



TOWN OF LOS GATOS
PARKS AND PUBLIC WORKS PLAN CHECK COMMENTS

June 8, 2021

Attn: Mike Yao
Core States Group
4240 East Jurupa St. Suite 402
Ontario, CA 91761

RE: 15475 Los Gatos Blvd Traffic Review

Dear Mike,

The Town has completed the first review of the 15475 Los Gatos Blvd Traffic Queue Analysis as prepared by TJW Engineering Inc., dated February 3, 2021 (18 Pages).

Our comments are as follows:

- 1) Include trip generation calculation in the report. See peer review comments, attached. Please note, per Town's current traffic impact policy, a full traffic impact analysis would be required if a proposed project adds 20 or more peak-hour trips. In addition, traffic impact fees would be required if there is a net increase in daily trips.
- 2) Include VMT analysis in the report. Please see attached peer review comments.

Please provide a compliance memorandum showing how all of the deficiencies and comments have been addressed. PLEASE NOTE THAT COMMENTS/DEFICIENCIES LISTED ABOVE MAY NOT BE AN EXHAUSTIVE LIST OF ALL PLAN CHECK COMMENTS OR CONDITIONS.

For expedited processing, please:

- **Revise** the Plan to clearly respond to the above comments.
- **Respond** with an itemized response letter which indicates where the responses are located (page number, reference, detail and what corrections or clarifications were made).
- **Resubmit** an electronic copy (PDF) of the revised TDM Plan, response letter, and any other information requested.

Please note that the comments listed above may not be an exhaustive list of all plan check comments made on the plan sheets. Please email MVroman@losgatosca.gov to discuss any comments or questions.

Sincerely,
Mike Vroman, T.E.
Senior Traffic Engineer

Enc: TJKM Peer Review of 15475 Los Gatos Blvd Report



TECHNICAL MEMORANDUM

Date: June 1, 2021
To: Michael Vroman
From: Chris D. Kinzel
Subject: 15475 Los Gatos Blvd. Peer Review

TJKM has completed a peer review of the application of the McDonalds restaurant at 15475 Los Gatos Boulevard to add drive through window service to an existing restaurant. This peer review focuses on added trip generation, queuing related to the drive-thru window service and a vehicle miles traveled (VMT) analysis. Information on trip generation and VMT analyses is not included in the material submitted with the application.

Trip Generation

The table below illustrates the changes in trips associated with the addition of a drive-thru window based on information in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. The MacDonald's restaurant has 4,267 square feet.

TRIPS GENERATED BY 4,267 SQUARE FEET	DAILY	A.M PEAK HOUR	P.M. PEAK HOUR
Existing Trip Rates (ITE 933) Per KSF	346.23	25.10	28.34
Existing Trips	1,478	108	121
Existing with Drive-thru Trip Rates (ITE 934)	470.95	40.19	32.67
Existing with Drive-thru Trips	2,010	172	140
Increase in Trips	532 (36%)	64 (60%)	19 (16%)
Increase in Trips after applying 50% Pass By	266	32	10

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As noted in the table, based on data from ITE sources, the drive-thru lane attracts more customers. The biggest increase is in the morning peak hour during which there is a 60 percent increase in trips. There will be about 64 more peak hour trips in the morning, which results from 32 vehicles arriving and leaving. Again based on a large data base of ITE statistics, half of the trips are made by vehicles already driving on the street, categorizing them as pass-by trips. It could be argued that passby percentages would be even greater than the ITE-quoted 50 percent, making the net trips noted in the table conservatively high.

It is not expected that added traffic generated by the drive-thru lanes at the MacDonald's located at 15475 Los Gatos Blvd. will create any significant traffic issues.

Drive-thru Lane Queuing

The queuing analysis submitted by the applicant includes surveys of queued vehicles at three locations along the I-680 corridor in Pleasant Hill, Danville and San Ramon. All three of these locations are located along major arterial streets, similar in character to the Los Gatos site. Although the data do not include the size of the restaurant or the length of the drive-thru lane, the queue length numbers are reflective of studies conducted by TJKM and others for MacDonald's type restaurants. The observed maximum queues typically are in the range of eight to 12 vehicles. TJKM makes the following observations about the queuing area proposed for the site:

1. Eight vehicles can be accommodated in the drive through lane.
2. The entire MacDonald's site is separated from other users in the shopping center. Vehicles going to or from other businesses in the area will not be blocked by any MacDonald's drive-thru lane overflow.
3. The drive-thru lane is also located in a non-critical portion of the MacDonald's lot itself with practically no stall blockage created by even a major overflow (more than 14 vehicles.)
4. Even the most severe overflow will not affect non-MacDonald's businesses or customers.
5. Although queue management procedures recommended are practical and implementable, they would not expect to be required.
6. Encouraging employees to park near the trash enclosure and where potential traffic directors would take table orders would minimize potential on-site congestion. This would ensure that customers would not be able to park in the areas that might congest.

TJKM concludes that provisions for queuing at the drive-thru lanes are very satisfactory.

Vehicle Miles Traveled

The VMT guidelines and standards prepared by the Office of Planning and Research offer the following comments on small retail projects such as the MacDonald's proposal:

"Because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts. By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact.

Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT."

Source: State of California Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, April 2018.

TJKM concludes that the proposed construction of drive-thru lanes at the existing MacDonald's restaurant at 15475 Los Gatos Boulevard can be classified as a local serving retail project, which technically does not create new trips or VMT in the urban setting, but redistributes existing traffic. Therefore, it may be classified as a project that has no significant VTM impacts.