November 13, 2020

Ms. Courtney Rowe
TS/Civil Engineering, Inc.
1776 Technology Drive
San Jose, CA 95110

RE: Traffic Operations Analysis for the Proposed Residential Development Located at 14915 Shannon Road in Los Gatos, California

Dear Ms. Rowe:

The purpose of this letter is to quantify the potential traffic increases and operational issues that could occur as a result of the proposed residential project at 14915 Shannon Road in Los Gatos, California. The site location is shown on Figure 1. This project proposes to subdivide a lot parcel and construct nine detached homes on a project site that is currently occupied by one detached single-family homes. Access to the project site would be provided via Shannon Road. Shannon Road is a two-lane east-west neighborhood collector street that extends from Los Gatos Boulevard to Hicks Road. The project would have one shared driveway on Shannon Road, three driveways on Sky Lane which intersects with Shannon Road, and one driveway on Sierra Azule, which is connected to Shannon Road via Santa Rosa Drive. The shared driveway on Shannon Road would serve five single-family homes, and the rest of the homes would have their own dedicated driveways on Sky Lane and Sierra Azule. Figure 2 shows the site plan with site access to Shannon Road and Sky Lane.

Project Trip Generation Estimates

Trip generation for the proposed residential project was estimated using rates published in the ITE *Trip Generation Manual, Tenth Edition*. The rates published for Single-Family Detached Housing (210) were used to estimate the trips generated by the proposed single-family housing. Based on ITE rates, the proposed detached single-family residential development is estimated to generate a total of 76 net new daily trips, 6 net new AM peak hour trips and 8 net new PM peak hour trips. The project trip generation estimates are presented in Table 1.

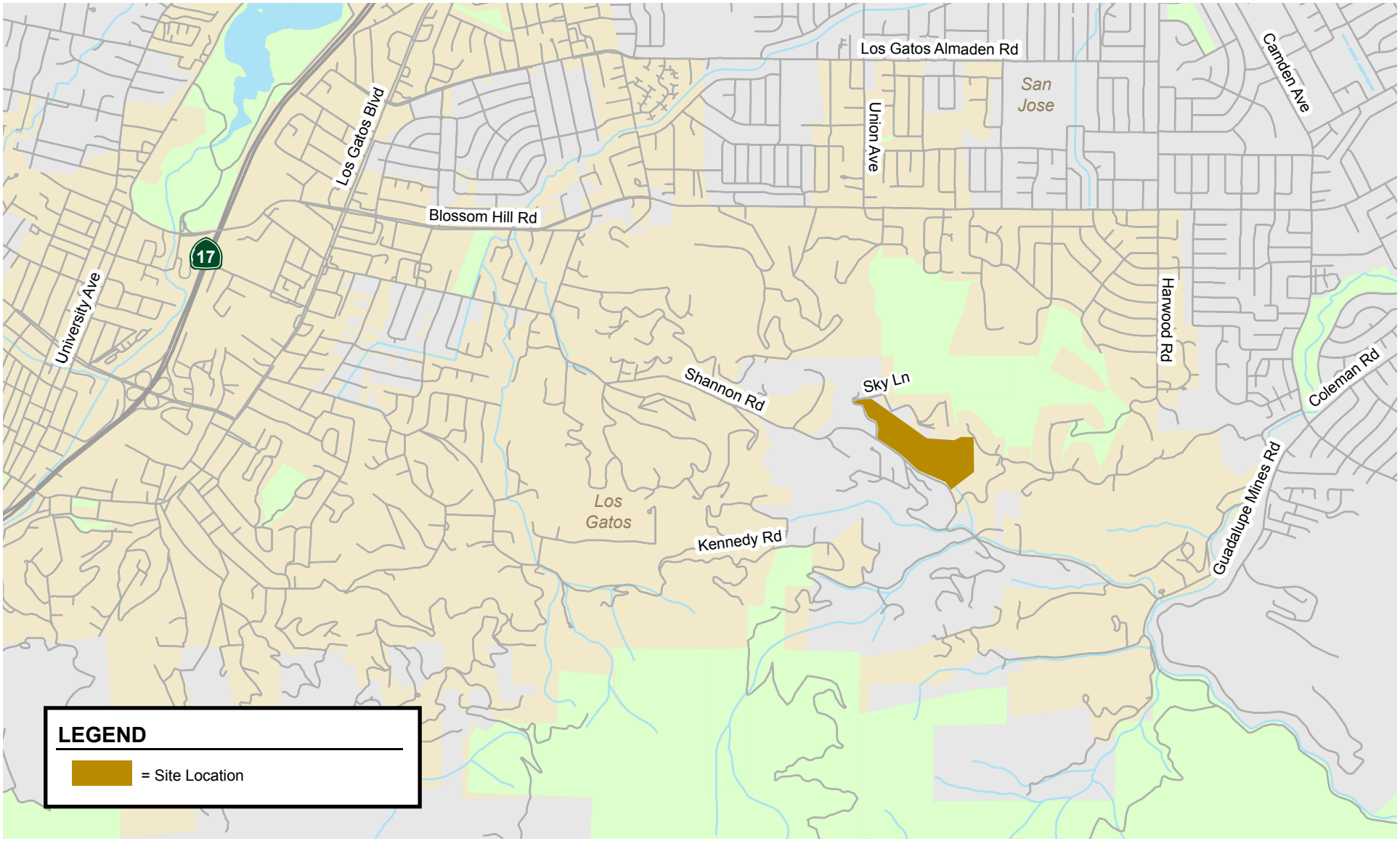

Figure 1
Site Location

NORTH
Not to Scale

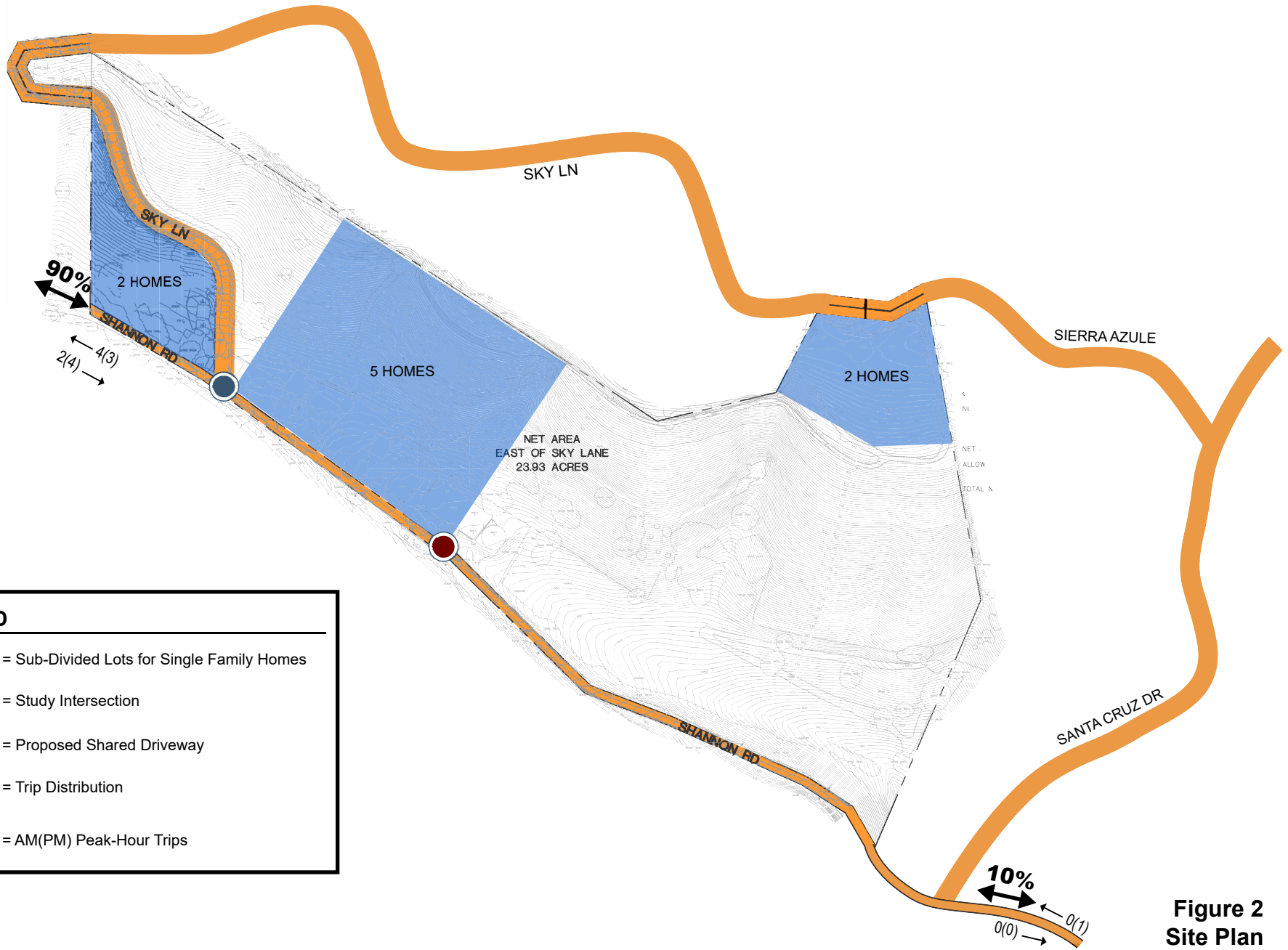

Figure 2
Site Plan

Table 1
Project Trip Generation

Land Use	Size		Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate	PM In	PM Out	PM Total
Proposed Use												
Single family residences[1]	9	units	9.44	85	0.74	2	5	7	0.99	6	3	9
Existing Use												
Single family residences[1]	1	units	9.44	(9)	0.74	0	(1)	(1)	0.99	(1)	(0)	(1)
Net New Trips:				**76**		**2**	**4**	**6**		**5**	**3**	**8**

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition* , for Single faimly detached housing (Land Use Code 210). Average rates were used. Rates are expressed in trips per unit.

The project trips were assigned to Shannon Road based on existing traffic patterns and the locations of complementary land uses. Figure 2 shows the project trip distribution and net trip assignment

The project is expected to add an estimated six and eight vehicle trips on Shannon Road during the AM and PM peak hour, respectively. Therefore, it is concluded that the amount of traffic increases would have a negligible effect on traffic operations on Shannon Road. On Sky Lane, it is anticipated that the project would add three vehicle trips during both the AM and PM peak hours. On Sierra Azule and Santa Rosa Drive, it is anticipated that the project would add one vehicle trip during both the AM and PM peak hours. There would not be a noticeable change to traffic operations.

Driveway Analysis

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the driveways on Shannon Road, which has a posted speed limit of 30 mph, the Caltrans stopping sight distance is 250 feet (based on a design speed of 35 mph). This means that a driver must be able to see 250 feet down Shannon Road to locate a sufficient gap to turn out of the project driveway. There are no roadway curves or physical obstructions within 250 feet in either direction of the driveway locations on Shannon Road that would obstruct the vision of exiting drivers. Figure 3 shows the driveway sight triangles. Therefore, it is concluded that there is adequate intersection sight distance provided for the proposed shared driveway on Shannon Road.

The existing street cross-section of Shannon Road in the project vicinity is 20 feet with a 10-foot wide traveled lane in each direction.

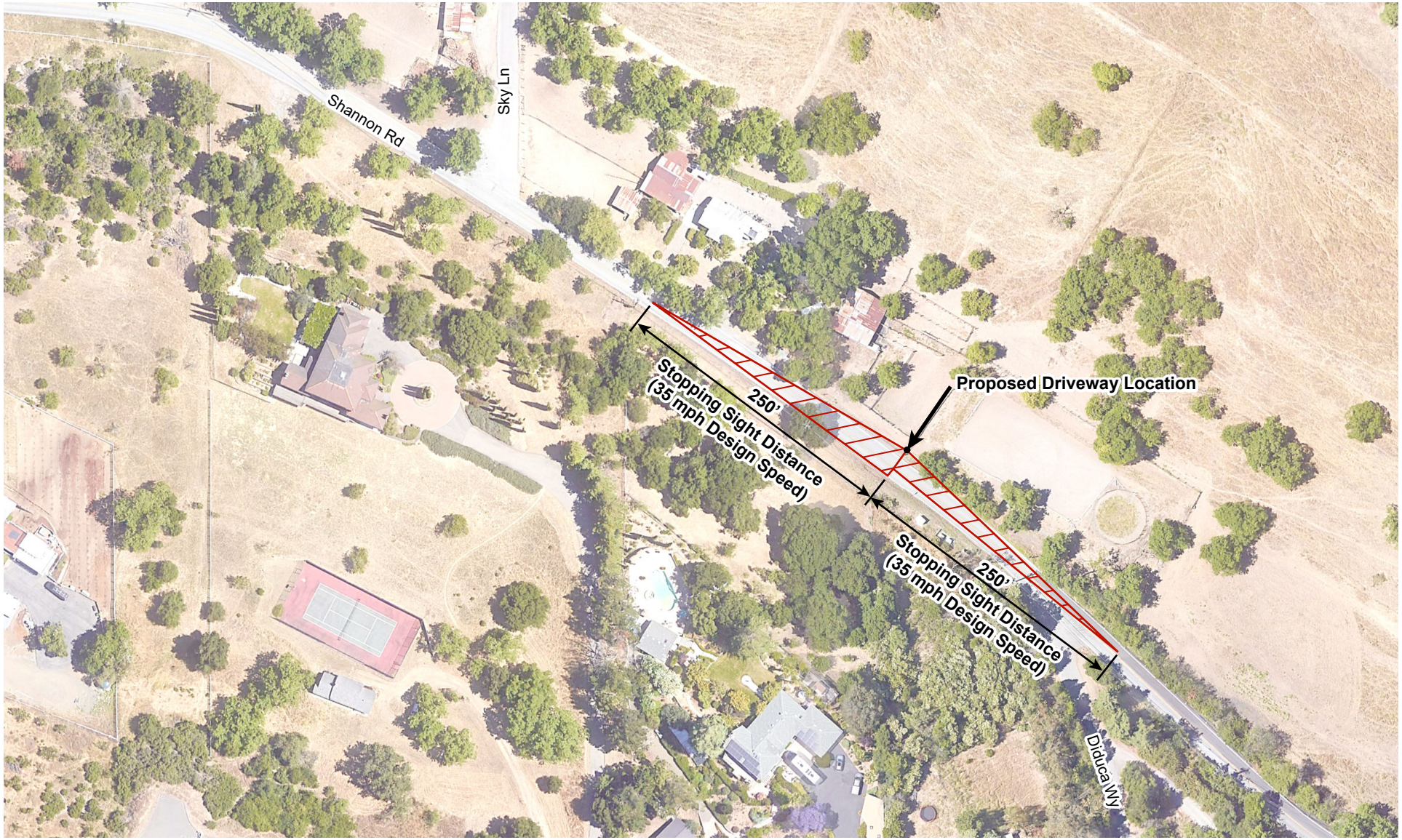

Figure 3
Driveway Sight Triangles

NORTH
Not to Scale

Recommendation: Although the Town does not have specific street design standards applicable to Shannon Road, it is recommended that the Shannon Road street cross-section along the project frontage to be widened to 24 feet (12-foot traveled lane provided in each direction) in order to enhance safety for motor vehicles and bicycles. Road widening should be achieved by right of way dedication along the project frontage.

Vehicle Miles Traveled (VMT) Analysis

Senate Bill (SB) 743 changed the way transportation impacts are identified under CEQA from vehicle level of service (LOS) to daily vehicle miles travelled (VMT). However, the Town of Los Gatos has not formally adopted a VMT analysis policy.

A VMT analysis review was conducted to assess the potential impacts caused by the proposed project. Because the project is expected to generate fewer than 110 trips per day, it is anticipated that the project would not have a significant VMT impact consistent with SB 743 and the Governor's Office of Planning and Research (OPR) recommendations.

Please do not hesitate to contact us if there are any questions regarding our analysis.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President

Eric Tse, P.E., PTOE
Associate