



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

PROJECT INFORMATION SHEET

Engineering Division

March 21, 2017

**ITEM: 15215 Shannon Rd; APN: 537-25-002
Planned Development Application PD-15-001**

Requesting approval to rezone a property pre-zoned HR-5 to HR-2½:PD, to allow for the subdivision of one lot into five lots, construction of four new single-family homes, and removal of large protected trees.

PROPERTY OWNER/APPLICANT: Fred N. Sahadi

Q: What is the current primary means of access?

A: The existing residence at 15215 Shannon Road is currently accessed from a steep asphalt driveway located within a 20-foot wide easement over the neighboring Tzanavaras parcel. A review of the 1937 easement document shows that there are no imposed limitations in regards to the use of said easement.

Q: What is the proposed primary means of access?

A: The project proposes to construct a 20-foot wide, approximately 1,100-foot long shared private street that would provide vehicular access to five residences. This private street would extend southeasterly from the shared boundary with the adjacent Lands of Emerald Lake Investments LLC and ultimately terminate in a cul-de-sac near the existing residence. A 40' access easement providing access to the property from the terminus of Santella Drive and across said land has already been procured in 2015 by the applicant.

Q: Could the project use the existing driveway off of Shannon Road as the main means of access?

A: Moving forward with establishing primary access from Shannon Road would be problematic for a number of reasons as documented by the applicant (Attachment 1, Exhibit 5, and Attachment 4). Due to the existing steep grade (29 percent in one section), and narrow width (14 feet at its narrowest point), the access drive would need to be modified significantly. In order to meet County Fire emergency vehicle access standards, graded fills of up to 10 feet would be required, a new wider easement would have to be granted with the consent of the neighbor(s), and a drainage channel would be impacted, creating additional environmental concerns. More information has been presented by the applicant in Attachment 4.

Q: Can the proposed private street be designed differently to minimize grading?

A: Yes; however, the minimal grading street configuration would require more trees to be removed. The applicant has considered a minimal grading layout that would require the



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removal of 17 or more trees, mostly coast live oaks, versus the currently proposed layout that will remove around five large protected trees.

Q: What height are the proposed retaining walls associated with the private street?

A: The proposed retaining wall has a maximum height of six feet. Approximately 42 percent of the proposed 1,141 linear feet of retaining wall for the private street is at this maximum height.

Q: How steep is the proposed private street?

A: The proposed private road is as steep as 20 percent for two sections that are no more than 250 feet in length. This is acceptable per County Fire emergency vehicle access standards. Approximately 45% of the proposed private street has a slope between 15 and 20 percent.

Q: Will additional grading be required to make the lots buildable?

A: The subdivision will create four new lots in addition to a lot with the existing single-family residence. Each custom home site would be processed at a later time with separate Architecture and Site applications. The four new lots provide naturally flat and open building sites for potential building areas of 11,500 to over 17,000 square feet with minimal pad grading required. Additional grading would be required in order to construct each individual lot's driveway to the respective home sites.

Q: Will the driveways need retaining walls?

A: Any driveway layout is speculative at this point, but the applicant has provided possible driveway layouts in conjunction with the envisioned buildable pad locations. These driveway layouts all require additional grading with three of the four requiring retaining walls extending up to five feet in height.

Q: Will the project increase peak stormwater flow rates from the site?

A: No. According to the hydrologic and hydraulic modeling performed by Balance Hydrologics (Attachment 1, Exhibit 1; also referenced in Attachment 4), the peak stormwater flow rates will be reduced in all drainage areas through the proposed infiltration trench system. This work was peer reviewed by the Town's C.3 stormwater peer review consultant and deemed acceptable and in compliance with Provision C.3.