



**TOWN OF LOS GATOS
PARKS AND PUBLIC WORKS**

PROJECT INFORMATION SHEET

Engineering Division

January 25, 2017

**ITEM: 15860, 15880, and 15894 Winchester Boulevard; APN: 529-11-013, 038 and 040
Architecture & Site Application S-16-023, Subdivision Application M-16-002, and Negative
Declaration ND-16-003**

PROPERTY OWNER: South Beach Partners, LLC/Cumulus Capital Holdings, LLC

APPLICANT: Valley Oak Partners – Doug Rich

Project Description: Requesting approval to demolish three existing single-family residences, remove a second unit, remove large protected trees, and merge four lots for the purposes of constructing a new two-story office building with below-grade and at-grade parking.

Q: Where is the development project?

A: The location is at the southeast corner of Winchester Boulevard and Shelburne Way.

Q: What is the proposed use?

A: The proposed development would construct 30,070 square feet of office building.

Q: Would the proposed development increase traffic?

A: The proposal would generate more vehicle trips than what currently occurs with the existing three houses, resulting in an additional 303 weekday vehicle trips, including 38 vehicle trips during the AM peak hour and 46 vehicle trips during the PM peak hour.

Q: Would the additional traffic trigger an environmental analysis and a traffic impact analysis?

A: Yes. In accordance with Town's Traffic Impact Policy, a traffic impact analysis (TIA) is required for any private development project that is expected to add 20 or more vehicle trips in the AM or PM peak hours.

Q: How are AM and PM peak hours selected for any given intersection?

A: The traffic consultants conduct traffic counts between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM weekdays when schools are in session for studied intersections. The one-hour duration with the highest traffic concentration (based on traffic counts) during both these morning and evening periods are the peak hours. These peak hour traffic times are used for the traffic analysis.

Q: What would be the difference in the estimated traffic levels if the proposed development was to provide medical offices as opposed to office/professional?



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A: A proposed medical office of the same size would generate 32 additional AM peak hour vehicle trips and 58 additional PM peak-hour vehicle trips than the proposed general office use.

Q: What is LOS and how does it determine the impacts of project traffic on the Town?

A: Traffic engineering standards use LOS to determine project traffic impacts. LOS (Level of Service) represents traffic intersection congestion by a letter scale that ranges from LOS A to LOS F, with LOS A representing the least or no congestion. The Town's General Plan does not allow for developments to drop the LOS at an intersection by more than one level or below LOS D without requiring the developer to mitigate or provide a "fix" for the increased traffic delay. A project TIA analyzes LOS at impacted intersections and determines the required mitigation and impact significance. *The impacts are only considered significant if the LOS drops more than one level or below a LOS D.*

Q: What are the TIA's findings of the LOS impact for the Winchester project?

A: The TIA concluded that all studied intersections would not drop more than one level or below a LOS D. Therefore, the project would not create a significant impact on traffic.

Q: Did the TIA evaluate if the project access points would be adequate and safe?

A: There are two project driveways proposed for the development, one on Shelburne Way and the other on Winchester Boulevard. The Shelburne driveway would serve 87 parking spaces in an underground parking garage, while the Winchester driveway would serve a surface-level parking lot containing 41 parking spaces. The TIA found the two driveways would provide adequate access and can operate safely with red curbs prohibiting on-street parking near the driveways to allow adequate site distances.

Q: What are the estimated traffic volumes for the two proposed driveways?

A: It is estimated that the Shelburne driveway will have 22 inbound and 4 outbound vehicle trips during the AM peak hour and 2 inbound and 30 outbound vehicle trips during the PM peak hour. In regards to the Winchester driveway, it is anticipated that 10 vehicles will utilize this driveway during the AM peak hour and 14 vehicles during the PM peak hour.

Six of the vehicles during both the AM and PM peak hours will turn left in from or left out onto Winchester. This level is considered safe and a minimal increase of cars. The center two-way left turn lane can be utilized to prepare for or complete a left turn movement when it is safe to do so. This configuration is typical throughout the Town.

Q: Will there be a large volume of vehicles that turn left onto Shelburne Way to access the underground parking garage?

A: No. It is anticipated that 5 vehicles will utilize this traffic movement during the AM peak hour. Similarly, it is anticipated that 6 vehicles will turn left onto southbound Winchester Boulevard from westbound Shelburne Way during the PM peak hour.



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Q: What can be done to reduce the number of vehicle trips generated by the project?

A: Even though the project is not expected to cause significant traffic impacts, a TDM (Transportation Demand Management) plan would be required for the development. The TDM plan would include a list of measures for reducing single-occupant vehicle trips and encourage alternative transportation modes such as riding bicycles, carpooling, and riding transit.

Q: What measures will be implemented for promoting bicycle trips?

A: The project is proposing a secured bike storage room that can hold 36 bicycles within the underground parking garage. In addition, the project would be required to install bicycle racks near the visitor entrance.

Q: Would the proposed project construct any off-site improvements?

A: The following off-site improvements would be required (see Attachment #1):

- 7-foot right-of-way dedication for Winchester Boulevard along the project frontage for adding a bicycle lane for northbound Winchester.
- Construction of a detached sidewalk along the project frontage.
- Construction of a corner bulb-out at Shelburne Way and Winchester Boulevard, and striping of a high-visibility crosswalk for crossing Shelburne at Winchester.

Q: It is possible to increase the setback from the Winchester Boulevard right-of-way, moving the building more to the east?

A: From an engineering perspective, yes, this is possible; however there are other unintended consequences in doing so. For example, pushing the building back will directly lead to the narrowing of the rear bioretention area along the eastern property, requiring it to be lengthened and forcing the removal of three additional trees. This may increase the elevation difference between the surface-level parking lot elevation and the adjacent existing grade to greater currently proposed.

Q: Is it possible for a vehicle to crash through the curb and fence of the surface-level parking lot and into a neighboring property?

A: The developer has proposed curbing/wheel stops and fencing around the perimeter of the parking lot to prevent this, which is typical for elevated parking levels.