



HEXAGON TRANSPORTATION CONSULTANTS, INC.



North 40 Phase II

Final Transportation Analysis

Prepared for:

Grosvenor

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EXHIBIT 10

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street that was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard.

The proposed Phase II Master Plan land uses are consistent with the approved Housing Element and Housing Element Overlay Zone (HEOZ) land use and density designations. Furthermore, the proposed project is consistent with the certified 2040 General Plan EIR, which the Town relied on when it adopted the Housing Element and the HEOZ. Thus, an analysis of the transportation impacts under CEQA is not required. The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant transportation effects or increase the severity of previously identified transportation effects as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 General Plan EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail space and community space of the proposed Phase II Master Plan project are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, an analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it's presumed the conclusions of the EIR remain valid.

Local Transportation Analysis

Project Trip Estimates

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, and applicable reductions, it is estimated that the proposed project would generate 2,968 daily trips, with 225 trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Most study intersections would operate at acceptable levels of service under all scenarios, with the exception of Los Gatos Boulevard/Samaritan Drive/Burton Road under cumulative conditions. During the PM peak hour, the project would increase the average delay at the intersection of Los Gatos Boulevard/Samaritan Drive/Burton Road, which would operate at a substandard LOS E under cumulative no project conditions. The potential future level of service deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection.

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left-turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn) (AM and PM peak hours)

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue would exceed its storage length under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

The northbound left-turn (U-turn) lane on Los Gatos Boulevard to Burton Road provides storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels that may be developed in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours with or without the potential future connection to Burton Road. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The southbound U-turn lane on Los Gatos Boulevard at Walker Street provides storage capacity for approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40

Specific Plan EIR did not analyze the potential queuing issues at this movement. The project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. No improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

Recommended Project Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR .
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane on Los Gatos Boulevard to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

Other Transportation Issues

The project would not have an adverse effect on the existing or planned pedestrian or bicycle facilities or transit services in the study area. Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.

- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.
- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

1.

Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road. The project location and the surrounding area is shown on Figure 1.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street, which was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard. The project site plan is shown on Figure 2.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

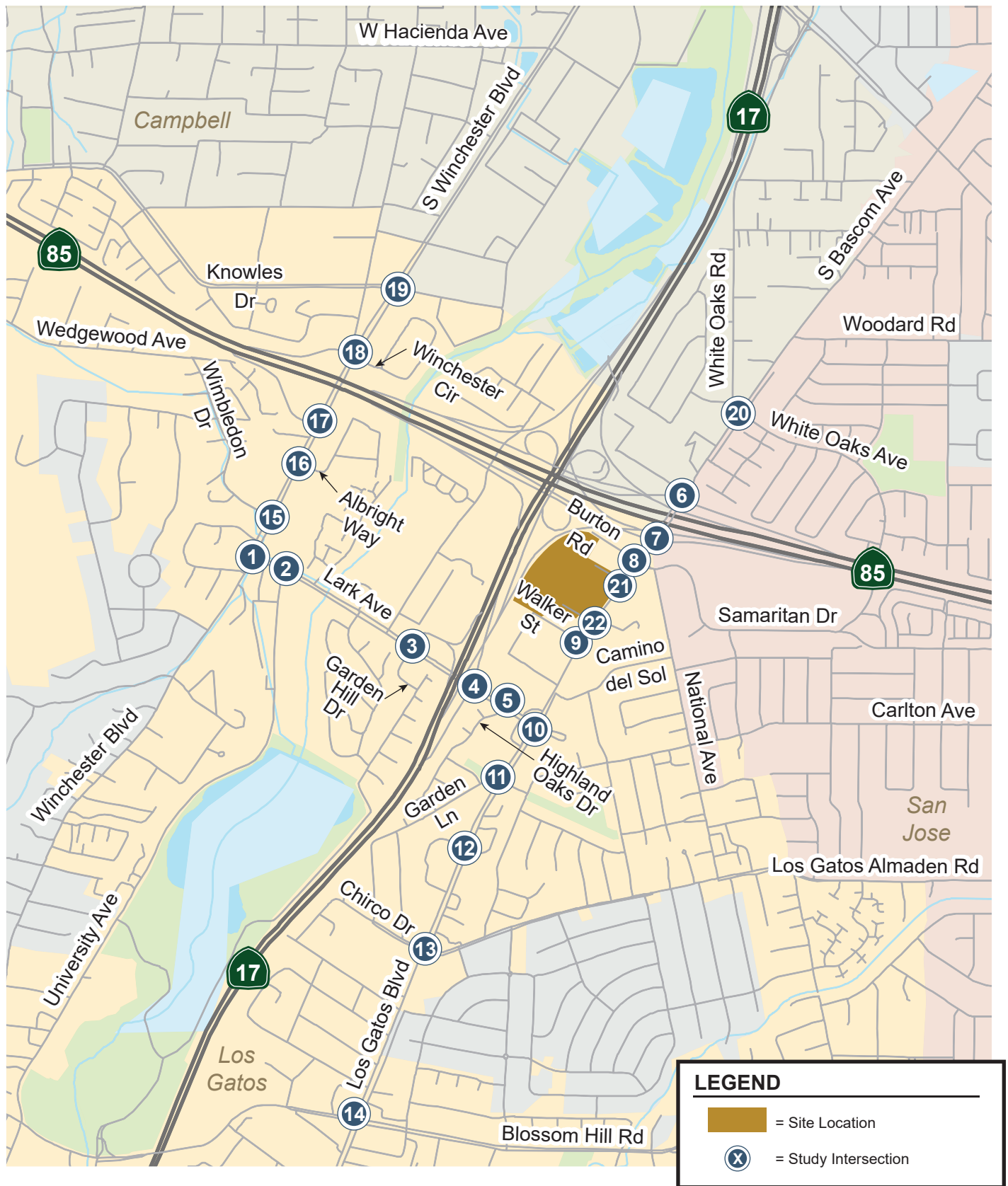


Figure 1
Site Location and Study Intersections

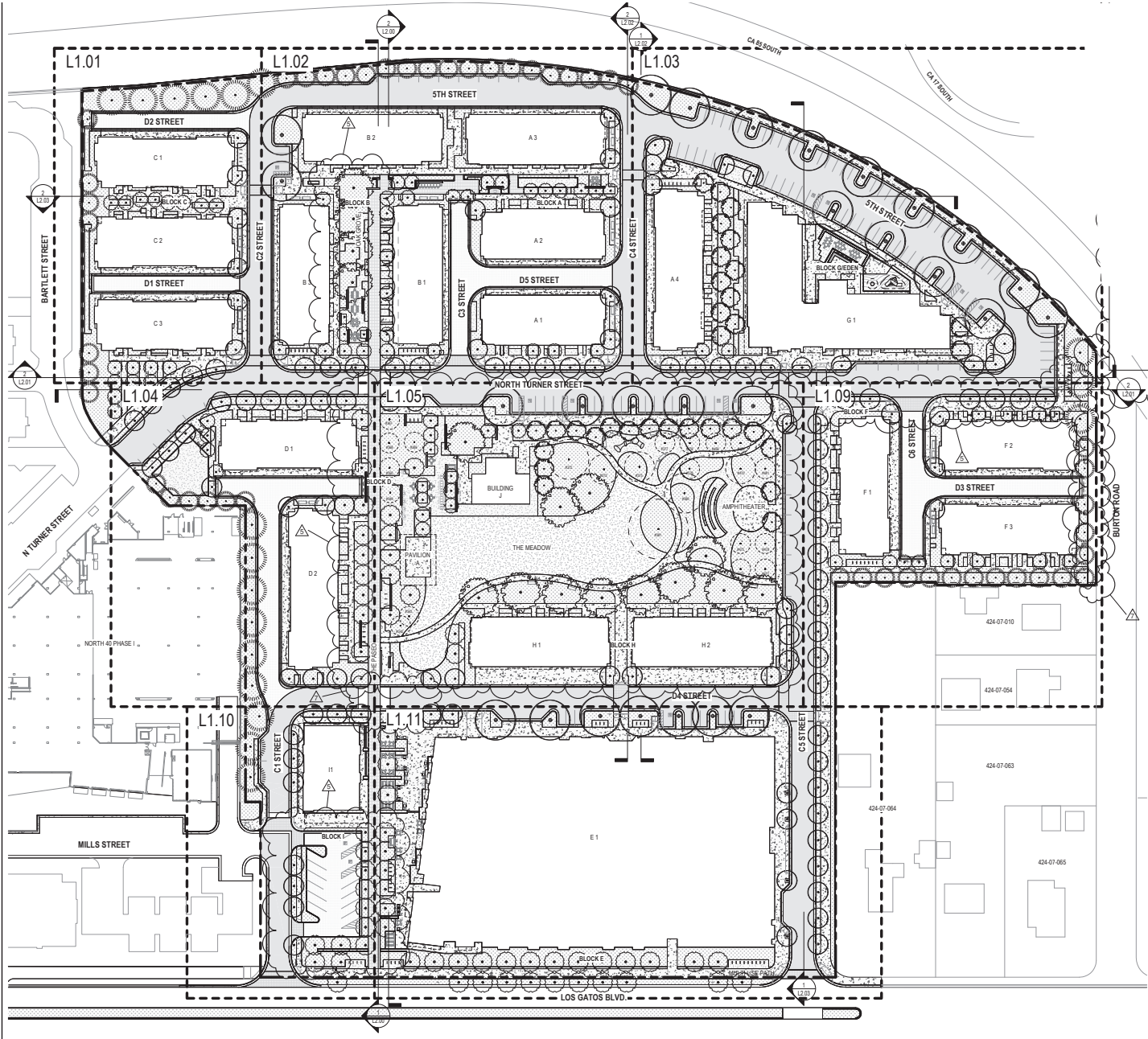


Figure 2
Site Plan

Scope of Study

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the newly adopted Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have transportation impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant effects or increase the severity of previously identified transportation effects related to transportation and circulation as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 GP EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail and community spaces of the proposed Phase II Master Plan project are supportive of the proposed residential uses and are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, further analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The North 40 Specific Plan EIR was based on the Draft Plan and analyzed two alternatives: both with 364 housing units, a 150-room hotel, and retail facilities. Alternative A consisted of 269,000 s.f. of retail space and 131,000 s.f. of office space. Alternative B consisted of 400,000 s.f. of retail space. The Town Council later edited the build-out limits included in the Draft Plan and ultimately adopted a North 40 Specific Plan that allows a maximum of 270 residential units, 435,000 s.f. of new non-residential development, and 66,000 s.f. of existing commercial uses including up to 250,000 s.f. of new office/hotel, and up to 400,000 s.f. of other new commercial space.

Subsequent to the adoption of the Specific Plan, the Town of Los Gatos adopted their General Plan Update, which included their Housing Element that supersedes the development limits set forth in the North 40 Specific Plan. Since then, the proposed developments within the Plan area have changed to include more residential development and less non-residential development. North 40 Phase I developments were approved with a density bonus that permits 320 residential units in total including 83 cottage cluster homes (semi-detached), 187 multi-family units, and 50 senior apartment units, as well as 57,500 s.f. of commercial retail space. According to the application submitted by Grosvenor-Property Americas, the proposed North 40 Phase II development would consist of 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of

community/civic space. The Town has also received a development application for another property within the North 40 Plan area at 14849 Los Gatos Boulevard that proposes 117 residential dwelling units and 19,621 s.f. of commercial retail space. In addition, the following properties within the North 40 Specific Plan area have not yet submitted an application:

- 16245 Burton Road
- 16240 Burton Road
- 16210 Burton Road and 14831 Los Gatos Boulevard
- 14823 Los Gatos Boulevard

Based on the density identified in the Housing Element, the Town estimates the potential for a total of 103 new residential dwelling units on those sites.

Table 1 summarizes the North 40 Specific Plan area trips as presented in the EIR and the remaining allowable number of trips after completion of the Phase I development. The proposed Phase II development would generate a net 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Chapter 3), which is well below the Phase II trip allowance of 11,360 new daily trips, with 550 new trips (367 inbound and 183 outbound) in the AM peak hour and 1,249 new trips (544 inbound and 705 outbound) in the PM peak hour. Thus, the trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it is presumed the conclusions of the EIR remain valid. Additionally, the analysis presented in this report outlines the potential effects of the Phase II development. No new adverse effects were identified beyond what was already identified in the North 40 Specific Plan EIR, indicating that the conclusions of the EIR remain valid. The detailed trip generation for the approved, proposed, pending, and anticipated North 40 sites are shown in Appendix A.

Table 1
Phase II Development Consistency

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Trip			Trip		
			In	Out	Total	In	Out	Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		15,757	422	263	685	690	836	1,526
Approved Phase I Land Uses		(4,397)	(55)	(80)	(135)	(146)	(131)	(277)
Single-Family Detached Housing	83 d.u.							
Apartments and Townhomes	187 d.u.							
Affordable Senior Housing	50 d.u.							
Commerical/Retail	57,500 s.f.							
Phase II Trip Allowance (Total - Phase I)		11,360	367	183	550	544	705	1,249
Proposed Phase II Trips¹		(2,968)	(66)	(159)	(225)	(162)	(122)	(284)
Remaining Trip Allowance after Phase II		8,392	301	24	325	382	583	965
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail) ²		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	117 d.u.							
Retail	19,600 s.f.							
North 40 Undeveloped Sites without an Application ³		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	50 d.u.							
16240 Burton Road	7 d.u.							
16210 Burton Road & 14831 Los Gatos Boulevard	23 d.u.							
14823 Los Gatos Boulevard	10 d.u.							
Remaining Trip Allowance at Buildout of Plan Area		6,980	261	(49)	212	294	514	808
Notes: ¹ See Table 5 (Project Trip Generation Estimates) for detailed trip generation estimates. ² Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024) ³ Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element								

Local Transportation Analysis

The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis. The LTA was prepared in accordance with the standards and methodologies set forth by the Town and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The LTA includes an intersection operational analysis to evaluate traffic operational effects of the project on key intersections in the vicinity of the site. The 22 study intersections, as listed below, were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Los Gatos staff (see Figure 1). Four study intersections are designated as CMP intersections. Five of the study intersections are subject to the jurisdiction of the City of San Jose or Campbell.

1. Winchester Boulevard & Lark Avenue
2. University Avenue & Lark Avenue
3. SR-17 SB Ramps & Lark Avenue
4. SR-17 NB Ramps & Lark Avenue
5. Highland Oaks Drive & Lark Avenue (unsignalized)
6. Bascom Avenue & SR-85 NB Ramps (CMP) [San Jose]
7. Bascom Avenue & SR-85 SB Ramps (CMP) [San Jose]
8. Los Gatos Boulevard/Bascom Avenue & Samaritan Drive/Burton Road (CMP)[Los Gatos/San Jose]
9. Los Gatos Boulevard & Walker Street
10. Los Gatos Boulevard & Lark Avenue (CMP)
11. Los Gatos Boulevard & Gateway Drive/Garden Lane
12. Los Gatos Boulevard & Village Square
13. Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
14. Los Gatos Boulevard & Blossom Hill Road
15. Winchester Boulevard & Wimbledon Drive
16. Winchester Boulevard & Albright Way
17. Winchester Boulevard & SR-85 SB Ramp
18. Winchester Boulevard & SR-85 NB Ramp
19. Winchester Boulevard & Knowles Drive [Los Gatos/Campbell]
20. Bascom Avenue & White Oaks Avenue/White Oaks Road [San Jose/Campbell]
21. Los Gatos Boulevard & C5 Street (future) (unsignalized)
22. Los Gatos Boulevard & C1 Street (future) (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in April 2022, May 2023, November 2023, and March 2024 and the 2018 CMP monitoring report.
- **Existing Plus Project Conditions.** Existing plus project traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the Phase II project.

Existing plus project conditions were evaluated relative to existing conditions to determine potential adverse project effects.

- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments in the vicinity of the project. A list of approved but not yet constructed developments was obtained from the Town of Los Gatos and the Cities of San Jose and Campbell (see Appendices E and F). Background conditions assume the completion of all Phase I development in the North 40 Specific Plan area (see Appendix A).
- **Background Plus Project Conditions.** Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the Phase II project. Background plus project conditions were evaluated relative to background conditions to determine potential adverse project effects.
- **Cumulative No Project Conditions.** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the Town of Los Gatos and the Cities of San Jose and Campbell. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. In addition, though not proposed as part of the Phase II project, cumulative conditions reflect the future connection of Burton Road to North Turner Street (formerly known as North A Street in the North 40 Specific Plan), as depicted in the North 40 Specific Plan.
- **Cumulative Plus Project Conditions.** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the Phase II project.

The LTA also includes a vehicle queuing analysis at selected intersections, a trip “fair share” calculation, an internal street intersection analysis, a cut-through evaluation, a review of collisions at nearby major roadways, a review of site access and on-site circulation, an evaluation of potential effects to transit, bicycle, and pedestrian facilities, and a parking analysis.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable intersection level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Town of Los Gatos, the City of San Jose, the City of Campbell, the 2018 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Lane configurations
- Signal timing and phasing
- Lists of approved and pending developments.

Level of Service Analysis Methodology and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Intersections operations were evaluated against the level of service standards set forth by the Town of Los Gatos, City of San Jose, and the City of Campbell.

Signalized Intersections

The Town of Los Gatos evaluates level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown on Table 2.

This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the Town employs the CMP defaults values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Town of Los Gatos has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections, including the CMP study intersections at Los Gatos Boulevard/Bascom Avenue/Samaritan Drive/Burton Road and Los Gatos Boulevard/Lark Avenue. The Cities of San José and Campbell have established LOS D as the minimum acceptable intersection operations standard except at CMP intersections where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections are shown on Table 3. This study utilizes the TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology for unsignalized intersection.

The Town of Los Gatos does not have an adopted level of service standard for unsignalized intersections. However, the Town strives to maintain LOS D for unsignalized intersections.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Definition of Adverse Intersection Operational Effects

Adverse operational effects on the study intersections are based on the Town's *Transportation Analysis (TA) Guidelines*, the City of San José's *Traffic Impact Analysis (LOS) Guideline*, and the VTA's *TIA Guidelines*.

Signalized Intersections

According to the Town of Los Gatos, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades more than one level (e.g., from LOS A to C) overall or at the worst individual approach delay if it is at LOS A, B, or C, or
2. The level of service at the intersection drops at all (e.g., from LOS D to E or F) overall or at the worst individual approach delay if it is at LOS D or below.

For non-CMP intersections located within the Cities of San Jose and Campbell, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS D with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS E or F) under baseline conditions, an adverse effect would occur if either of the following conditions occurs:

1. An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of .01 or more, or
2. A decrease in average critical delay and an increase in the critical V/C ratio of .01 or more.

For designated CMP intersections, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS E with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS F) under baseline conditions, an adverse effect would occur if the addition of project traffic increases the average control delay for critical movements by 4 seconds or more and the project traffic increases the critical v/c value by .01 or more. The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

A project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the Town of Los Gatos if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS E or F, and
2. The intersection meets the Caltrans signal warrant criteria.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the Town of Los Gatos has not defined a policy related to queuing. Vehicle queues were

estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

$P(x=n)$ = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane * cycle length in seconds/3600 seconds per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile queue for a particular left-turn movement; (2) the estimated number of vehicles in the 95th percentile queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated 95th percentile queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. A queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the vehicle operational analysis including the method by which project traffic is estimated and the project's traffic effects on the intersection operations and vehicle queueing. Chapter 4 presents the analyses of other transportation-related issues, including site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 summarizes the conclusions and recommended roadway improvements for the project.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities within and in the vicinity of the project area including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional roadway access to the project site is provided via SR-17 and SR-85. Major roadway access to the site is provided via Los Gatos Boulevard. Other major roadways in the project vicinity include Lark Avenue, Samaritan Drive, and Winchester Boulevard. These facilities are described below.

Los Gatos Boulevard is a two-to-six-lane arterial that runs in a north-south direction. A full interchange provides access to and from SR-85. Adjacent to the project site, there are four lanes with a median turn lane. Los Gatos Boulevard transitions from Bascom Avenue in the north at the SR 85 southbound ramps and extends southward to Jackson Street, where it transitions into Main Street. Los Gatos Boulevard includes sidewalks on the west side of the street in the project vicinity. The posted speed limit is 35 miles per hour (mph). On-street parking is prohibited in the project vicinity. Striped bike lanes are present along Los Gatos Boulevard, south of Lark Avenue. Los Gatos Boulevard provides direct access to the project site via the proposed new streets at C1 Street and C5 Street. Other access to the project site is via Walker Street and Turner Street.

Lark Avenue is a four-to-six-lane arterial in an east-west direction. It extends from Winchester Boulevard in the west to Los Gatos Boulevard in the east. A full interchange provides access to and from SR-17. Sidewalks and bike lanes are present along both sides of the street for the full length of Lark Avenue. In addition, an off-street bike path is provided on the north side of Lark Avenue east of SR-17. The posted speed limit is 30 mph. On-street parking is prohibited in the project vicinity. Access to the project site from Lark Avenue is provided via Turner Street, Los Gatos Boulevard, C1 Street, and C5 Street.

Samaritan Drive is a two-to-four-lane connector in an east-west direction. It extends from Los Gatos Boulevard in the west to Union Avenue in the east. Sidewalks and bike lanes are present along both sides of Samaritan Drive. The posted speed limit is 30 mph. Access to the project site from Samaritan Drive is provided via Los Gatos Boulevard, C1 Street, and C5 Street.

Winchester Boulevard is a two-to-four-lane arterial in a north-south direction. It extends from San Jose and Campbell in the north to Blossom Hill Road in Los Gatos, where it becomes Santa Cruz Avenue. Sidewalks and bike lanes are present along both sides of Winchester Boulevard. The posted speed limit is 35 mph. Access to the project site from Winchester Boulevard is provided via Lark Avenue.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are present along the project frontage along Los Gatos Boulevard. Sidewalks are also present along both sides of Lark Avenue and Samaritan Drive. Crosswalks with pedestrian signal heads and push buttons are provided at all approaches at the Los Gatos Boulevard/Walker Street and Los Gatos Boulevard/Lark Avenue intersections. The Los Gatos Boulevard/Burton Road/Samaritan Drive intersection has crosswalks with pedestrian signal heads and push buttons on all but the south approach.

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, does not list any pedestrian improvements in the project vicinity.

Existing Bicycle Facilities

The existing and proposed bicycle facilities within the vicinity of the project site include bike paths (Class I bikeway), striped bike lanes (Class II bikeway), and protected bike lanes (Class IV bikeway) (see Figure 3).

Class I bikeways include bike paths, which are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Within the project vicinity, the Los Gatos Creek Trail exists parallel to State Route 17, with the nearest entry point on Lark Avenue. A multi-use path also exists along the North 40 Phase I project frontage on Lark Avenue and Los Gatos Boulevard.

Class II bike lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. Existing bicycle lanes are present along:

- Los Gatos Boulevard south of Lark Avenue
- South side of Lark Avenue
- North side of Lark Avenue, west of SR-17
- Samaritan Drive
- Bascom Avenue, north of SR-85
- Winchester Boulevard, between Vineland Avenue and Daves Avenue
- Los Gatos-Almaden Road
- Blossom Hill Road, between Santa Cruz Avenue and Camino Del Cerro

Class III bicycle routes are vehicular roadways designated to be shared with bicyclists. Bike routes are typically designated only with signage or with painted shared lane markings (sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. Bicycle routes are present along:

- National Avenue

Class IV protected bike lanes are protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes. Protected bike lanes are present along:

- Winchester Boulevard, between Albright Way and Vineland Avenue
- Blossom Hill Road between Roberts Road and Los Gatos Boulevard

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, lists several proposed bicycle facilities in the project vicinity. The proposed facilities are as follows:

- Class IV bike path on Lark Avenue between Winchester Boulevard and Los Gatos Boulevard
- Class IV bike path on Los Gatos Boulevard between Town limits and Shannon Road
- Sharrows and Class III bike route on University Avenue between Main Street and Lark Avenue, where Class II bike lanes do not exist

In addition to the *Los Gatos Bicycle and Pedestrian Master Plan*, the *Los Gatos 2040 General Plan*, adopted in 2022, lists several proposed bicycle facilities in the project vicinity that are not covered in the *Los Gatos Bicycle and Pedestrian Master Plan*. The proposed facilities are as follows:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

It should be noted that at a minimum, the Town is striving for at least a Class II bike lane along Los Gatos Boulevard within the Town limits.

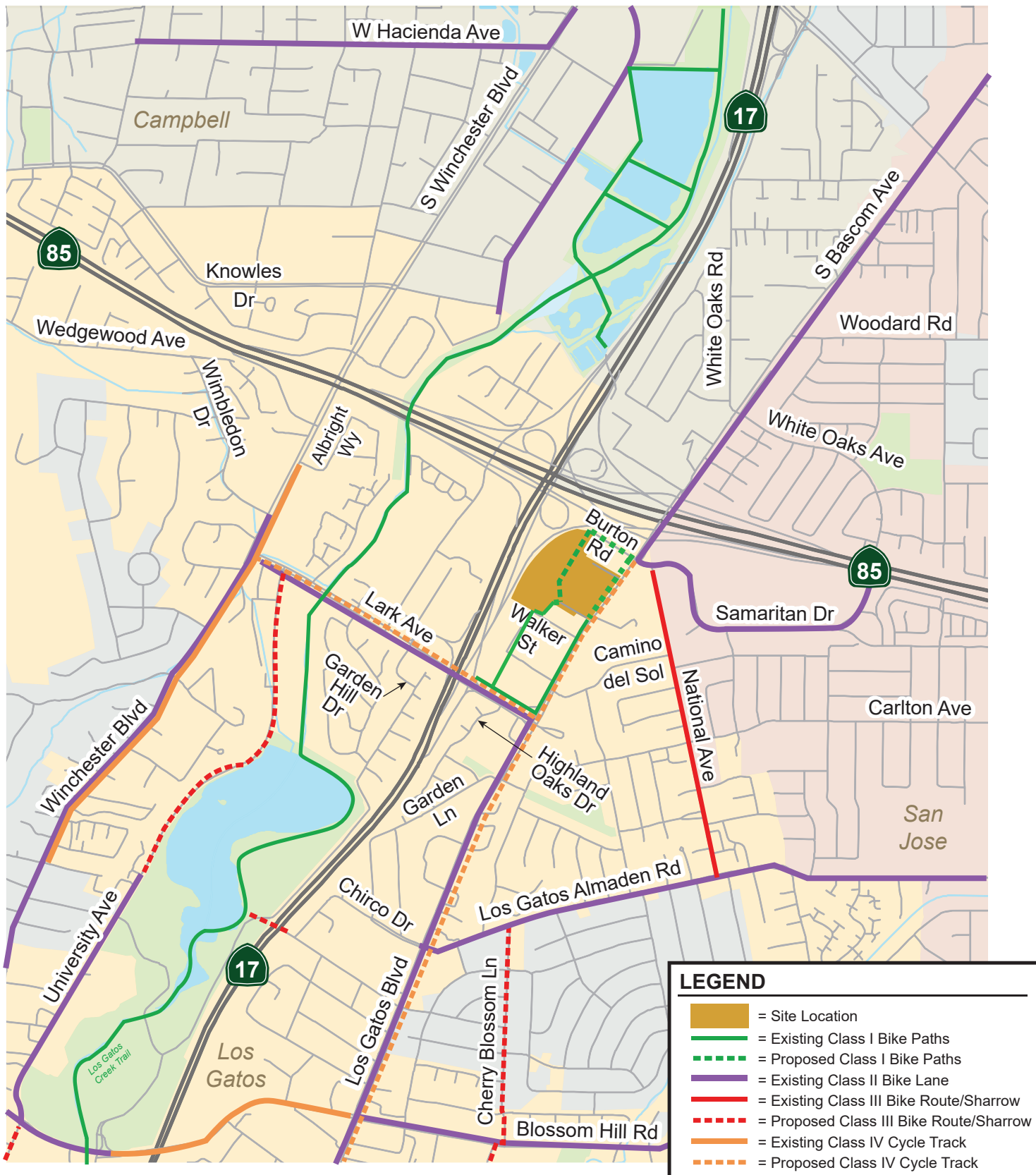


Figure 3
Existing and Proposed Bicycle Facilities

Existing Transit Services

Existing transit service to the study area is provided by the VTA. Route 27 serves the project area along Los Gatos Boulevard and travels between Winchester Station and Kaiser San Jose. Route 61 provides service between Good Samaritan Hospital and the Berryessa area of San Jose (Sierra Road & Piedmont Road) and runs along Bascom Avenue and Samaritan Drive in the project vicinity. The bus stops closest to the project site are located on the west side of Los Gatos Boulevard just north of the project site and on the east side of Los Gatos Boulevard near Walker Street. Route 27 and Route 61 run on approximately 30-minute headways on weekdays.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Existing AM and PM peak-hour traffic volumes (see Figure 5) were obtained from new traffic counts (see Appendix B) in April 2022, May 2023, November 2023, and March 2024. Per the VTA's *TIA Guidelines*, which require the use of intersection data from the CMP Monitoring and Conformance Program whenever possible, PM peak-hour volumes at CMP intersections were obtained from the *2018 CMP Annual Monitoring Report*. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the existing intersection level of service analysis are shown in Table 4. All study intersections currently operate at an acceptable level of service. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions	
			Avg. Delay (sec)	LOS
1	Winchester Boulevard & Lark Avenue	AM	18.3	B
		PM	19.5	B
2	University Avenue & Lark Avenue	AM	21.0	C
		PM	24.2	C
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	AM	30.2	C
		PM	30.7	C
4	Northbound Highway 17 Ramps & Lark Avenue	AM	16.6	B
		PM	11.9	B
5	Highland Oaks Drive/Turner Street & Lark Avenue ¹	AM	12.2	B
		PM	12.7	B
6	Bascom Avenue & SR 85 NB Ramps (CMP)	AM	24.7	C
		PM	21.0	C
7	Bascom Avenue & SR 85 SB Ramps (CMP)	AM	23.8	C
		PM	28.1	C
8	Los Gatos Boulevard/Bascom Avenue & Samaritan Drive/Burton Rd (CMP)	AM	31.6	C
		PM	30.7	C
9	Los Gatos Boulevard & Walker Street	AM	8.6	A
		PM	7.2	A
10	Los Gatos Boulevard & Lark Avenue (CMP)	AM	36.3	D
		PM	32.9	C
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	AM	24.6	C
		PM	24.1	C
12	Los Gatos Boulevard & Village Square	AM	9.5	A
		PM	18.4	B
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	AM	28.0	C
		PM	28.1	C
14	Los Gatos Boulevard & Blossom Hill Road	AM	39.5	D
		PM	39.2	D
15	Winchester Boulevard & Wimbledon Drive	AM	11.4	B
		PM	15.1	B
16	Winchester Boulevard & Albright Way	AM	15.4	B
		PM	20.3	C
17	Winchester Boulevard & SR 85 SB Ramp	AM	13.7	B
		PM	9.3	A
18	Winchester Boulevard & SR 85 NB Ramp	AM	15.7	B
		PM	15.5	B
19	Winchester Boulevard & Knowles Drive	AM	33.8	C
		PM	37.3	D
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	AM	23.7	C
		PM	16.1	B
21	Los Gatos Boulevard & C5 Street (future)	AM	n/a	n/a
		PM	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future)	AM	n/a	n/a
		PM	n/a	n/a

Note:
¹ denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

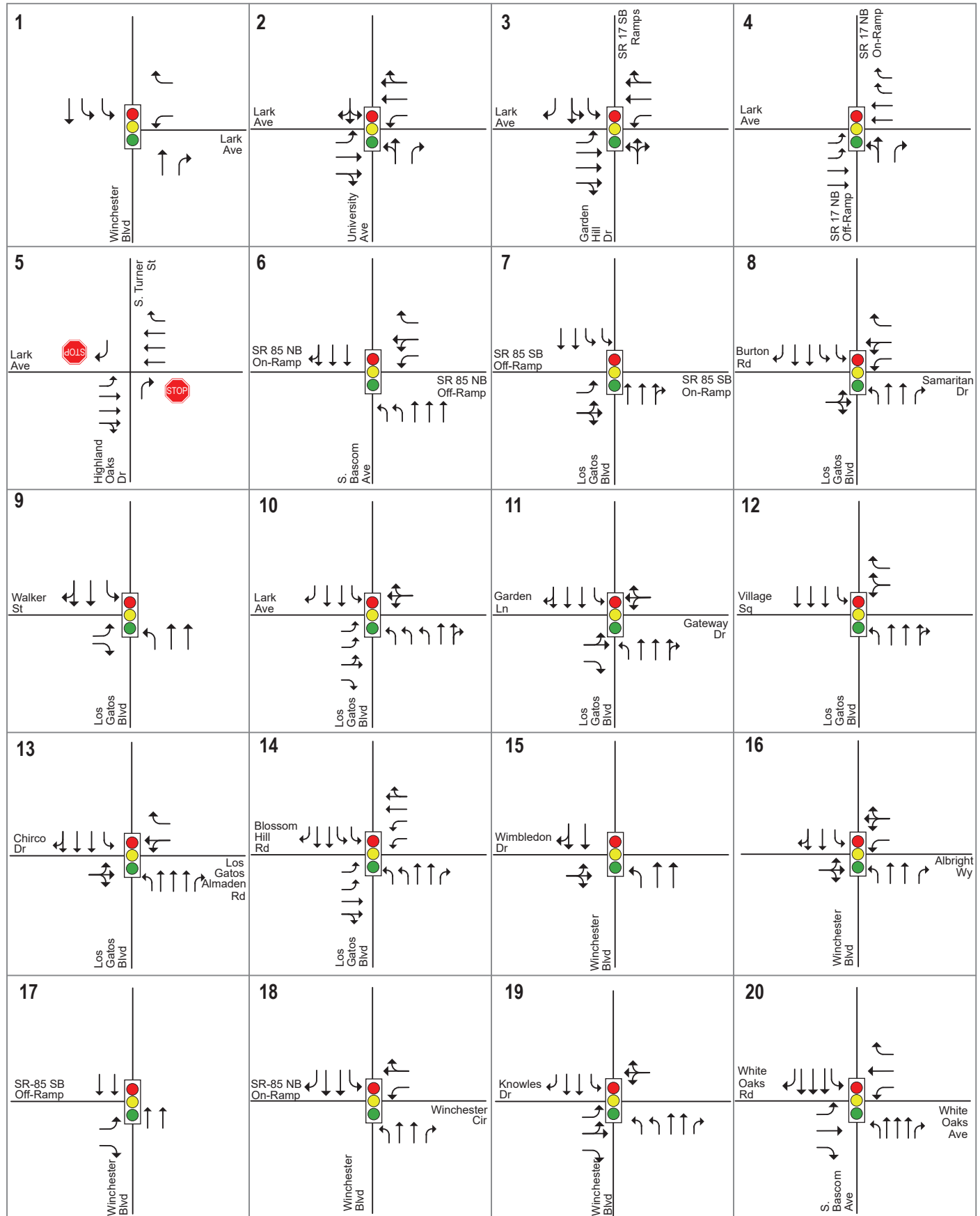


Figure 4
Existing Lane Configurations

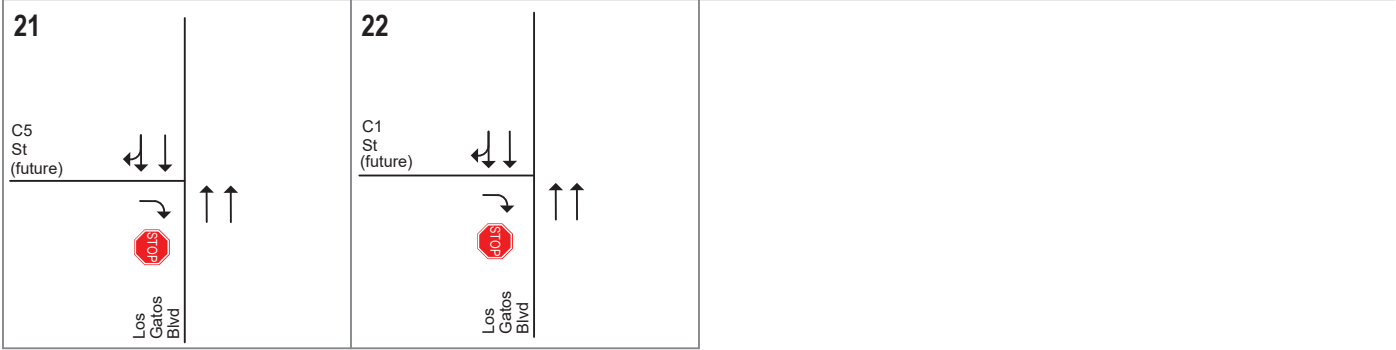
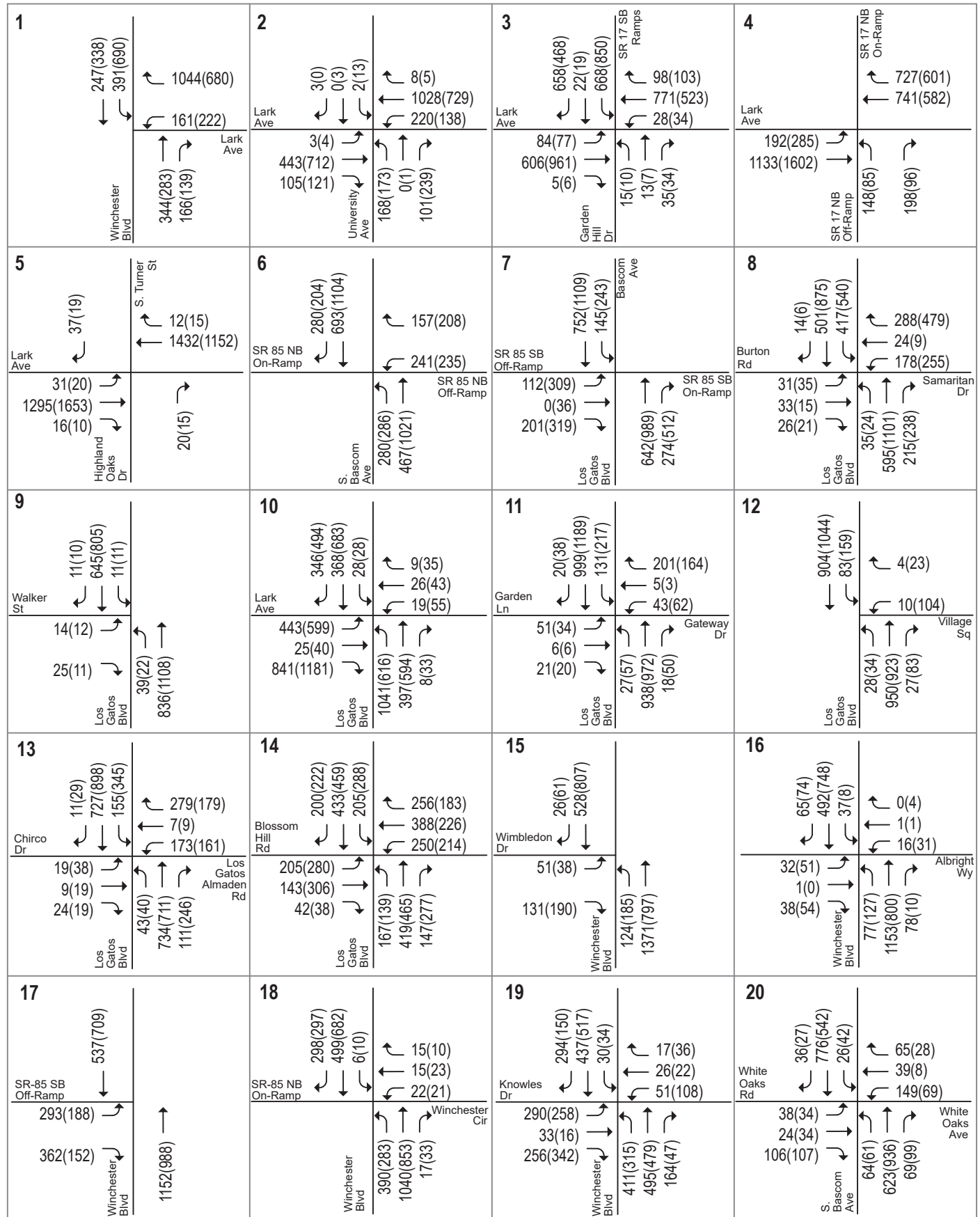


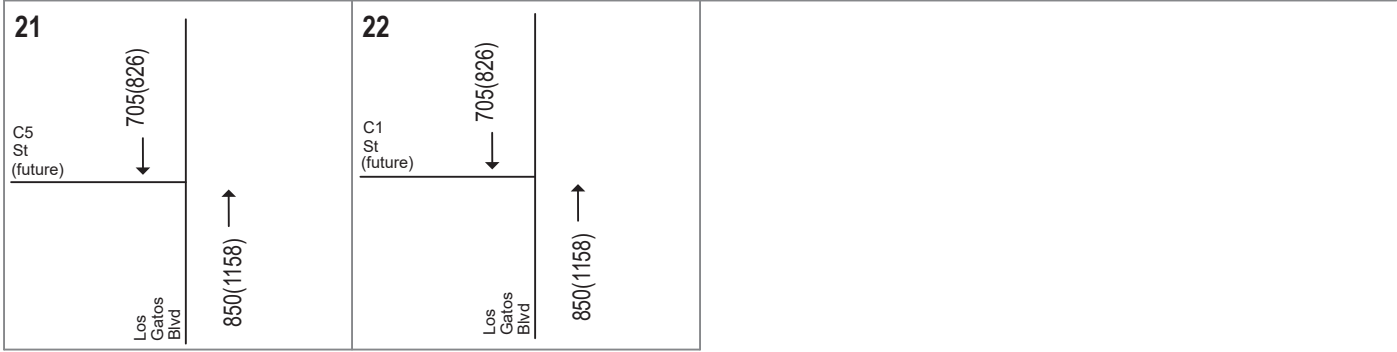
Figure 4
Existing Lane Configurations



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes

3.

Intersection Operations Analysis

This chapter presents the intersection operations analysis including the method by which project traffic is estimated, the results of intersection level of service analysis, any adverse effects to intersection level of service caused by the project, and an intersection vehicle queuing analysis. A potential adverse effect on a study intersection is not considered a significant impact under CEQA.

Project Trip Estimates

The magnitude of traffic produced by new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trip generation rates resulting from new development proposed within the Town of Los Gatos typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Trips that would be generated by the proposed development were estimated using the ITE trip rates for Multi-Family Housing (Mid-Rise) (Land Use 221), Single-Family Attached Housing (Land Use 215), Affordable Housing (Land Use 223), Strip Retail Plaza (<40k) (Land Use 822), and Recreational Community Center (Land Use 495).

Mixed-Use Reduction

Because the project would construct a mixed-use development, project trip estimates were reduced to account for internal trips within the development (i.e., residents from the housing would access the retail uses on-site without taking a vehicle trip). Based on the VTA's *Transportation Impact Analysis Guidelines*, a mixed-use reduction of 15 percent was applied to the smaller trip generator and an equal number of trips were subtracted from the larger trip generator. The rate of internalization is consistent with the assumptions in the North 40 Specific Plan EIR.

Pass-by Trips

Trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways traveling to and from other places (and are therefore already counted in the existing traffic) and would stop at the retail use along the way. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site

entrances). An average pass-by trip reduction of 25 percent was applied to all time periods. While this is consistent with the assumptions in the North 40 Specific Plan EIR, it is conservative compared to data published in the ITE *Trip Generation Handbook*, 3rd Edition, which reports an average pass-by trip rate of 34 percent for retail uses.

Transportation Demand Management (TDM)

In accordance with mitigation measure T-1 identified in the General Plan Update EIR, the project would be required to implement one or more VMT reduction strategies. The North 40 Phase II project will implement a TDM Plan to promote sustainable modes of transportation and reduce the number of vehicle trips and VMT that would be generated by the project. The TDM Plan will include a combination of services, incentives, facilities, and actions to shift residents and employees from driving alone to using transit, carpooling, cycling, and walking. TDM measures will be described in detail in a TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, HOA, Town, etc.). The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. To be conservative, the project trip generation estimates do not include any reduction for TDM measures.

Net Project Trips

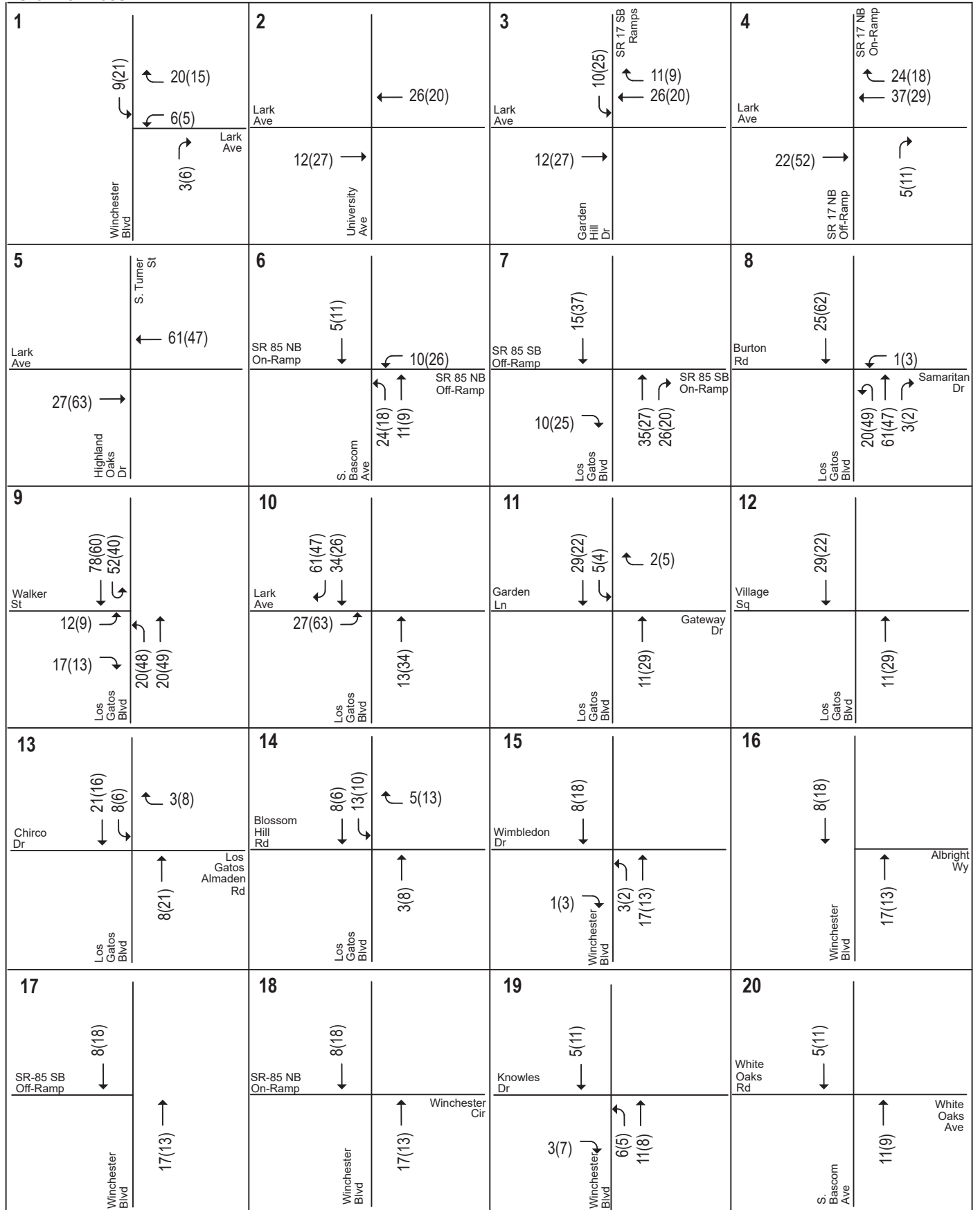
After applying the mixed-use and pass-by trip reductions, the proposed project is estimated to generate a total of 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Proposed									
Multi-Family Housing ¹	255	du	1,170	23	78	101	61	39	100
Townhouses ²	127	du	917	15	45	60	42	30	72
100% Affordable Housing Building ³	68	du	393	11	27	38	24	16	40
Mixed-Use Reduction (15%) ⁴			(123)	(2)	(3)	(5)	(8)	(8)	(16)
Net Housing Trips			2,357	47	147	194	119	77	196
Retail ⁵	15,014	s.f.	818	23	15	38	52	52	104
Mixed-Use Reduction (15%) ⁴			(123)	(3)	(2)	(5)	(8)	(8)	(16)
Pass-by-Reduction (25%) ⁶			(174)	(5)	(3)	(8)	(11)	(11)	(22)
Net Retail Trips			521	15	10	25	33	33	66
Community/Civic ⁷	3,000	s.f.	90	4	2	6	10	12	22
Total Vehicle Trips			2,968	66	159	225	162	122	284
Notes:									
du = dwelling unit; s.f. = square feet									
¹ Trip generation based on fitted curve equation published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Multi-Family Housing (Mid-Rise) (Land Use Code 221). Includes 23 affordable units within the multi-family building.									
² Trip generation based on fitted curve equation published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Single-Family Attached Housing (Land Use Code 215).									
³ Trip generation based on fitted curve equation published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Affordable Housing (Income Limits) (Land Use Code 223).									
⁴ Based on the <i>Santa Clara Valley Transportation Authority Transportation Impact Analysis Guidelines</i> , the maximum trip reduction for a mixed-used development project with housing and retail component is equal to 15% off the smaller trip generator.									
⁵ Retail daily trip generation based on average rates and peak-hour trip generation based on the fitted curve equation published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Strip Retail Plaza (<40k) (Land Use Code 822).									
⁶ A pass-by reduction of 25% was taken from the retail use trips.									
⁷ Community/civic AM peak-hour trip generation based on average rates and daily and PM peak-hour trip generation based on the fitted curve equation published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Recreational Community Center (Land Use Code 495).									

Trip Distribution and Assignment

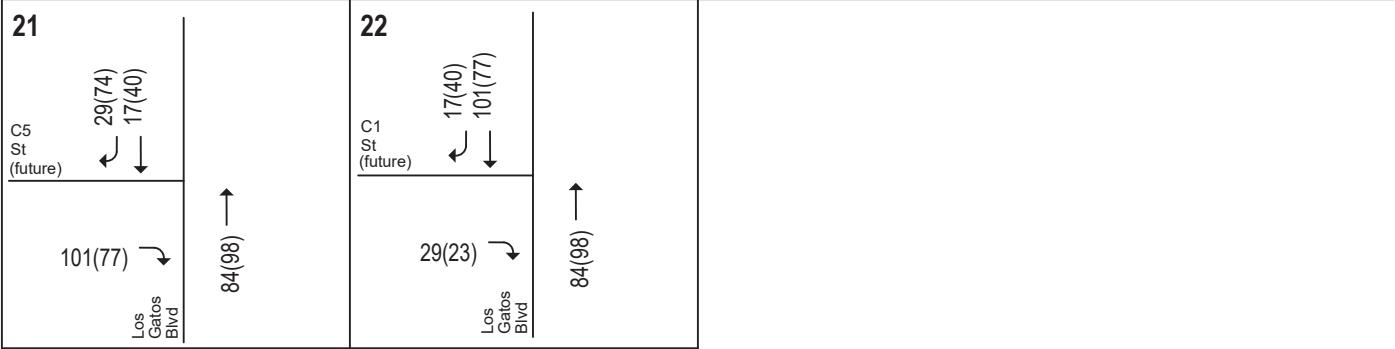
The trip distribution patterns for the project trips were estimated based on the surrounding roadway network and the locations of complementary land uses (see Figure 6). The trip distribution pattern is generally consistent with the assumptions in the North 40 Specific Plan EIR. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns (see Figure 7). Pass-by trips at intersections adjacent to the project site are shown on Figure 8.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)

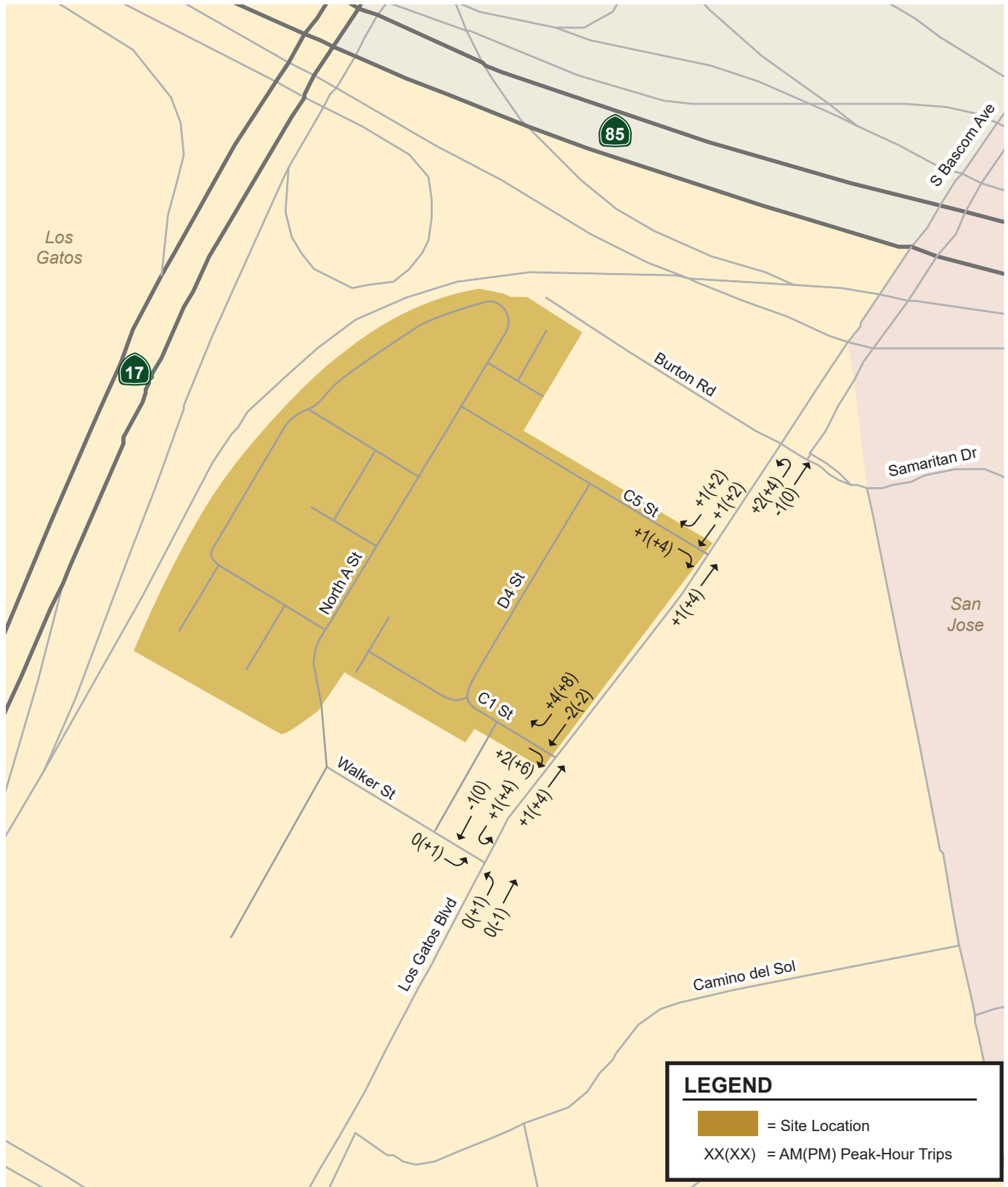


Figure 8
Pass-By Trip Assignment

Roadway Network

The roadway network under background, cumulative, and project conditions is assumed to be the same as under existing conditions with the following exception:

- Under cumulative conditions, it is assumed that the Town or a future developer will extend Burton Road to N. Turner Street (previously referred to as North A Street in the North 40 Specific Plan).

The peak-hour project trip assignment under cumulative conditions is shown on Figure 9. Project pass-by trips under cumulative conditions are shown on Figure 10.

Future Traffic Volumes

Existing Plus Project Traffic Volumes

Phase II project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 11).

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). The Town of Los Gatos provided a list of approved and pending developments (Appendix E). Approved and pending developments from the Cities of San Jose and Campbell were also obtained. Hexagon considered both the location and size of the approved and pending developments to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. Background conditions reflect the additional traffic generated upon the completion of all Phase I developments in the North 40 Specific Plan area. The Phase I development was approved for 83 cottage cluster homes (semi-detached), 187 multi-family units, 50 senior apartment units, and 57,500 s.f. of commercial/retail. Most of the Phase I development has already been constructed and occupied. Trips associated with the unsold and unbuilt portion of the Phase I development were added under the background scenario. This analysis assumes 43 unsold homes (unbuilt or built and unoccupied, as of April 2024) and 57,500 s.f. of commercial space (under construction) that would add traffic under background conditions¹. The approved and pending projects assumed as part of the analysis are listed in Appendix F.

Background Plus Project Traffic Volumes

Phase II project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 14) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes. The approved and pending projects assumed as part of the analysis are listed in Appendix F. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. Town staff

¹ In addition, there are nine Phase I residential dwelling units yet to be built and occupied within the Transition District. The additional trips that would be added by these units (less than five per hour), would not affect the conclusions presented in this Transportation Analysis.

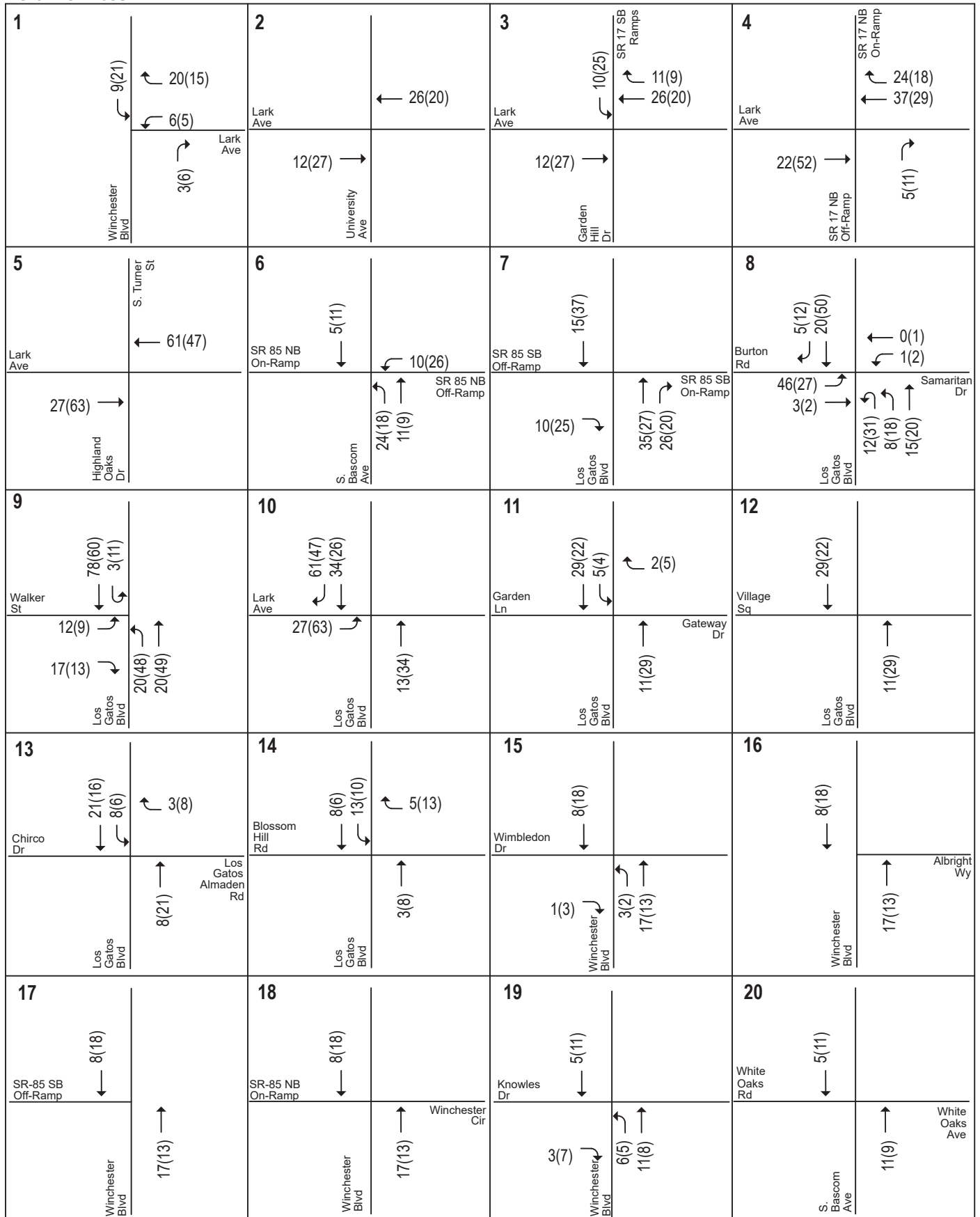
estimated the potential future development on the following properties within the North 40 Specific Plan area that have not yet submitted an application based on the density identified in the Housing Element:

- 16245 Burton Road (estimated 50 d.u.)
- 16240 Burton Road (estimated 7 d.u.)
- 16210 Burton Road and 14831 Los Gatos Boulevard (estimated 23 d.u.)
- 14823 Los Gatos Boulevard (estimated 10 d.u.)

In addition, cumulative conditions reflect changes in traffic pattern resulting from the planned future connection of Burton Road to N. Turner Street, as depicted in the North 40 Specific Plan.

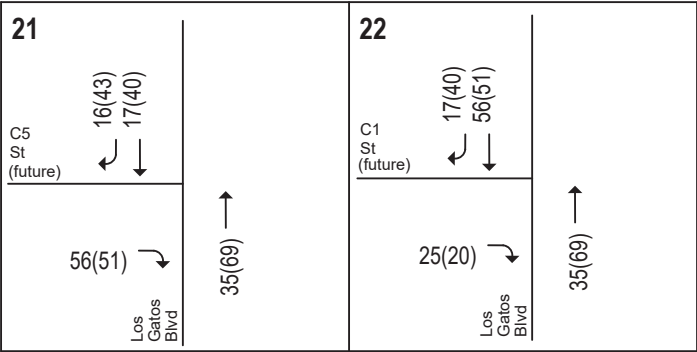
Cumulative Plus Project Traffic Volumes

Project trips were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 15). Note that the project trip assignment under cumulative conditions differs from other scenarios in that it assumes the project would have access to and from Los Gatos Boulevard via Burton Road.



LEGEND	
XX(XX)	= AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

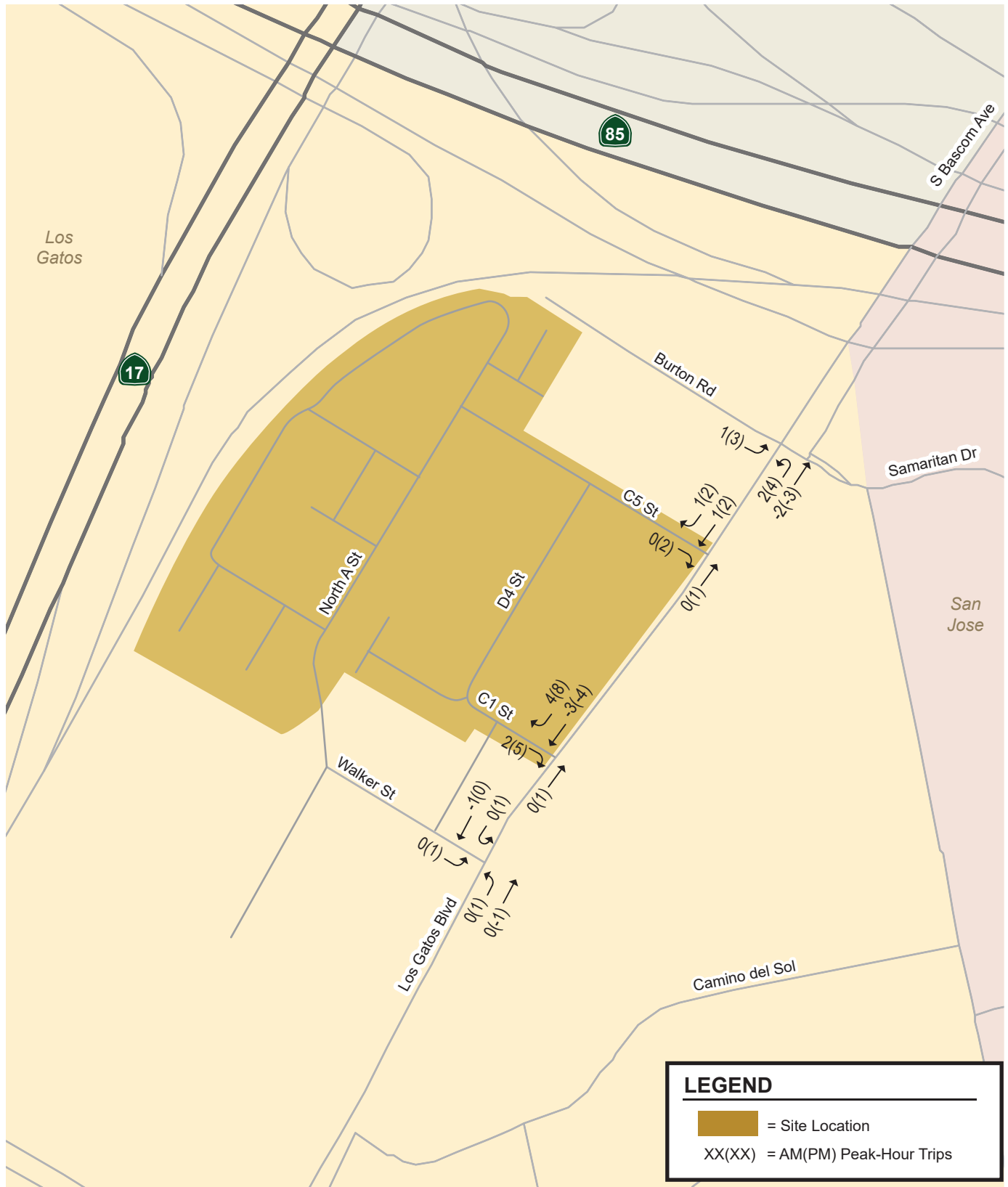
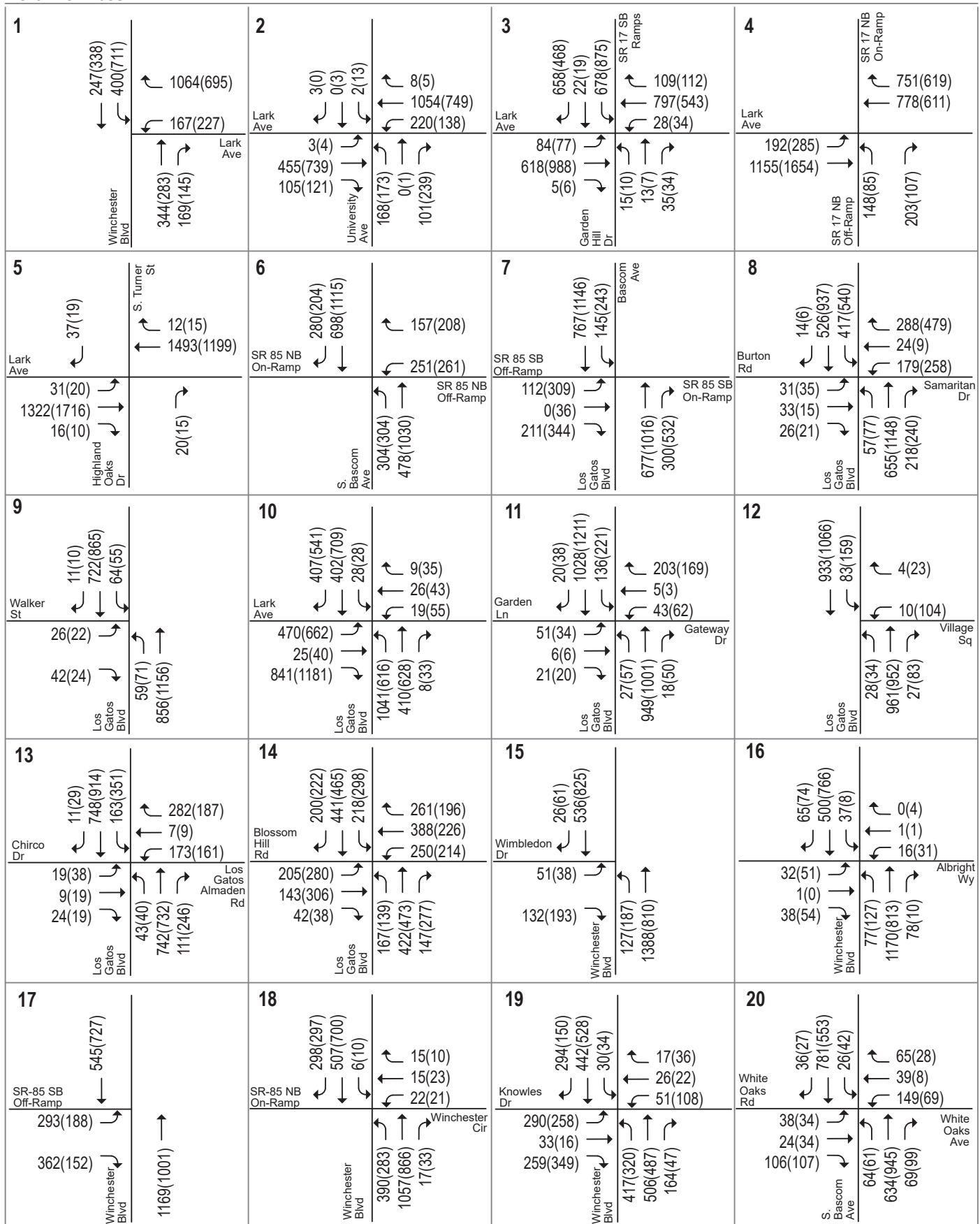


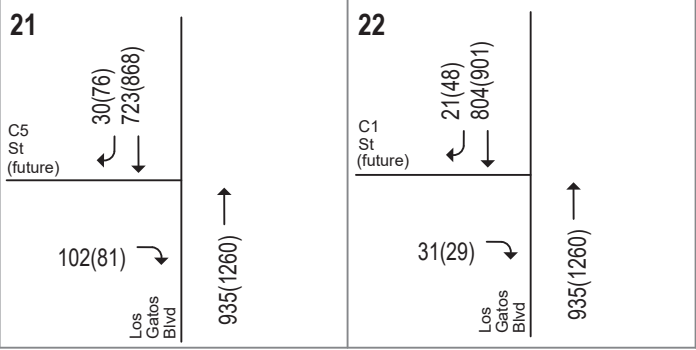
Figure 10
Cumulative Project Pass-by Trips (with Connection to Burton Road)



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

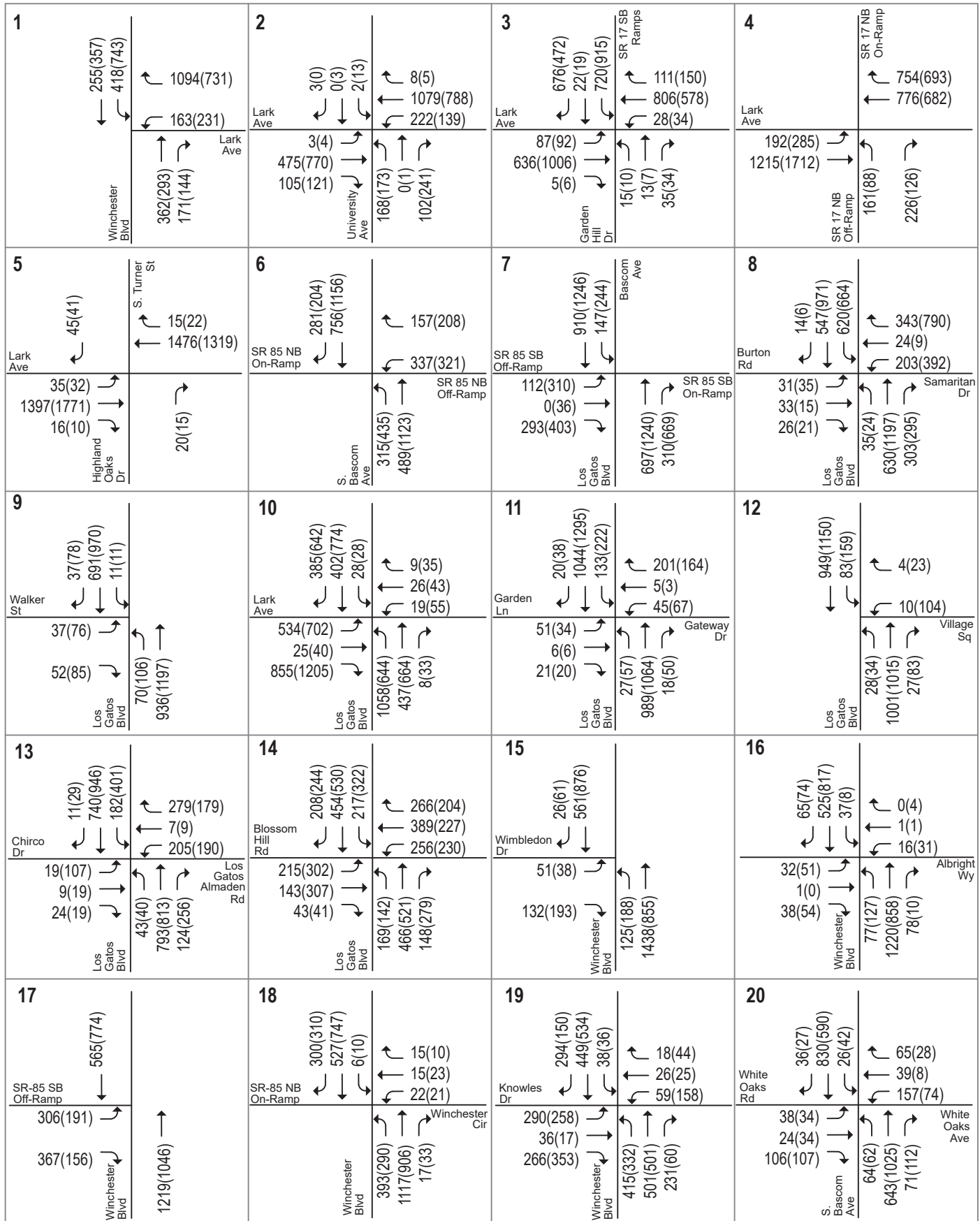


LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

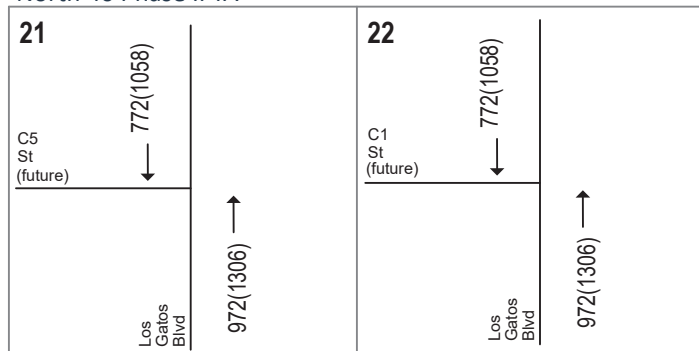
North 40 Phase II TA



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

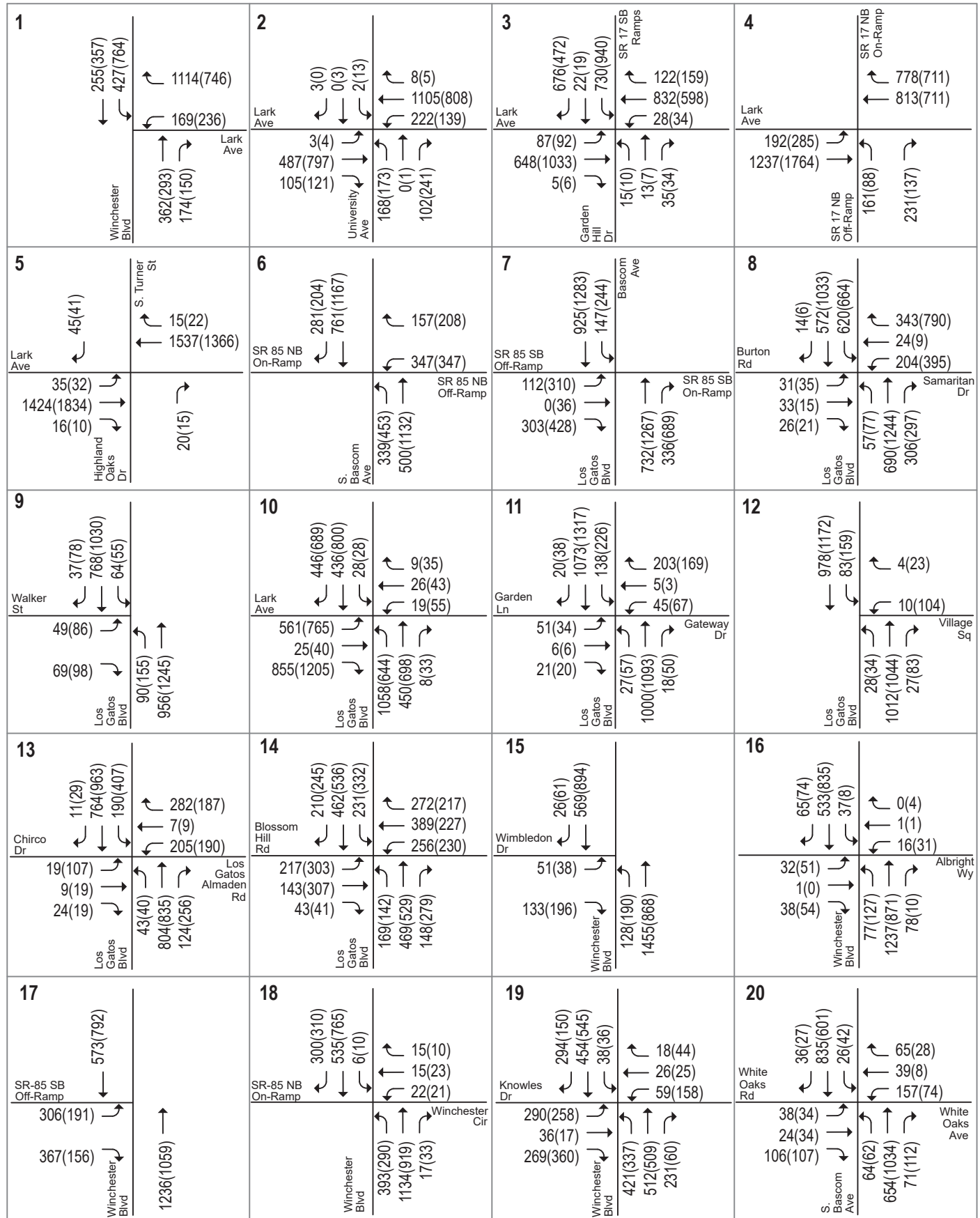


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

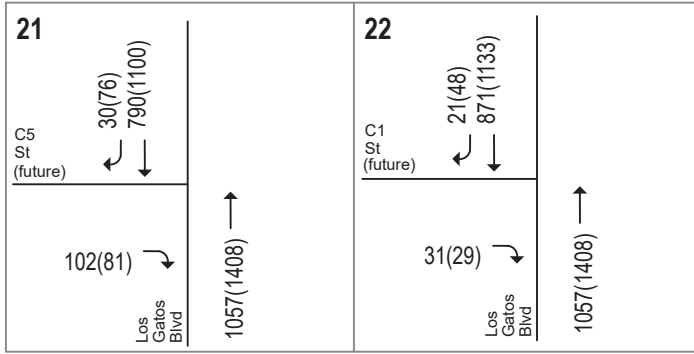
North 40 Phase II TA



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

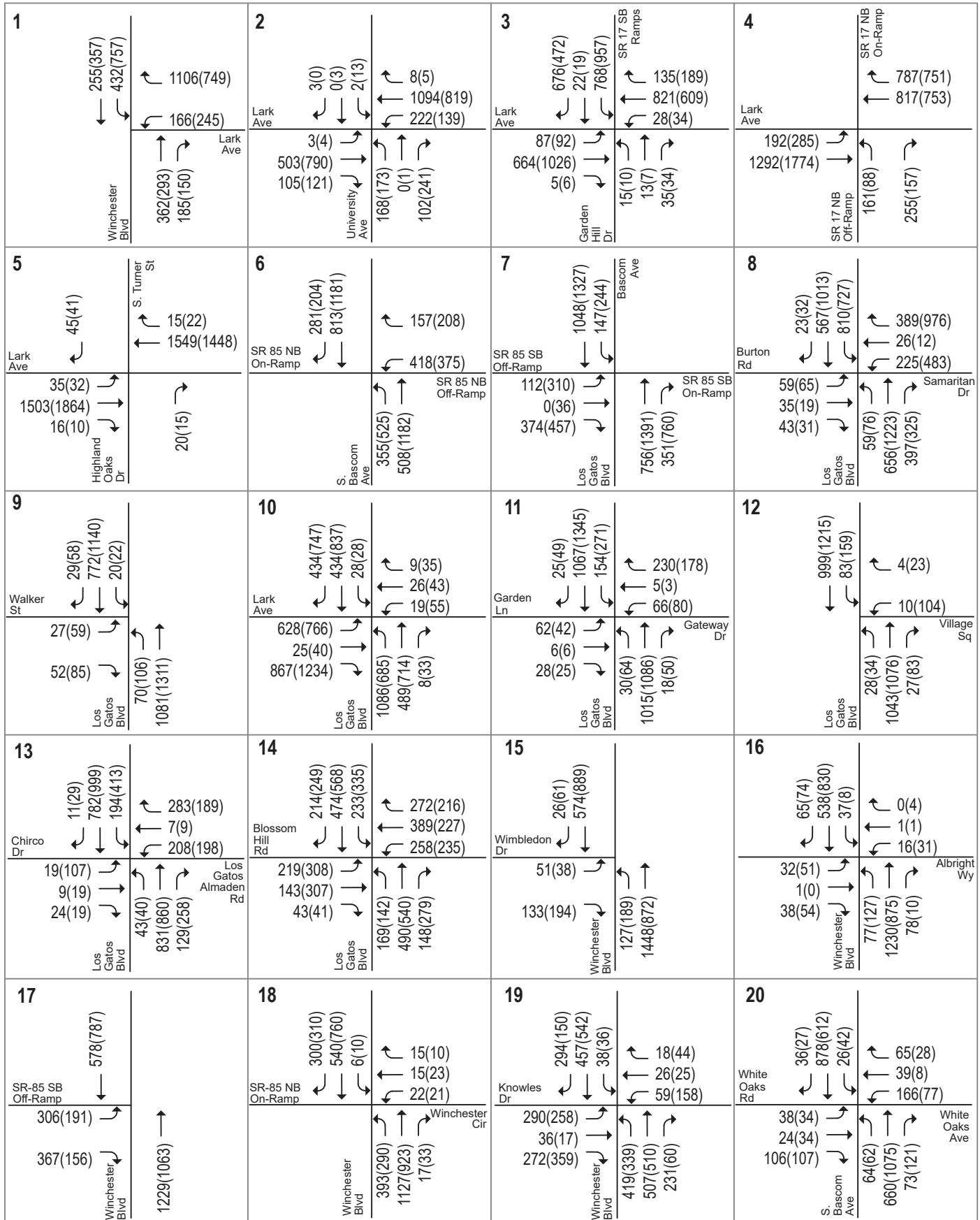
Figure 13
Background Plus Project Traffic Volumes



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

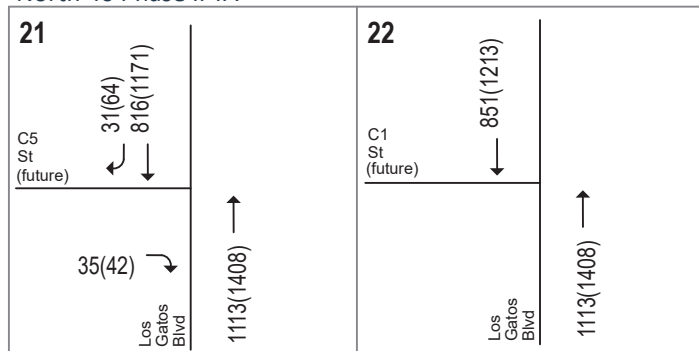
Figure 13
Background Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

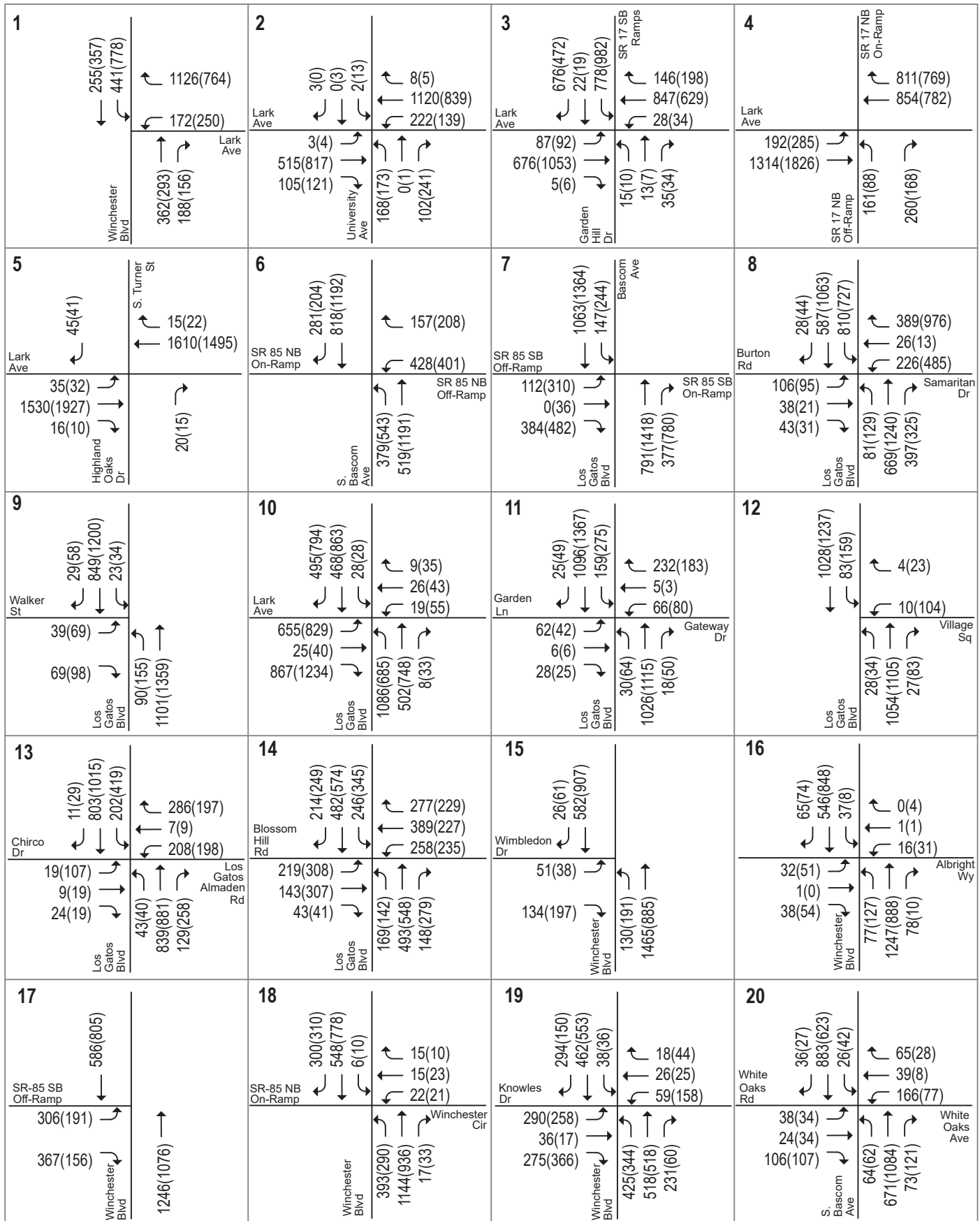
Figure 14
Cumulative Traffic Volumes



LEGEND

XX(X) = AM(PM) Peak-Hour Traffic Volumes

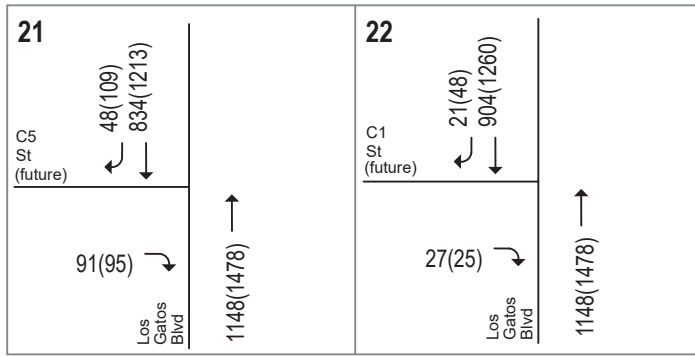
Figure 14
Cumulative Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes

Intersection Levels of Service

The results of the existing and existing plus project intersection level of service analysis are shown in Table 6. The results of the background and background plus project intersection levels of service analysis are shown in Table 7. The results of the cumulative and cumulative plus project levels of service analysis are shown in Table 8. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

There are several signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The average delay can decrease under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

The results of the analysis show that most study intersections would operate at acceptable levels of service under all scenarios, with the exception of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection under cumulative conditions both without and with the proposed project. The potential future level of service deficiency at this intersection is consistent with the findings of the North 40 Specific Plan EIR.

Los Gatos Boulevard/Samaritan Drive/Burton Road

Consistent with the findings of the North 40 Specific Plan EIR, during the PM peak hour under cumulative conditions, the project would increase the average delay at an intersection already operating at a substandard level of service. Therefore, according to the Town's definition, the project would cause an adverse effect at this intersection under cumulative conditions.

The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. Furthermore, the third northbound lane is consistent with the future lane configuration assumed in the *Town of Los Gatos 2040 General Plan EIR*. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection. Table 9 shows the intersection level of service with installation of a third northbound lane. In the interim, a third lane could be constructed to a length of approximately 100 feet within the existing right-of-way. Extending the lane beyond this distance would require the acquisition of additional right-of-way along Los Gatos Boulevard. The acquisition of additional right of way generally occurs when properties adjacent to Los Gatos Boulevard redevelop and could be deferred until future traffic volumes warrant the installation of the third northbound lane on Los Gatos Boulevard.

Table 6
Existing Plus Project Intersection Level of Service

Study #	Intersection	Jurisdiction	Peak Hour	Existing Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.3	B	18.5	B	0.1	0.007
			PM	19.5	B	19.7	B	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.0	0.008
			PM	24.2	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.2	C	30.3	C	0.2	0.014
			PM	30.7	C	30.9	C	0.3	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	16.6	B	16.6	B	-0.1	0.011
			PM	11.9	B	12.2	B	0.3	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue ¹	LG	AM	12.2	B	12.4	B	0.0	0.002
			PM	12.7	B	13.0	B	0.0	0.001
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	24.7	C	25.1	C	0.5	0.009
			PM	21.0	C	21.4	C	0.4	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	23.8	C	23.7	C	-0.2	0.018
			PM	28.1	C	28.7	C	0.8	0.027
8	Los Gatos Boulevard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.6	C	31.3	C	-0.4	0.018
			PM	30.7	C	30.9	C	0.3	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	8.6	A	12.0	B	6.2	0.056
			PM	7.2	A	9.8	A	2.9	0.047
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	36.3	D	37.4	D	2.1	0.045
			PM	32.9	C	33.7	C	1.5	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.6	C	24.6	C	0.2	0.006
			PM	24.1	C	24.1	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.5	A	9.5	A	0.0	0.006
			PM	18.4	B	18.1	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.3	0.008
			PM	28.1	C	28.6	C	0.4	0.022
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.5	D	0.2	0.007
			PM	39.2	D	39.4	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.4	B	11.4	B	0.0	0.006
			PM	15.1	B	15.2	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	20.3	C	20.1	C	-0.2	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.6	B	0.0	0.005
			PM	9.3	A	9.2	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.7	B	15.7	B	0.0	0.000
			PM	15.5	B	15.4	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	33.8	C	33.8	C	0.1	0.004
			PM	37.3	D	37.4	D	0.2	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.7	C	23.6	C	-0.1	0.001
			PM	16.1	B	16.0	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) ¹	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	12.8	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) ¹	LG	AM	n/a	n/a	11.4	B	n/a	n/a
			PM	n/a	n/a	12.0	B	n/a	n/a

Juristictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

¹ denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 7
Background Plus Project Intersections Levels of Service

Study #	Intersection	Jurisdiction	Peak Hour	Background Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.4	B	18.6	B	0.2	0.007
			PM	19.8	B	20.0	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	20.9	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.8	C	30.9	C	0.3	0.014
			PM	31.4	C	31.7	C	0.4	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.3	B	17.3	B	0.1	0.009
			PM	12.7	B	13.1	B	0.4	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue ¹	LG	AM	12.5	B	12.7	B	0.0	0.003
			PM	13.2	B	13.5	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	25.9	C	26.3	C	0.6	0.012
			PM	23.0	C	23.4	C	0.3	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	26.5	C	26.4	C	-0.1	0.018
			PM	30.6	C	31.8	C	2.2	0.027
8	Los Gatos Boulevard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.9	C	31.8	C	0.1	0.018
			PM	44.5	D	46.0	D	2.7	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	10.6	B	14.0	B	5.3	0.049
			PM	12.0	B	15.9	B	9.9	0.080
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	37.8	D	39.0	D	2.1	0.045
			PM	35.6	D	38.0	D	3.9	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.2	C	24.2	C	0.2	0.006
			PM	23.6	C	23.7	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.4	A	9.3	A	0.0	0.006
			PM	17.5	B	17.2	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.1	C	0.2	0.009
			PM	28.9	C	29.6	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.6	D	0.3	0.008
			PM	39.7	D	39.8	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.1	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.7	B	19.6	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.1	A	9.1	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.5	B	0.0	0.000
			PM	15.3	B	15.2	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.2	C	34.2	C	0.1	0.004
			PM	39.4	D	39.5	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.5	C	23.4	C	-0.1	0.001
			PM	15.6	B	15.5	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) ¹	LG	AM	n/a	n/a	12.3	B	n/a	n/a
			PM	n/a	n/a	14.6	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) ¹	LG	AM	n/a	n/a	11.7	B	n/a	n/a
			PM	n/a	n/a	13.4	B	n/a	n/a

Juristictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

¹ denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 8
Cumulative Plus Project Intersections Levels of Service

Study #	Intersection	Jurisdiction	Peak Hour	Cumulative Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.6	B	18.8	B	0.1	0.007
			PM	20.2	C	20.4	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	31.2	C	31.4	C	0.3	0.014
			PM	31.8	C	32.2	C	0.5	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.8	B	17.9	B	0.2	0.009
			PM	13.9	B	13.8	B	1.7	0.066
5	Highland Oaks Drive/Turner Street & Lark Avenue ¹	LG	AM	12.8	B	13.0	B	0.0	0.003
			PM	13.6	B	13.9	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	27.4	C	27.8	C	0.5	0.012
			PM	24.1	C	24.5	C	0.2	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	27.6	C	27.8	C	0.3	0.010
			PM	34.6	C	36.9	D	5.2	0.027
8	Los Gatos Boulevard & Samaritan Drive/Burton Rd (CMP)	LG	AM	34.9	C	37.1	D	2.5	0.032
			PM	68.3	E	71.0	E	4.2	0.025
9	Los Gatos Boulevard & Walker Street	LG	AM	10.1	B	11.3	B	1.1	0.018
			PM	11.3	B	14.6	B	8.8	0.085
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	40.5	D	42.1	D	2.8	0.045
			PM	46.1	D	51.6	D	9.2	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	25.9	C	25.9	C	0.2	0.006
			PM	24.9	C	25.0	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.2	A	9.1	A	0.0	0.006
			PM	16.9	B	16.7	B	-0.2	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.2	0.008
			PM	29.0	C	29.7	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.6	D	39.7	D	0.2	0.007
			PM	39.8	D	40.0	D	0.2	0.016
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.0	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.6	B	19.4	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.0	A	9.0	A	0.0	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.6	B	0.0	0.000
			PM	15.2	B	15.1	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.3	C	34.3	C	0.1	0.004
			PM	39.5	D	39.7	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.4	C	23.3	C	-0.1	0.001
			PM	15.3	B	15.2	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) ¹	LG	AM	n/a	n/a	12.5	B	n/a	n/a
			PM	n/a	n/a	16.4	C	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) ¹	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	14.3	B	n/a	n/a

Juristictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

¹ denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Bold indicates a substandard level of service.

Bold indicates an adverse effect.

Table 9
Cumulative Plus Project Level of Service (with Improvements)

Study #	Intersection	Peak Hour	Cumulative Conditions					
			No Project		With Project			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
			(sec)		(sec)			
8	Los Gatos Boulevard & Samaritan Drive/Burton Rd (CMP) (install third NB through lane)	AM	34.9	C	37.1	D	2.5	0.032
		PM	68.3	E	71.0	E	4.2	0.025
		AM			36.5	D	2.5	0.032
		PM			51.0	D	3.7	0.024
<u>Note:</u> <div>Bold indicates a substandard level of service.</div> <div>Bold indicates an adverse effect.</div>								

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips (10 or more) to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, cumulative, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10:

- Southbound Winchester Boulevard to Lark Avenue
- Southbound SR-17 SB Ramp to Lark Avenue
- Westbound SR-85 NB Ramps to Bascom Avenue
- Northbound Los Gatos Boulevard to Burton Road (Left-turn and U-turn)
- Southbound Los Gatos Boulevard at Walker Street (U-Turn)
- Northbound Los Gatos Boulevard to Walker Street
- Eastbound Walker Street to Los Gatos Boulevard
- Eastbound Lark Avenue to Los Gatos Boulevard
- Southbound Los Gatos Boulevard to Blossom Hill Road

Table 10
Intersection Queuing Analysis

	Winchester Boulevard & Lark Avenue		SR-17 SB Ramps & Lark Avenue		Bascom Avenue & SR-85 NB Ramps		Los Gatos Boulevard & Samaritan Drive/Burton Road	
	SBL		SBL		WBL		NBL	
	2 Lanes		2 Lanes		2 Lanes		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	196	345	334	425	121	118	35	24
95th % . Queue (veh/ln.)	8	12	15	18	8	7	3	2
95th % . Queue (ft./ln.) ²	200	300	375	450	200	175	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y
Existing Plus Project								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	200	356	339	438	126	131	57	77
95th % . Queue (veh/ln.)	8	13	15	18	8	8	5	5
95th % . Queue (ft./ln.) ²	200	325	375	450	200	200	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	Y	Y	N	N
Background								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	209	372	360	458	169	161	35	24
95th % . Queue (veh/ln.)	8	13	16	19	10	9	3	2
95th % . Queue (ft./ln.) ²	200	325	400	475	250	225	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	N	Y	Y	Y
Background Plus Project								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	214	382	365	470	174	174	57	77
95th % . Queue (veh/ln.)	9	14	16	19	10	10	5	5
95th % . Queue (ft./ln.) ²	225	350	400	475	250	250	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	N	N	N	N
Cumulative								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	216	379	384	479	209	188	59	76
95th % . Queue (veh/ln.)	9	13	17	20	12	11	5	5
95th % . Queue (ft./ln.) ²	225	325	425	500	300	275	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	N	N	N	N
Cumulative Plus Project								
Cycle/Delay ¹ (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	221	389	389	491	214	201	81	129
95th % . Queue (veh/ln.)	9	14	17	20	12	11	6	8
95th % . Queue (ft./ln.) ²	225	350	425	500	300	275	150	200
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	N	N	N	N	N	N
Notes: NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement. ¹ Vehicle queue calculations based on cycle length for signalized intersections. ² Assumes 25 Feet Per Vehicle Queued.								

Table 10 (cont.)
Intersection Queuing Analysis

	Los Gatos Boulevard & Walker Street						Los Gatos Boulevard & Lark Avenue		Los Gatos Boulevard & Blossom Hill Road	
	SBL		NBL		EBL		EBL		SBL	
	1 Lane		1 Lane		1 Lane		3 Lanes ³		2 Lanes	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	39	22	14	12	156	213	103	144
95th % Queue (veh/ln.)	2	2	3	2	2	2	10	11	7	9
95th % Queue (ft./ln.) ²	50	50	75	50	50	50	250	275	175	225
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	N	N
Existing Plus Project										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	59	71	26	22	165	234	109	149
95th % Queue (veh/ln.)	5	4	5	5	3	2	10	11	7	9
95th % Queue (ft./ln.) ²	125	100	125	125	75	50	250	275	175	225
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	N	Y	Y	Y	Y	Y	Y	Y	N	N
Background										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	70	106	37	76	186	247	109	161
95th % Queue (veh/ln.)	2	2	5	7	3	5	11	12	7	10
95th % Queue (ft./ln.) ²	50	50	125	175	75	125	275	300	175	250
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	N	N
Background Plus Project										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	90	155	49	86	195	268	116	166
95th % Queue (veh/ln.)	5	4	6	9	4	6	11	13	8	10
95th % Queue (ft./ln.) ²	125	100	150	225	100	150	275	325	200	250
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	N	Y	Y	Y	Y	N	Y	Y	N	N
Cumulative										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	20	22	70	106	27	59	218	269	117	168
95th % Queue (veh/ln.)	2	2	5	7	3	4	12	13	8	10
95th % Queue (ft./ln.) ²	50	50	125	175	75	100	300	325	200	250
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	N	N
Cumulative Plus Project										
Cycle/Delay ¹ (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	23	34	90	155	39	69	227	290	123	173
95th % Queue (veh/ln.)	2	3	6	9	3	5	13	14	8	10
95th % Queue (ft./ln.) ²	50	75	150	225	75	125	325	350	200	250
Storage (ft./ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	N	N

Notes:
 NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
¹ Vehicle queue calculations based on cycle length for signalized intersections.
² Assumes 25 Feet Per Vehicle Queued.
³ Approach contains a shared through-left lane. Volume includes through lane traffic.

The queueing analysis indicates that the following intersections currently have queueing deficiencies, but the addition of project trips would not lengthen the 95th percentile queue:

- Southbound left-turn movement from Southbound SR-17 Ramps to Lark Avenue

The queueing analysis indicates that the following intersections would have queueing deficiencies caused or exacerbated by the project:

- Westbound left turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn)(AM and PM peak hours)

SR 85 Northbound Ramp Left Turn to Bascom Avenue

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue provides vehicle storage capacity for approximately 20 vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during both peak hours under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

Northbound Los Gatos Boulevard Left Turn (U-turn) to Burton Road

The northbound left-turn lane on Los Gatos Boulevard provides vehicle storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours under all scenarios. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queueing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queueing space with the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Southbound Los Gatos Boulevard U-turn at Walker Street

The provided vehicle storage capacity for the southbound U-turn lane on Los Gatos Boulevard at Walker Street is approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40 Specific Plan EIR did not analyze the potential queueing issues at this movement. The

project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Eastbound Walker Street Left Turn to Los Gatos Boulevard

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the eastbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. Additionally, this storage capacity is calculated by measuring the distance to the upstream (on-site) intersection. Since the 95th percentile queue exceeds capacity by only one vehicle during the PM peak hour under background conditions only, no improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

Southbound Los Gatos Boulevard Left Turn to Blossom Hill Road

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

4. Other Transportation Analyses

This chapter presents other transportation issues associated with the project, including:

- Site access and circulation
- Collision analysis
- Effects on pedestrians, bicycles, and transit facilities
- Parking
- Terreno De Flores Lane access
- Cut-Through traffic

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan, dated March 13, 2024 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to Phase II of the North 40 site would be provided via Turner Street (via Walker Street) and two new streets (C1 Street and C5 Street) that connect to Los Gatos Boulevard. At Walker Street, vehicles are permitted to turn into the site from either direction of Los Gatos Boulevard. The project will construct a raised median along Los Gatos Boulevard along the project frontage. Therefore, vehicles will be restricted to right-turns in from southbound Los Gatos Boulevard and right-turns out from the two new streets (C1 Street and C5 Street). A depressed curb would be constructed at the intersections of Los Gatos Boulevard and C1 and C5 Streets, to provide left-turn access along northbound Los Gatos Boulevard for emergency vehicles only.

Future Access from Burton Road

Though not proposed as part of the Phase II project, the project shall accommodate a future through access connection to the Phase II site at the Burton Road terminus to advance the Town's circulation goals expressed in the North 40 Specific Plan. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that

may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The Town or a third party could construct a future vehicular access from N. Turner Street onto Burton Road when the other properties adjacent to Burton Road redevelop. Based on the project trip assignment and the trip assignment for approved and pending trips, the traffic volume at the N. Turner Street/Burton Road connection is expected to be quite low. Due to the relatively small number of trips generated by the affordable housing development and townhomes along 5th Street, vehicular delay at the N. Turner Street/Burton Road connection would be minimal. The primary streets (N. Turner Street and Burton Road) could connect without any traffic control and 5th Street could be stop-controlled. A roundabout or traffic circle could also be considered at the connection. Table 11 summarizes the delay and level of service at the connection of 5th Street & N. Turner Street/Burton Road. The intersection would operate at LOS A under two-way stop control or a single-lane roundabout. The intersection level of service calculations are presented in Appendix G. Because the westernmost portion of Burton Road is privately owned, the future design of a N. Turner/Burton intersection will be finalized when other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road.

Table 11
Burton Road Connection Traffic Control Evaluation

				Cumulative Conditions	
				With Project	
Study #	Intersection	Control	Peak Hour	Avg. Delay (sec)	LOS
A1	5th Street & Burton Road & N. Turner Street	TWSC	AM	8.6	A
			PM	8.5	A
A2	5th Street & Burton Road & N. Turner Street	RAB	AM	3.1	A
			PM	3.1	A
TWSC = Two-Way Stop Control, RAB = Roundabout					
<u>Note:</u>					
For TWSC, the average delay for the worst leg is shown.					

Sight Distance

Sight Distance at Project Access Points

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Los Gatos Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is determined according to the standards and methodologies contained in the 7th edition of the American Association of State Highway and Transportation Officials (AASHTO) design manual, *A Policy on Geometric Design of Highways and Streets*. Sight distance

requirements vary depending on roadway speeds and the vehicle maneuver. Los Gatos Boulevard has a posted speed limit of 35 mph; the corner sight distance for a right-turn maneuver is 385 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 385 feet from the north along Los Gatos Boulevard to locate a sufficient gap to turn out of the driveways.

There are no roadway curves along Los Gatos Boulevard that would obstruct the vision of exiting drivers. On-street parking is prohibited along the Los Gatos Boulevard project frontage. Some street trees and landscaping would be added along the project frontage on Los Gatos Boulevard. Any landscaping and signage within the sight triangles at the project driveways should be no taller than 3 feet and located in such a way to ensure an unobstructed view for exiting drivers. Any street trees and landscaping should be maintained to at least 14 feet in height or less than 3 feet in height so that they would not obstruct the view of drivers exiting the project site at C1 and C5 Streets.

Sight Distance at Internal Driveways

At unsignalized urban driveways, corner sight distance requirements are not applicable (*Caltrans Highway Design Manual* Index 205.3). Instead, stopping sight distance must be provided. It is presumed most vehicles would be traveling at low speeds (25 mph or less) while on internal streets (C1 and C5 Streets). The stopping sight distance is 150 feet for vehicles traveling at 25 mph. This would provide adequate space for vehicles traveling along the internal streets to react and stop if a vehicle is spotted departing a driveway onto an internal street. The site plan shows some street trees near both entrances to the Block E garage. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking garage.

Similarly, the site plan shows several street trees near both driveways to the Block I parking lot. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking lot.

Recommendation: Street trees and other landscaping plants along Los Gatos Boulevard, and all internal streets should be maintained so that the view of drivers turning onto Los Gatos Boulevard or exiting internal driveways are not obstructed

On-Site Circulation

Most streets within the Phase II site area measure 24 to 26 feet in width from curb to curb, providing adequate access for two-way operations. Some minor streets and alleys that access townhome garages measure 20 to 24 feet in width. Driveway aprons, which are shown to be at least 6 feet long, would provide extra space to facilitate turns to and from the townhome garages. The proposed minimum 20-foot width is consistent with the North 40 Specific Plan, which depicts interior residential streets with 10-foot drive lanes in each direction. The proposed Phase II street widths also match the dimensions of streets in Phase I.

Surface parking is located throughout the Phase II development with a mixture of 90-degree parking and parallel parking. Several dead-end aisles are present within the development site. These aisles provide access to townhome garages and “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted accordingly.

It is recommended that signage should be posted at the mid-block crosswalk along N. Turner Street to alert drivers of the crosswalk and potential pedestrians crossing the street. Similarly, signage should be posted at the mid-block crossings along D4 Street. The project plans are unclear on whether there would be internal stop signs posted at internal intersections. It is recommended stop signs be posted at the following locations:

- Mills Street & C1 Street (north and south legs)
- D4 Street & C1 Street (west leg)

- D4 Street & C5 Street (south leg)
- N Turner Street & C5 Street (all legs)
- N Turner Street & C2 Street (west leg)
- N Turner Street & C3 Street (west leg)
- N Turner Street & C4 Street (west leg)
- N Turner Street & C6 Street (east leg)
- D1 Street & C2 Street (south leg)
- D2 Street & C2 Street (south leg)
- 5th Street & C4 Street (all legs)
- C4 Street & D5 Street (south leg)

On-Site Circulation (Block I Parking Lot)

Both driveways at the surface parking lot for Block I measure approximately 14 feet . The Town of Los Gatos Zoning Code (Section 29.10.155) requires driveways serving between 10 and 25 parking spaces to be no less than 11 feet wide if they provide only ingress or egress and no less than 20 feet wide if they provide both ingress and egress. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted. The project would provide angled parking within the Block I parking lot, which is the recommended configuration to reinforce the one-way operation of the drive aisle.

Recommendation: “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes

Recommendation: Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street

Recommendation: Stop signs should be posted at internal intersections, as noted above

Recommendation: For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.

On-Site Circulation (Block E Garage)

The Block E Garage consists of two levels: Level 1 parking for commercial employees and customers, guests, and residents, and basement level parking for primarily residents. Figures 16 and 17 show the site plan for Level 1 and the basement level of the Block E Garage, respectively. The site plan shows a roll-up open-grille door on the ramp to the basement level (Level B), which will restrict access to the residential parking areas for future residents and their guest only. The operations of the garage access points are evaluated in a subsequent section.

Two dead-end aisles are present on Level 1 of the Block E parking garage. A turnaround space is provided at each dead-end aisle to facilitate turnarounds in the event that a driver cannot locate an empty parking space. All drive aisles on both levels of the Block E parking garage measure at least 24 feet in width. A second roll-up open-grille door would separate the commercial and residential parking areas. There is space for a resident vehicle to queue in front of this roll-up door while waiting for the door to open without blocking vehicles entering the Level 1 parking garage from C5 Street. Given that there are only 33 residential parking spaces on Level 1, it is highly unlikely that more than one vehicle would queue while waiting for this roll up door to open.

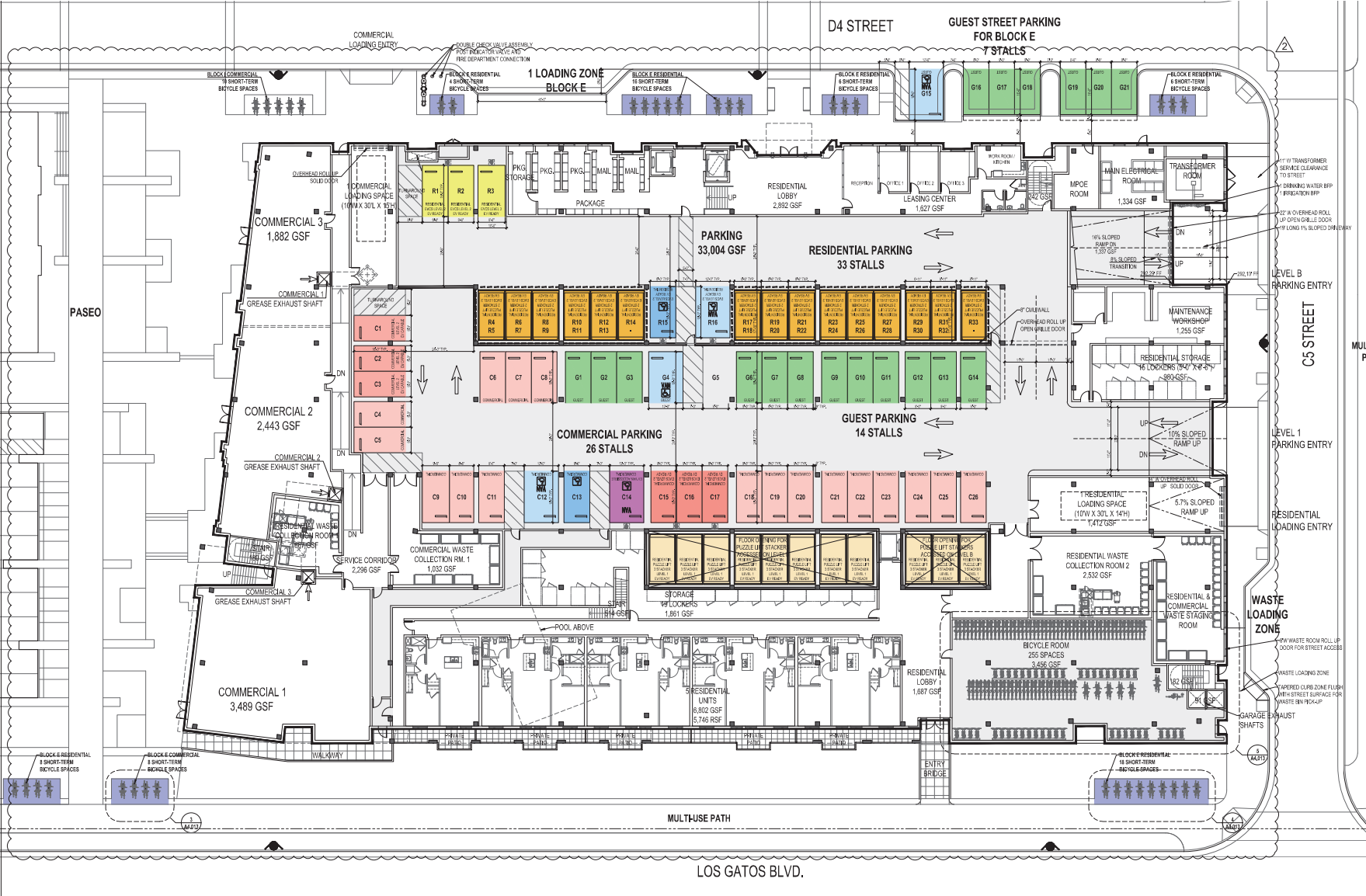


Figure 16
Block E Garage Ground Level Site Plan



Figure 17
Block E Garage Basement Level Site Plan

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