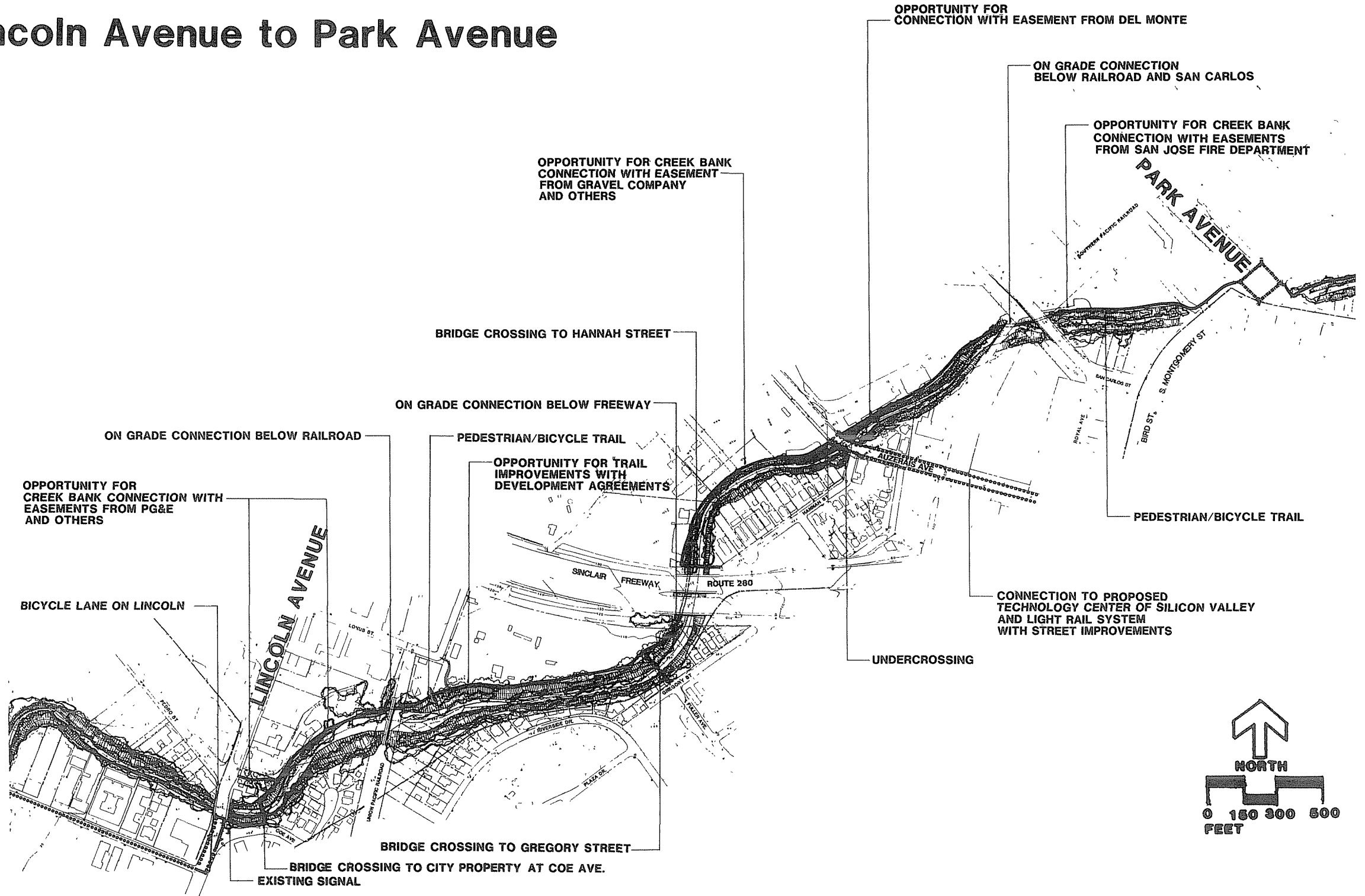
Due to restricted access along the top of the bank, no improvements are proposed along the creek between Meridian Avenue and Lincoln Avenue. The major activities along this stretch will be riding bicycles or walking along the residential street of Glen Eyrie Avenue. Narrowness of the street and on-street parking restricts usage to signing as a bike route. Along Glen Eyrie Avenue near Carolyn Avenue, a narrow strip of City property offers space for shaded benches with pepper trees and pleasant views to the creek.

Creek Trail:

The creek trail passes beneath Meridian Avenue through an undercrossing and ascends the bank on the east side within a Santa Clara Valley Water District easement on the Willow Glen Apartment property. The trail circles back to meet an on-grade connection with signs to the bike route on Meridian Avenue.

From the intersection of Meridian Avenue and Willow Street, the bike lane becomes a signed bike route and continues on Willow Street to Bramhall Park and Glen Eyrie Avenue. Bike route signs direct bicyclists onto Glen Eyrie Avenue, a pleasant residential street shaded by large street trees. The route follows Glen Eyrie with limited glimpses of the creek at the City property near Carolyn Avenue. Glen Eyrie heads east through a multi-family residential area to the intersection with Lincoln Avenue. Signal lights provide a safe crossing at Lincoln Avenue and Coe Avenue.

Lincoln Avenue to Park Avenue



General Description:

This stretch is a transition area from the residential area upstream to the more urban character in downtown San Jose. Opportunities for easements from small businesses and large corporations and a land dedication from a new development allow the trail to follow the creek bank. Three bridge crossings connect adjacent residential neighborhoods.

Recognizing changing land uses and redevelopment programs, this reach, along with Reach 5, provides an opportunity for existing uses and future development to interface with the creek trail by incorporating certain design features at the time of development or through a mutual agreement to improve existing conditions. For example, locating building fronts or windows facing the creek, avoiding back up design to the creek (loading docks, trash areas), or screening existing bad visual spots with fences or heavy planting.

Improvements:

This stretch features the participation of private businesses and corporations in the development of the creek trail system by granting selected easements. Off Lincoln Avenue, an easement from Pacific Gas and Electric allows passage north of the transmission tower to the creek bank. Landscaping with willows and alders and the asphalt trail create a pleasing entry from Lincoln Avenue to the creek. A bridge crossing the creek to Coe Avenue allows for a safe cross-

ing at the signalized intersection of Lincoln Avenue. Additional easements granted by other private businesses will allow the trail to follow the north creek bank beneath the Union Pacific Railroad crossing. The trail connects through an easement to be dedicated to the Santa Clara Valley Water District from the land development between Lonus Street and Route 280.

A vacant 6 acre parcel between Lonus Street and Route 280, scheduled for development in the near future, provides the possibility to design a complex facing the creek which incorporates the trail and associated landscaping as an important design feature. From this property, a bridge crossing to a City parcel allows access to Gregory Street, Bird Avenue and the downtown area. Agreements with the California Department of Transportation allow for a trail beneath Route 280 (the Sinclair Freeway), on a shelf area along the northern bank edge. On the north side of the freeway, an easement from Reed and Graham, Inc. permits access for the trail. At this location a bridge crosses the creek and connects a small Santa Clara Valley Water District land holding to Hannah Street and on to Auzerais Avenue. Easements from Del Monte permit access along both an existing pathway and a new bike/pedestrian trail with an undercrossing below Auzerais Avenue. Agreements with the Southern Pacific Railroad allow for passage of the trail below the railroad crossing. Easements across Pacific Gas and Electric property and a City fire training facility connect the trail system to Park Avenue.

Creek Trail:

From the intersection with Glen Eyrie Avenue signs designate a bike route north on Lincoln Avenue across Coe Avenue and the creek. A bridge crosses the creek to the north bank from Coe Avenue. On the north side of the creek a sign directs access on the bike/pedestrian path to the creek bank. The trail follows northeast along the bank and downslope to pass beneath the railroad crossing. The trail then slopes back up the bank and connects to a bike/pedestrian trail between Lonus Street and Route 280 and separates just before reaching the freeway. A bridge crossing connects the trail to Gregory Street. The other trail segment on the north side slopes below the freeway and comes back up the bank with another bridge crossing connecting the trail to Hannah Street.

A bicycle/pedestrian path follows the north bank, connects to an existing path along the Del Monte property, passes below Auzerais Avenue as an undercrossing and slopes back up to the top of the bank. The path follows along the Del Monte property, links to another existing path, and then slopes beneath the railroad crossing and San Carlos Street where existing stairs provide access to the street. After San Carlos Street the trail passes through an easement on Pacific Gas and Electric property, follows the bank on the fenced creek side of the City fire training facility, and crosses City property to Park Avenue.

Reach 5

General Description:

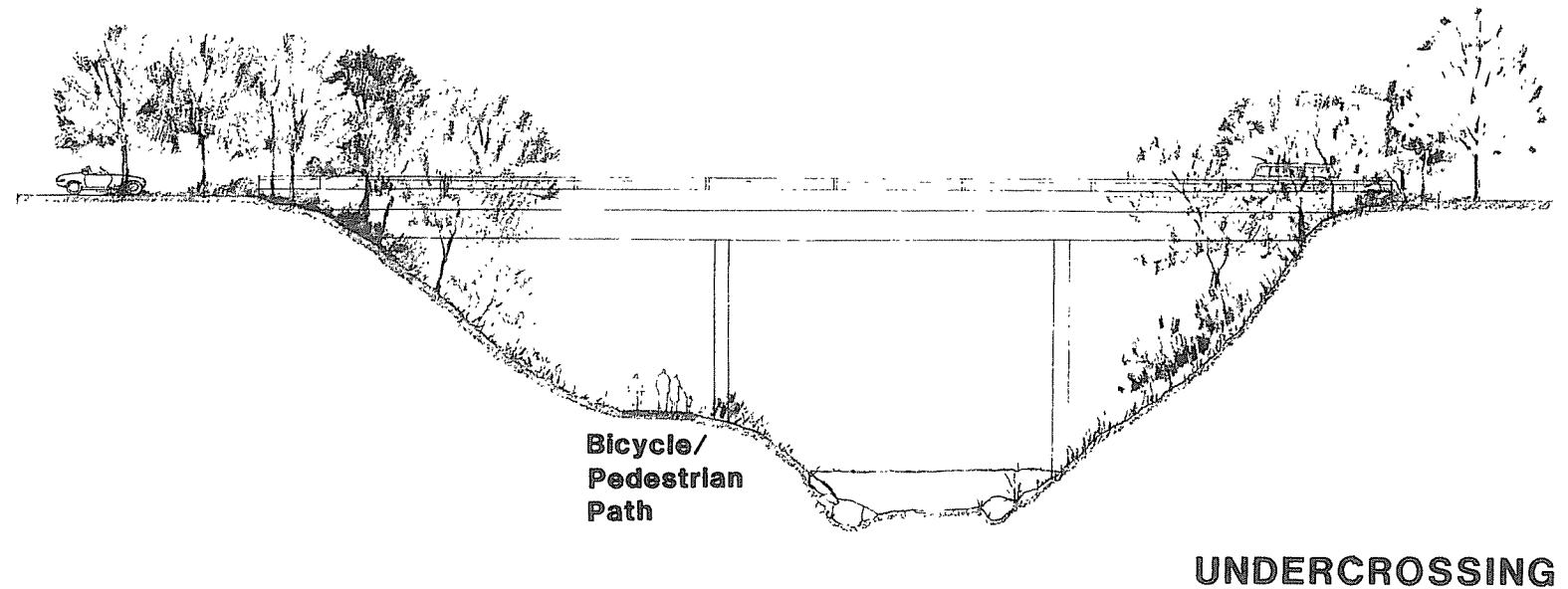
This last reach of the Los Gatos Creek Trail is the crucial link to downtown San Jose and the proposed Guadalupe River Park. Fulfilling the Master Plan in this stretch requires easements from individual private businesses in order to obtain access along the entire creek. Opportunities for acquiring these easements may occur with future redevelopment plans and probable land use changes in these downtown areas.

Improvements:

This stretch makes the transition from the riparian character of the creek as it passes through residential areas to the more urban character as proposed for the Guadalupe River Park. Trail improvements provide for pedestrians and bicyclists. Directional signing indicates important connections to the proposed Guadalupe River Park and Technology Center, the proposed Light Rail Transit, Cahill Railroad Station and major parking facilities on San Fernando Street and Santa Clara Street with undercrossings to bypass major traffic thoroughfares.

Creek Trail:

Signing directs people across the major thoroughfares of Park Avenue, South Montgomery and South Autumn Streets. The trail continues behind the office complex at Park Avenue and South Autumn Street along the north bank, going downslope with an undercrossing at San Fernando Street. The trail continues along the north bank and passes below Santa Clara Street to connect with the trail along Los Gatos Creek developed in conjunction with the proposed Guadalupe River Park.



Phasing

The recommended phasing, based on the priorities established by the Advisory Committee, reflects those aspects of construction necessary for use of the creek trail. Actual Phasing may vary as funding sources become available.

Phase I

- complete* A. Bascom to Leigh trail connections to 1600 Hamilton Place *NIC*
- complete* B. Leigh undercrossing *282,600*
- complete* C. Trail at Blackford Elementary School to Willow Street
- complete* D. Willow Street bike lanes to Meridian *NIC*
- E. Bike route to Bramhall Park *NIC*

Phase IA

- A. City Property improvements on Glen Eyrie *12,300*
- B. Bike route signs on Glen Eyrie to Lincoln *NIC*
- complete* C. Bascom Avenue undercrossing *NIC*

P

Phase II *669,600*

- A. Linear Park (4.08 acres)
- B. Crossing to Blackford School

Phase IIA

- A. Linear Park trail connection to Meridian *207,400*
- B. Meridian undercrossing and trail loop to street *?*
- C. Meridian bike route signs to Willow

Phase III *381,400 (NIC '01)*

- A. Bridge crossing at Coe
- B. Trail from Lincoln on PG&E right-of-way
- complete* Trail connections to 6 acre parcel off Lonus Street *NIC*
- D. Bridge crossing at Gregory Street

Phase IV *365,400*

- A. Trail from Gregory crossing *NIC*
- B. Freeway undercrossing *280*
- C. Hannah Street bridge crossing
- D. Auzerais Undercrossing
- E. Trail to Park Avenue

Phase V *290,700*

- A. Trail from Park Avenue to confluence with Guadalupe River
- B. San Fernando Undercrossing
- C. Santa Clara Undercrossing
- D. Bridge crossing at confluence with Guadalupe River

Cost Estimate

The following estimate is divided into five phases. Unless otherwise noted, the costs were estimated as if all work were to be done by private contractors, and the costs are based on December 1985 construction prices. The estimate as a whole reflects the development value of the project. It is realistic to assume that cost savings can be generated by:

1. Private sector development.
2. Project phasing and coordination.
3. Grant acquisition and sharing of costs with other agencies.
4. Volunteer labor and material programs.

PHASE I	
Bascom to Leigh Avenue Area	\$282,600
PHASE IA	
City Property Improvements on Glen Eyrie	\$ 12,300
PHASE II	
Linear Park and School Crossing	\$669,600
PHASE IIA	
Trail Connection to Meridian	\$207,400
PHASE III	
Lincoln Avenue to Gregory Street Connection	\$381,400
PHASE IV	
From Gregory Street Crossing to Park Avenue	\$365,400
PHASE V	
Park Avenue to the Confluence	\$290,700
	<hr/>
TOTAL	\$ 2,209,400

TRAIL MAINTENANCE COST

Maintenance costs are estimated on an annual basis and include personnel costs and equipment as determined by the City of San Jose Parks and Recreation Department.

PHASE I	\$ 10,300
PHASE IA	0
PHASE II	14,400
PHASE IIA	4,200
PHASE III	1,900
PHASE IV	1,300
PHASE V	1,600
	<hr/>
TOTAL	\$ 33,700

The above costs include 10% Contingency, 15% Contractor's Overhead and Profit, and 20% Engineering Design, City Inspection and Administration. The above Cost Estimate does not include: Undercrossing at Bascom, Bike Lane Painting, Bike Route Signs, Del Monte Property Trail, 1600 Hamilton Place Trail Development, Lonus Street to Route 280 Development, recommended traffic lights or other street improvements. Providing personnel and equipment for trail surveillance and patrol will be an additional cost.

Implementation/Funding

The Los Gatos Trail can be implemented through the combined actions of public, quasi-public, private agencies and service groups.

- Many portions of the proposed creek trail right-of-way are already in public or quasi-public ownership.
- Several major improvements could be combined with routine public projects.
- Vital trail segments could be secured through regulating private development projects.
- Public benefit from existing sources of funding could be maximized if projects reinforce each other.

Public and Quasi-Public Right-of-Way

The Los Gatos Creek Trail can be implemented utilizing lands already in public ownership and encouraging cooperative development between existing public agencies. The Santa Clara Valley Water District (SCVWD) encourages joint-use of District facilities for recreational purposes by responsible public agencies (e.g. San Jose) wherever such joint-use does not conflict with District activities. This joint-use is administered through an agreement in which another agency (e.g. San Jose) takes responsibility for and assumes all costs of constructing, maintaining, policing and liability of trails and pathways located within the District's rights-of-way.

Other areas of the proposed creek trail owned by quasi-public and private agencies

also have rights-of-way which could help fulfill the Plan if public access is permitted. The San Jose Water Company, Pacific Gas and Electric (transmission lines), Southern Pacific (rail) Transportation Company, Del Monte, and Reed and Graham Inc. have creekside property which could contribute to the trail system with easements for trail access. Preliminary conversations with agencies and corporations which might participate in implementing the trail system were favorable to the trail concept.

Trail Design and Public Improvements

Portions of the trail are proposed in locations where there are planned future public improvements. Costs of trail development could be reduced if specific improvements are designed into these planned public projects.

The SCVWD plans to do maintenance work along Los Gatos Creek in the summer of 1986 including erosion protection work: along the property on the north bank near Lincoln Avenue; along the San Jose Water Company property near Meridian Avenue; along the residential properties on the south bank across from the proposed linear park; and on SCVWD property along the banks of the proposed linear park. Each of these locations provides an opportunity to coordinate with the Master Plan.

The District's long range plans for making major flood control improvements through this section of creek are primarily erosion protection. Planned improvements are not

scheduled until after the year 2000. At that time it may be necessary to relocate sections of the trail to accommodate improvements.

Expenses for implementation of the street elements of the trail system, such as bike lane striping and signing, can be significantly reduced if coordinated with planned capital improvements and periodic resurfacing or re-striping contracts. Enhancement of the trail system can also be effected during construction of street improvements resulting from private development requirements and/or major redevelopment programs. Auzerais Avenue, for example, could be striped to include bike lanes if widened as part of the Downtown Development.

Trail Implementation with New Development

New land development projects along the creek can provide for trail access and improvements. Using the Master Plan as a guide the City Planning Department can regulate land development with conditions on projects to assure that a right-of-way will be protected for the proposed trail system. In most instances trail installation and assurance of public trail access can be required as part of the project.

As an example of this cooperation between the City and new development, Broadmoor-Lusk will be installing a trail and associated

landscaping along the creek at 1600 Hamilton Place to be completed in 1986. These improvements will benefit the residents of 1600 Hamilton Place, neighboring properties and the general public by motivating support for further creek trail improvements. The property between Lonus Street and Route 280 on the north side of the creek provides another opportunity for trail development. Future redevelopment projects in the downtown areas offer additional opportunities to work with private property owners to achieve a continuous trail system.

Funding of Trail Improvements

Completion of a continuous creekside trail requires the participation of all related jurisdictions. Major portions of the Los Gatos Trail from central Campbell to Vasona Park were completed with the financial support of the cities of Los Gatos and Campbell, and the County Parks Department. The Santa Clara Valley Water District provides joint use of its rights-of-way.

On the local level, the most significant sources of fundings include TDA Funds, City Park Funds, and County Park Funds. The Transportation Development Act of 1972 (TDA) provides funds as a percentage of the state sales tax for local transportation, transit (BART, SAMTRANS, etc.) and pedestrian/bicycle improvements. TDA funds may be used for the construction of the paved pedestrian bike path, bridges and bike lanes and routes on-street, but not for landscaping. TDA funds of \$47,000 have already been

allocated for trail improvements from Bascom Avenue to 1600 Hamilton Place. Future TDA funding of Los Gatos Creek Trail improvements will depend on priorities set by the City Council for use of these funds city wide.

Local funding is also available through Council District 6 by Construction and Real Property Conveyance Tax Funds which are annually budgeted by the City Council. With the City Council approval of the Los Gatos Creek Master Plan, including the Phasing Program, they can prioritize this project for funding along with other park projects in Council District 6.

Santa Clara County's Plan for Regional Parks provides for numerous trail and park improvements supported through the ten cent county-wide property tax approved by the voters in 1972 and reaffirmed in 1978 (Measure A). Such funding has provided notable in-park trail systems, along with connecting trails between regional parks where feasible. The County Parks Department is also the lead agency in applying for State money available from State Bond Funds.

At the State level there are opportunities for grants for trail development, especially for bike path development. These opportunities include the Roberti-Z'berg Urban Open Space and Recreation Program, and the Land and Water Conservation Fund. The State Department of Water Resources also administers the Urban Stream Restoration Program. This program provides grants to assist local agencies and organizations with on-site res-

toration work including erosion control, landscaping and creek channel maintenance.

The California Conservation Corps may offer another opportunity for State funded implementation of the trail system with workers available for constructing trails and planting.

The private sector can be an important source of funding and support for trails, landscaping and other amenities (clubs, landowners and individuals). The Los Gatos Creek Master Plan offers opportunities for granting easements or rights-of-way with tax advantages; for bicycling clubs, companies, landowners or individuals to make gifts of money or materials for bridges, trail sections, benches, etc.; or for work parties (Boy Scouts, Youth Groups, etc.). Such projects could be a memorial or means of expressing public appreciation and recognition.

A number of foundations may also have money available for park and trail development. These foundations include: Ahmanson, Alcoa, Arco, Atlantic Richfield, Hewlett, Irvine, Packard, Witter, Zellerbach, and Bank of America. Contributions average about \$10,000 to \$50,000 and could be used in meeting the matching grant requirements of the Land and Water Conservation Funds.

Citizen Involvement

The City of San Jose can enlist the help of local citizens to implement the Los Gatos Creek Trail. Active citizen organizations

can help construct the trail or perform periodic clean-up and maintenance. Involving potential users in the design and provision of the trail system can reduce public costs and assure that the trails are important to the community and thus assist in safety and maintenance.

The Los Gatos Creek Trail will not be implemented all at once. In accepting the Master Plan, the Council acknowledges this document as a planning guide for future decisions regarding Los Gatos Creek. Specific actions and commitments can assure that in the future the entire trail will be developed: trail routes should be protected; future public and private projects along the trail route should provide for the eventual implementation of the entire system; and full advantage should be taken of available funding opportunities.

Summary

Development and future implementation of the Master Plan reflects the cooperation and involvement of the citizens of San Jose.

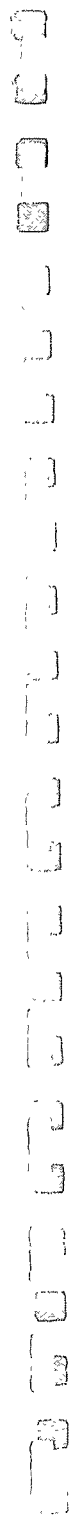
Citizen participation in development of the trail system has already been extensive. Many individuals and representatives from various groups have donated their services on the Advisory Committee, establishing the goals and objectives of the trail and continuing input into the design of the Master Plan. Other groups such as the Los Gatos Creek Streamside Park Committee, local businesses, the Scouts, Brownies, the Adventurers Club, children from Blackford Elementary School and the Campfire Girls have given their time for site cleanup days, removing trash and debris from the site. Continued citizen participation will be important in implementing Master Plan phases.

Many agencies with varying concerns and/or jurisdiction provided input to the Los Gatos Creek Trail Master Plan which is reflected in the final design. Any future revisions to the plan should consider the concerns of these agencies. The continued involvement of these agencies assures implementation of the final link in the Los Gatos Creek Trail system.

The Parks and Recreation Department and the Public Works Department of the City of San Jose are responsible for the Master Plan, implementation and trail maintenance. The Department of City Planning is responsible for coordinating private development proposals along the Creek.

The concerns of the Santa Clara Valley Water District (SCVWD) include maintaining the flood carrying capacity of the creek and assuring the function of the creek as an aquifer recharge.

The Master Plan for Los Gatos Creek reflects these concerns and provides a means for implementing the policies of The Horizon 2000 General Plan to establish a continuous trail system along Los Gatos Creek from Bascom Avenue to the confluence with the Guadalupe River.



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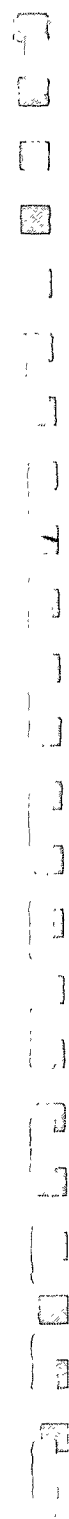
Interim Plan

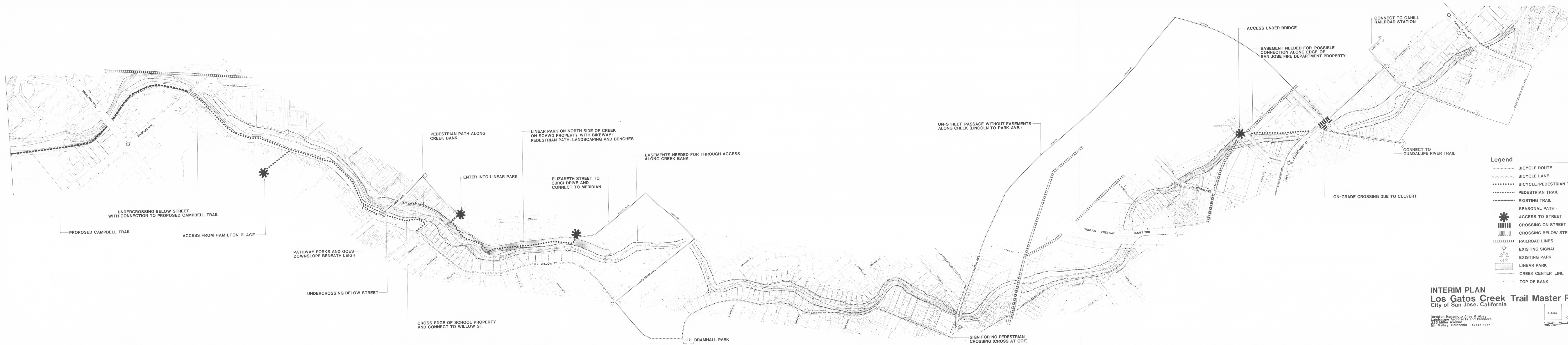
The Planning process focused on providing a continuous bicycle/pedestrian trail along Los Gatos Creek from Bascom Avenue to the confluence with the Guadalupe River. Analysis of the creek area shows that access along the creek bank is restricted in many reaches, whether by private ownership or by physical barriers such as the railroad tracks and the freeway.

The Interim Plan is a temporary solution for providing a continuous connection from Bascom to the Guadalupe River. Many trail segments are already possible: from Bascom to Leigh, along 1600 Hamilton Place, the property between Lonus Street and Route 280, and across the City Fire Training Facility near South Montgomery. In some instances, the objective of providing access adjacent to the creek is difficult because of private ownership (e.g. along Glen Eyrie Avenue). In the case where an easement must be obtained (PG&E, Del Monte and Reed & Graham, Inc.), the Interim Plan delineates an on-street bicycle/pedestrian route which eventually connects back to the creek bank trail.

Obtaining selected easements, designing trails or structures, or repairing eroded banks will permit the desired continuous connection. Budgets, and funding may also dictate the extent or timing for implementation.

For the present time, the Interim Plan, provides a means for a continuous connection which can be implemented while waiting for easements or funding.



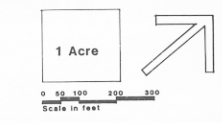


Legend

- BICYCLE ROUTE
- o-o-o-o-o BICYCLE LANE
- o-o-o-o-o BICYCLE/PEDESTRIAN TRAIL
- PEDESTRIAN TRAIL
- EXISTING TRAIL
- SEASONAL PATH
- ✱ ACCESS TO STREET
- ||||| CROSSING ON STREET
- ||||| CROSSING BELOW STREET
- ||||| RAILROAD LINES
- EXISTING SIGNAL
- ⊕ EXISTING PARK
- ▨ LINEAR PARK
- CREEK CENTER LINE
- TOP OF BANK

**INTERIM PLAN
Los Gatos Creek Trail Master Plan
City of San Jose, California**

Royston Hanamoto Alley & Abey
Landscape Architects and Planners
225 Miller Avenue
Mill Valley, California 94942-0937



SIGN FOR NO PEDESTRIAN CROSSING (CROSS AT COE)

Plant List

Trees

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Control Values	Area Suitability Design Considerations	Spacing	Remarks
Acer macrophyllum Big Leaf Maple*	DF	30 - 100 30 - 60 Moderate	W	Shallow	1 & 2 Grove Planting	15' - 25'	Native. Stream banks, California Foothills. Small yellow flowers in drooping clusters. April - May, yellow fall color.
Aesculus californica California Buckeye*	DF	15 - 40 30 - 80	DT	Shallow	Winter Form Mass Planting	15' - 20'	Native. Low, dry hills of coast ranges and along streams. Broad, open crown; generally dome like. May - June, flower plumes.
Alnus rhombifolia White Alder*	D	40 - 90 30 - 40 Rapid	W	Shallow	Grove Planting Quick Effect	5' - 15'	Native. Along streams of coast range valleys. Tall, straight trunk, ascending or spreading branches, dark green leaves.
Juglans californica Black Walnut*	D	30 - 70 30 - 50 Moderate	DT	Deep Roots	2 Mass Planting	8' - 10'	Native. Central Valley - Southern California. Often found along streams in Santa Clara County. Broad, round topped crown. Trunk unbranched for 10' - 20'.
Pinus halepensis Aleppo Pine	E	30 - 60 15 - 30 Moderate	DT	Deep roots	2 Screening Massing	12'	Widely adapted to this area. Open irregular crown, rugged character valuable in conditions of wind and heat.
Pinus radiata Monterey Pine	E	40 - 80 30 - 50 Rapid	DT	Deep roots	2 Screening Massing	10' - 15'	Native to California Central Coast. Widely adapted to this area. Narrow compact tree, dark green foliage. Dependable, fast growth.
Pinus saviniana Digger Pine	E	40 - 80 15 - 25 Moderate	DT	Deep roots	2 Screen Planting Mass Planting	12'	Native. Dry foothills bordering the central valleys and inner coast ranges. Grey-green needles, large cones, and forked trunk.
Platanus racemosa California Sycamore*	D	40 - 50 40 - 70 Rapid	DT	Shallow spreading	1 & 2 Mass Planting	10' - 15'	Native. Stream banks and floodplain, and coast ranges. Often multi-trunk. At times, trunk leans horizontal or prostrate. Quick effect, winter form.

AREA SUITABILITY: 1) Creek Slopes
 2) Linear Park
 3) Erosion Control
 4) Accent
 * Found naturally along the creek.

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Control Values	Area Suitability Design Considerations	Spacing	Remarks
Populus fremontii Fremont Cottonwood*	D	40 - 60 Rapid	DT	Shallow spreading Invasive	2 Grove Planting Windbreak	5' - 10'	Native. Coast range valleys along Streams. Tough, fast. Quick effect. Plant male trees only.
Populus trichocarpa Black Cottonwood*	D	40 - 100 Rapid	DT	Shallow spreading Invasive	2 & 3 Grove Planting	10' - 15'	Native. Stream banks and valleys of mountain regions. Tall tree, broad crown.
Quercus agrifolia Coast Live Oak*	E	30 - 70 60 - 100 Slow	DT	Deep roots	1 & 2 Specimen Grove Planting Shade	15' - 20'	Native. Lower mountain slopes, foothills and valley flats of the coast ranges. Wide spreading dense tree with rounded crown picturesque.
Quercus lobata Valley Oak	D	40 - 125 Moderate	DT	Deep roots	2, 3 & 4 Specimen Grove Planting	15' - 20'	Native. Inner and middle coast ranges. Large graceful tree - winter form.
Robinia pseudoacacia Black Locust	DF	50 - 75 25 Rapid	DT	Average depth spreading	Accent Mass Planting	15' - 20'	Open branching habit. White flower clusters, May - June. Quick effect. Winter form.
Sambucus glauca Blue Elderberry*	D	10 - 25 10 - 20 Rapid	W	Shallow	1 & 3 Group Planting	15' - 20'	Native. Native on canyon slopes, California foothills and stream banks. Good habitat tree or large shrub.
Salix babylonica Weeping Willow*	D	30 - 40 50 - 70 Rapid	W	Shallow spreading, voracious	1, 2 & 3 Specimen Erosion Control Accent Planting	15' - 20'	Round headed, densely branched tree. Striking form. Quick effect. Active areas - water edge.

AREA SUITABILITY:

- 1) Creak Slopes
- 2) Linear Park
- 3) Erosion Control
- 4) Accent

* Found naturally along the creek.

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Control Values	Area Suitability Design Considerations	Spacing	Remarks
Salix lasiandra Yellow Willow*	D	15 - 40 15 - 25 Rapid	W	Shallow spreading roots Invasive	1 & 3 Specimen Grove Planting	10' - 15'	Native. Occurs along permanent streams in the Great Valley, coast ranges and the Sierra-Nevada up to 4,000 foot elevation. Will attract small birds. Good for upper creek slope planting.
Schinus molle California Pepper	E	15 - 50 30 Rapid	DT	Shallow voracious roots	2 Specimen	20' - 25'	Broad, rounded crown with graceful, pendulous branches. Good shade.
Sequoia sempervirens Coast Redwood	E	70 - 80 15 - 30 Rapid	W	Shallow roots	2 Screen Planting Mass Planting	10' - 15'	Native. Coast ranges from Northern San Luis Obispo County to Southwestern Oregon. Good, fast tree. Widely planted. Tolerates pollutants.
Umbellularia californica California Laurel	E	20 - 75 20 - 40	W	Average root depth	1 & 2 Grove Planting	15' - 20'	Native. Canyon slopes and along streams in coast ranges. Dense, clean tree, no pests.

AREA SUITABILITY:

- 1) Creek Slopes
- 2) Linear Park
- 3) Erosion Control
- 4) Accent

* Found naturally along the creek.

Shrubs

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Control Values	Area Suitability Design Considerations	Spacing	Remarks
Arctostaphylos densiflora 'Howard McMinn' Sonoma Manzanita	EF	30" 4 - 6	DT		1 & 2 Bank Planting	4' - 5'	Native - Sonoma County. Low spreading. Flowers white or pink.
Baccharis pilularis 'Twin Peaks' Dwarf Baccharis	E	12 - 24" 3 - 6	DT	Strong deep growing	1, 2 & 4 Bank Planting	3' - 4'	Native - Dense billowy nat of dark green. Low maintenance. Dependable ground cover.
Ceanothus thyrsiflorus 'Snow Flurry' Blue Blossum	EF	4 - 8 4 - 8 Fast	DT	Some erosion control	1 & 2	4' - 8'	Native - Outer coast ranges. Glossy dark-green leaves. Flowers pure white and profuse. Hardy.
Eriogonum fasciculatum California Buckwheat	EF	1 - 3 2 - 4 Moderate	DT	Excellent erosion con- trol	1, 2 & 4 Bank Planting	Hydro- mulch	Native - Santa Clara foothills. Forms clumps of semi-upright stems with narrow leaves. White flower clusters, May - October.
Fremontodendron californicum Common Flannel Bush	EF	6 - 20 6 - 8 Rapid	DT	Shallow root	1 & 2 Mass Planting	6' - 8'	Native - Foothills of the coast ranges. Yellow flowers, May - June. Good show. Plant away from paths.
Garrya fremontii Coast Silktassel	EF	4 - 8 8 - 10	DT Full sun		1 & 2 Mass Planting	6' - 8'	Native - Coast Ranges. Lively, yellow-green leaves; fruit, purple or black.
Heteromeles arbutifolia Toyon	E	10 - 25 6 - 15 Moderate	DT	Shallow spreading	1 & 2 Mass Planting Bank Planting	6' - 8'	Native - Coast ranges, Sierra-Nevada foothills Bright, red clustered berries, November - January. Showy - erosion control.

AREA SUITABILITY: 1) Creek Slopes
2) Linear Park
3) Erosion Control
4) Accent
* Found naturally along the creek.

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Contro ¹ Values	Area Suitability Design Considerations	Spacing	Remarks
Salix lasiolepis Bigelovii Arroyo Willow	D	6 - 30 6 - 15 Rapid	W	Excellent erosion control	Banks	3' - 8'	
Vitis californica California Wild Grape	D	1 - 2 4 - 6 Rapid	DT		1 Slope Planting	4' - 6'	Native. Partial shade.

AREA SUITABILITY: 1) Creek Slopes
2) Linear Park
3) Erosion Control
4) Accent
* Found naturally along the creek.

Groundcovers

Scientific Name Common Name	Deciduous Flowering Evergreen	Height Spread Annual Growth	Wet (W) Drought Tolerant(DT)	Root System Erosion Control Values	Area Suitability Design Considerations	Spacing	Remarks
Baccharis pilularis 'Twin Peaks' Dwarf Baccharis	E	12 - 24" 3 - 6 Slow	DT	Strong deep growing	1, 2 & 4 Bank Planting	3' - 4'	Native - Dense billowy mat of dark green. Low maintenance. Dependable ground cover.
Eriogonum fasciculatum California Buckwheat	EF	1 - 3 2 - 4 Moderate	DT	Excellent erosion con- trol	1, 2 & 4 Bank Planting	Hydro- mulch	Native - Santa Clara foothills. Forms clumps of semi-upright stems with narrow leaves. White flower clusters, May - October.
Ceanothus griseus horizontalis 'Yankee Point' Carmel Creeper	EF	2 - 3 8 Moderate	DT		1, 2, 3 & 4 Bank Planting	5' - 6'	Native to Monterey Peninsula. Glossy green leaves, bright blue flowers.
Arctostaphylos uva-ursi Bearberry	E	15' 1' Slow	DT		1 & 3 Bank Planting	8'	Native. Glossy green leaves turning red in winter.
Zauchneria calif- ornica California Fuchsia	EF	1 - 2 2 - 3 Moderate	DT		1 & 4 Bank Planting	2' - 3'	Native. Gray-green foliage. Scarlet flowers. Attracts Hummingbirds
Vitis californica California Wild Grape	D	1 - 2 4 - 6 Rapid	DT		1 Slope Planting	4' - 6'	Native. Partial shade.

Grasses

Avena fatua* Wild Oats	Eschscholzia californica* California Poppy	Lupinus nanus spp.* latifolius Sky Lupine
Elymus triticoides* Beardless Wild-Rye	Lolium multiflorum* Italian Rye Grass	

AREA SUITABILITY: 1) Creek Slopes
2) Linear Park
3) Erosion Control
4) Accent

* Found naturally along the creek.

References

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Acknowledgments

Los Gatos Creek Streamside Park Committee

Santa Clara County Trails and Pathways Committee

Homeowners Associations

Willow Glen Neighborhood Association

Willow Brook Townhomes Association

The Villages Homeowners Association

The Cottages Homeowners Association

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Santa Clara Valley Water District

Santa Clara County Park and Recreation Department

City of San Jose Planning Department

City of San Jose Police Department

City of San Jose Department of Traffic Operations

City of San Jose Fire Department

City of Campbell

CALTRANS

Campbell Union Elementary School District

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Del Monte Corporations

Union Pacific Railroad

Southern Pacific Transportation Company

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Cooperage Development Company

Pacific Gas and Electric Company

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