



TOWN OF LOS GATOS
PARKS AND PUBLIC WORKS

PROJECT INFORMATION SHEET
Engineering Division
July 1, 2019

**ITEM: 16 Chestnut Avenue; APN: 510-40-012
Architecture and Site Application S-17-047**

Requesting approval for demolition of an existing pre-1941 single-family residence and construction of a single-family residence on property zoned R-1:12.

PROPERTY OWNER: Kim Roper

APPLICANT: Bess Wiersema, Studio 3 Design

Q: Why has the applicant appealed the approval granted by the Development Review Committee?

A: The applicant and the property owners have appealed the approval with the request to remove Condition of Approval 59:

DRIVEWAY APPROACH: The Owner or Applicant shall install one (1) Town standard residential driveway approach. The driveway shall meet the Town's Engineering Design Standards and be located a minimum of 50 feet from an intersection corner per Section 2.21. The new driveway approach shall be constructed per Town Standard Plans and must be completed and accepted by the Town before a Certificate of Occupancy for any new building can be issued. New concrete shall be free of stamps, logos, names, graffiti, etc. Any concrete identified that is displaying a stamp or equal shall be removed and replaced at the Contractor's sole expense and no additional compensation shall be allowed therefore.

This Condition specifically references the Town's Engineering Standards. Section 2.21A of said document reads:

Corner clearances from access points for all uses fronting a non-arterial or non-collector road shall be a minimum of 50 feet.

With the construction of the proposed new single-family residence, the applicant and property owners desire to keep the existing driveway in its current location at the southwestern corner of the intersection of Chestnut and Hernandez Avenues with property frontage along Chestnut Avenue with the dimension of approximately **200 feet**.

Q: Why should the new driveway be constructed in the location identified in Condition of Approval 59?

A: The Town's Engineering Design Standards are developed to meet standard engineering practice regarding safety. Intersection corners are an extension of legal crosswalks as indicated in the Vehicle Code, and, as a result, pedestrians use intersection corners in order to cross streets. An intersection corner is typically reserved for pedestrian access and ADA ramps. It should not be occupied by a driveway and used for vehicle access. A driver backing out of the driveway at an intersection corner is likely to have blind view of pedestrians and turning vehicles at said intersection. Placing, or, in this case, allowing a driveway to remain at an intersection corner could create conflicts and unsafe conditions



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for both pedestrians and vehicles. In addition, a vehicle backing out of a driveway at an intersection corner would need to back up into and subsequently make a 3- point turn in the middle of the intersection, with a blind view of intersection traffic and pedestrians. Standard engineering practice does not allow this due to safety concerns.

Additionally, the existing conditions, foliage and geometry of the intersection create a safety concern for vehicles exiting the driveway headfirst in the attempt to see oncoming eastbound Hernandez Avenue traffic.

The appellant mentions in their letter of justification that the relocation of the driveway “will negatively impact the existing Oak and alter the existing grade, which would require the existing Oak to be removed.”

It should be noted that the Town Consulting Arborist Recommendations, included on page T-1 of the project plans, states “All paver installation within 50 feet should be above the existing soil surface with only minor

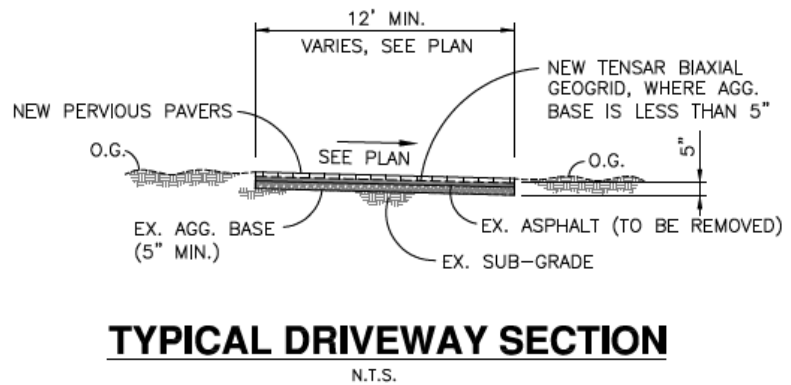


Figure 2: driveway section detail as included on sheet C6 of the project plans

scarification to even out the grade under the existing asphalt.”

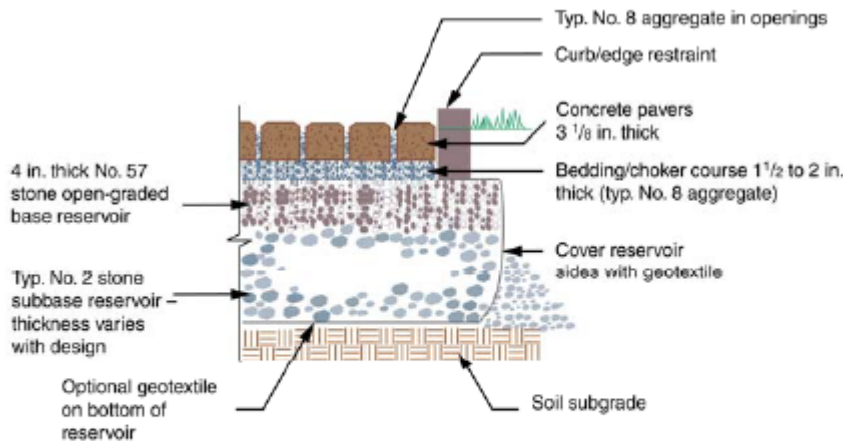


Figure 6-37. Typical Permeable Interlocking Concrete Paver
 Note: ASTM No. 3 or 4 stone may be substituted for No. 2 stone.
 Note: ASTM No. 89 or 9 stone may be used in the paver openings.
 (Source: Interlocking Concrete Pavement Institute)

Figure 3: Typical permeable paver detail. (C.3 Stormwater Handbook, Santa Clara Valley Urban Runoff Pollution Prevention Program, 2016)

scarification to even out the grade under the existing asphalt.” The plans propose permeable pavers in the location of the existing asphalt, which require specific subbase materials in order to allow infiltration of stormwater into soils, which contrasts with the existing aggregate base as referenced in the project plans on sheet C6 (see Figure 2 above and Figure 3 at left).



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Lastly, per Condition of Approval 34, all public improvements, including the driveway approach, shall be made according to the latest adopted Town Standard Plans, Standard Specifications and Engineering Design Standards.

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