



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

**PROJECT INFORMATION SHEET
Engineering Division
September 19, 2017**

ITEM: **401-409 Alberto Way; APN: 529-23-018**
Architecture and Site Application S-15-056, Conditional Use Permit Application U-15-009
PROPERTY OWNER: CWA Realty
APPLICANT: Shane Arters, LP Acquisitions, LLC

Project Description: Requesting approval to demolish three existing office buildings and construct a new, two-story office building with below grade and at grade parking on property zoned CH.

Q: Where is the development project?

A: The proposed development project is located at the northwest corner of Los Gatos-Saratoga Road (California State Route 9) and Alberto Way.

Q: What is the current use?

A: The property currently consists of three two-story multi-tenant office buildings on the project site consisting of approximately 31,000 square feet of office space.

Q: What is the proposed use?

A: The development project proposes a new two-story office building with 83,000 square feet of office space and an accompanying two-level subterranean parking garage.

Q: How much larger in size are the proposed buildings than the existing buildings?

A: There would be a total net increase in office space of approximately 52,000 square feet.

Q: Would there be any increase in traffic due to the proposed development project?

A: Yes, there will be additional vehicle trips associated with the increased square footage; however, the increase in traffic would not result in a “significant” traffic impact based on the traffic analysis conducted according to the Town’s Traffic Impact Policy and General Plan (GP).

Q: How many additional vehicle trips created by a new development triggers the Town’s requirement for a traffic impact analysis?

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

Q: Does the proposed project trigger the Town’s requirement for a traffic impact analysis?



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

A: Yes. An Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program have been prepared for the project and can be found at the following link: <http://www.losgatosca.gov/2216/Pending-Planning-Projects>. The TIA is available online via that link as well. The TIA found that the proposal would generate more vehicle trips than what currently occurs with the existing office spaces. The size of development has been reduced to 83,000 square feet since completion of the TIA. It is estimated that the currently proposed development would result in an additional 123 vehicle trips during the AM peak hour, and 90 vehicle trips during the PM peak hour.

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

A: Pursuant to the Town's Traffic Impact Policy, the AM and PM peak hours are determined during weekdays when schools are in session for studied intersections, with the AM peak hour occurring between 7:00 AM and 9:00 AM and, similarly, the PM peak period between 4:00 PM and 6:00 PM. The 60-minute durations with the highest number of vehicle trips during each of these morning and evening periods are selected as the respective peak hour traffic times. These peak hour traffic times are used for the traffic analysis.

Q: How is the number of vehicle trips calculated?

A: The number of vehicle trips generated by a development project is determined by using the applicable trip generation rate from the Institute of Transportation Engineers (ITE) Trip Generation Manual or alternative sources in accordance with the Town's Traffic Impact Policy. Use of the ITE trip generation rates for estimating the number of vehicle trips is a standard practice and is also consistent with the VTA's traffic impact analysis guidelines.

Q: Is any increase in traffic from a new development considered a significant impact to the nearby traffic intersections and surrounding area?

A: No. The Town's General Plan (GP) and Traffic Impact Policy define a significant traffic impact based on changes to the intersection's Level of Service (LOS).

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

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



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

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

A: For the currently proposed project, the TIA concluded that the intersections would not drop more than one level or below a LOS D. Therefore, the project would not create a significant impact on traffic. The intersections that were included in the analysis are: North Santa Cruz Avenue and Los Gatos-Saratoga Road, University Avenue and Los Gatos-Saratoga Road, Alberto Way and Los Gatos-Saratoga Road, Los Gatos Boulevard and Los Gatos-Saratoga Road, and Los Gatos Boulevard and Caldwell Avenue/Kennedy Road.

Q: Would the proposed project create any unsafe conditions for Alberto Way?

A: In its existing condition, Alberto Way is approximately 36 feet from curb-to-curb along the project frontage. This width is sufficient for on-street parking and one lane of traffic in each direction. The project has proposed dedication along the Alberto Way frontage to facilitate an exclusive right turn lane and bike lane. The TIA has evaluated the traffic conditions on Alberto Way and the access to the project site and has found no unsafe conditions.

Q: Would the proposed development result in difficulty or unsafe conditions for emergency services to access Alberto Way during construction?

A: The project is conditioned to provide a Construction Management Plan and Traffic Control Plan prior to the issuance of any permit(s) for work within the public right-of-way. Furthermore, the project is also conditioned to provide advance notification of all affected residents and emergency services. Emergency services will have access at all times.

Q: Did the TIA evaluate the project impact to the adjacent California State Route 17?

A: Yes. The TIA analyzed the northbound and southbound segments of California State Route 17 (Highway 17) between Lark Avenue and Bear Creek Road. With the analysis, it was determined that the increase in segment trips would not significantly impact the freeway LOS. Furthermore, the TIA included a freeway ramp analysis for four affected ramps at the interchange of Highway 17 and Los Gatos-Saratoga Road to verify that the ramps would have sufficient capacity to serve the expected traffic volumes with the project.

Q: What is the proposed elimination of on-street parking with the proposed project?

A: The project proposes to eliminate approximately 130 linear feet of on-street parking (5 parking spaces) along the project frontage (southbound Alberto Way), and 70 linear feet (3 parking spaces) along northbound Alberto Way in front of the Best Western.

Q: Why is this elimination necessary?

A: Eliminating on-street parking is necessary for improving both visibility and traffic flow.



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

Q: With the elimination of on-street parking in front of the restaurant/motel complex across from the proposed project, would the street width accommodate a left turn lane into the proposed project as well as the standard lane going north on Alberto Way?

A: With the location of the project's main entrance being situated near the northern property line, a left turn lane into the project would require elimination of on-street parking in front of the Pueblo De Los Gatos residences (420 Alberto Way), which may not be desirable. In addition, the TIA has evaluated and found there would be sufficient gaps in traffic for vehicles to make a left into the project site without creating significant delays to northbound traffic.

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

A: The currently proposed Conditions of Approval require a Transportation Demand Management (TDM) plan for the development. The TDM plan will include a list of measures for reducing single-occupant vehicle trips and encourage alternative transportation modes such as riding bicycles, carpooling, and riding transit.

Q: What improvements have been proposed to encourage pedestrian and bike to downtown?

A: The project has proposed to install a detached sidewalk on both Alberto Way and Los Gatos-Saratoga Road along the project's frontage to enhance the pedestrian experience. The project has also proposed the installation of a bike lane and bike box on Alberto Way, widen Los Gatos-Saratoga Rd to accommodate a future bike lane, and implement a TDM program to encourage multi-modal transportation. The project, as conditioned, will provide crosswalk improvements for pedestrians crossing the California State Route 17 northbound on-ramp, such as high-visibility crosswalk stripes, rectangular rapid flashing beacons, a yield line and/or appropriate signage.

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

A: The currently proposed Conditions of Approval require the following off-site improvements:

- Alberto Way
 - Installation of new curb, gutter, detached sidewalk with landscaped planting strip, street lights, signing, and striping.
 - Removal and replacement of the existing pavement section along the project frontage with a traffic-appropriate engineered structural pavement section from the centerline of Alberto Way to its western lip of gutter.
 - A 2-inch asphalt grind and overlay from centerline of Alberto Way to its eastern lip of gutter.
 - Two travel lanes exiting Alberto Way: an exclusive right-turn lane and a shared left-thru lane.
 - A bike lane on southbound Alberto Way at the project frontage.



TOWN OF LOS GATOS PARKS AND PUBLIC WORKS

- A bike box on southbound Alberto Way at its intersection with Los Gatos-Saratoga Road.
- Installation of ADA-compliant curb ramps at the intersection of Alberto Way and Los Gatos-Saratoga Road.
- Los Gatos-Saratoga Road
 - Installation of new curb, gutter, detached sidewalk with landscaped planting strip, street lights, signing, and striping.
 - Installation of ADA-compliant curb ramps on Los Gatos-Saratoga Road at the California State Route 17 northbound ramp.
 - A 2-inch asphalt grind and overlay from the northern extent of the median island to the new lip of gutter along the project frontage.
 - Widening of the north side of Los Gatos-Saratoga Road; removal and replacement of the existing median island along eastbound Los Gatos-Saratoga Road to provide for a future bike lane and a left-turn pocket (250 feet in length) for eastbound Los-Gatos Saratoga Road traffic turning onto northbound Alberto Way.
 - Provide crosswalk improvements for pedestrians crossing the California State Route 17 northbound on-ramp, such as high-visibility crosswalk stripes, rectangular rapid flashing beacons, a yield line and/or appropriate signage, etc.
 - Installation of traffic signal interconnection from Alberto Way to Los Gatos Boulevard.

Q: Is there a map or site plan that shows the proposed off-site improvements?

A: Yes. Please see Exhibit 1, attached.

Q: Does the Town Engineering staff or the Town's engineering consultants have concerns with the proposed project creating safety issues regarding traffic, grading, drainage, and/or soil conditions?

A: No. The project analysis on the traffic, grading, drainage and soil conditions has been reviewed by Engineering staff and the Town's consultants. As currently designed, the proposed project meets the Town Code requirements as well as accepted engineering standards.

Q: Does this mean Town Council cannot require changes to the design based on perceived concerns about traffic, grading, drainage, and/or soil conditions?

A: Town Council can request the developer make changes to the project. PPW Engineering would require an analysis of these changes by the developer's engineering team, which Engineering staff and the Town's consultants would then review to verify compliance with Town Code and accepted engineering standards. Council-requested changes could cause impacts to the developer's project objectives, require additional design, and incur additional development costs to the developer for these changes.