SPECIAL MEETING OF THE TOWN COUNCIL AGENDA
JANUARY 13, 2026
TOWN COUNCIL CHAMBERS, 110 EAST MAIN STREET, LOS GATOS, CA 95030
5:00 PM

Rob Moore, Mayor
Maria Ristow, Vice Mayor
Mary Badame, Council Member
Matthew Hudes, Council Member
Rob Rennie, Council Member

IMPORTANT NOTICE

This is a hybrid meeting and will be held in-person at the Town Council Chambers at 110 E. Main Street and virtually through Zoom Webinar (log-in information provided below). You may watch the Council meeting without providing public comment on Comcast cable channel 15 or at www.LosGatosCA.gov/TownYouTube. Members of the public may provide public comments for agenda items in-person or virtually by following the instructions listed at the end of the agenda.

To watch and participate via Zoom, please go to:
https://losgatosca-gov.zoom.us/j/85488322698?pwd=7Sq4eCaTO82GZSxVmc2bKaNicYDDOu.1
Enter Passcode: 652669

CALL MEETING TO ORDER

ROLL CALL

VERBAL COMMUNICATIONS *(Members of the public are welcome to address the Town Council only on matters listed on the agenda. Each speaker is limited to no more than three (3) minutes or such time as authorized by the Mayor.)*

PUBLIC HEARINGS *(Applicants/Appellants and their representatives may be allotted up to a total of five minutes maximum for opening statements. Members of the public may be allotted up to three minutes to comment on any public hearing item. Applicants/Appellants and their representatives may be allotted up to a total of three minutes maximum for closing statements.)*

1. **Consider a Recommendation by the Planning Commission and Adopt a Resolution to Approve Architecture and Site and Subdivision Applications to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. An Initial Study was Prepared and No Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Streamlining Process, Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.**

RECOMMENDATION: Staff recommends that the Town Council consider the Planning Commission's recommendation and adopt a Resolution to approve the Architecture and Site and Subdivision applications to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a Grading Permit, and removal of large protected trees under Senate Bill 330 (SB 330) on property zoned North Forty Specific Plan (NF-SP): Housing Element Overlay Zone (HEOZ), located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

ADJOURNMENT *(Council policy is to adjourn no later than midnight unless a majority of Council votes for an extension of time.)*

ADA NOTICE - In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Clerk's Office at (408) 354-6834. Notification at least two (2) business days prior to the meeting date will enable the Town to make reasonable arrangements to ensure accessibility to this meeting [28 CFR §35.102-35.104].

NOTICE REGARDING SUPPLEMENTAL MATERIALS - Materials related to an item on this agenda submitted to the Town Council after initial distribution of the agenda packets are available for public inspection in the Clerk's Office at Town Hall, 110 E. Main Street, Los Gatos and on the Town's website at www.losgatosca.gov. Town Council agendas and related materials can be viewed online at https://losgatos-ca.municodemeetings.com/.

HOW TO PARTICIPATE

The public is welcome to provide oral comments in real-time during the meeting in three ways:

Zoom Webinar (Online): Join from a PC, Mac, iPad, iPhone or Android device. Please click this URL to join: https://losgatosca-gov.zoom.us/j/85488322698?pwd=7Sq4eCaTO82GZSxVmc2bKaNicYDDOu.1
Passcode: 652669. You can also type in 854 8832 2698 in the "Join a Meeting" page on the Zoom website at zoom.us and use passcode 652669.

When the Mayor announces the item for which you wish to speak, click the "raise hand" feature in Zoom. If you are participating by phone on the Zoom app, press *9 on your telephone keypad to raise your hand.

Telephone: Please dial 1 (855) 758-1310 for US Toll-free or 1 (408) 961-3927 for US Toll. (Meeting ID: 854 8832 2698)

If you are participating by calling in, press *9 on your telephone keypad to raise your hand.

In-Person: Please complete a "speaker's card" located on the back of the chamber benches and return it to the Town Clerk before the meeting or when the Mayor announces the item for which you wish to speak.

NOTES: Comments will be limited to three (3) minutes or less at the Mayor's discretion.
If you are unable to participate in real-time, you may email Clerk@losgatosca.gov with the subject line "Public Comment Item #__ " (insert the item number relevant to your comment).
Deadlines to submit written comments are:

-11:00 a.m. the business day before the Council meeting for inclusion in an addendum.
-11:00 a.m. on the day of the Council meeting for inclusion in a desk item.

TOWN OF LOS GATOS
COUNCIL AGENDA REPORT

MEETING DATE: 01/13/2026
ITEM NO: 1

DATE: January 8, 2026

TO: Mayor and Town Council

FROM: Chris Constantin, Town Manager

SUBJECT: **Consider a Recommendation by the Planning Commission and Adopt a Resolution to Approve Architecture and Site and Subdivision Applications to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. An Initial Study was Prepared and No Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Streamlining Process, Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.**

RECOMMENDATION: Staff recommends that the Town Council consider the Planning Commission's recommendation and adopt a Resolution to approve the Architecture and Site and Subdivision applications to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a Grading Permit, and removal of large protected trees under Senate Bill 330 (SB 330) on property zoned North Forty Specific Plan (NF-SP): Housing Element Overlay Zone (HEOZ), located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Town Manager, Assistant Town Manager, Town Attorney, and Community Development Director

FISCAL IMPACT:

Approving the Architecture and Site and Subdivision applications does not impact the Town's budget.

STRATEGIC PRIORITY:

The proposed project aligns with the adopted Core Goal of **Community Character** and the Strategic Priority to preserve the Town's small-town charm and provide a range of housing opportunities, while diligently maintaining and implementing the Housing Element.

BACKGROUND:

The applicant proposes construction of a mixed-use residential development consisting of 450 units distributed amongst 19 separate buildings (Attachment 3, Exhibits 1 through 16). The applicant submitted a revised Letter of Justification discussing the project (Attachment 8, Exhibit 24). New private roadways would provide circulation throughout the site, with Street C1 and Street C5 taking access from Los Gatos Boulevard, in addition to an extension of N. Turner Street running horizontally through the project site, connecting the property to Phase I of the NF-SP. Of the 450 proposed units, 77 units (17 percent of the total units) would be designated as BMP units.

The full discussion and analysis of the project is provided in the April 30, 2025, Planning Commission Staff Report, included as Attachments 3 through 6, and the October 29, 2025, Planning Commission Staff Report, included as Attachments 8 through 11.

On April 30, 2025, the Planning Commission held a special meeting to consider the request, take public comment, and discuss the project. The Planning Commission continued the item to a date uncertain, pending completion of the environmental analysis.

On October 29, 2025, the Planning Commission reviewed the project and voted five to two to forward a recommendation to the Council to approve the project with modified conditions of approval. Additional details on the Planning Commission review and recommendation are provided below.

This applicant is utilizing the state density bonus law. The planning application is also subject to the state Housing Accountability Act. In addition, the state's "no net loss" law applies. Each of these statutory schemes is discussed on the following pages.

A. State Density Bonus Law

The applicant is seeking to use the state density bonus law ("SDBL"), which is codified in Government Code Sections 65915 through 65918. The intent of SDBL is to encourage

builders and local governments to include low- and moderate-income housing units in proposed developments. Under the statutes, the local authority must grant a density bonus or other specified incentives or concessions to a developer who "seeks and agrees" to build affordable housing.

Concessions and Incentives

So long as the required percentage of affordable housing is provided, a developer may opt to request "concessions and incentives" without seeking the density bonus. A local agency may decline to grant the concessions or incentives only under certain limited circumstances set forth in Government Code Section 65915 (d). Those circumstances are:

1) The concession or incentive does not result in identifiable and actual cost reductions to provide for affordable housing;
2) The concession or incentive would result in a "specific adverse impact . . . upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources," which cannot be feasibly mitigated without rendering the development unaffordable to low-income and moderate-income households; or
3) The concession or incentive would be contrary to state or federal law. [Gov. Code Section 65915 (d)(1)(A)-(C)].

Concessions and incentives include the following:

1) Reduction in site development standards;
2) Modifications of zoning or architectural design requirements that exceed state standards;
3) Approval of mixed-use zoning in conjunction with the project if commercial, office, industrial, or other land uses, will reduce the cost of, and are compatible with, the development; and
4) Any other regulatory incentive or concession proposed by either party that results in "identifiable and actual cost reductions to provide for affordable housing costs" or to provide for affordable rents [Gov. Code Section 65915 (k)].

Under the statute, two incentives or concessions are granted for projects that include at least 17 percent of the total units for lower income households. This applicant is proposing a project with 17 percent of the residential units affordable for lower income households and is therefore entitled to two incentives or concessions. This applicant is seeking two incentives or concessions.

The first request is to eliminate the requirement for commercial uses on the ground floor of the townhomes and affordable multi-family apartment building (Attachment 8, Exhibit 24). The applicant states that this will result in a cost reduction in that although portions of the

Project incorporate commercial elements, it is not financially feasible to develop commercial spaces on the ground floor of all the buildings on the Project site. Therefore, eliminating this development standard will result in cost savings to help provide the level of affordability proposed.

The second request is to deviate from the Town's Below Market Rate Program Guidelines. The Town's Below Market Rate Program Guidelines provide that affordable units are to be provided concurrently with market rate units:

"Phasing of the Construction of On- and Off-Site BMP Units: On- and off-site BMP units shall be constructed, and Certificates of Occupancies secured concurrently with or prior to the construction of the market-rate units. The BMP requirement will be calculated on the basis of the whole development. The Town Council may grant an exception to these phasing requirements during the Planned Development approval process." The applicant is asking to build 127 market-rate townhomes before constructing any affordable units. The applicant states that this will provide for a "cost reduction" in that the applicant will receive cash for the sale of the townhome parcel, which can be used to fund the project infrastructure and will reduce the need for financing and the associated interest payments. In staff's view, this explanation satisfies the legal standard for establishing a cost reduction. If the Town disagrees, the burden is on the Town to produce evidence that there is no cost reduction associated with the requested incentive or concession.

However, SDBL only applies if an applicant is "seeking and agreeing" to build affordable housing. In this application, the applicant is proposing to build affordable housing, but is not committing to do so itself. Instead, the applicant will transfer one of the parcels to Eden Housing for the construction of a building to contain 67 affordable units. At the time of the Planning Commission hearing, staff was concerned that this proposed transfer did not constitute a commitment to construct the required affordable units. As a result, staff recommended that the Planning Commission impose a condition of approval requiring that 17 percent of the 450 units be affordable throughout the course of construction. After discussion with the applicant and staff, the Planning Commission recommended that the Town Council adopt staff's recommendation to impose a condition of approval requiring the same ratio (17 percent) of affordable units to market rate units be provided throughout construction (Attachment 12). The conditions of approval, as recommended by the Planning Commission are provided in italics in Attachment 2, Exhibit A.

The applicant's team proposed an alternative condition of approval which would allow 127 market rate townhomes to be built first with a requirement that if the 255-unit multi-family apartment building is built before the 100 percent affordable housing project, the 67 affordable units would be included in the 255-unit multi-family building in addition to the ten affordable units already proposed (Attachment 8, Exhibit 24).

In discussions with the applicant prior to the Planning Commission meeting, the following additional proposed conditions of approval were proposed, but the applicant declined to agree to them:

1) Include a deadline for development of either the 100 percent affordable housing building or the multi-family apartment building.
2) Limit the number of building permits issued for the townhomes until building permits are pulled for the affordable units.
3) Make a deposit to be used toward the development of affordable housing if the affordable housing units are not constructed within a specified period of time.
4) Pay a penalty for each affordable unit that has not been constructed within three years of pulling the first townhome building permit.

In Phase 1 of the project, the BMP condition of approval read as follows:

"BMP Units. BMP applicants shall be qualified by the Santa Clara Housing Authority. The affordable units shall be required to be maintained for the term required under SDBL or for the life of the buildings, whichever is longer. The developer shall enter into an Affordable Housing Agreement with the Town prior to issuance of building permits. The proposed BMP units must be available and/or occupied prior to final occupancy issuance for the 187th market rate unit."

Waivers of Development Standards

Applicants are eligible for unlimited waivers of development standards when they "seek and agree" to provide affordable housing. This applicant is also requesting waivers from the Town's development standards. A local agency may not apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria for density bonuses set forth in Government Code Section 65915(b) or with the concessions or incentives permitted by Government Code Section 65915.

One waiver that this applicant is seeking is a waiver of the Town's setback requirement in the North 40 Specific Plan. Section 2.5.7 of the North 40 Specific Plan, "Perimeter Overlay Zone," requires that "buildings or portions of buildings located within 50 feet of Los Gatos Boulevard shall be restricted to a maximum building height of 25 feet." The applicant is proposing a 100-foot building to be located 20 feet from Los Gatos Boulevard.

B. BMP Unit Phasing

The applicant has proposed that the 127 market rate townhomes be constructed first. The applicant's stated rationale is that the profits from the sale of the townhome parcel are needed in order to fund the required project infrastructure, which will reduce the cost of project financing.

The applicant anticipates that the 100 percent affordable housing project will be built by Eden Housing after construction of the townhomes. In the event that the 100 percent affordable housing project has not begun construction when the townhomes have been finished, the applicant will include all of the required affordable units in the multi-family apartment building, with the ability to transfer the affordability restrictions to the 100 percent affordable housing project in the future. The applicant's proposal does not include a timeline by which the affordable housing units will be built.

Over many months, Town staff and the applicant discussed a wide variety of options to guarantee that construction of the affordable units would start by a specified date. The options discussed included:

1) Requiring that affordable units be constructed along with market-rate units, such that 17 percent of the constructed units are affordable at all times during construction.
2) Requiring that construction on the affordable units begin after a specified number of townhomes, but not all 127 townhomes, have been built.
3) Imposing a monetary penalty if the affordable units have not been built by a specified date.
4) Requiring a deposit that will be forfeited if the affordable units have not been built by a specified date.

The applicant was not amenable to these proposals. Based on verbal guidance from HCD, Town staff is now recommending that the Town impose the condition proposed by the applicant in connection with the recordation of deed restrictions against the remaining parcels, stating that, if the affordable units are not built on the parcel that was transferred to Eden Housing, the affordable units must be built on other parcels. The reason for this revised recommendation is that, after the Planning Commission meeting, the applicant contacted HCD to request a meeting to discuss what it means to "seek and agree" to construct affordable housing. HCD shares the applicant's opinion that applying for approval to construct affordable housing units constitutes "seeking and agreeing" to construct affordable housing. To date, HCD has not provided a written official opinion.

The project is required to include 77 units affordable to low-income households. The applicant proposes to provide 67 low-income units on a parcel to be developed by Eden housing and 10 low-income units in the multi-family building. To make it clear that, even if the Eden Housing project or the multi-family building is not developed, the project is conditioned as a whole to provide 77 low-income units, staff is recommending that paragraph four of Condition #6 (Attachment 2, Exhibit A) be modified to remove the requirement that the BMP Units shall be constructed, and building permits and Certificates of Occupancy secured, so that at all times at least 17 percent of the residential units with building permits and Certificates of Occupancy are lower income BMP Units.

Staff is now recommending that a new condition of approval be added to Attachment 2, Exhibit A that requires recordation of a deed restriction against all of the parcels that comprise the project. The deed restriction will state that the parcels, taken together, must comply with the Town's BMP requirement. This will document the fact that 77 low-income units need to be provided as part of the project. The deed restriction will be recorded and will run with the land, covering any future buyers of the properties. A comprehensive list of recommended modifications to the conditions of approval by staff since the October 29, 2025, Planning Commission meeting are provided in the strikeout and underlined text in the Recommendations section of the report.

C. Housing Accountability Act

The Housing Accountability Act ("HAA") is codified at Government Code Section 65589.5. Pursuant to the HAA, a local agency may not deny or reduce the density of housing development projects that are affordable to low- or moderate-income households and are consistent with local objective development standards.

In addition, the Town cannot impose objective development standards that would render a housing development project "infeasible" – or incapable of being completed.

In order for a development to qualify for the protections under the HAA, it must meet the definition of a "housing development project." Furthermore, for a project to qualify for the affordable housing protections, it must also meet the definition of "housing for very low-, low-, or moderate-income households."

1) What is an eligible housing development project?

Pursuant to Government Code Section 65589.5(h)(2), a "housing development project" is a use consisting of residential units only; mixed use developments consisting of residential and non-residential uses with at least two-thirds of the square footage designated for residential use; or transitional or supportive housing. Because the term "units" is plural, a development must consist of more than one unit to qualify under the HAA. The development can consist of attached or detached units and may occupy more than one parcel, so long as the development is included in the same development application.
Pursuant To Government Code Section 65589.5 (h)(3), "a housing development affordable to lower- or moderate- income households" means a project that provides either of the following:

- At least 20 percent of the total units shall be sold or rented to lower income households. Lower-income households are those persons and families whose income does not exceed that specified by Health and Safety Code, § 50079.5, which is 80 percent of the area median income.

- 100 percent of the units shall be sold or rented to persons and families of moderate income, or persons and families of middle income. Moderate-income households are those persons and families whose incomes are 80 percent to 120 percent of the area median income (Health and Safety Code, § 50093). Middle-income households are those persons and families whose income does not exceed 150 percent of the area median income (Gov. Code, § 65008 subd. (c)).

In addition, the rent or sales prices of the affordable housing that is provided cannot exceed the following:

- For lower-income units, the monthly housing cost does not exceed 30 percent of 60 percent of area median income, with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based.
- For moderate-income units, the monthly housing cost does not exceed 30 percent of 100 percent of area median income, with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.

2) What are Objective Development Standards?

Pursuant to Government Code Section 65589.5 (f), local agencies are not prohibited from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies that were in effect at the time of project vesting. Those standards, conditions, and policies must meet the following criteria:

- Be appropriate to, and consistent with, meeting the local agency's share of its Regional Housing Needs Allocation (RHNA);
- Be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development; and
- Meet the definition of "objective." Objective standards are those that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official.

3) HAA Provisions Addressing Disapproval of Housing Development Projects

Pursuant to Government Code Section 65589.5, the HAA limits, but does not prohibit, a local agency from disapproving a housing development project. The HAA defines "disapproval" to include the following:

- A vote to disapprove a housing development project application.
- Failure to comply with statutory deadlines for a decision, including, but not limited to:
  - 90 days after certification of an environmental impact report pursuant to the California Environmental Quality Act ("CEQA");
  - 60 days from the date of adoption of a negative declaration pursuant to CEQA; and
  - 60 days from a determination by the local agency that the project is exempt from CEQA.

The foregoing is a non-exhaustive list of the local agency actions that constitute "disapproval" of a housing development project under the HAA.

4) Ability to Impose Development Conditions

The HAA does not prohibit a local agency from imposing conditions of approval on housing development projects. However, the HAA limits the application of conditions that lower the residential density of the project and, for housing affordable to low- and moderate-income households, would render the project economically infeasible or would have a substantial adverse effect on the viability of the proposed housing, unless specific findings are made and supported by a preponderance of evidence in the record. The "preponderance of the evidence" standard requires that local agencies weigh the evidence and conclude that the evidence on one side outweighs the evidence on the other side (i.e., 51 percent to 49 percent).

5) Determination of Consistency with Applicable Standards is Based on "Reasonable Person" Standard

In most cases, courts will uphold an agency's determination if there is "substantial evidence" to support that determination. "Substantial evidence" means that there is reasonable, adequate evidence in the administrative record to support the agency's findings. However, when a project is subject to the HAA, a housing development project will be deemed consistent with local standards if there is substantial evidence that could allow a "reasonable person" to conclude that it is consistent.

6) Application of the State Density Bonus Law

The use of a density bonus pursuant to state density bonus law (SDBL) does not constitute a valid basis on which to find a proposed housing development project is inconsistent with local standards. Here, with the use of incentives, concessions, and waivers that are available pursuant to SDBL, the project is consistent with Town standards. However, in order to be eligible for these incentives, concessions, and waivers, the applicant must "seek and agree" to build affordable housing.

7) Denial of a Housing Project that is Consistent with Local Standards

When a proposed housing development complies with applicable local standards, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall adopt written findings supported by a preponderance of the evidence that both of the following conditions exist:

- The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density.
- There is no feasible method to satisfactorily mitigate or avoid the adverse impact, other than the disapproval of the housing project or the approval of the project upon the condition that it be developed at a lower density. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

8) Denial or Conditioning of Affordable Housing Affordable to Low- and Moderate-Income Households

The HAA specifies findings that local agencies must make if they wish to deny a housing development project that provides housing affordable to low-or moderate-income households, or condition such a project so as to render it infeasible or have a substantial adverse effect on the viability or affordability of the project. These findings are in addition to the findings described above. Under the version of the HAA that was in effect at the time that the preliminary application for this project was submitted, the local agency must make one of the following specific findings based upon a preponderance of the evidence:

- The local government has an adopted Housing Element and has met its share of the RHNA in all income categories proposed in the housing development project.
- The housing development project would have a specific, adverse impact upon public health or safety, and there is no feasible method to mitigate or avoid the impact without rendering the project unaffordable or financially infeasible.
- Denial of the housing project or the imposition of conditions is required to comply with specific state or federal law, and there is no feasible method to comply without rendering the project unaffordable to low- and moderate-income households.
- The housing development project is proposed on land zoned for agriculture or resource preservation that is either 1) surrounded on two sides by land being used for agriculture or resource preservation; or 2) does not have adequate water or wastewater facilities to serve the housing development project.
- The housing development project meets both of the following conditions:

- Is inconsistent with both the zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. This finding cannot be used when the project is inconsistent with one but is consistent with the other.
- The local government has an adopted Housing Element in substantial compliance with state housing element law.
- This finding cannot be used when:
  - The project is proposed for a site identified as suitable or available for very low, low, or moderate-income households within the Housing Element, and the project is consistent with the specified density identified in the Housing Element.
  - The local agency has failed to identify sufficient adequate sites in its inventory to accommodate its RHNA, and the project is proposed on a site identified in any Element of its General Plan for residential use or in a commercial zone where residential uses are permitted or conditionally permitted.

In September 2024, the California State Legislature passed, and the Governor signed into law, Assembly Bill 1893 (AB 1893), which went into effect on January 1, 2025. AB 1893 made revisions to the findings in subsection (d) of Government Code Section 65589.5. However, the applicant for this project has not chosen to invoke the provisions of AB 1893. Therefore, the findings enumerated above are the ones that remain relevant to this project.

9) Violations of the HAA

If a plaintiff alleges an HAA violation and prevails, the court must issue an order compelling compliance with the HAA in 60 days. The court may also issue an order directing the local agency to approve the project. If the plaintiff prevails, the court awards attorney fees and costs to the plaintiff. If the local agency fails to comply with the order, the court must impose a minimum fine of $10,000 per housing unit.

C. No Net Loss Law

Pursuant to Government Code Section 65863 (No Net Loss Law), the Town must maintain adequate capacity in the Housing Element to accommodate its remaining unmet RHNA by each income category at all times throughout the entire planning period. To comply with the No Net Loss Law, as the Town makes decisions regarding zoning and land use, or as development is approved, the Town must assess whether it has adequate site capacity in the Housing Element to accommodate its RHNA at all income levels. If the Town approves a development of a parcel identified in the Housing Element with fewer units than anticipated, or at different income levels than projected, the Town must either find that the remaining capacity of the sites identified in the Housing Element is sufficient to

accommodate the remaining unmet RHNA by each income level or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category.

If a developer proposes fewer units than shown in the Housing Element, then the developer may be required to identify additional sites if the Town does not have adequate capacity for its total RHNA. However, if the approval of a housing development results in the remaining sites capacity becoming inadequate to accommodate the RHNA by income category, the Town may not disapprove the development but has up to 180 days from the approval to identify and rezone "sufficient additional, adequate, and available sites" to accommodate the remaining RHNA for each income category. Sites identified and rezoned must meet the following criteria:

- Must be considered an adequate site pursuant to the requirements of Government Code section 65583.2; and
- If the capacity to be replaced was on a site that was zoned by-right pursuant to Government Code section 65863.2 (h) and (i), then the replacement site must also satisfy those requirements.

As described in the table on the following page, the project provides fewer Very Low-, Low-, and Moderate-Income units than anticipated in the Sites Inventory of the Housing Element, but more Above Moderate-Income units.

No Net Loss Evaluation Proposed Project's Impact on the Anticipated Development in the Housing Element Sites Inventory					
	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Anticipated Development Included in the Housing Element Sites Inventory	184	89	92	108	473
Proposed Project	67	10	0	373	450
Net Site-Level Impact from the Proposed Project to the Housing Element Sites Inventory	-117	-79	-92	+265	-23

The following table shows that the cumulative impact of the project on the capacity of the Housing Element creates a negative surplus in the Very Low-income category. Therefore, the remaining capacity of the Housing Element is not adequate to meet the Town's remaining RHNA requirements. The No Net Loss findings cannot be made, and the Town is required to identify additional site(s) to accommodate the remaining RHNA should this project be approved. Pursuant to the No Net Loss law, 180 days from approval of a project,

the Town must identify and rezone available sites to accommodate the remaining RHNA for each income category.

Since the October 29, 2025, Planning Commission meeting, staff reevaluated the project's impact on the Housing Element sites inventory surplus, taking into account approved planning projects, pending planning applications, Housing Element annual progress reporting for the 2023 and 2024 years, as well as Accessory Dwelling Unit and Senate Bill 9 production. Based on the modified table below, the cumulative impact of the project on the capacity of the Housing Element no longer creates a negative surplus in the Moderate-income category as previously stated in the October 29, 2025, Planning Commission staff report.

No Net Loss Evaluation
Evaluation of the Proposed Project's Impact on the Cumulative Housing Element Sites Inventory Surplus

	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Housing Element Sites Inventory Surplus	52	36	34	160	282
Net Site-Level Impact from the Proposed Project to Housing Element Assumed Development Potential	-117	-79	-92	265	-23
Projects Approved/Pending, ADU and SB 9 Production and RHNA Reporting for 23' and 24'	57	238	93	1,313	1,701
Remaining Housing Element Sites Inventory Surplus with Project Approval	-8	195	35	1,738	1,960

DISCUSSION:

A. Planning Commission:

On October 29, 2025, the Planning Commission received the staff report, the applicant's presentation, and public comments on the proposed project (Attachments 8 through 11). The Planning Commission voted five to two to forward a recommendation to the Council to approve the project with the following modified conditions of approval, as reflected in italics in Attachment 2, Exhibit A:

1. A requirement that 25 percent of the units in the 100 percent affordable building on Lot 19 shall have a preference for developmentally disabled residents (Condition of Approval #4);

2. A requirement that the affordable units be constructed along with market-rate units, such that 17 percent of the constructed units shall be affordable at all times during construction (Condition of Approval #6);
3. The applicant shall consider alternative trees with less water requirements, including, but not limited to, Foothill Pine, Western Red Buds, Bay Laurels, Black Cottonwood, Box Elder, Big Leaf Maple, Holly Leaf Cherry, California Buckeye, Blue Oak, Black Oak, Valley Oak, and Canyon Live Oak trees. The proposed landscaping for the perimeter orchard open space and street trees shall be native (Condition of Approval #14); and
4. There shall be no use of Los Gatos Boulevard for hauling of materials, storage of materials, or idling of trucks without prior authorization from the Parks and Public Works Department (Condition of Approval #114).

During the Planning Commission meeting, several questions arose regarding the issue of what it means to "seek and agree to construct" affordable housing in order to qualify for the benefits of SDBL. After the Planning Commission meeting, the applicant contacted the state Department of Housing and Community Development ("HCD") to ask whether its proposal constituted sufficient "agreement" to build affordable housing in order to qualify for the state density bonus law. HCD met with the applicant and Town staff. At that meeting, HCD stated verbally that the applicant's proposal to transfer one parcel to Eden Housing for the construction of 67 affordable units constituted sufficient "agreement" to construct the affordable units. HCD's rationale was that it is common to allocate all of the affordable units to one building so that financing can be obtained. Staff has requested a written opinion from HCD.

PUBLIC COMMENTS:

Consistent with the Town's Height Pole, Flagging, Netting, and Signage Policy, a project sign was installed on the site. Additionally, notice cards for the Town Council meeting were mailed to all property owners and residents within 1000 feet, a legal advertisement was published in the newspaper, and meeting agendas were posted at Town Hall and the Library.
Public comments received between 11:01 a.m., Wednesday, October 29, 2025, and 11:00 a.m., Thursday, January 8, 2026, are included as Attachment 13.

CONCLUSION:

The applicant is requesting approval of Architecture and Site and Subdivision applications to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a grading permit, and removal of large protected trees under SB 330 on property zoned NF-SP:HEOZ, located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

As detailed above, the application was submitted and is being processed under SB 330, and the applicant has requested two concessions and a number of waivers to Town standards pursuant

to SDBL. On October 29, 2025, the Planning Commission forwarded a recommendation of approval to the Town Council with modified conditions of approval.

RECOMMENDATION:

Staff recommends that the Town Council adopt the draft modified Resolution (Attachment 2) to make the required findings and approve the Architecture and Site and Subdivision applications subject to the modified conditions of approval (Attachment 2, Exhibit A) with the following modifications proposed by staff:

1. Modify Conditions #3, as reflected in the underlined text:

   BELOW MARKET PRICE (BMP) UNITS, MIXED-USE BUILDING: The developer shall provide at least 10 BMP units (low-income) as part of the mixed-use building (Building E1). "BMP Units" are dwelling units to be rented at affordable rent to lower income households for a 55-year period, as defined by the Town's applicable BMP Program Guidelines and the applicable BMP Resolution, state density bonus law (Government Code Section 65915 *et seq.*), and the Housing Accountability Act (Government Code Section 65589.5). A deed restriction shall be recorded prior to the issuance of any building permits for residential units in the mixed-use building providing for at least 10 BMP Units in Building E1.

2. Modify paragraph four of Condition #6, as reflected in the strikeout and underlined text:

   ~~The BMP Units shall be constructed, and building permits and Certificates of Occupancy secured, so that at all times at least 17 percent of the residential units with building permits and Certificates of Occupancy are lower income BMP Units.~~ If BMP units are provided in the project in addition to those planned to be included in Buildings E1 and G1, the number of BMP Units required in Buildings E1 and G1 may be reduced, so long as ~~at least 17 percent of the residential units with building permits and Certificates of Occupancy are~~ 77 units within the project are BMP Units.

3. Add the following new condition, as reflected in the underlined text:

   DEED RESTRICTION AND COVENANT: Prior to the issuance of building permits for any residential units, the developer shall record against each parcel in the project a Deed Restriction and Covenant, on a form approved by the Town Attorney, requiring that all of the parcels shall, as part of the project approval, be collectively responsible for satisfying the requirements of the Town's Below Market Price (BMP) Program to construct and offer seventy-seven (77) units affordable to lower-income households. The Deed Restriction and Covenant shall provide that if the developer transfers, sells, assigns, leases, or otherwise conveys one or more of the parcels in the project such that there are separate owners of the parcels within the project, then the obligation to comply with the

Town's BMP Program shall be shared, jointly and severally, between the developer and the transferee(s) and that said requirement shall burden all of the parcels in the project equally and shall run with the land so as to be binding upon every person or entity having any fee, leasehold, or other estate in any of the parcels now or in the future. The Deed Restriction and Covenant shall further provide that the Town and the developer intend that 10 BMP units will be provided in Building E1 and 67 BMP units will be provided in Building G1; however, if a building permit for Building E1 is pulled before a building permit for Building G1, Building E1 will include 77 BMP units with the ability to transfer 67 BMP units to Building G1 in the future.

4. Modify Conditions #5, as reflected in the strikeout and underlined text:

   AFFORDABLE HOUSING AGREEMENT: Prior to approval of any final or parcel map or issuance of any building permit for a residential unit, whichever occurs first, the developer shall execute and record an Affordable Housing Agreement with the Town in a form subject to the Town Attorney's approval. The Affordable Housing Agreement shall provide for construction of the required BMP Units and facilitate their rental pursuant to applicable provisions of the BMP Program Guidelines and BMP Resolution in place as of April 17, 2023, state density bonus law, and the Housing Accountability Act. The applicant may satisfy this condition through the recordation of the Affordable Housing Agreement described in Condition 7~~6~~.

ALTERNATIVES:

Alternatively, the Council can:

1. Approve the applications with additional and/or modified conditions;
2. Continue the matter with specific direction; or
3. Deny the applications and make the required findings for denial.

COORDINATION:
This report was coordinated with the offices of the Town Manager and Town Attorney.

ENVIRONMENTAL ASSESSMENT:

This is a project as defined under CEQA, but is statutorily exempt under Section 15183. A Notice of Exemption will be filed by the applicant.
The Town Council adopted the 2040 General Plan and certified the 2040 General Plan EIR on June 30, 2022. On April 2, 2024, the Town Council voted to rescind the Land Use Element and Community Design Element of the 2040 General Plan. Therefore, the Town's current General Plan consists of the Land Use Element and Community Design Element of the 2020 General Plan, and the remaining elements of the 2040 General Plan.

CEQA Guidelines Section 15183 provides that a programmatic EIR, in this case the 2040 General Plan EIR, may serve as the EIR for subsequent activities or implementing actions, provided that it contemplates and adequately analyzes the potential environmental impacts of those subsequent activities. If the Town, as the CEQA Lead Agency, determines, pursuant to Section 15183 of the CEQA Guidelines, that no Subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the programmatic EIR, and new environmental documentation would not be required.

In accordance with Section 15183 of the CEQA Guidelines, an Initial Study (Attachment 1) was prepared to provide project-level consideration of potential new or more severe significant impacts associated with the proposed project to determine whether the project: 1) is within the scope of activities evaluated in the 2040 General Plan EIR; and 2) would trigger any of the criteria in CEQA Guidelines Section 15183.

The Initial Study includes a number of project-level technical studies, including: an Air Quality, Health Risk, and Greenhouse Gas Assessment; Noise Assessment; Arborist Report; and Transportation Analysis (Attachment 1). All technical reports were peer reviewed by the Town or the Town's consultants. The Initial Study determined that the project's environmental impacts have been considered in the 2040 General Plan EIR that was certified by the Town, which remains relevant, and the conditions set forth in Section 15183 are not triggered by the proposed project. In addition, the analysis determined that the proposed project is within the scope of activities evaluated in the 2040 General Plan EIR and the Environmental Analysis for the 6th Cycle Housing Element. As such, this Initial Study is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15183, and no additional environmental review is necessary.

ATTACHMENTS:

1. Final Initial Study – September 2025
   (available online at https://www.losgatosca.gov/N40II_FinalInitialStudy)
2. Draft Modified Resolution making the required findings and approving the applications subject to the Modified Conditions of Approval (included as Exhibit A)
3. April 30, 2025, Planning Commission Staff Report, with Exhibits 1 through 16
4. April 30, 2025, Planning Commission Addendum, with Exhibits 17 through 18
5. April 30, 2025, Planning Commission Desk Item, with Exhibits 19 through 20
6. April 30, 2025, Planning Commission Desk Item 2, with Exhibit 21
7. April 30, 2025, Planning Commission Verbatim Minutes
8. October 29, 2025, Planning Commission Staff Report, with Exhibits 21 through 26
9. October 29, 2025, Planning Commission Addendum 1, with Exhibit 27
10. October 29, 2025, Planning Commission Addendum 2, with Exhibit 28
11. October 29, 2025, Planning Commission Desk Item, with Exhibits 29 through 30
12. October 29, 2025, Planning Commission Verbatim Minutes

13. Public comments received between 11:01 a.m., Wednesday, October 29, 2025, and 11:00 a.m., by 11:00 a.m., Thursday, January 8, 2026

Final Initial Study – September 2025

Available online at https://www.losgatosca.gov/N40II_FinalInitialStudy

RESOLUTION 2026-

RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOS GATOS APPROVING ARCHITECTURE AND SITE APPLICATION S-23-031 AND SUBDIVISION MAP APPLICATION M-23-005 FOR A REQUEST TO CONSTRUCT A MIXED-USE RESIDENTIAL DEVELOPMENT (450 UNITS), A VESTING TENTATIVE MAP, SITE IMPROVEMENTS REQUIRING A GRADING PERMIT, AND REMOVAL OF LARGE PROTECTED TREES UNDER SENATE BILL 330 (SB 330) ON PROPERTY ZONED NORTH FORTY SPECIFIC PLAN:HOUSING ELEMENT OVERLAY ZONE.

PROPERTY LOCATION: 14859, 14917, 14925, AND 16392 LOS GATOS BOULEVARD; 16250, 16260, AND 16270 BURTON ROAD; AND ASSESSOR PARCEL NUMBER 424-07-116
APNS 424-07-009, -052, -053, -081, -094, -095, -115, and -116
ARCHITECTURE AND SITE APPLICATION: S-23-031
SUBDIVISION APPLICATION: M-23-005
PROPERTY OWNER: YUKI FARMS LLC
APPLICANT: GROSVENOR PROPERTY AMERICAS C/O STEVE BUSTER

WHEREAS, the applicant, Grosvenor Property Americas, proposes to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a Grading Permit, and removal of large protected trees under Senate Bill 330 (SB 330);

WHEREAS, the project includes an Architecture and Site Application (S-23-031) and Subdivision Map Application (M-23-005);

WHEREAS, on April 30, 2025, the Planning Commission held a public hearing and received testimony from the applicant and all interested persons who wished to testify or submit documents. The Planning Commission continued the item to a date uncertain pending completion of the environmental analysis;

WHEREAS, on October 29, 2025, the Planning Commission held a public hearing and received testimony from the applicant and all interested persons who wished to testify or submit documents. The Planning Commission considered all testimony and materials submitted, including the packet of materials contained in the Planning Commission Agenda Report for their meeting on October 29, 2025, along with any and all subsequent reports and materials prepared concerning this application, and forwarded a recommendation of approval to the Town Council with modified conditions of approval regarding the affordable housing construction phasing, affordable housing preference for developmentally disabled residents, landscaping, and hauling of materials;

WHEREAS, this matter came before the Town Council for public hearing on January 13, 2026, and was regularly noticed in conformance with state and Town law;

WHEREAS, on January 13, 2026, the Town Council held a public hearing and received testimony from the applicant and all interested persons who wished to testify or submit documents. The Town Council considered all testimony and materials submitted, including the record of the Planning Commission proceedings and the packet of materials contained in the Council Agenda Report for their meeting on January 13, 2026, along with any and all subsequent reports and materials prepared concerning this application; and

WHEREAS, the Town Council was able to make the findings required to approve the Architecture and Site and Subdivision applications.

NOW, THEREFORE, BE IT RESOLVED, that the Town Council of the Town of Los Gatos does the following:

1. The following findings are made by the Town Council of the Town of Los Gatos. The facts and evidence that support these findings are contained and explained in the record of proceedings for the proposed project, including without limitation the Initial Study and the staff reports for the Planning Commission and Town Council hearings.

   (A) Finding required for the California Environmental Quality Act (CEQA):

   (1) Additional environmental review of the proposed project is not required pursuant to CEQA Guidelines Section 15183 as CEQA Guidelines Section 15183 provides that a programmatic EIR, in this case the 2040 General Plan EIR, may serve as the EIR for subsequent activities or implementing actions, provided that it contemplates and adequately analyzes the potential environmental impacts of those subsequent activities. If the Town, as the CEQA Lead Agency, determines, pursuant to Section 15183 of the CEQA Guidelines, no Subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the programmatic EIR, and new environmental documentation would not be required.

   In accordance with Section 15183 of the CEQA Guidelines, an Initial Study (Attachment 1) was prepared to provide project-level consideration of potential new or more severe significant impacts associated with the proposed project to determine whether the project: 1) is within the scope of activities evaluated in the 2040 General Plan EIR; and 2) would trigger any of the criteria in CEQA Guidelines Section 15183.

   The Initial Study includes a number of project-level technical studies, including: an Air Quality, Health Risk, and Greenhouse Gas Assessment; Noise Assessment; Arborist Report; and Transportation Analysis. All technical

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reports were peer reviewed by the Town or the Town's consultants. The Initial Study determined that the project's environmental impacts have been considered in the 2040 General Plan EIR that was certified by the Town, which remains relevant, and the conditions set forth in Section 15183 are not triggered by the proposed project. In addition, the analysis determined that the proposed project is within the scope of activities evaluated in the 2040 General Plan EIR and the Environmental Analysis for the 6th Cycle Housing Element. As such, this Initial Study is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15183 and no additional environmental review is necessary.

(2) Regarding impacts that are not peculiar to the parcel or to the proposed project, that have been addressed as a significant effect in the prior EIRs, or that can be substantially mitigated by the imposition of uniformly applied development policies or standards, an additional EIR need not be prepared for the proposed project solely on the basis of such impacts.

(3) Applicable feasible mitigation measures specified in the Mitigation Monitoring and Reporting Programs (MMRP) for the 2020 General Plan EIR and/or the 2040 General Plan EIR, as applicable, will be imposed on the project through the Conditions of Approval.

(B) Finding required for consistency with the Town's Applicable General Plan:

Pursuant to SB 330, the Town's General Plan applicable to the proposed project consists of the 2020 General Plan Land Use and Community Design Elements and the 2040 General Plan excluding those two Elements, all as in effect on the date the applicant submitted its SB 330 preliminary application. The applicable General Plan Land Use Element designates the project site as North Forty Specific Plan, which permits residential and commercial uses. The applicant proposes a mixed-use residential development, which is consistent with the Town's applicable General Plan.

(C) Findings required to deny a Subdivision application:

As required by Section 66474 (a) through (g) of the State Subdivision Map Act, the map shall be denied if any of the findings listed in that Section are made. **None of the findings could be made to deny the application.**

Instead, the Town Council makes the following affirmative findings:

- That the proposed map is consistent with all elements of the applicable General Plans.
- That the design and improvement of the proposed subdivision is consistent with all elements of the applicable General Plans.
- That the site is physically suitable for the type of development.

- That the site is physically suitable for the proposed density of development.
- That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.
- That the design of the subdivision and type of improvements is not likely to cause serious public health problems.
- That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

(D) Findings required for compliance with the Zoning Regulations:

The project meets the objective standards of the North Forty Specific Plan with the concessions and waivers requested pursuant to State Density Bonus Law.

(E) Findings required for compliance with the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development:

The project meets the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development with the waivers requested pursuant to State Density Bonus Law.

(F) Findings required for granting a concession or incentive and waivers pursuant to State Density Bonus Law:

(1) Government Code Section 65915 Findings for Denial of a Requested Concession(s) or incentive(s):

(a) The Town shall grant concession(s) or incentive(s) requested by the applicant unless the Town makes a written finding, based upon substantial evidence, of any of the following:

(i) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(ii) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

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(iii) The concession or incentive would be contrary to state or federal law.
(iv) The Town makes none of the above findings and therefore grants the requested concessions.

(2) Government Code Section 65915(a)(2) Findings for Denial of Requested Waivers:

(a) The Town shall grant waivers to the Town's development standards requested by the applicant unless the Town makes a written finding, based upon substantial evidence, that the development standard for which the waiver is requested would not physically preclude the construction of the development at the densities and with the concession permitted through Density Bonus Law.
(b) The Town does not make the above finding and therefore grants the requested waivers.

(G) Findings required for consistency with California Government Code Section 65863 regarding state RHNA requirements, the Town's Housing Element Sites Inventory, and No Net Loss Law:

As required for approval of a development of any parcel with fewer units by income category than was identified in the Town's Housing Element for that parcel:

(1) The project provides fewer Very Low-, Low-, and Moderate-Income units than anticipated in the Housing Element Sites Inventory, but more Above Moderate-Income units. The cumulative impact of the project on the capacity of the Housing Element creates a negative surplus in the Very Low-income category. Therefore, the remaining capacity of the Housing Element is not adequate to meet the Town's remaining RHNA requirements. The No Net Loss findings cannot be made, and the Town is required to identify additional site(s) to accommodate the remaining RHNA should this project be approved.

As required by Government Code Section 65863, the following No Net Loss findings cannot be made:

(a) Remaining sites identified in the Housing Element are adequate to meet the Town's remaining RHNA for the planning period by income category.

Findings: The remaining capacity of the Housing Element sites is not adequate to meet the Town's remaining RHNA with approval of this

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project. The Town is required to identify additional site(s) to accommodate the remaining RHNA as a result of this project.

(b) Include a quantification of the remaining unmet need for the jurisdiction's RHNA at each income level and the remaining capacity of sites identified in the Housing Element, to accommodate that need by income level.

Findings: The remaining unmet need for the Town's RHNA at each income level and the remaining capacity of the Housing Element is provided in the table below and creates a negative surplus in the Very Low-income category. The Town is required to identify additional site(s) to accommodate the remaining RHNA for each income category.

No Net Loss Evaluation
Evaluation of the Proposed Project's Impact on the Cumulative Housing Element Sites Inventory Surplus

	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Housing Element Sites Inventory Surplus	52	36	34	160	282
Net Site-Level Impact from the Proposed Project to Housing Element Assumed Development Potential	-117	-79	-92	265	-23
Projects Approved/Pending, ADU and SB 9 Production and RHNA Reporting for 23' and 24'	57	238	93	1,313	1,701
Remaining Housing Element Sites Inventory Surplus with Project Approval	-8	195	35	1,738	1,960

(H) Considerations required in review of Architecture and Site applications:

As required by Section 29.20.150 of the Town Code, the applicable considerations in review of an Architecture and Site application were all made in reviewing this project.

2. The Town Council of the Town of Los Gatos approves Architecture and Site Application (S-23-031) and Subdivision Application (M-23-005) to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a Grading Permit, and removal of large protected trees under Senate Bill 330 (SB 330) on property zoned NF-SP:HEOZ, located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116 subject to the attached Conditions of Approval included

as Exhibit A.

3. The decision constitutes a final administrative decision pursuant to Code of Civil Procedure section 1094.6 as adopted by section 1.10.085 of the Town Code of the Town of Los Gatos. Any application for judicial relief from this decision must be sought within the time limits and pursuant to the procedures established by Code of Civil Procedure section 1094.6, or such shorter time as required by state and federal Law.

PASSED AND ADOPTED at a special meeting of the Town Council of the Town of Los Gatos, California, held on the 13th day of January 2026, by the following vote:

COUNCIL MEMBERS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

SIGNED:

_____

MAYOR OF THE TOWN OF LOS GATOS
LOS GATOS, CALIFORNIA

ATTEST:

_____

TOWN CLERK OF THE TOWN OF LOS GATOS
LOS GATOS, CALIFORNIA

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TOWN COUNCIL – *January 13, 2026*
CONDITIONS OF APPROVAL

14859, 14917, and 14925 Los Gatos Boulevard; 16250, 16260, 16270, and 16392 Burton Road; and Assessor Parcel Number 424-07-116
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Consider a Request for Approval to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. An Initial Study was Prepared and No Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Streamlining Process, Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR.

Property Owner: Yuki Farms LLC
Applicant: Grosvenor Property Americas c/o Steve Buster
Project Planner: Jocelyn Shoopman

TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DIRECTOR:

Planning Division

1. APPROVAL: This project is vested to the ordinances, policies, and standards in effect on April 17, 2023, and these conditions of approval conform to those ordinances, policies, and standards. This application shall be completed in accordance with all of the conditions of approval and in substantial compliance with the approved plans. Any changes or modifications to the approved plans and/or business operation shall be approved by the Community Development Director, DRC, or the Planning Commission depending on the scope of the changes.
2. EXPIRATION: The approval will expire upon the later to occur of expiration of the vesting tentative map or two- and one-half years from the final approval date, pursuant to subparagraph (D) of paragraph (2) of subdivision (o) of Section 65589.5 of the Government Code, unless the project has commenced construction. If the final subdivision map is recorded in phases, the life of the approval will be extended pursuant to Section 66452.6.
3. BELOW MARKET PRICE (BMP) UNITS, MIXED-USE BUILDING: The developer shall provide 10 BMP units (low-income) as part of the mixed-use building (Building E1). "BMP Units" are dwelling units to be rented at affordable rent to lower income households for a 55-year period, as defined by the Town's applicable BMP Program Guidelines and the applicable BMP Resolution, state density

bonus law (Government Code Section 65915 *et seq.*), and the Housing Accountability Act (Government Code Section 65589.5). A deed restriction shall be recorded prior to the issuance of any building permits for residential units in the mixed-use building providing for 10 BMP Units in Building E1.

4. BELOW MARKET PRICE (BMP) UNITS, AFFORDABLE BUILDING: The developer shall provide 67 BMP Units as part of the affordable housing building (Building G1). *25 percent of the units in Building G1 shall have a preference for developmentally disabled residents*. A deed restriction shall be recorded prior to the issuance of any building permits for residential units in the affordable housing building providing for 67 BMP units in Building G1.
5. AFFORDABLE HOUSING AGREEMENT: Prior to approval of any final or parcel map or issuance of any building permit for a residential unit, whichever occurs first, the developer shall execute and record an Affordable Housing Agreement with the Town in a form subject to the Town Attorney's approval. The Affordable Housing Agreement shall provide for construction of the required BMP Units and facilitate their rental pursuant to applicable provisions of the BMP Program Guidelines and BMP Resolution in place as of April 17, 2023, state density bonus law, and the Housing Accountability Act. The applicant may satisfy this condition through the recordation of the Affordable Housing Agreement described in Condition 6.
6. PHASING OF THE CONSTRUCTION OF BMP UNITS: Sufficient units to qualify the project for two incentives or concessions under the State Density Bonus Law under subdivision (e) of Section 65915 of the Government Code (i.e., 77 BMP Units of the project's 450 units) shall be restricted for occupancy by lower income households, as defined by Section 50079.5 of the Health and Safety Code, at rents affordable to the assumed household size for each restricted unit. Such units shall constitute the project's BMP Units.

   Prior to the approval of any final or parcel map or issuance of any building permits for residential units, whichever occurs first, the applicant shall execute and record an Affordable Housing Agreement in a form subject to the Town Attorney's reasonable approval. The Affordable Housing Agreement shall require Lot 19 as shown on the vesting tentative map to be developed for 68 units, consisting of 67 BMP Units to be rented to lower income households and one unrestricted manager's unit to remain affordable for a minimum of 55 years.

   The Affordable Housing Agreement shall also require the applicant to provide at least 10 BMP Units affordable to lower income households in Building E1 on Lot 18 as shown on the vesting tentative map.

   The BMP Units shall be constructed, and building permits and Certificates of Occupancy secured, so that at all times at least 17 percent of the residential units with building permits and Certificates of Occupancy are lower income BMP

Units. If BMP units are provided in the project in addition to those planned to be included in Buildings E1 and G1, the number of BMP Units required in Buildings E1 and G1 may be reduced, so long as at least 17 percent of the residential units with building permits and Certificates of Occupancy are BMP Units.

The Affordable Housing Agreement shall require the BMP Units to be rented to lower income households at affordable rent for a term of 55 years from the date of the initial occupancy of the BMP Units, and it shall include terms regarding provisions for marketing, income certification, and screening of potential renters of BMP Units including the financing of ongoing administrative and monitoring costs.

7. REPLACEMENT HOUSING OBLIGATIONS: The project will demolish seven single-family homes, six of which were occupied when the project application was made and one of which was vacant. The following conditions are required to comply with Government Code Sections 66300.5 and 66300.6:

   a. Required Replacement Units. Information submitted by the applicant shows that three homes of three bedrooms each are occupied by very low-income households, and one home of two bedrooms is occupied by a low-income household. Based on the most recently available data from the United States Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy database, the vacant unit is assumed to have been occupied by a very low-income household. The affordable housing agreement shall provide that five replacement units shall be made available to low and very low-income households for a term of 55 years from the issuance of a certificate of occupancy or final inspection, as applicable. Three of the units shall contain three bedrooms each and shall be made available to very low-income households, as defined in Health & Safety Code Section 50105, at affordable housing cost or affordable rent. One unit shall contain two bedrooms and shall be made available to low-income households, as defined in Health & Safety Code Section 50079.5, at affordable housing cost or affordable rent. The vacant unit shall be replaced by one or more units of "equivalent size," as defined in Government Code Section 66300.5(d), which shall be made available to very low-income households, as defined in Health & Safety Code Section 50105, at affordable housing cost or affordable rent. "Affordable housing cost" is as defined in Health & Safety Code Section 50052.5. "Affordable rent" is as defined in Health & Safety Code Section 50053.

   b. Relocation Benefits. Upon project approval, the Town shall retain a relocation consultant at the applicant's expense to determine the relocation benefits that the very low and low-income tenants are entitled to that are equivalent to the relocation benefits required to be paid by public entities pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of the Government Code and any implementing regulations. Those benefits shall be paid by the applicant to those lower income tenants at the time required by the statute and

implementing regulations referenced in the previous sentence. Prior to the approval of a final map, or issuance of any construction permit, whichever is earliest, the Town shall verify that all lower income tenants have received the required relocation benefits.

c. Right to Return. The applicant shall offer all very low and low-income tenants the right to return to a comparable unit at affordable housing cost or affordable rent. A "comparable unit" for the very low-income tenants must contain three bedrooms, and a "comparable unit" for the low-income tenant must contain two bedrooms.

d. Notice to All Tenants. All tenants must be allowed to remain until at least six months prior to the start of construction activities. If the applicant decides not to proceed with the project and returns the homes to the rental market, all existing tenants are entitled to return to the units at their current rent. The applicant shall provide written notice to all tenants of these rights at least six months prior to the date the tenants will be required to vacate the existing units. Prior to issuance of any construction permit, the applicant shall provide contact information to the Town for all existing tenants so that they may be informed of their rights should the project not succeed.

8. OUTDOOR LIGHTING: For the life of the project, exterior lighting shall be kept to a minimum and shall be down directed fixtures that will not reflect or encroach onto adjacent properties. No flood lights shall be used unless it can be demonstrated that they are needed for safety or security.
9. TREE REMOVAL PERMIT: A Tree Removal Permit shall be obtained for any trees to be removed, prior to the issuance of Building and/or Grading Permits. Per Town Code Section 26.20.010 and Chapter 29, Article 1, Division 2, the developer shall obtain a tree removal permit prior to the removal of protected trees on private or Town property. The project developer shall abide by any tree replacement ratios and/or in-lieu payments, tree protection measures, and best management practices required by the tree removal permit and/or within an updated arborist report.
10. EXISTING TREES: All existing protected trees with the potential to be preserved shown on the plan and trees required to remain or to be planted are specific subjects of approval of this plan and must remain on the site to the extent feasible during final design.
11. ARBORIST REQUIREMENTS: Prior to issuance of Building and/or Grading Permits, the developer shall implement, at their cost, all recommendations identified in the Arborist's report for the project, on file in the Community Development Department. These recommendations must be incorporated in the Building Permit plans and completed prior to issuance of a building permit where applicable and shall remain through all phases of construction.
12. TREE FENCING: Prior to issuance of Building and/or Grading Permits, protective tree fencing and other protection measures consistent with Section 29.10.1005

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of the Town Code shall be placed as shown on the Tree Protection Plan (Sheet T-5) of the approved plans prior to issuance of demolition and building permits and shall remain through all phases of construction. Include a tree protection plan with the construction plans.

13. TREE STAKING: Prior to final inspection, all newly planted trees shall be double staked using rubber tree ties.
14. LANDSCAPING: Prior to issuance of the Certificate of Occupancy for the final unit within a phase of the final subdivision map, all landscaping within the phased area must be completed. *The applicant shall consider alternative trees with less water requirements, including, but not limited to Foothill Pine Western Red Buds, Bay Laurels, Black Cottonwood, Box Elder, Big Leaf Maple, Holly Leaf Cherry, California Buckeye, Blue Oak, Black Oak, Valley Oak, and Canyon Live Oak trees. The proposed landscaping for the perimeter orchard open space and street trees shall be native*. The meadow must be completed prior to the Certificate of Occupancy for the final townhome in the project.
15. WATER EFFICIENCY LANDSCAPE ORDINANCE: The final landscape plan shall meet the Town of Los Gatos Water Conservation Ordinance or the State Water Efficient Landscape Ordinance (WELO), whichever is more restrictive. Submittal of a Landscape Documentation Package pursuant to WELO is required prior to issuance of Building and/or Grading Permits. This is a separate submittal from your Building Permit. A review deposit based on the current fee schedule adopted by the Town Council is required when working landscape and irrigation plans are submitted for review. A completed WELO Certificate of Completion Appendix C) is required prior to final inspection/certificate of occupancy.
16. PROJECT IDENTIFICATION SIGNAGE: Project identification signage on the project site shall be removed within 30 days of final action on the applications.
17. ROOFTOP EQUIPMENT: Prior to final inspection, any new or modified roof mounted equipment shall be fully screened.
18. SIGN PERMIT: A sign permit must be obtained prior to installation of any permanent new signs, other than those excepted by Section 29.10.110 of the Town Code.
19. REUSABLE MATERIALS: All reusable materials from residential, commercial, and construction/renovation activities shall be recycled.
20. NOISE 1: The Town shall include the following measures as standard conditions of approval for applicable projects involving construction to minimize exposure to construction vibration:
    a. Avoid the use of pile drivers and vibratory rollers (i.e., compactors) within 50 feet of buildings that are susceptible to damage from vibration.
    b. Schedule construction activities with the highest potential to produce vibration to hours with the least potential to affect nearby office uses that the Federal Transit Administration identifies as sensitive to daytime vibration.
    c. Notify neighbors of scheduled construction activities that would generate vibration.

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21. NOISE 2: For projects involving construction equipment that are located within 25 feet of noise-sensitive receptors the following mitigation would be required:
    a. Equipment Staging Areas – Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.
    b. Electrically-Powered Tools and Facilities – Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
    c. Smart Back-up Alarms – Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
    d. Additional Noise Attenuation Techniques – During the clearing, earth moving, grading, and foundation/conditioning phases of construction, temporary sound barriers shall be installed and maintained between the construction site and the sensitive receptors. To the extent feasible, temporary sound barriers shall consist of sound blankets affixed to construction fencing or temporary solid walls along all sides of the construction site boundary facing potentially sensitive receptors.
22. ENERGY CONSERVATION AND ENERGY EFFICIENCY:
    a. Passive Solar Heating and Cooling. Require new subdivisions to examine the feasibility of incorporating site layouts that allow for passive solar and heating and cooling;
    b. Solar Orientation. Require new development to incorporate measures that reduce energy use through solar orientation by taking advantage of shade, prevailing winds, landscaping and sun screens;
    c. Sustainable Practices in Design and Construction. Require new construction and remodels to use energy- and resource-efficient and ecologically sound designs, technologies, and building materials, as well as recycled materials to promote sustainability; and
    d. Energy Efficiency Requirement. Require higher levels of energy efficiency as house size increase.
23. CULTURAL RESOURCES 1: If human remains are found during construction activities, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the archeological monitor and the coroner of Santa Clara County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code

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section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

The Planning Division of the Community Development Department shall be responsible for ensuring the implementation of this Condition. Costs will be the responsibility of the developer(s).

24. CULTURAL RESOURCES 2: For grading or excavations deeper than four feet below the existing surface, a qualified archaeologist shall be retained to monitor the excavations. The archaeologist shall be present on-site to observe a representative sample of deep grading or excavations in at least three areas within the Plan Area until satisfied that there is no longer a significant potential for finding buried resources. In the event that any potentially significant archaeological resources (i.e., potential historical resources or unique archaeological resources) are discovered, the project archaeologist shall designate a zone in which additional archaeological resources could be found and in which work shall be stopped. A plan for the evaluation of the resource shall be submitted to the Community Development Director for approval. Evaluation normally takes the form of limited hand excavation and analysis of materials and information removed to determine if the resource is eligible for inclusion on the California Register of Historic Resources.

    In the event that significant paleontological, historic, and/or archaeological remains are uncovered during excavation and/or grading in the absence of an archaeological monitor, all work shall stop in the area of the subject property until a qualified archaeologist can assess the find and, if necessary, develop an appropriate data recovery program.

    The Planning Division of the Community Development Department shall be responsible for ensuring the implementation of this Condition. Costs will be the responsibility of the developer(s).

25. CULTURAL RESOURCES 3: Prior to demolition of buildings within the Plan Area identified as potentially historic resources, the developer(s) shall prepare photographic documentation of the buildings meeting the documentation standards of the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), as presented in the North 40 Specific Plan Historic Resources Technical Report. The historic documentation shall be prepared at Level IV (sketch plan, digital photographs of exterior and interior

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views, and HABS/HAER inventory cards) for the potentially historic buildings. No historic documentation shall be required for the orchard, except as may be incidentally included in the documentation of the structures.

The developer(s) shall prepare, or retain a qualified professional who meets the standards for architectural historian and/or historical architect set forth by the Secretary of the Interior (Secretary of the Interior's Professional Qualification Standards, 36 CFR 61) to prepare documentation of historic resources prior to any construction work associated with demolition or removal.

The Town of Los Gatos shall identify appropriate repositories for housing the historical documentation at the time of the project-level analysis. An interpretive display shall be incorporated into the design within the Plan Area.

26. NESTING BIRDS: If noise generation, ground disturbance, vegetation removal, or other construction activities begin during the nesting bird season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the nesting bird season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas on the project site, and as feasible within 250 feet of the site boundary, to ensure that no active nests would be disturbed during project implementation. This survey shall be conducted no more than two weeks prior to the initiation of disturbance and/or construction activities. A report documenting the survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist and submitted to the Town of Los Gatos for review and approval prior to disturbance and/or construction activities.

    If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a native species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed disturbance and/or construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits.

    To ensure that no inadvertent impacts to an active bird nest will occur, no disturbance and/or construction activities shall occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

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The developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

27. BAT ROOSTS: To avoid impacting active bat roosts, if present, any vacant buildings on the site proposed for removal that are boarded up prior to construction (dark in the daytime) shall be opened in the winter months (prior to mid-March) to allow in light, making these areas non-suitable for use as bat roosts.

    Mature trees removed due to project implementation shall be removed in two stages (with the limbs removed one day, and the main trunk removed on a subsequent day) to allow any potentially present day-roosting bats the opportunity to relocate. If bat roosts are encountered during tree removal, a bat specialist shall be hired to assist in any relocation efforts.

    The developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

28. BURROWING OWLS: To avoid impacts to burrowing owls, a qualified biologist will conduct a two-visit (i.e. morning and evening) pre-construction presence/absence survey at all areas of suitable habitat on and within 300 feet of the construction site within 30 days prior to the start of construction. Surveys will be conducted according to methods described in the Revised Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012).

    If pre-construction surveys are undertaken during the breeding season (February through August) and locate active nest burrows near construction zones, then these nests and a 200-meter (600-foot) exclusion zone will be delineated which must remain off-limits to ground-disturbing activities until the breeding season is over. The exclusion zone shall be clearly delineated/fenced, and work could proceed within the exclusion zone after the biologist has determined that fledglings were capable of independent flight and the California Department of Fish and Wildlife has approved the recommencement of work inside the exclusion zone, or has authorized physical relocation of the owls. Nesting owl pairs physically relocated (after consultation and approval from the California Department of Fish and Wildlife) as a consequence of construction activities are typically provided a habitat replacement mitigation ratio of 6.5 acres per owl pair/territory relocated.

    The project developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

29. TOWN INDEMNITY: Pursuant to Town Code Section 1.10.115, and the police power of the Town to impose appropriate Conditions of Approval, the Applicant and its successors in interest (collectively, “Applicants”) securing the application approvals for Architecture and Site Application S-23-031 and Subdivision Application M-23-005 (the “Approval”) shall indemnify and hold harmless the Town for any third-party

challenge to the Approval (administrative appeal, judicial review, or otherwise – collectively, "Challenge"), including without limitation and subject to the following:

(a) Generally: Regarding any such Challenge to any aspect of the Approval, Applicant shall defend, indemnify, and hold harmless the Town (any reference to "Town" shall mean and include without limitation Town's elected officials, appointed officials, legal counsel, agents, officers, employees, contractors, and special legal counsel)(with legal counsel approved by Town), from and against any third-party Challenge against the Town related to the Approval.

(b) Applicant shall bear any and all losses, damages, injuries, liabilities, costs, and expenses (including, without limitation, any award of attorney fees or damages, attorney fees for outside legal counsel, expert witness fees, court costs, and other litigation expenses) arising out of or related to any third-party Challenge ("Costs"), whether incurred by the Applicant, Town, or awarded to any third party, and shall pay to the Town upon demand made with reasonable written documentation substantiating the Costs incurred by the Town.

(c) The total of all obligations owing by the Applicant under this Condition of Approval is collectively referred to as the "Challenge Indemnity." No modification of the Approval, nor any application, permit certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's obligations pursuant to this Condition of Approval. The Town shall promptly notify the Applicant of any such Challenge, and the Town shall cooperate with the Applicant as Applicant fulfills its obligations pursuant to this Condition of Approval.

30. COMPLIANCE MEMORANDUM: A memorandum shall be prepared and submitted with the building plans for the development within a phase of the final subdivision map detailing how the applicable Conditions of Approval will be addressed for that phase.
31. IMPACT FEE TIMING AND CALCULATION: The applicant shall pay all impact fees prior to the date for final inspection or issuance of a certificate of occupancy for a building, whichever occurs first, on a pro rata basis by dwelling unit. The impact fees shall be calculated based on the rates in effect as of April 17, 2023, the time the applicant submitted its complete SB 330 preliminary application, subject to any modifications consistent with subdivision (o) of Section 65589.5 of the Government Code.
32. PUBLIC ART: The applicant shall comply with the requirements of Article VII of Chapter 25 of the Town Code.

Building Division

33. PERMITS REQUIRED: A Demolition Permit is required for the demolition of each existing structure. A separate Building Permit is required for each new structure/building proposed on the site.

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34. APPLICABLE CODES: The current codes, as amended and adopted by the Town of Los Gatos as of January 1, 2023, are the 2022 California Building Standards Code, California Code of Regulations Title 24, Parts 1-12, including locally adopted Energy Reach Codes.
35. CONDITIONS OF APPROVAL: The Conditions of Approval must be blue lined in full within the construction plans. A Compliance Memorandum shall be prepared and submitted with the building permit application for the development within a phase of the final subdivision map detailing how the applicable Conditions of Approval will be addressed for that phase.
36. BUILDING & SUITE NUMBERS: Submit requests for new building addresses to the Building Division prior to submitting for the building permit application process.
37. SIZE OF PLANS: Minimum size 24" x 36", maximum size 30" x 42".
38. REQUIREMENTS FOR COMPLETE DEMOLITION OF STRUCTURE: Obtain a Building Department Demolition Application and a Bay Area Air Quality Management District Application for the removal of each existing structure. Once the demolition form has been completed, all signatures obtained, and written verification from PG&E that all utilities have been disconnected, submit the completed form to the Building Department with the Air District's J# Certificate, PG&E verification, and site plans showing all existing structures, existing utility service lines such as water, sewer, and PG&E. No demolition work shall be done without first obtaining a permit from the Town.
39. SOILS REPORT: A Soils Report, prepared to the satisfaction of the Building Official, containing foundation, and retaining wall design recommendations, shall be submitted with the Building Permit Application. This report shall be prepared by a licensed Civil Engineer specializing in soils mechanics.
40. SHORING: Shoring plans and calculations will be required for all excavations which exceed five (5) feet in depth, or which remove lateral support from any existing building, adjacent property, or the public right-of-way. Shoring plans and calculations shall be prepared by a California licensed engineer and shall conform to the Cal/OSHA regulations.
41. FOUNDATION INSPECTIONS: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project Building Inspector at foundation inspection. This certificate shall certify compliance with the recommendations as specified in the Soils Report, and that the building pad elevations and on-site retaining wall locations and elevations have been prepared according to the approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered Civil Engineer for the following items:
    a. Building pad elevation;
    b. Finish floor elevation;
    c. Foundation corner locations; and
    d. Retaining wall(s) locations and elevations.

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42. TITLE 24 ENERGY COMPLIANCE: All required California Title 24 Energy Compliance Forms must be blue-lined (sticky-backed), i.e., directly printed onto a plan sheet.
43. SITE ACCESSIBILITY: At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance that they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least one accessible route shall connect all accessible buildings, facilities, elements, and spaces that are on the same site.
44. ACCESSIBLE PARKING: The parking lots, as well as the parking structure, where parking is provided for the public as clients, guests, or employees, shall provide accessible parking. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.
45. BACKWATER VALVE: As required by Town Ordinance 6.40.020, provide details for any required sanitary sewer backwater valve on the plans and provide its location. The Town of Los Gatos Ordinance and West Valley Sanitation District (WVSD) requires backwater valves on drainage piping serving fixtures that have flood level rims less than 12 inches above the elevation of the next upstream manhole.
46. HAZARDOUS FIRE ZONE: All projects in the Town of Los Gatos require Class A roof assemblies.
47. SPECIAL INSPECTIONS: When a special inspection is required by CBC Section 1704, the Architect or Engineer of Record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the Building Permit. The Town Special Inspection form must be completely filled out and signed by all requested parties prior to permit issuance. Special Inspection forms are available online at www.losgatosca.gov/building.
48. AIR QUALITY 1: High efficiency filtration (MERV rating of 13 or greater) on ventilation systems shall be required in residential, hotel, and office units located in areas along State Route 17 identified in the EIR as having cancer risk in excess of 10 cases per million.
49. AIR QUALITY 2: Ground-level outdoor residential yards that are not oriented to the Los Gatos Boulevard side of the Plan Area, shall be located no closer than 100 feet from the State Route 17 right-of-way prior to 2015, and, subject to air hazards modeling to confirm, no closer than 50 feet from the State Route 17 right-of-way thereafter (when diesel fuel and engine changes will reduce diesel emissions levels).
50. AIR QUALITY 3: The following shall be implemented during construction activities to reduce emissions:

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a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
c. All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
d. All vehicle speeds on unpaved roads shall be limited to 15 mph;
e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
f. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;
g. All trucks and equipment, including their tires, shall be washed off prior to leaving the site;
h. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel; and
i. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

51. CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs): The Town standard West Valley Clean Water Authority Nonpoint Source Pollution Control Program Sheet (page size same as submitted drawings) shall be part of the plan submittal. The specification sheet is available online at www.losgatosca.gov/building.
52. APPROVALS REQUIRED: The project requires the following departments and agencies approval before issuing a building permit:
    a. Community Development – Planning Division: (408) 354-6874
    b. Engineering/Parks & Public Works Department: (408) 399-5771
    c. Santa Clara County Fire Department: (408) 378-4010
    d. West Valley Sanitation District: (408) 378-2407
    e. Santa Clara County Environmental Health Department: (408) 918-3479
    f. Local School District: The Town will forward the paperwork to the appropriate school district(s) for processing. A copy of the paid receipt is required prior to permit issuance.

TO THE SATISFACTION OF THE DIRECTOR OF PARKS & PUBLIC WORKS:

Engineering Division

THE FOLLOWING CONDITIONS SHALL BE ADDRESSED OR NOTED ON THE CONSTRUCTION PLANS SUBMITTED FOR ANY BUILDING OR GRADING PERMIT, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

53. THIRD-PARTY PLAN CHECK FEE AND INSPECTION FEE (Special projects only): The Town will procure a third-party engineering firm to perform Plan Review and Inspection Services. Applicant shall provide an initial deposit of $100,000 plus a 20 percent fee to the Town for plan review and inspection services. This deposit and fee are required at the time of the project building permit submittal. Once this deposit is received, the Town will select the consultant and initiate the plan review process. The Applicant's deposit will be charged on a time and materials basis. A supplemental deposit will be required if the remaining deposit is expected to be exhausted prior to completion of the work. Permitted work will not be allowed to continue without available funds to complete the required inspection services. Third-party engineering services will be required for the duration of the construction and project closeout phases.
54. STORM DRAINAGE FEE: The Applicant shall pay Storm Drainage fees in accordance with the Town's FY22-23 Adopted Fee Schedule that was in effect at the date the pre-application was deemed complete for the future construction of drainage facilities serving new buildings, improvements, or structures to be constructed which substantially impair the perviousness of the surface of land. The Storm Drainage fee based on the site area of 15.67 acres is **$72,426.74**. The Applicant shall pay this fee to PPW at the time specified in Condition 31.
55. TRAFFIC IMPACT MITIGATION FEES: The project is subject to the Town's Traffic Impact Mitigation fee for the generation of an estimated 2,968 net new average daily trips based on the traffic study submitted by Hexagon Transportation Consultants dated February 18, 2025. The fee is based on the FY22-23. Fee Schedule that was in effect at the time the pre-application was deemed complete indicates a fee of $1,015.00 per additional average daily trip. This results in an estimated total amount due of **$3,012,520**. This fee is due at the time specified in Condition 31.
56. CONSTRUCTION ACTIVITIES MITIGATION FEE (ORDINANCE 2189): Per the Town's Comprehensive Fee Schedule, the project is subject to the Town's Construction Activities Mitigation Fee based on the square footage of new buildings. The fee is based on the FY22-23 Fee Schedule that was in effect at the time the pre-application was deemed complete, and is $1.26 per square foot of new residential and non-residential building area. The fee shall be calculated based on the square footage total for all units shown on the construction plans to the approval of the Town Engineer. The entitlement plans indicate 718,470 square feet of new building footage resulting in a fee of **$905,272.20**, with the final fee to be calculated based on the actual building area as shown on the building permit application. This fee is due at the time specified in Condition 31.
57. CONSTRUCTION PLAN SUBMITTAL REQUIREMENTS: The Grading Permit Plans and Public Improvement Plans for the first phase of construction (together referred to as "Improvement Plans") shall be submitted as a set to Parks and Public Works Department along with a title report dated no older than 60 days from the date the Improvement Plans are submitted. Improvement Plans for subsequent phases shall be submitted as a set to Parks and Public Works Department along with a

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title report dated no older than 60 days from the date such Improvement Plans are submitted. The Improvement Plans shall be submitted at the same time as the Building Plans are submitted to the Building Department. All improvements shall be designed and constructed in accordance with Federal law, State law, Los Gatos Town Code, and the Los Gatos Standard Specifications and Details. Construction drawings shall comply with Section 1 (Construction Plan Requirements) of the Town's Engineering Design Standards, which are available for download from the Town's website. The Improvement Plans shall include:

a. A cover sheet with at least the proposed development vicinity map showing nearby and adjacent major streets and landmarks, property address, APN, scope of work, project manager and property owner, a "Table of Responsibilities" summarizing ownership, access rights, and maintenance responsibilities for each facility (streets, utilities, parks, landscaping, etc.), a sheet index including a sequential numeric page number for each sheet (i.e. "Sheet 1 of 54"), the lot size, required and proposed lot setbacks by type, proposed floor areas by type for each building, average slope, proposed maximum height, and required and proposed parking count and type.
b. The Approved Conditions of Approval printed within the plan set starting on the second sheet of the plan set.
c. An Existing Site Plan showing existing topography, bearing and distance information for all rights-of-way, easements, and boundaries, any existing easements proposed to be quit-claimed, existing hardscape, existing above ground utility features, and existing structures. The Improvement Plans shall identify the vertical elevation datum, date of survey, and surveyor responsible for the data presented.
d. A Proposed Site Plan showing proposed topography, boundaries, proposed and existing to remain easements, hardscape, above ground utility features (hydrants, transformers, control cabinets, communication nodes, etc.), and structures. Include top and bottom elevations of every inflection point of each wall. Show proposed public right-of-way improvements. Distinguish proposed linework from existing linework using heavier line type for proposed.
e. A Grading and Drainage Plan clearly showing existing onsite and adjacent topography using labeled contour lines, drainage direction arrows with slope value, and break lines. Proposed and existing to remain hardscape elevations must be provided in detail including slope arrows.
f. A Utility Plan showing appropriate line types and labels to identify the different types of utilities and pipe sizes. Utility boxes, hydrants, backflow preventers, water meters, sanitary sewer cleanouts, etc. shall be located on private property unless otherwise approved by the Town Engineer.
g. A Photometric Lighting Plan analyzing the full-width of the adjacent right-of-way. The plan shall show the average maintained horizontal illumination in foot-candles and the average to minimum uniformity ratio. Lighting shall be in compliance with the Town's Standard Specification section 2.38.

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h. A Landscaping Plan for the project site and the full width of the public rights-of-way adjacent to the project. The plans shall clearly identify public and private utilities and points of demarcation between the two.
i. A Composite Plan showing civil, landscape, electrical, and joint trench locations combined on one drawing to identify potential conflicts between disciplines. The Composite Plan shall include the size, location, and details of all trenches, locations of building utility service stubs and meters, and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. Show preferred and alternative locations for all utility vaults and boxes if project has not obtained PG&E approval. A licensed Civil or Electrical Engineer shall sign the Composite Plan. (All dry utilities shall be placed underground). A note shall be placed on the joint trench composite plans which states that the plan agrees with Town Codes and Standards and that no underground utility conflict exists.
j. General Notes found in the Town of Los Gatos General Guidelines.
k. A statement in the general notes indicating the need to obtain a Caltrans Oversized/Overweight Vehicles Transportation Permit if oversized or overweight vehicles are expected to be used.
l. A statement that all utility boxes in vehicular pathways shall be traffic-rated.

58. STANDARD PLAN COMPLIANCE: The project shall comply with the Town's Standard Plans to the extent applicable and subject to the reasonable approval of the Town Engineer. Street improvements, all street sections, the design of all off-site storm drainage facilities shall be in accordance with Town Standard Specifications and Standard Plans in effect as of April 17, 2023 or North 40 Specific Plan street standards for private roads, as applicable and approved by the Town Engineer. Improvements deemed necessary by the Town Engineer shall be shown on the Improvement Plans.
59. GRADING PERMIT: A grading permit is required for all site grading and drainage work that is outside the perimeter of a building, retaining wall footing, or other structure authorized by a valid building permit. The Applicant must submit a grading permit application after the appeal period of the entitlement approval process has passed. Submittals are accepted through Accela only. The grading permit application shall include detailed grading plans and associated required materials. Plan check fees are based on the scope of onsite work. Prior to approval of the grading permit, the Applicant shall pay all fees due and provide faithful performance and payment securities for the performance of the work described and delineated on the approved grading plan, final erosion and sedimentation control plan, and interim erosion and sedimentation control plan (if required), in an amount to be set by the Town Engineer (but not to exceed one hundred (100) percent) of the approved estimated cost of the grading and erosion and sedimentation control measures. The form of security shall be one or a combination of the following to be determined by the Town Engineer and subject to the approval of the Town Attorney: (1) Bond or bonds issued by one or

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more duly authorized corporate sureties on a form approved by the Town; (2) Deposit with the Town, money, or negotiable bonds of the kind approved for securing deposits of public monies; or (3) other instrument of credit from one or more financial institutions subject to regulation by the State or Federal Government wherein such financial institution pledges funds are on deposit and guaranteed for payment. The grading permit shall be issued prior to the issuance of the building permit unless otherwise allowed by the Town Engineer. The permit shall be limited to work shown on the grading plans approved by the Town Engineer. In granting a permit, the Town Engineer may impose any condition deemed necessary to protect the health, safety, and welfare of the public, to prevent the creation of a nuisance or hazard to public or private property, and to assure proper completion of the grading including but not limited to: (1) Mitigation of adverse environmental impacts; (2) Improvement of any existing grading or correction of any existing grading violation to comply with Town Code; (3) Requirements for fencing or other protection of grading which would otherwise be hazardous; (4) Requirements for dust, erosion, sediment, and noise control, hours of operation and season of work, weather conditions, sequence of work, access roads, and haul routes; (5) Requirements for safeguarding watercourses from excessive deposition of sediment or debris in quantities exceeding natural levels; (6) Assurance that the land area in which grading is proposed and for which habitable structures are proposed is not subject to hazards of land slippage or significant settlement or erosion and that the hazards of seismic activity or flooding can be eliminated or adequately reduced; (7) Temporary and permanent landscape plans.

60. PUBLIC IMPROVEMENTS: Prior to the issuance of any building permit within a phase of the final subdivision map and prior to any work being done in the Town's right of way, the Applicant must submit Public Improvement Plans for improvements related to that phase for review and approval. All public improvements shall be made according to the Town’s adopted Standard Plans, Standard Specifications, and Engineering Design Standards in effect as of April 17, 2023. The Applicant is required to confirm the location of existing utility lines along the project frontage by potholing. Prior to any potholing, Applicant shall submit an Encroachment Permit application with a pothole plan for Town review and approval. The Applicant shall provide the pothole results to the Town Engineer prior to final design. All existing public utilities shall be protected in place and, if necessary, relocated as approved by the Town Engineer. No private facilities are permitted within the Town right of way or within any easement unless otherwise approved by the Town Engineer. The Applicant shall have Public Improvement Plans prepared, stamped, and signed by a California licensed civil engineer.
    a. Once the Public Improvement Plans have been approved, the Applicant shall submit an application for an Encroachment Permit. The Encroachment Permit requires the Applicant to post the required bonds and insurance and provide a one (1) year warranty for all work to be done in the Town's right of

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way or Town easement. New concrete shall be free of stamps, logos, names, graffiti, etc. Any new concrete installed that is damaged shall be removed and replaced at the Contractor's sole expense. Prior to issuance of the encroachment permit, the Applicant shall submit a temporary traffic control plan ("TTCP") inclusive of all modes of travel for any lane or sidewalk closures. Special provisions such as limitations on works hours, protective enclosures, or other means to facilitate public access in a safe manner may be required. The TTCP shall comply with the State of California Manual of Uniform Traffic Control Devices ("MUTCD") and standard construction practices.

b. The project engineer shall notify the Town Engineer in writing of any proposed changes. Any proposed changes to the approved plans shall be subject to the approval of the Town. The Applicant shall not commence any work deviating from the approved plans until such deviations are approved. Any approved and constructed changes shall be incorporated into the final "as-built" plans.
c. The following right-of-way improvements shall be completed prior to the issuance of the first occupancy permit, unless otherwise noted or approved by the Town Engineer:
    i. BURTON ROAD IMPROVEMENTS: The Applicant shall make a contribution to the Town in the amount of $155,000 towards the construction of the required half street section pursuant to Los Gatos Town Code Section 24.50.080. Submittal of this in-lieu payment shall be paid prior to the issuance of the occupancy permit for the 200th site unit, or later as may otherwise approved by the Town Engineer.
    ii. LOS GATOS BOULEVARD IMPROVEMENTS:
        a. The Applicant shall improve the western side of Los Gatos Boulevard's frontage along the project site with a 10-feet wide multi-use path and 6-feet wide planter strip from the northern boundary of North 40 Phase I to the northern boundary of APN 424-070-064 as shown on the approved plans and as approved by the Town Engineer.
        b. The Applicant shall construct a continuation of the center median north to the intersection of Los Gatos Boulevard and Samaritan Drive with mountable sections for northbound emergency vehicle access to the site at the two proposed connections along Los Gatos Boulevard as shown on the approved plans.
        c. STREET TREES: The Applicant shall plant a minimum of 10 trees along the Los Gatos Boulevard frontage, to match the spacing along the Phase I frontage. The street tree plans shall be per Town Standard Drawings and will include Town Standard tree grates.
        d. TREE GRATES: The Applicant shall install Town Standard Tree Grates around each street tree. Tree grates shall be 4-feet by 6-

feet, model OT-T24 by Urban Accessories, and shall be black power coated. The tree grates shall be shown on the Improvement Plans to be located at the back of curb to the approval of the Town Engineer and shall be installed with the street trees prior to the first occupancy.

iii. STREET MARKINGS: The Applicant shall install necessary street markings of a material and design approved by the Town Engineer and replace any that are damaged during construction. These include but are not limited to all pavement markings, painted curbs, and handicap markings. All permanent pavement markings shall be thermoplastic and comply with Caltrans Standards. Color and location of painted curbs shall be shown on the plans and are subject to approval by the Town Engineer. Any existing painted curb or pavement markings no longer required shall be removed by grinding if thermoplastic, or sand blasting if in paint.

iv. CURB RAMP(S): The Applicant shall construct curb ramps in accordance with the latest Caltrans State Standard Drawings and in the location shown on the approve plans. The actual ramp "Case" shall be identified on the plans and shall be to the approval of the Town Engineer.

v. CURB AND GUTTER: The Applicant shall replace to existing Town standards all curb and gutter along the western side of Los Gatos Boulevard's frontage along the project site from the northern boundary of North 40 Phase I to the southern boundary of APN 424-070-064. New curb and gutter shall be constructed per the Town Standard Drawing ST-210 (Vertical) adopted and in effect as of April 17, 2023.

vi. DRIVEWAY REMOVAL: The Applicant shall remove all existing driveway approaches and replace them with sidewalk, curb, and gutter per the Town Standard Drawings in effect as of April 17, 2023.

vii. SEWER CLEAN-OUT: The Applicant shall install the sewer lateral clean-out on private property just behind the property line in accordance with the West Valley Sanitation District standards in effect as of April 17, 2023. Sewer clean-out(s) shall be constructed prior to occupancy of the first building.

viii. WATER METER: The Applicant shall install the water meter(s) on private property just behind the property line in accordance with the San Jose Water Company standards.

ix. PARKING LOTS: The Applicant shall submit plans for all required off street parking lots showing proper grading, drainage, ramps profile, and parking dimensions in conformance with applicable Town parking standards adopted and in effect as of April 17, 2023. The plans shall be approved by the Town Engineer prior to the issuance of the first building permit within a phase of the final subdivision map. Construction shall be completed prior to the occupancy permit of any adjacent building.

x. BICYCLE PARKING: The Applicant shall provide both long-term bicycle lockers and short-term bicycle racks on-site, as shown on the approved

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site plan, to the approval of the Town Engineer. Construction of bicycle parking shall be completed prior to the occupancy permit of any adjacent building.

xi. STORM WATER CATCH BASIN(S): The Applicant shall install standard storm water catch basins per approved plans and in accordance with the Town Standard Drawing adopted and in effect as of April 17, 2023. Construction shall be completed at the same time the associated improvements are completed.

xii. STREETLIGHT(S): The Applicant shall provide and install seven (7) standard galvanized steel octaflute electrolier streetlight poles with a pole height of 30-feet on the project site's frontage along Los Gatos Boulevard. The Applicant is responsible for all PG&E service fees and hook up charges. Any new service point connection required to power the new lights shall be shown on the construction drawings along with the conduit, pull boxes and other items necessary to install the streetlights. An Isometric lighting level needs to be provided by the designer/contractor. The Applicant shall provide a separate light study of the impact of the proposed streetlights. The new streetlights shall each have a 31-feet 9-inches mounting height with mounting arm length of 8-feet. the Fixtures shall be CREE, Type III Cut-Off Model XSP2, 4000K, 240 volts, 165W or approved equal. The streetlights shall be installed at the locations as shown on the approved offsite plans.

1) A letter shall be provided by PG&E stating that public street light billing will be per Rule LS2A. Private lights shall be metered with billing addressed to the homeowners' association. Pole numbers, assigned by PG&E, shall be clearly delineated on the plans.
2) Public street lighting will not be required/allowed per General Plan update and Hillside designation. On-lot lighting shall be incorporated and promoted.

xiii. BICYCLE FACILITIES: The Applicant shall install bike facilities as shown on the approved plans and as directed by the Town Engineer.

61. TREE REMOVAL PERMIT: The Applicant shall apply and obtain a Tree Removal Permit from the Parks and Public Works Department for the removal of existing trees on-site or in the public right-of-way prior to the issuance of a building permit or demolition building permit, whichever is issued first. Tree removals shall be consistent with the arborist report and approved entitlement plans.

62. PHASED PERMITS: The Applicant may, with the approval of the Town Engineer, phase the permits to expedite the construction process. If this is done, each phase of the work will require a separate and complete set of plans to be submitted, reviewed, and approved prior to the issuance of the said permit. Overlapping of permits may occur, if approved by the Town Engineer. No work on the next phase of construction, in advance of the permitted work, may occur. No "at risk" work will be permitted. Only the below phased permitted work will be allowed:

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a. Clearing-Grubbing/Rough Grading;
b. Fine Grading;
c. Underground Utilities;
d. Site Improvements;
e. Off-Site Improvements; and
f. Plans shall be submitted, reviewed, and approved by the Town Engineer prior to the commencement of work.

63. EXISTING FACILITY PROTECTION AND REPAIR: All existing public utilities shall be either protected in place, relocated, or repaired. The Applicant shall repair or replace all existing improvements not designated for removal, and all new improvements that are damaged during construction or removed because of the Applicant's operations. This includes sidewalk, curb and gutter, streetlights, valley gutters, curb ramps, and any other existing improvements in the area that are not intended to be removed and replaced. The Applicant shall request a walk-through with the PPW construction Inspector before the start of construction to verify existing conditions. Said repairs shall be completed prior to issuance of the first certificate of occupancy of the project.
64. UNDERGROUND UTILITIES: This project abuts one of the Town's Underground Utility Districts. All new services to the development shall be placed underground in accordance with the various utility regulations. Transformers and switch gear cabinets within designated Underground Districts shall be placed underground unless otherwise approved by the Town Engineer or if the applicable utility company or district with jurisdiction otherwise requires. Underground utility plans must be submitted to the Town and approved by the Town Engineer prior to installation.
65. UTILITY RESPONSIBILITIES: The Applicant is responsible for the maintenance of existing stormwater drainage facilities, including piped and open channel stormwater conveyances in private areas. The Applicant is responsible for all expenses necessary to connect to the various utility providers. Currently, the public storm sewer system is owned and maintained by the Town of Los Gatos, the water system in Los Gatos is owned and maintained by San José Water Company, and the sanitary sewer system in Los Gatos is owned and maintained by West Valley Sanitation District. Any alterations of the approved utilities listed must be approved by the Town prior to any construction.
66. UTILITY COMPANY COORDINATION: The Applicant shall negotiate any necessary right-of-way or easements with the various utility companies in the area, subject to the review and approval by the Town Engineer and the utility companies. Prior to the approval of the site plan for construction, the Applicant shall submit "Will Serve" letters from PG&E, San José Water, West Valley Sanitation District, West Valley Collections and Recycling, and AT&T (or the current "Carrier of Last Resort") with a statement indicating either a list of improvements necessary to serve the project or a statement that the existing network is sufficient to accommodate the project. Coordination of the stormwater conveyance system will be addressed during the Grading Permit review.

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67. PREPARATION OF ELECTRICAL PLANS: All street lighting electrical plans shall be prepared by a California registered professional engineer experienced in preparing these types of plans.
68. EXTERIOR SITE LIGHTING STANDARDS: The Applicant shall submit a photometric plan for on-site lighting showing lighting levels in compliance with the Town Standard Specifications section 2.38. The plan shall show the minimum maintained horizontal illumination in foot-candles and the uniformity ratio for all areas. This lighting standard is applicable to all parking lots, driveways, circulation areas, aisles, passageways, recesses, and accessible grounds contiguous to all buildings. Private, interior courtyards not accessible to the public are not required to meet this standard. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan for each phase shall be approved by the Town Engineer and shall be addressed on the construction plans submitted for the first building permit within the applicable phase. Any subsequent building permits that include any site lighting shall also meet these requirements.
69. STORM DRAINAGE STUDY: The Applicant shall submit a Master Storm Drainage Study for the entire proposed development stormwater conveyance system evaluating pre- and post-development peak discharge rates for the theoretical 2-year, 10-year, and 100-year (50-percent, 10-percent, and 1-percent annual chance) storm events including supporting hydraulic calculations for proposed pipe network. The study must address sizing and design details for the stormwater treatment systems proposed with the development. The study shall include an evaluation of the project site drainage including topography, natural drainage patterns, and existing man-made diversions (structures, raised pads, fences, etc.). If the study indicates that the theoretical water surface elevation or hydraulic grade line of the proposed development during a 10 percent annual chance storm event is above ground level at any point, the Applicant shall construct and dedicate to the Town new downstream storm drainage facilities necessary to achieve a connection point water depth no more than 80 percent full during the projected 10 percent annual chance storm event. The study must evaluate the 1 percent annual chance storm event base flood elevation. The finish floor elevations of all structures shall be constructed to be reasonable safe from flooding per Town Code Section 29.90.080(1) (c.) which is typically done by constructing finished floors at 1-foot above base flood elevation. The Applicant shall submit the master study for review and approval by the Town Engineer. The applicant shall submit an amended Master Storm Drainage Study for any phase of construction which modifies the storm drainage system evaluated in the Master Storm Drainage Study. The amended Master Storm Drainage Study shall be approved by the Town Engineer prior to the issuance of the first building permit for the applicable phase.
70. STORMWATER MANAGEMENT PLAN: The Applicant shall develop a Storm Water Management Plan (“SWMP”) that complies with the California Water Board

regulations and delineates site design measures, source control measures, low-impact-development (LID) treatment measures, hydromodification management measures, and construction site controls as appropriate. The Plan must indicate erosion protection measures for the inlet structures (e,g., pipe outlets, pump dissipator pipes, and/or bubblers). For the Bay Area Hydrologic Modification ("BAHM") analysis, the Applicant must provide pump operations and intended routing during various runoff conditions (i.e., treatment runoff vs. Hydrologic Modification controls) and the rationale for the pump size selected relative to the treatment flow rate. The Applicant shall update the BAHM analysis to conform to project conditions to the satisfaction of the Town Engineer and include a summary of the changes made to the BAHM analysis since the entitlement plan review for review by the C3 consultant. The Applicant must select and indicate bioretention area plants capable of withstanding and surviving the higher design ponding conditions if bioretention is proposed. If pumps are proposed, the Applicant must:

a. Provide pump discharge rates that receiving bioretention areas are capable of treating, to avoid consistently overwhelming the bioretention areas.
b. The Applicant must include an alarm system that will notify the owner or operator of a pump failure.
c. If off-site improvements modify the quantities of regulated and unregulated off-site impervious area, the Applicant must update Section 2, item "d" and Section 8 of the C.3 Data Form to reflect those changes.

71. DEVELOPER STORM WATER QUALITY RESPONSIBILITY: The Applicant is responsible for ensuring that all contractors including subcontractors are aware of all stormwater quality measures and implement such measures. The Applicant shall perform all construction activities in accordance with approved Improvement Plans, Los Gatos Town Code Chapter 12 – Grading, Erosion and Sediment Control, and the National Pollutant Discharge Elimination System (NPDES) General Permit. Failure to comply with these rules and regulations will result in the issuance of correction notices, citations, or a project stop order.
72. SITE DRAINAGE: Rainwater leaders shall be discharged to splash blocks. No through curb drains will be allowed in public curbs. Any storm drains (public or private) directly connected to public storm system shall be stenciled/signed with appropriate "NO DUMPING - Flows to Bay" NPDES required language using methods approved by the Town Engineer on all storm inlets surrounding and within the project parcel. Furthermore, storm drains shall be designed to serve exclusively stormwater. Dual-purpose storm drains that switch to sanitary sewer are not permitted in the Town of Los Gatos. No improvements shall obstruct or divert runoff to the detriment of an adjacent, downstream or down slope property.
73. OFF-SITE DRAINAGE – The Applicant shall not alter any existing drainage patterns without an approved Grading Permit.
74. CLEAN, INSPECT, AND REPAIR STORM LINE: If the project will connect to the public storm drainage system, the Applicant is required to evaluate the

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conditions of the existing storm lines along the project frontage by videotaping and providing the result to the Town Engineer. The Applicant shall clean and inspect (via remote TV camera) the storm line from the manhole upstream to the manhole downstream of the project area. The video inspection shall be done by a professional video inspection company and be completed prior to building permit issuance. The video of the inspection shall be reviewed with PPW and any cracked, broken, or otherwise compromised integrity is found, the areas of the line along the project frontage shall be repaired by the Applicant at the applicant's expense. The Applicant shall include the required repairs on the Improvement Plans submitted. All necessary repairs to the storm line shall be completed and approved prior to the project connecting to the storm drainage system.

75. GRADING & DRAINAGE WINTER MORATORIUM: All grading activity shall comply with the Municipal Regional Stormwater Permit and Chapter 12 of the Town Code. There shall be no earthwork disturbance or grading activities between October 15th and April 15th of each year unless approved by the Town Engineer. In order to be considered for approval, the Applicant must submit a Winterization Erosion Control Plan certified by a California certified QSD to the Town Engineer for review and approval. If grading is allowed during the rainy season, a maximum of two (2) weeks is allowed between clearing of an area and stabilizing/building on the exposed area. The submission of a certified plan does not guarantee approval. Any approved and executed plan must be kept on-site while the project is in construction.
76. SWPPP AND EROSION CONTROL: The Applicant shall prepare and submit a comprehensive stormwater pollution prevention plan (SWPPP) inclusive of interim and final erosion control plans to the Town Engineer for review and approval. The interim erosion control plan(s) shall include measures carried out during construction before final landscaping is installed. Multiple phases of interim erosion control plans may be necessary depending on the complexity of the project. Interim erosion control best management practices may include silt fences, fiber rolls, erosion control blankets, Town approved seeding mixtures, filter berms, check dams, retention basins, etc. The Applicant shall ensure a Qualified SWPPP Developer (QSD) or Qualified SWPPP Practitioner (QSP) monitors erosion and sediment control as required by the Construction General Permit. The Applicant must take measures to ensure continuous compliance with the Construction General Permit, and shall install, maintain, and modify the erosion control measures as needed to continuously protect downstream water quality. In the event an emergency modification is deemed necessary, the Applicant is to implement necessary measures to protect downstream waterways immediately and then submit the changes made within 24-hours to the Town Engineer for review and approval. The Applicant shall provide the Town Engineer the assigned Notice of Intent (NOI) permit number received after filing a Notice of Intent under the Construction Stormwater General Permit. The erosion control plans and SWPPP shall comply with applicable

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measures contained in the most current Santa Clara County National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP). All test submitted to the regional board must also be submitted to the Town Engineer. Any fees or penalties assessed against the Town in response to the Applicant's failure to comply with the Permit must be paid by the Applicant. The Applicant must permit Town staff onsite to conduct periodic NPDES inspections throughout the recognized storm season to verify compliance with the Construction General Permit and Stormwater ordinances and regulations.

77. SITE TRIANGLE AND TRAFFIC VIEW AREA: Fencing, landscaping, and permanent structures shall not visually obstruct line of sight between three-feet and 7.5-feet in height if located within the driveway view area, traffic view area, or corner sight triangle. The driveway and intersection site triangles are represented on Town Standard Drawing ST-231. The traffic view area and corner sight triangle are shown on Town Standard Drawing ST-232. This includes all above ground obstructions including utility structures, for example electric transformers. The various clearance lines shall be shown on the site plan to demonstrate compliance.
78. GEOTECHNICAL REVIEW: New development shall be sited away from high risk geologic and seismic hazard zones or, if located in a high-risk zone, shall incorporate construction techniques or specialized technologies to reduce risk. Prior to any building permit issuance, the Applicant's California State licensed engineering geologist and/or geotechnical engineer shall submit a design level geotechnical report for new developments proposed with significant grading, potential erosion, and sedimentation hazards or in hazard zones mapped by the State or identified by the Town, as shown in Figures 9-2 through 9-5 of the Town's 2040 General Plan Chapter 9 Hazards and Safety Element. The report shall identify all site geologic, seismic, and geotechnical engineering conditions and potential hazards and include appropriate design measures to mitigate potential fault ground rupture/deformation impacts to acceptable levels. The report shall also specify construction methods to protect existing and future residences from identified hazards. The report will require a peer review by the Town's geological and geotechnical consultant. A deposit and fee for the peer review will be required per the Town's current fee schedule, unless there are any remaining deposit funds from the entitlement phase. The Town will route the design level geotechnical report to the Town's peer review consultant once the report is submitted and deposit and fee are available. Once the design level report is approved, the Applicant's geotechnical engineer shall review the grading and drainage plan and proposed pavement and foundation designs to verify that the designs are in accordance with their recommendations. The Applicant's geotechnical engineer's approval shall be conveyed to the Town either by letter or by signing and stamping the plans. All grading operations and soil compaction activities shall be per the approved project's design level geotechnical report. The Applicant shall add this condition to the general notes on the grading plan.

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79. GEOTECHNICAL ENGINEER OBSERVATION: All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the Town of Los Gatos for each phase of construction stating that all grading activities were performed in conformance with the requirements of the project's design level geotechnical report. The Applicant shall submit a Final Geotechnical Construction Observation and Testing Summary in an "as-built" letter/report prepared and submitted to the Town prior to issuance of the certificate of occupancy. The Applicant shall add this condition to the general notes on the grading plan.
80. GEOLOGIC HAZARDS CHECKLIST: The applicant's geotechnical engineer shall complete, sign, stamp, and submit the Town's Geologic Hazards Checklist for all new proposed development to demonstrate that potential hazards have been identified and that proposed structures, including grading cuts and fills, will be designed to resist potential earthquake effects. The applicant shall submit this form at the same time as the design level geological report.
81. PRECONSTRUCTION MEETING: After the issuance of any Grading or Encroachment permit and before the commencement of any on or off-site work, the Applicant shall request a pre-construction meeting with the PPW Inspector to discuss the project conditions of approval, working hours, site maintenance, and other construction matters. At that meeting, the Applicant shall submit a letter acknowledging that:
    a. They have read and understand these project Conditions of Approval;
    b. They will require that all project sub-contractors read and understand these project Conditions of Approval; and
    c. They ensure a copy of these project Conditions of Approval will be posted on-site at all times during construction.
82. STREET CUT RESTORATION: Where the Applicant makes pavement cuts on Los Gatos Boulevard for a utility trench, the trench shall be backfilled using the Town's standard "T" trench detail, including Town-approved controlled density fill. The asphalt thickness of the T trench section shall be a minimum of 3-inches, meet Town standards, or shall match the existing pavement thickness, whichever is greater. Because the utility trenches are expected to extend across Los Gatos Boulevard to the furthermost northbound lane, the Applicant shall grind off the existing thermoplastic lane markings and apply a micro-surfacing coating along the entire length of Los Gatos Boulevard, from curb to curb, from the northern boundary of North 40 Phase I to the southern boundary of APN 424-070-064 as directed by the Town Engineer. The Contractor shall schedule a pre-paving meeting with the PPW Inspector prior to the day the paving is to take place. Restoration materials shall be approved by the Town Engineer prior to placement. All striping and pavement markings shall be replaced in-kind with thermoplastic upon completion of roadway surfacing. All pavement restorations shall be completed and approved by the Town Engineer within six months of the final utility cuts on Los Gatos Boulevard, or as directed by the Town Engineer.

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83. FLOOR DRAINS: All floor drains shall be plumbed to connect to the sanitary sewer system only. Site design must facilitate drainage away from building floor drains.
84. GARBAGE/RECYCLE STORAGE AND SERVICE: The Applicant shall provide adequate area for the purposes of storing garbage, composting and recycling collection containers for scheduled servicing by the Town's solid waste collection provider. New food service buildings and/or multi-family residential complexes shall provide a covered or enclosed area for dumpsters and recycling containers. The area shall be designed to be hydrologically isolated. Areas around trash enclosures, recycling areas, and/or food compactor enclosures shall not discharge directly to the storm drain system. Any drains installed in or beneath dumpsters and compactors shall be connected to the sanitary sewer. Any drains installed in or beneath tallow bin areas serving food service facilities shall be connected to the sanitary sewer system with a grease removal device prior to discharging. The Applicant shall contact the local permitting authority and/or West Valley Sanitation District for specific connection and discharge requirements. Per Town Code Section 29.10.09010, the collection containers shall not be placed in the right of way except during the period of time necessary to allow removal of the waste. brought to the service area on the day of service and returned to the storage enclosure by the property owner that same day. The containers are not to be in public view or in the public right-of-way prior to or beyond the scheduled service times. A letter from West Valley Collection and Recycling confirming serviceability and site accessibility shall be provided to the Town Engineer for approval prior to the approval of an occupancy permit.
85. SITE LANDSCAPING COORDINATION: The Applicant shall coordinate the overall site landscaping and, if proposed, the stormwater treatment area landscaping. Stormwater treatment areas should be identified on the site first, and then site landscaping to make sure the correct plant material is identified for each area. Some site landscaping plant material may not be suitable in stormwater treatment areas due to the nature of the facility. Sanitary sewer facilities cannot be aligned through stormwater treatment facilities.
86. OFF-HOURS MATERIAL DELIVERY: The Applicant shall coordinate with the future site operators of commercial uses so that all site delivery of materials and goods to non-residential portions of the project are delivered off-hours and on-site. This will allow the on-site customer parking for the development site to be utilized during business hours and not be impacted by the staging of delivery vehicles. The Applicant shall provide a written plan, to ensure that this condition is satisfied, prior to occupancy of the first site building. The plan shall be to the approval of the Town Engineer.
87. MULTI-FAMILY BUILDING LOADING ZONE – The Applicant shall provide a Town compliant loading zone for the mixed-use building (building E1) that is 10-feet wide and 30-feet long, or as determined by the Town Engineer. Construction shall be completed prior to any occupancy permit is issued for the Multi-Family Building (building E1).

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THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO THE APPROVAL OF THE FINAL MAP OR PARCEL MAP, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

88. DEDICATIONS: The Applicant shall dedicate in Fee title to an eight (8) foot wide strip of land along the project frontage of Burton Road for roadway purposes. The Applicant shall also dedicate a 14.5-feet public access easement along Los Gatos Boulevard and public utility easement as shown on the approved plans and as approved by the Town Engineer.
89. TEMPORARY CONSTRUCTION EASEMENT: Prior to the issuance of a grading or building permit, it shall be the sole responsibility of the project to obtain any and all proposed or required easements and/or permissions necessary to perform any work on neighboring private property herein proposed. Proof of agreement/approval is required prior to the issuance of any Permit.
90. SUBDIVISION (FINAL) MAP: The Applicant shall have a subdivision map, prepared by a person authorized to practice land surveying in California, delineating all parcels created or deleted and all changes in lot lines in conformance with the Los Gatos Town Code and the Subdivision Map Act. Existing buildings shall be demolished prior to the recordation of the map if they conflict with any newly created lot line. The Town Council must approve all Final Maps. The Town Council meeting will be scheduled approximately fifty (50) days after the Final Map, Public Improvement Plans, Stormwater Treatment Facilities Maintenance Agreement, Landscape Maintenance Agreement, and Subdivision Improvement Agreement are approved by the Town Engineer. The Final Subdivision Map shall be approved by PPW and recorded by the County Recorder's Office prior to the issuance of the first building permit. In lieu of the Town Clerk's Office coordinating the recordation of the Final Map(s) with the County, the Applicant may submit a map guarantee by the Applicant's title company for the release of the signed Final Map to the title company for recordation. Prior to the Town's release of the Final Map, the Town Engineer may require the Applicant to submit to the Town an electronic copy of the map in the AutoCAD Version being used by the Town at the time of recordation. It is the Applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the map recorded after Town approval.
91. SUBDIVISION IMPROVEMENT AGREEMENT: The Applicant shall enter as a contractor into a Subdivision Improvement Agreement ("SIA") with the Town per Town Code Section 24.40.020, Gov. Code Section 66462(a), and shall arrange to provide Payment and Performance bonds each for 100 percent of the cost of public infrastructure improvements to be constructed in the public right-of-way and grading work performed onsite. These improvements shall include, but are not limited to, roadway construction, sidewalk, curb and gutter, storm lines, street lights, signal equipment, and earthwork. Town Standard insurance shall be provided per the terms of the agreement. The

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agreement shall be approved by the Town Council with the project's first Final Map.

92. MONUMENTS: The Applicant shall arrange for the engineer to have all monuments set per the recorded map. A certificate letter by the Surveyor or Engineer stating the monuments are set per plan shall be provided to the Town Engineer prior to occupancy.
93. COVENANTS, CONDITIONS & RESTRICTIONS (CC&R): The Applicant shall prepare and submit draft project Covenants, Conditions and Restrictions (CC&R) for the project, except for the affordable housing (Lot 19). The CC&Rs shall be submitted with the project map for review of the Town Engineer, the Town Attorney, and the Planning Manager. The CC&Rs shall include relevant project Conditions of Approval. Such CC&R terms related to the project's Conditions of Approval and/or any obligations directly involving the Town shall be subject to approval by the Town Engineer, the Town Attorney, and the Planning Manager and shall include language that restricts the Homeowner's Association from making changes to those provisions of the CC&Rs related to the project's Conditions of Approval and/or any obligations directly involving the Town without first obtaining approval from the Town. References to the Stormwater Treatment Facilities Maintenance Agreement obligations shall be incorporated. The CC&Rs shall be reviewed and approved by Town staff prior to the Town Council approval of the Final map.

THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO RELEASE OF UTILITIES, FINAL INSPECTION, OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY WITHIN A PHASE OF THE FINAL MAP, WHICHEVER OCCURS FIRST, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

94. RECORD DRAWINGS: The Applicant shall submit a scanned PDF set of stamped record drawings and construction specifications for all off-site improvements related to the phase of the final map to the Department of Parks and Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The Applicant shall also provide the Town with an electronic copy of the record drawings in the AutoCAD Version being used by the Town at the time of completion of the work. The Applicant shall also submit an AutoCAD drawing file of all consultants composite basemap linework showing all public improvements and utility layouts. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first.
95. RESTORATION OF PUBLIC IMPROVEMENTS: The Applicant shall repair or replace all existing improvements not designated for removal that are damaged or removed during construction. Improvements such as, but not limited to curbs, gutters, sidewalks, driveways, signs, streetlights, pavements, raised pavement markers, thermoplastic pavement markings, etc., shall be repaired or replaced to a condition equal to or better than the original condition. Any new concrete shall be free of stamps, logos, names, graffiti, etc. Existing improvement to be repaired or

replaced shall be at the direction of the PPW Inspector and shall comply with all Title 24 Disabled Access provisions. The restoration of all improvements identified by the PPW Inspector shall be completed before the issuance of a certificate of occupancy. The Applicant shall request a walk-through with the PPW Inspector before the start of construction to verify existing conditions.

96. STORMWATER TREATMENT FACILITIES MAINTENANCE AGREEMENT: The Applicant shall execute and record a Stormwater Treatment Facilities Maintenance Agreement to ensure perpetual maintenance of the regulated project's treatment facilities. The agreement shall outline the operation and maintenance (O&M) plan for the permanent storm water treatment facilities. The Town-Standard Stormwater BMP Operation and Maintenance Agreement will be provided by PPW upon request. The agreement shall be executed prior to occupancy of the first building and include the following:
    a. The property owner shall operate and maintain all on-site stormwater treatment facilities in good condition and promptly repair/replace any malfunctioning components.
    b. The property owner shall inspect the stormwater treatment facilities at least twice per
    year and submit an inspection report to PPW at PPW_Stormwater@losgatosca.gov no later than October 1st for the Fall report, and no later than March 15th of the following year for the Winter report. Written records shall be kept of all inspections and shall include, at minimum, the following information:
        i. Site address;
        ii. Date and time of inspection;
        iii. Name of the person conducting the inspection;
        iv. List of stormwater facilities inspected;
        v. Condition of each stormwater facility inspected;
        vi. Description of any needed maintenance or repairs; and
        vii. As applicable, the need for site re-inspection.
    c. The property owner shall not make any design changes to the system with the Town's approval.
    d. The property owner(s) shall develop a maintenance and replacement schedule for the stormwater treatment facilities that describes maintenance frequency and responsibility. This maintenance schedule shall be included with the approved Stormwater Treatment Facilities Maintenance Agreement.
    e. The property owner(s) shall reimburse the Town for the cost of site inspections required under the Municipal Regional Permit.
    f. The property owner(s) shall authorize Town Staff to perform maintenance and/or repair work and to recover the costs from the property owner in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety.
97. STORMWATER MANAGEMENT FACILITIES INSPECTION: Prior to covering underground stormwater treatment facilities or final inspection, as applicable,

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the Applicant must facilitate the testing of all stormwater facilities by a certified QSP or QSD to confirm the facilities are meeting the minimum design infiltration rate. All tests shall be made at on 20 foot x 20 foot grid pattern over the surface of the completed stormwater facility unless otherwise approved by the Town Engineer. All soil and infiltration properties for all stormwater facilities shall be evaluated by the geotechnical engineer. Percolation tests (using Double Ring Infiltrometer Testing) at horizontal and vertical (at the depth of the stormwater facility) shall be conducted for each stormwater facility. A 50 percent safety factor shall be applied to the calculated percolation test and shall be used as the basis for design (the design percolation rate). The geotechnical report shall include a section designated for stormwater design, including percolation results and design parameters. Sequence of construction for all stormwater facilities (bioswales, detention/ retention basins, drain rock, etc.) shall be done toward final phases of project to prevent silting of the stormwater treatment facilities.

98. LANDSCAPE MAINTENANCE AGREEMENT: The Applicant shall enter into a Landscape Maintenance Agreement with the Town of Los Gatos in which the property owner agrees to maintain the vegetated areas along the project's Los Gatos Boulevard and Burton Road frontages located within the public right-of-way. The agreement must be executed and accepted by the Town Attorney prior to the issuance of any occupancy permit.
99. TRANSPORTATION DEMAND MANAGEMENT PLAN: The Applicant shall submit for approval a Transportation Demand Management ("TDM") Plan prior to the issuance of any building permit within a phase. The TDM plan shall include measures that are required to obtain the goal of a 15 percent vehicle trip reduction. Such measures may include bicycle facility provisions, shower facilities, local shuttle service, transit passes and subsidies, carpool incentive, designated car share parking, or other trip-reducing measures. The TDM plan shall also include a TDM Coordinator and identify the requirement for an annual TDM effectiveness report to be submitted the Town of Los Gatos. The TDM Plan shall be approved prior to the first occupancy of the given phase.
100. DEDICATION OF PUBLIC ACCESS EASEMENT FOR CONSTRUCTION OF BURTON ROAD CONNECTION: The Applicant shall dedicate an irrevocable, nonexclusive Public Access Easement ("PAE") over Lots AAA, BBB, CCC, DDD, EEE, CC, and a portion of Lot AA as shown on the vesting tentative map to the Town to accommodate the Town or a third-party's future construction of a through-connection from the project site to Burton Road. Upon completion of the through-connection, the PAE shall allow public vehicular access. The PAE shall be conveyed to the Town on the final map phase that includes Lots AAA, BBB, CCC, DDD, EEE, CC, and AA and perfected with an Easement Agreement that includes plats and legal descriptions of the PAE, the form of which shall be subject to the reasonable approval of the Town Engineer and the Town Attorney. The Easement Agreement shall include rights for the Town or its designee to construct the future through-connection within the PAE area using

a design approved by the Town, subject to the condition that the party performing such construction shall repair or replace any improvements not designated for removal and that are damaged during construction, including without limitation, any public or private utilities within the PAE and improvements located outside the PAE.

101. LOS GATOS BOULEVARD, SAMARITAN DRIVE, AND BURTON ROAD INTERSECTION IMPROVEMENTS CONTRIBUTION: Upon completion of a future through-connection from the project site to Burton Road, the project would contribute additional traffic to the intersection of Los Gatos Boulevard/Burton Road, which would be addressed through traffic signal improvements conceptually estimated to cost $590,000 plus a 25 percent ($147,550) design and construction contingency for a total of $737,500. The project's fair share contribution for the necessary improvements is calculated to be 22.9 percent resulting in a shared cost estimate of **$168,887.50**. Funding shall be submitted by the applicant within 30 days of notice from the Town that the connection between the development and Burton Road is complete.
102. VMT REDUCTION STRATEGIES: For projects that would generate VMT, one or more VMT reduction strategies included in the SB 743 Implementation Decisions for the Town of Los Gatos (July 2020) document shall be required to reduce VMT of the project. Examples of VMT reduction strategies that shall be implement are provided below. The VMT reduction strategies are organized by their relative scale for implementation (i.e., individual site level, Town-wide level, and regional level).

Individual Site Level

- Encourage Telecommuting and Alternative Work Schedules: This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. This strategy would reduce commute VMT but also result in a change in VMT for other travel purposes; thus, this strategy should consider the net change in the Town's project-generated VMT.
- Provide Ride-Sharing Programs: This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants.
- Provide Local Shuttles: This strategy focuses on providing local shuttle service. The local shuttles would provide service to transit hubs, schools, commercial centers, and residential areas to improve transit connectivity and address the "first/last mile" problems. Alternatively, a demand responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs) or taxi companies. Note that implementation of this strategy would require regional or local agency implementation.
- Provide Employer-Sponsored Vanpool/Shuttle: This strategy relies on employers purchasing or leasing vans or shuttles, and often subsidizing the cost of at least program administration, if not more. Vanpools typically

service employee's commute to work, while shuttles service nearby transit stations and surrounding commercial centers. Scheduling and rider charges, if any, are within the employer's purview.

Town-Wide Level

- Bicycle and Pedestrian Network Improvements: This strategy focuses on creating a comprehensive bicycle and pedestrian network within the project and connecting to nearby destinations. Projects in Los Gatos tend to be smaller so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on regional or local plans such as the Bicycle and Pedestrian Master Plan and Connect Los Gatos.
- Provide Traffic Calming Measures: This strategy combines the California Air Pollution Control Officers Association (CAPCOA) research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. One potential change in this strategy over time is which could enhance the effectiveness of this strategy.
- Implement Car-Sharing Program: This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Examples include programs like ZipCar, Car2Go, and Gig.
- Limit Parking Supply: When combined with companion TDM measures, reduced parking supply discourages driving by limiting easy and convenient parking options. Implementation of this strategy may require reducing (or removing) minimum parking requirements and allowing developers to use shared parking strategies.
- Unbundle Parking Costs from Property Cost: Unbundling separates parking costs from property cost, for instance by not including a parking space in a residential unit's rent, or by requiring employers to lease each parking space separately from the building owner. This strategy ensures that the user understands that the cost of driving includes parking and can encourage people to use an alternative mode to save money.
- Implement Market Price Public Parking (On-Street): This strategy focuses on implementing a pricing strategy for parking by pricing all on-street parking in central business districts, employment centers, and retail

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centers. Priced parking would encourage “park once” behavior and may also result in area-wide mode shifts.

Regional Level

- Increase Density: This strategy focuses on increasing density of land uses, where allowed by the General Plan and/or Zoning Ordinance, to reduce distances people travel and provide more travel mode options. This strategy also provides a foundation for many other strategies. For example, densification increases transit ridership, which justifies enhanced transit service.
- Increase Diversity of Urban and Suburban Developments: This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.
- Increase Transit Accessibility: This strategy focuses on encouraging the use of transit by locating a project with high density near transit. A project with a residential/commercial center designed around a bus station is referred to as a transit-oriented development (TOD).
- Integrate Affordable and Below Market Rate Housing: This strategy provides greater opportunities for lower income families to live closer to job centers since income effects probability that a commute will take transit or walk to work.
- Increase Transit Service Frequency/Speed: This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given existing land use density in Los Gatos, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, or it may require new forms of demand-responsive transit service. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.
- Implement Area or Cordon Pricing: This strategy focuses on implementing a cordon (i.e., boundary) pricing scheme, where a cordon is set around a specific area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of an area with limited points of access. The cordon toll may be constant, applied during peak periods, or be variable, with higher prices during congestion peak periods. The toll can also be based on a fixed schedule or be dynamic, responding to real-time congestion levels. Note that implementation of this strategy requires alternative modes of travel that are available and reliable, such as high-quality transit infrastructure.

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103. TRANSPORTATION MANAGEMENT ASSOCIATION (TMA): In the event that the Town adopts a TMA policy in the future, the Town and/or future owners and operators of development in the North 40 Phase II area (inclusive of the properties designated as Phase II in the North 40 Specific Plan as of the date of the project's SB 330 preliminary application) other than the project shall participate in the TMA to fund, implement, coordinate and manage VMT-reduction programs as determined appropriate by the TMA members. The TMA shall also be responsible for conducting TDM monitoring to quantify performance required by the Town. The Applicant (or the HOA formed by Applicant) shall join and maintain membership in any TMA formed with service area that includes the project site within either 6 months after the TMA formation or the date of occupancy of the first unit in the project, whichever is later. Participation in the TMA shall be optional for the operator of the affordable housing located on Lot 19.
104. EMERGENCY RESPONDER RADIO COVERAGE: All new buildings, including parking garages shall have approved radio coverage for emergency responders throughout their interiors. Prior to issuance of the final occupancy permit, the Applicant shall conduct a radio signal survey demonstrating compliance with Section 510 of the California Fire Code and the applicable provisions of NFPA 72 (National Fire Alarm and Signaling Code) and NFPA 1221 (Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems). Radio coverage must meet a minimum signal strength of -95 dBm, ensuring at least 95 percent coverage throughout general building areas and 99 percent coverage within critical areas, as defined by these standards. If the survey shows inadequate coverage, the Applicant shall install an approved Emergency Responder Radio Coverage System (ERRCS), such as an FCC-certified signal booster or distributed antenna system (DAS), meeting the requirements of the California Fire Code and referenced NFPA standards. All ERRCS installations must include battery backup, monitoring systems, and shall be tested and approved by the Fire Marshal (or designee) prior to occupancy. With approval of the Community Development Director and Police Chief, the requirements in this condition can be waived or modified when such change would not unnecessarily impair the provision of emergency communication as specified in this condition.

THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

105. PROJECT CONSTRUCTION SETUP: All storage and office trailers will be kept off the public right-of-way.
106. PUBLIC WORKS CONSTRUCTION NOTICE: The contractor shall notify the PPW Inspector at least ten (10) working days prior to the start of any construction

work. At that time, the Contractor shall provide an initial project construction schedule and a 24-hour emergency telephone number list.

107. PROJECT CONSTRUCTION SCHEDULE: The contractor shall submit the project schedule in a static PDF 11-inches by 17-inches format and Microsoft Project, or an approved equal. The Contractor shall identify the scheduled critical path for the installation of improvements to the approval of the Town Engineer. The schedule shall be updated monthly and submitted to the PPW Inspector in the same formats as the original.
108. PROJECT CONSTRUCTION HANDOUT: The Contractor shall provide to the Town Engineer an approved construction information handout for the purpose of responding to questions the Town receives regarding the project construction.
109. PROJECT CONSTRUCTION SUPERVISION: The Contractor shall always provide a qualified supervisor on the job site during construction.
110. PUBLIC WORKS CONSTRUCTION INSPECTION: All work shown on the Improvement Plans shall be inspected to the approval of the Town Engineer. Uninspected work shall be removed as deemed appropriate by the Town Engineer.
111. PROJECT CONSTRUCTION HOURS: Construction activities related to the issuance of any PPW permit shall comply with Town Code Section 16.20.035 which restricts construction to the weekday between 8:00 a.m. and 6:00 p.m. and Saturday 9:00 a.m. to 4:00 p.m. No work shall be done on Sundays or on Town Holidays unless otherwise approved by the Town Engineer. Please note that no work shall be allowed to take place within the Town right-of-way after 5:00 p.m. Monday through Friday. In addition, no work being done under Encroachment Permit may be performed on the weekend unless prior approvals have been granted by the Town Engineer. The Town Engineer may apply additional construction period restrictions, as necessary, to accommodate standard commute traffic along arterial roadways and along school commute routes. Onsite project signage must state the project construction hours. The permitted construction hours may be modified if the Town Engineer finds that the following criteria is met:
    a. Permitting extended hours of construction will decrease the total time needed to complete the project without an unreasonable impact to the neighborhood.
    b. Permitting extended hours of construction is required to accommodate a construction requirement such as a large concrete pour or major road closure. Such a need would be presented by the project's design engineer and require approval of the Town Engineer.
    c. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the Town may waive any of the remaining requirements outlined below.
    d. The exemption will not conflict with any other condition of approval required by the Town to mitigate significant environmental impacts.

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e. The contractor or property owner will notify residential and commercial occupants of adjacent properties of the modified construction work hours. This notification must be provided three days prior to the start of the extended construction activity.
f. The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by any interested member of the public.
g. The Town Engineer may revoke the extended work hours at any time if the contractor or owner of the property fails to abide by the conditions of extended work hours or if it is determined that the peace, comfort, and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction.
h. The waiver application must be submitted to the PPW Inspector ten (10) working days prior to the requested date of waiver.

112. PROJECT CONSTRUCTION BMPs: All construction activities shall conform to the requirements of the CASQA Stormwater Best Management Practices Handbooks for Construction Activities and New Development and Redevelopment, the Town's grading and erosion control ordinances, the project specific temporary erosion control plan, and other generally accepted engineering practices for erosion control as required by the Town Engineer adopted an in effect as of April 17, 2023, when undertaking construction activities.
113. PROJECT CONSTRUCTION EXCAVATION: The following provisions to control traffic congestion, noise, and dust shall be followed during site excavation, grading, and construction:
    a. All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.
    b. Travel speeds on unpaved roads shall be limited to fifteen (15) miles per hour.
    c. Blowing dust shall be reduced by timing construction activities so that paving and building construction begin as soon as possible after completion of grading, and by landscaping disturbed soils as soon as possible.
    d. Water trucks shall be present and in use at the construction site. All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the
    Town, or a minimum of three times daily, or apply (non-toxic) soil stabilizers on all
    unpaved access roads, parking areas, and staging areas at construction sites in order to ensure proper control of blowing dust for the duration of the project.
    e. Watering on public streets and wash down of dirt and debris into storm drain systems is prohibited. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the PPW Inspector, or at least once a day.

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Watering associated with on-site construction activity shall take place between the hours of 8 a.m. and 5 p.m. and shall include at least one late-afternoon watering to minimize the effects of blowing dust. Recycled water shall be used for construction watering to manage dust control where possible, as determined by the Town Engineer. Where recycled water is not available potable water shall be used. All potable construction water from fire hydrants shall be coordinated with the San José Water Company.

f. All public streets soiled or littered due to this construction activity shall be cleaned and swept on a daily basis during the workweek to the satisfaction of the Construction Inspector.
g. Construction grading activity shall be discontinued in wind conditions in excess of 25 miles per hour, or that in the opinion of the PPW Inspector cause excessive neighborhood dust problems.
h. Site dirt shall not be tracked into the public right-of-way and shall be cleaned immediately if tracked into the public right-of-way. Mud, silt, concrete and other construction debris shall not be washed into the Town's storm drains.
i. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.
j. All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site.
k. Prior to issuance of any permit, the Applicant shall submit any applicable pedestrian or traffic detour plans to the satisfaction of the Town Engineer for any lane or sidewalk closures. The temporary traffic control plan shall be prepared by a licensed professional engineer with experience in preparing such plans and in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) and standard construction practices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right-of-way.
l. During construction, the Applicant shall make accessible any or all public and private utilities within the area impacted by construction, as directed by the Town Engineer.
m. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The Applicant shall require the soils engineer submit to daily testing and sampling reports to the Town Engineer.

114. MATERIAL HAULING ROUTE AND PERMIT: For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck size as defined by FHWA Standards, the Applicant shall submit a truck hauling route that conforms to Town of Los Gatos Standards for approval. Note that the Town requires a Haul Permit be issued for any hauling activities. The Applicant shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. The haul route for this project unless otherwise approved by the Town Engineer, shall be northbound Los Gatos Boulevard to Highway 85

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or southbound Los Gatos Boulevard to westbound Lark Avenue to Highway 17. A letter from the Applicant confirming the intention to use the designated haul route shall be submitted to the Town Engineer for review and approval prior to the issuance of any Town permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the Applicant. Hauling of soil on- or off-site shall not occur during the morning or evening peak periods (between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.), and at other times as specified by the Town Engineer. The Applicant must provide an approved method of cleaning tires and trimming loads on site. All material hauling activities shall be done in accordance with applicable Town ordinances and conditions of approval. *There shall be no use of Los Gatos Boulevard for hauling of materials, storage of materials, or idling of trucks without prior authorization of Public Works Department*.

115. HERITAGE TREE PROTECTION MEASURES: The Applicant shall submit a tree protection plan showing how all on- and off-site heritage trees will be protected during construction. All approved and installed Heritage Tree protection measures shall be installed prior to any site activities and maintained throughout the period of construction. The Project Arborist shall complete inspections on an as-needed basis during the construction period and shall submit a monthly report of findings in an email or letter to the Town Engineer and Town Planner assigned to this project.
116. PROJECT CLOSE-OUT: Prior to requesting a Final Inspection, the Applicant shall submit to the Town Engineer a letter indicating that all project conditions have been met, and all improvements are complete. All work must be completed to the satisfaction of the Planning Director and Town Engineer prior to the first occupancy. All public improvements, including the complete installation of all improvements relative to streets, fencing, storm drainage, underground utilities, etc., shall be completed and attested to by the Town Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, including those for water and sanitary sewer services, such installation shall be verified as having been completed and accepted by those agencies. In addition, the Applicant shall submit an itemized final quantities list of all public improvements constructed on-site and within the public right-of-way. The final quantities list shall be prepared by the project engineer and be to the approval of the Town Engineer. The final quantities list shall be broken out into on-site and off-site improvements based on the format provided by the Town. Until such time as all required improvements are fully completed and accepted by Town, the Applicant shall be responsible for the care, maintenance, and any damage to such improvements. Town shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage, regardless of cause, happening or occurring to the work or improvements required for this project prior to the completion and acceptance

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of the work or Improvements. All such risks shall be the responsibility of and are hereby assumed by the Applicant.

117. CONSTRUCTION WORKER PARKING: The Applicant shall provide a Construction Parking Plan that minimizes the effect of construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the Town Engineer prior to issuance of Town permits and shall be complied with at all times during construction. Failure to enforce the parking plan may result in suspension of the Town permits. No vehicle having a manufacturer's rated gross vehicle weight exceeding ten thousand (10,000) pounds shall be allowed to park on the portion of a street which abuts property in a residential zone without prior approval from the Town Engineer (§15.40.070).

121. SITE WATER DISCHARGE: In accordance with the Town Code, Prohibition of Illegal Discharges (Los Gatos Town Code Section 22.30.015), the Town Engineer may approve in coordination West Valley Sanitation District the discharge of uncontaminated pumped ground waters to the sanitary sewer only when such source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the Town Engineer.

THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES THAT THE USE PERMITTED BY THIS ENTITLEMENT OCCUPIES THE PREMISES.

118. POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP): Post construction storm water pollution prevention requirements shall include:
    a. The Applicant shall be charged the cost of abatement for issues associated with, but not limited to, inspection of the private stormwater facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair if the treatment facility is no longer able to meet performance standards or has deteriorated. Any abatement activity performed on the Applicant's property by Town staff will be charged to the Applicant at the Town's adopted fully-loaded hourly rates.
    b. Maintenance of the storm drain inlets "No Dumping – Drains to Bay" plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available at www.flowstobay.org.
    c. All process equipment, oils, fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times.

d. All public outdoor spaces and trails shall include installation and upkeep of dog waste stations.
e. Garbage and recycling receptacles and bins shall be designed and maintained with permanent covers to prevent exposure of trash to rain. Trash enclosure drains shall be connected to the sanitary sewer system.
f. It is the responsibility of the property owner(s)/homeowners association to implement a plan for street sweeping of paved private roads and cleaning of all storm drain inlets.

TO THE SATISFACTION OF THE SANTA CLARA COUNTY FIRE DEPARTMENT:

119. GENERAL: Review of this Developmental proposal is limited to acceptability of site access, water supply and may include specific additional requirements as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.
120. FIRE SPRINKLERS REQUIRED: (As Noted on Sheet G10) Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2.
121. FIRE ALARM REQUIREMENTS: (As Noted on Sheet G10) Refer to CFC Sec. 907 and the currently adopted edition of NFPA 72. Submit shop drawings (3 sets) and a permit application to the SCCFD for approval before installing or altering any system. Call (408) 341-4420 for more information.
122. EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS: (As Noted on Sheet G10) All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. CFC Sec. 510.1.
123. FIRE HYDRANT SYSTEMS REQUIRED: (As Noted on Sheet G10) Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, onsite fire hydrants

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and mains shall be provided where required by the fire code official. Exception: For Group R3 and Group U occupancies equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, the distance requirement shall be not more than 600 feet. [CFC, Section 507.5.1].

124. FIRE DEPARTMENT CONNECTION: (As Noted on Sheet C17) The fire department connection (FDC) shall be installed at the street on the street address side of the building. It shall be located within 100 feet of a public fire hydrant and within ten (10) feet of the main PIV (unless otherwise approved by the Chief due to practical difficulties). FDC's shall be equipped with a minimum of two (2), two-and-one-half (2-1/2") inch national standard threaded inlet couplings. Orientation of the FDC shall be such that hose lines may be readily and conveniently attached to the inlets without interference. FDC's shall be painted safety yellow. [SCCFD, SP-2 Standard].
125. STANDPIPES REQUIRED: (As Noted on Sheet G10) Standpipe systems shall be provided in new buildings and structures in accordance with this section. Fire hose threads used in connection with standpipe systems shall be approved and shall be compatible with fire department hose threads. The location of fire department hose connections shall be approved. Standpipes shall be manual wet type. In buildings used for high-piled combustible storage, fire hose protection shall be in accordance with Chapter 32. Installation standard. Standpipe systems shall be installed in accordance with this section and NFPA 14 as amended in Chapter 47. CFC Sec. 905.
126. PUBLIC/PRIVATE FIRE HYDRANT(S) REQUIRED: (As Noted on Sheet G10) Provide public/private fire hydrant(s) at location(s) to be determined jointly by the Fire Department and San Jose Water Company. Maximum hydrant spacing shall be 450 feet, with a minimum single hydrant flow of 4,500 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C.
127. BUILDINGS AND FACILITIES ACCESS: (As Noted on Sheet G10) Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. [CFC, Section 503.1.1].
128. REQUIRED AERIAL ACCESS: (As Noted on Sheet C17) 1. Where required: Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. 2. Width: Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height, as shown on

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the approved vesting tentative map. 3. Proximity to building: At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572) and a maximum of 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building, as approved by the fire code official. SCCFD SD&S A-1.

129. TURNING RADIUS: (As Noted on Sheet C17) As shown on the approved vesting tentative map, the minimum inside turning radius is 30 feet and outside turning radius is 50 feet for required access roadways. Greater radius up to 60 feet may be required where the Fire Department determines that Ladder Truck access is required. Circulating refers to travel along a roadway without dead ends.
130. FIRE DEPARTMENT ROADWAY TURNAROUND REQUIRED: (As Noted on Sheet C17) Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Provide an approved fire department roadway turnaround with a minimum radius of 50 feet outside and 30 feet inside. Maximum grade in any direction shall be 5%. Installations shall conform with Fire Department Standard Details and Specifications A-1. [CFC Section 503.2.5].
131. REQUIRED FIRE FLOW: The fire flow for this project is 6000 GPM at 20 psi residual pressure. If an automatic fire sprinkler system will be installed, the fire flow will be reduced by 25%, establishing a required adjusted fire flow of 4500 GPM at 20 psi residual pressure. Note: The minimum required number and spacing of the hydrants shall be in accordance with CFC Table C102.1.
132. TIMING OF INSTALLATION: (As Noted on Sheet G10) When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2. Construction documents. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. CFC Sec. 501.3, 501.4.
133. GROUND LADDER ACCESS: (As Noted on Sheet C17) Ground-ladder rescue from second and third floor rooms shall be made possible for fire department operations. With the climbing angle of seventy-five degrees maintained, an approximate walkway width along either side of the building shall be no less than seven feet clear. Landscaping shall not be allowed to interfere with the required access. CFC Sec. 503 and 1029 NFPA 1932 Sec. 5.1.8 through 5.1.9.2.
134. PARKING: When parking is permitted on streets, in both residential/commercial applications, it shall conform to the dimensions shown on the approved street sections included with the vesting tentative map.
    NOTE: Fire lane and turnaround striping shall be provided and verified by site inspection.

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135. FIRE LANES REQUIRED: (As Noted on Sheet C17) Fire apparatus access roads shall be designated and marked as a fire lane as set forth in Section 22500.1 of the California Vehicle Code.
136. KNOX KEY BOXES/LOCKS WHERE REQUIRED FOR ACCESS: Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving or firefighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The Knox Key Box shall be a of an approved type and shall contain keys to gain necessary access as required by the fire code official. Locks. An approved Knox Lock shall be installed on gates or similar barriers when required by the fire code official. Key box maintenance. The operator of the building shall immediately notify the fire code official and provide the new key when a lock is changed or re-keyed. The key to such lock shall be secured in the key box. [CFC Sec. 506].
137. WATER SUPPLY REQUIREMENTS: Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be
physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2019 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.
138. CONSTRUCTION SITE FIRE SAFETY: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification S1-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33.
139. ADDRESS IDENTIFICATION: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address numbers shall be maintained. CFC Sec. 505.1.
140. TWO-WAY COMMUNICATION SYSTEM: (As Noted on Sheet G10) Two-way communication systems shall be designed and installed in accordance with NFPA 72 (2022 edition), the California Electrical Code (2022 edition), the California Fire

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Code (2022 edition), the California Building Code (2022 edition), and the city ordinances where two-way system is being installed, policies, and standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.

141. REQUIRED SECONDARY FIRE DEPARTMENT ACCESS: (As Noted on Sheet C17) Commercial and Industrial Developments 1. Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have a least two means of fire apparatus access for each structure. 2. Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 mm) shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having a gross building area of up to 124,000 square feet (11520 mm) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. Multi-Family Residential Developments (R-1 & R-2 occupancies) 1. Multi-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads. CFC Sec. Chp. 5 as adopted.
142. GENERAL: This review shall not be construed to be an approval of a violation of the provisions of the California Fire Code or of other laws or regulations of the jurisdiction. A permit presuming to give authority to violate or cancel the provisions of the fire code or other such laws or regulations shall not be valid. Any addition to or alteration of approved construction documents shall be approved in advance. [CFC, Ch.1, 105.3.6].

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TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 04/09/2025

ITEM NO: 1

DATE: April 25, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

RECOMMENDATION:

Consider a request to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a grading permit, and removal of large protected trees under Senate Bill 330 (SB 330) on property zoned North Forty Specific Plan: Housing Element Overlay Zone (HEOZ), located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. Following consideration, the Planning Commission should continue the matter to a date uncertain.

PROJECT DATA:

General Plan Designation:	North Forty Specific Plan (NF-SP)
Zoning Designation:	NF-SP:HEOZ, Housing Element Overlay Zone
Applicable Plans & Standards:	General Plan; Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development; and NF-SP
Parcel Size:	682,017 square feet (15.65 acres)

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

Surrounding Area:

	Existing Land Use	General Plan	Zoning
North	Residential and Commercial	NF-SP	NF-SP:HEOZ
South	Residential	NF-SP	NF-SP:HEOZ
East	Residential and Commercial	Mixed Use Commercial	R-1:10, C-1, CH:PD, and NF-SP
West	Highway 17	N/A	N/A and NF-SP

CEQA:

The CEQA analysis has not yet been completed and will be presented to the Planning Commission at a future meeting.

ACTION:

Continue the matter to a date uncertain.

BACKGROUND AND STATE LAW PROVISIONS:

The North Forty Specific Plan (NF-SP) Area is approximately 44 acres and is bounded by Highway 85 to the north, Lark Avenue to the south, Highway 17 to the west, and Los Gatos Boulevard to the east.

An environmental impact report (EIR) was certified by the Town Council for the NF-SP on January 5, 2015. The NF-SP was adopted by the Town Council June 17, 2015.

On August 1, 2017, the Town Council approved Phase I of the NF-SP, which included the construction of 320 residential units, of which 50 were affordable senior units, approximately 66,800 square feet of commercial floor area, on-site and off-site improvements, and a vesting tentative map.

Senate Bill 330

The Housing Crisis Act of 2019, or SB 330, became effective on January 1, 2020, and will remain in effect until it sunsets on January 1, 2030. SB 330 offers greater certainty by allowing an optional vesting opportunity through the Preliminary Application process. Submittal of a Preliminary Application allows a developer to provide a specific subset of information on the proposed housing development before providing the full amount of information required by the Town for a housing development application. On the date that a preliminary application containing all required information is submitted and the permit processing fee is paid (the

vesting date), all applicable fees and development standards that apply to the project are frozen in place while the applicant assembles the rest of the materials necessary for a full application submittal. The statute requires that a final decision be made in no more than five public hearings, including appeals. The SB 330 preliminary application for this project achieved a vesting date of April 18, 2023.

State Density Bonus Law

State Density Bonus Law (SDBL) created a mechanism to obtain more favorable development requirements for projects with affordable or senior units. To meet the affordable housing goals, developers are entitled to a density bonus that corresponds to specified percentages of units set aside for very-low, low, or moderate-income households. In addition to the density bonus, SDBL provides three additional benefits for qualifying projects:

1. One or more concessions/incentives that provide cost reductions for the development. Under the law, a concession includes a reduction in site development standards and/or regulations when such regulations potentially make the project economically infeasible for the developer to build. These can include a reduction in site development standards or modification of zoning or architectural design requirements that exceed minimum building standards. The number of allowed concessions/incentives is determined on a sliding scale based on the percentage of units that will be set aside as affordable units and the household income category of those affordable units.

   Concessions/incentives may only be denied if the Town has substantial evidence that the concession/incentive would be contrary to state or federal law; does not result in identifiable and actual cost reductions; or would have a "specific, adverse impact" on public health and safety; or on property listed in the California Register, based on objective standards, which cannot be mitigated. "Objective" standards must be verifiable by reference to an external and uniform benchmark.

2. Waivers are reductions or modifications of any development standards and other regulations that would physically preclude the development of a project at the density permitted and with the allowed incentives or concessions. Development standards include, but are not limited to, height limitations, setback requirements, FAR, open space requirements, or parking requirements that apply to a residential development pursuant to any ordinance, general plan element, policy, resolution, or regulation. There is no limit in the number of waivers an applicant can request through SDBL.

   A recent case (*Banker's Hill 150 v. City of San Diego*) held that waivers must be approved for projects "as designed" unless the waiver would have a specific, adverse impact on health or safety which cannot be mitigated; would be contrary to state or federal law; or would have an adverse impact on property listed in the California Register.

3. Reductions in parking requirements provided based on the number of bedrooms in each unit and the type of project.

The proposed project qualifies for a density bonus and the associated benefits under the SDBL, unless the required findings can be made to deny the concessions and waivers.

Housing Accountability Act and the Builder's Remedy

The California Legislature adopted the Housing Accountability Act (HAA) to "significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects" [Gov. Code § 65589.5(a)(2)(K)]. It is the policy of the state that the HAA "be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing." [Gov. Code § 65589.5(a)(2)(L)].

No housing development project that is consistent with all objective standards in the general plan, zoning, subdivision ordinance, and any specific plan (including any approved density bonus, concessions, waivers, and parking reductions) may be denied or reduced in density unless the Town finds that the project would have a "specific, adverse impact" on health or safety that cannot be mitigated.

The HAA defines projects containing specific amounts of affordable housing, or containing 10 units or less and meeting other standards, as "housing for very low, low-, or moderate-income households." The "Builder's Remedy" provision of the HAA specifically prohibits a local agency from relying on inconsistency with zoning and general plan standards as a basis for denial of a housing development project for very low, low-, or moderate-income households unless:

1) There are potential adverse impacts on public health and safety that cannot be mitigated, which must be based on objective, written standards;
2) Denial or the imposition of a condition is required in order to comport with state or federal law;
3) The project is proposed on land zoned for agriculture or resource preservation;

4) There are no adequate water or sewer facilities to serve the project; or

5) On the date when the preliminary application was submitted, the Town had adopted a sixth cycle housing element in substantial compliance with State law. Also, the Town cannot deny a project for failing to be consistent with the general plan and zoning if the site is shown in the Housing Element as suitable for affordable housing, and the project is consistent with the density specified in the Housing Element, but the zoning

ordinance and land use element have not yet been amended to allow the density in the Housing Element.

The state Housing and Community Development Department ("HCD") has opined, and state law has been revised, to provide that agencies do not have the ability to "self-certify" their Housing Elements. In other words, HCD certification is required.

The Town's sixth cycle Housing Element was certified by HCD on July 10, 2024. The preliminary application for this project achieved a vesting date of April 18, 2023, prior to state certification of the Town's Housing Element. Therefore, the project is eligible for the Builder's Remedy.

AB 1893, effective January 1, 2025, created a definition of a "builder's remedy project" and allows developers who filed preliminary applications before January 1, 2025 to decide whether to take advantage of the new provisions or not. Although this project meets the new definition of a "builder's remedy project," the applicant instead has chosen to be subject to the Town's Housing Element adopted in January 2023 and the NF-SP zoning in effect on the vesting date of April 18, 2023, with modifications requested through SDBL, and has not cited the new provisions in the most recent letter dated March 6, 2025.

PROJECT HISTORY

The property has a General Plan designation of NF-SP and is zoned NF-SP: HEOZ. The Housing Element Overlay Zone ("HEOZ") overlay is applied to sites included in the Sites Inventory of the Housing Element and modifies development standards such as density, lot coverage, FAR, and height. The HEOZ became effective on December 21, 2023. The preliminary application under SB 330 was deemed submitted on April 18, 2023, establishing the vesting date for the application. Although AB 1893 would allow the applicant to utilize the provisions of the HEOZ, the applicant has elected to utilize the NF-SP zone standards in effect on the vesting date.

On September 22, 2023, the applicant submitted a formal application, within 180-days of the established vesting date as required by state law.

Through the Town's technical review process, the application was deemed complete on April 17, 2024, within the timelines prescribed by state law. On March 7, 2025 the application was deemed consistent with applicable Town standards, assuming the waivers and concessions are

approved, and ready for consideration through the Town's public hearing process. The application includes a Vesting Tentative Map, requiring approval by the Town Council pursuant to Town Code Section 29.10.020. The applicant seeks a recommendation on the development proposal from the Planning Commission to the Town Council, who will render the final decision on the project.

PROJECT DESCRIPTION:

A. Location and Surrounding Neighborhood

The subject property consists of eight parcels totaling 15.65 acres located on the north side of Los Gatos Boulevard, approximately 286 feet south of the intersection of Los Gatos Boulevard and Samaritan Drive (Exhibit 1). The property is developed with eight single-family homes and walnut orchards. Highway 17 is located to the west, residential uses are located to the north, and commercial and residential uses are located to the south and east of the property.

B. Project Summary

The scope of the application proposes the following:

- Demolition of eight single-family homes;

- Construction of a mixed-use residential building with approximately 7,874 square feet of commercial space on the ground floor along with 255 rental apartments (Building E1);
- Construction of a 100 percent affordable housing building consisting of 67 rental apartments for lower-income households along with one unit for an on-site manager (Building G1);
- Construction of 127 for sale and/or rental townhomes (Buildings A1 through A4; B1 through B3; C1 through C3; D1 and D2; F1 through F3; and H1 and H2);

- Construction of two commercial buildings totaling approximately 7,200 square feet (Buildings J and I1); and
- Approximately 3.5 acres of publicly accessible open space (Sheet G3, Exhibit 11).

The applicant submitted a revised Letter of Justification for the project on March 6, 2025 (Exhibit 2). New private roadways would provide circulation throughout the site with Street C1 and Street C5 taking access from Los Gatos Boulevard, in addition to an extension of N. Turner Street running horizontally through the project site, connecting the property to

Phase I of the NF-SP. Of the 450 proposed units, 77 units (17 percent of the total units) would be designated as Below Market Price (BMP) units.

C. Zoning Compliance

The property is zoned NF-SP:HEOZ. The property is located within the Northern District of the NF-SP. Envisioned land uses for the Northern District include:

- Recreation/entertainment (live theater, health clubs);
- Hotel;
- Market hall/specialty market;
- Office;
- Open space (plazas, courtyards, paseos, and planting strips);
- Residential (above commercial) - including condominium, live-work flats, multi-family flats, multiplexes, and rowhouses;
- Restaurants; and
- Retail.

The applicant requests approval of a concession from the NF-SP through SDBL to allow for residential uses on the ground floor of buildings. Additionally, the applicant requests approval of a waiver through SDBL to exceed the maximum allowable building height of 25 feet for buildings located within 50 feet of Los Gatos Boulevard, and a reduction in the road width for Section 6d of North A Street to allow for wider sidewalks and bicycle lanes (Exhibit 2). The requested concession and waivers are discussed further below.

The HEOZ overlay modifies development standards such as density, lot coverage, FAR, and height. The preliminary application under SB 330 established vesting prior to the implementation of the HEOZ; the applicant has elected to be subject only to the NF-SP zoning provisions.

DISCUSSION:

A. Architecture and Site Analysis

The project includes a total of 450 residential units distributed amongst two apartment buildings (Buildings G1 and E1) and 17 townhome buildings (Buildings A1 through A4; B1 through B3; C1 through C3; D1 and D2; F1 through F3; and H1 and H2); two commercial buildings totaling approximately 7,200 square feet (Buildings I1 and J); approximately 7,874 square feet of commercial space on the ground floor of the mixed-use building (Building E1); and approximately 3.5 acres of publicly accessible open space (Sheet G3, Exhibit 11).

Building G1

Building G1 is proposed to be developed as a 100 percent affordable housing building with 67 rental units available to lower-income households, in addition to one market rate unit to be reserved for an on-site manager for a total of 68 units. Once developed, the approximate 1.25-acre site will be transferred to an affordable housing developer for management of the building and residents. The unit types include one, two, and three bedrooms with dedicated on-site common areas including a meeting room, community room with kitchen, laundry, bike storage, outdoor dining, and a playground (Sheet A1.101, Exhibit 14). The five-story building is proposed at a maximum height of 62 feet, five inches. Building materials include smooth stucco, horizontal and vertical siding, cement panels, metal awnings, and a standing seam metal roof. A Letter of Justification discussing the project is included as Exhibit 2.

Building E1

Building E1 is proposed to be developed as a mixed-use building with approximately 7,874 square feet of commercial space on the ground floor and 255 rental housing units located on floors one through seven, a ground level parking garage, and one level of below grade parking. The unit types include studio, one, two, and three bedrooms with on-site amenities including a courtyard terrace and pool on level two of the building and two additional rooftop terraces on level seven of the building (Sheet A4.010, Exhibit 14). The seven-story building is proposed at a maximum height of 99 feet, eight inches. Building materials include smooth stucco, fiber cement panels, porcelain tile, and glass railing. A Letter of Justification discussing the project is included as Exhibit 2.

Townhome Buildings

Buildings A1 through A4, B1 through B3, C1 through C3, D1 and D2, F1 through F3, and H1 and H2 are proposed to be developed as townhome buildings along the western and northern portion of the project site. The applicant proposes seven different architectural styles for the 17 townhome buildings. The unit types include two, three, and four bedrooms with attached two-car garages, and optional roof decks. All townhome styles are proposed at three stories, ranging in height from 44 feet, three inches to 48 feet, nine inches. Building forms for all architectural styles feature a mixture of gable and shed roof forms with building materials of horizontal and vertical siding, smooth stucco, metal awnings, standing seam metal roofing, and composite shingle roofing (Sheets A3.1.5.500 through A3.7.5.500, Exhibit 14). A Letter of Justification discussing the project is included as Exhibit 2.

Building I1

Building I1 is proposed to be developed as an approximate 4,800-square foot commercial building divided into three retail spaces. The one-story building is proposed at a maximum

height of 27 feet. Building materials include wood siding, red cedar, galvanized corrugated steel, cascade coil metal shade, anodized aluminum, color integrated concrete, and a standing seam metal roof. A Letter of Justification discussing the project is included as Exhibit 2.

Building J

Building J is proposed to be developed as an approximate 2,400-square foot commercial building for a restaurant use. The one-story building is proposed at a maximum height of 25 feet. Building materials include wood siding, galvanized corrugated steel, and a masonry wall. The applicant proposes to construct a replica of the existing Red Barn while using limited elements of the existing structure to pay homage to the site's agricultural history. Due to structural issues with the existing structure, only interior elements of the structure will be re-used in the reconstruction. A Letter of Justification is included as Exhibit 2.

The Meadow

The proposal includes approximately 3.5 acres of publicly accessible open space that is spread through the project site. The majority of the publicly accessible open space is located within The Meadow, a centralized open space that contains Building I1, an outdoor pavilion, a pedestrian path that connects the project site to Los Gatos Boulevard, and active recreation uses including a garden, amphitheater, and play space. Access to the open space is provided through street parking on N. Turner Street, C5 Street, and D4 Street. A Letter of Justification discussing the project is included as Exhibit 2.

B. Building Design

Review by the Town's Consulting Architect is typically required for Architecture and Site applications. For this application, it should be noted that the feedback provided by the Consulting Architect is subjective in nature and may not be used as the basis to deny or reduce the density of the project.

The Town's Consulting Architect reviewed the proposed project and provided feedback and recommendations (Exhibit 3). The Consulting Architect identified issues and concerns related to the proposed scale of the development. The Consulting Architect made recommendations on the following topics:

Townhomes

1. Provide more individual unit identities;
2. Reduce the visual repetitiveness of the facades;
3. Enhance and vary the end facades;
4. Vary and strengthen building tops;

5. Reduce the strong vertical emphasis with a better balance between horizontal and vertical forms and architectural details;
6. Provide more color variations;
7. Enhance the pedestrian scale with stronger entry porches, canopies, and projecting second floor balconies;
8. Provide some height variety at the ends of buildings; and
9. Enhance the sense of unit identity on the auto courts with additional balconies and facade offsets, as was done in the Phase 1 townhomes.

Affordable Housing Building

1. Step back and consider other approaches to this building. It would be preferable to avoid the appearance of one big building with superimposed appliques in favor of varied façade elements.

Commercial Buildings

1. Revise to provide a more welcoming facade facing Los Gatos Boulevard;
2. Consider providing activity space such as outdoor dining on the Los Gatos Boulevard frontage;
3. Consider warmer building materials in lieu of the proposed metal siding; and
4. Consider lowering the building scale with a sloped roof or awning on the Los Gatos Boulevard facade.

Mixed-Use Building

1. Horizontal and vertical balance. I do believe that the project will be more successful if the current strong vertical elements of the design are more subdued;
2. Building Base. While the "residential structure on top of a garage podium" is quite common, I think in this instance it creates a great deal of rigidity in conflict with the scale and character goals of the specific plan and divorces the residential units from the pedestrian environment. My strong suggestion would be to bring the residential structure and details down to grade level in lieu of using the podium formant. Further, I would suggest that plans be implemented to allow greater user individuality and variety that better reflects the scale and character of Los Gatos;
3. Balconies. Increase the number of balconies to more strongly enhance the residential character of the structure; and

4. Greater Articulation. Reduce the boxiness of the building forms by more height variations and by taking advantage of special building corner designs, especially at the pedestrian Paseo.

The applicant submitted a letter responding to these recommendations and the reasoning for not incorporating any of the recommendations into the project (Exhibit 4.

C. Subdivision and Site Design

The project includes a vesting tentative map for condominium purposes (Sheet C1, Exhibit 16). The subdivision design creates 21 parcels to accommodate the proposed buildings, 24 parcels for the private roadways, 32 parcels for the open space areas, one parcel for a surface parking lot, and one parcel to be dedicated to the Town to accommodate a future widening of Burton Road. The map also includes numerous easements for emergency access, public access, and various utility infrastructure.

New private roadways would provide circulation throughout the site with C1 and C5 streets taking access from Los Gatos Boulevard. An extension of N. Turner Street is also proposed horizontally through the development to connect Phase II with Phase I (Sheet C18, Exhibit 16). Vehicular circulation would be provided through several private roadways.

Eleven buildings would be located along the west edge of the property, adjacent to Highway 17, eight buildings would be located in a centralized area of the property, and two buildings would be located adjacent to Los Gatos Boulevard. Pedestrian pathways would provide circulation throughout the interior of the site, as well as providing a connection to Phase I of the NF-SP and Los Gatos Boulevard (Sheet G12, Exhibit 11). Open space areas are provided throughout the site connected via the pedestrian pathways circulating between the buildings and several community recreation spaces. The space provided through the community recreation spaces exceed the NF-SP requirements and the Town's Objective Design Standard (ODS) requirements for such spaces. The conceptual landscape plan shows that trees, shrubs, and other plantings would be distributed throughout the site.

D. Grading and Retaining Walls

The Preliminary Grading Plan included as Sheets C7 through C12 of Exhibit 16 provides information regarding earth movement and the location and height of retaining walls.

Preliminary cumulative grading quantities total 31,565 cubic yards of cut and 24,756 cubic yards of fill for a net off haul of 6,809 cubic yards, well above the 50 cubic yard threshold for requirement of a Grading Permit. The Town's Parks and Public Works Engineering staff will

include a condition of approval requiring submittal and evaluation of a Grading Permit in parallel with the required Building Permits.

Retaining walls between one foot, eight inches and five feet, six inches are proposed along C5 Street and the northeastern portion of the property, adjacent to existing residential uses. These proposed retaining walls do not comply with the ODS requiring that retaining walls do not run in a continuous direction for more than 50 feet without a break, offset, or landscape pocket.

E. Parking

The NF-SP provides specific off-street parking requirements for residential uses within the Specific Plan Area and uses the required parking for the downtown (Section 29.10.150 of the Town Code) for commercial uses.

The parking requirements for each building type are described in the table below:

Proposed Uses	**Specific Plan Parking Requirement**	**Proposed Use Total**
Commercial:	*Based on Town Code for Downtown*	
Retail/Commercial Shop (Bldg. I1)	1/300 gross square feet	4,800 sq. ft.
Retail/Commercial Shop (Bldg. J)	1/300 gross square feet	2,400 sq. ft.
Retail/Commercial Shop (Bldg. E1)	1/300 gross square feet	7,874 sq. ft.
Total Commercial Parking Required		**50 Spaces**
Residential:	*Resident + Guest*	
Affordable Units	(.5/Units + .5/Unit) = 1/Unit	77 Units
Single Bedroom Units	(1/Unit + .5/Unit) = 1.5/Unit	138 Units
Two or More Bedroom Units	(2/Unit + .5/Unit) = 2.5/Unit	235 Units
Total Residential Parking Required		**872 Spaces**
Total Project Parking Required:		**922 Spaces**
Project Parking Provided:		
Off-Street Parking		137
Two-Story Garage (Bldg. E1)		363
Parking Lot (Bldg. I1)		14
Residential Garages		254
Total New Parking Spaces		**768 Spaces**

The project requires a total of 922 spaces under the NF-SP parking requirements, whereas 768 parking spaces are proposed. Since the project qualifies under SDBL, the applicant has elected to utilize the reduced parking requirements from SDBL, which supersede the NF-SP for the parking requirements for the mixed-use building (Building E1) and the townhomes (Buildings A1 through A4; B1 through B3; C1 through C3; D1 and D2; F1 through F3; and H1 and H2). Through SDBL, the parking requirement is 527 spaces with no guest parking requirements for the mixed-use building, affordable housing building, and townhomes.

The proposed project includes 254 spaces in the private garages of the townhomes and a total of 363 spaces in the two-story parking garage of the mixed-use building. Of the 363 spaces in the two-story parking garage, 26 spaces are assigned to the ground floor

commercial uses, 312 spaces are assigned to the residents, and 25 spaces are assigned as guest parking spaces (Sheet A4.010, Exhibit 15). The applicant proposes to utilize parking stackers for the resident parking spaces on both levels of the parking garage, which are not standard in the Town.

Additional information pertaining to parking will be provided in an Addendum or Desk Item.

F. Tree Impacts

There are approximately 292 existing trees in the vicinity of the development. The development plans propose the removal of 265 trees based on the construction impacts and footprints. Of the 265 trees to be removed, 127 are considered to be exempt from the Tree Protection Ordinance due to being a fruit or nut tree under 18 inches in diameter. Of the 138 protected trees proposed to be removed, 19 are considered to be large, protected trees (Exhibit 5).

The applicant has the option to request in-lieu payment for any required replacement trees that cannot be accommodated on site. The preliminary landscape plan shows that 400 trees are proposed to be planted on-site (Sheet L1.00, Exhibit 12).

The applicant submitted an arborist report for peer review by the Town's Consulting Arborist. Following two rounds of review, the revised arborist report from the applicant was confirmed to meet the Town's requirements by the Consulting Arborist. The arborist report for the project is included as Exhibit 5. If the project is approved, tree protection measures would be implemented prior to construction and maintained for the duration of construction activity. Arborist recommendations for tree protection will be included in the Conditions of Approval to mitigate impacts to protected trees.

G. Traffic

A Transportation Analysis Report was prepared by Hexagon Transportation Consultants, Inc. (Exhibit 10) for the proposed project and peer reviewed by the Town's Traffic Consultant. The Transportation Analysis Report determined that the trips generated collectively by the development of Phases I and II of the NF-SP would not exceed the trip generation estimates analyzed in the NF-SP EIR Transportation Analysis. As a result, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts.

The report found that the proposed project would generate 2,968 daily trips, with 225 trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour.

The recommended improvements from the Transportation Analysis Report are all proposed to be implemented for the project.

H. State Density Bonus Law Concession and Waivers

As discussed above, through SDBL, qualifying projects are entitled to a density bonus, as well as concessions/incentives, waivers, and parking reductions. The proposed project is entitled to two concessions, unlimited waiver requests, and reduced parking requirements.

The property is zoned NF-SP:HEOZ. Section 2.5.10(c) of the NF-SP prohibits residential uses on the ground floor in the Northern District of the specific plan area. The applicant requests approval of a concession through SDBL to allow for residential uses on the ground floor of buildings.

ODS A.11.1.b requires that each ground floor dwelling unit shall have a minimum of 120 square feet of usable private recreation space. Currently, the applicant complies with this standard through the use of private roof decks; however, the applicant requests approval of a concession through SDBL to allow for their removal at the time of building permit submittal if necessary to reduce construction costs, which would cause the project to fall short of the open space standard.

The applicant provided a Letter of Justification that details the requested concessions, noting that it is not financially feasible to develop commercial spaces on the ground floor of all buildings on the project site. Additionally, the applicant notes that the second requested concession, if elected to be used at the time of building permit submittal, will provide cost savings to help provide the level of affordability proposed for the project (Exhibit 2).

The Letter of Justification also discusses the waivers to development standards requested by the applicant and why they are needed to construct the project (Exhibit 2).

I. Below Market Price (BMP) Units

The proposed project includes a total of 450 units, 77 of which would be designated as affordable units. The Town's BMP ordinance and policy requires that mixed-use residential developments with more than 100 units provide a number of BMP units equal to 20 percent of the market rate units. The project includes 373 market rate units, requiring a minimum of 75 BMP units. The proposed 77 BMP units exceeds the Town's BMP requirements.

The BMP Guidelines require owner occupied units to be priced to affordable households in two income categories:

- Moderate Income Households, those whose income is above 80 percent, but no greater than 120 percent, of the Median Family Income (MFI); and
- Low Income Households, those whose income is above 50 percent, but no greater than 80 percent, of the MFI.

The project includes 10 affordable units to be located in the mixed-use building (Building E1) to be designated for low-income households and 67 affordable units to be located in the 100 percent affordable housing building (Building G1) to be designated for lower income households. The applicant proposes to transfer Building G1 to an affordable housing developer for management of the building and residents (Exhibit 2). The table below provides a summary of the 10 BMP units within the mixed-use building (Building E1) by income level and number of bedrooms. Conditions of approval will be included pertaining to the provision, sale, and rental of the BMP units.

BMP Units – Mixed Use Building (Building E1)	
Unit Type	**Low Income**
Studio	2
One Bedroom	3
Two Bedroom	4
Three Bedroom	1
TOTAL	**10**

The table below provides a summary of the 67 BMP units within the affordable housing building (Building G1) by the number of bedrooms (Sheet A1.101, Exhibit 14). Because the applicant proposes to partner with a nonprofit developer to provide the affordable housing units in Building G1 using tax credits and other financing mechanisms, the breakdown of the number of lower income units is not available at this time. Conditions of approval will be included pertaining to the provision, sale, and rental of the BMP units.

BMP Units – Affordable Housing Building (Building G1)	
Unit Type	**Low Income**
One Bedroom	31
Two Bedroom	18
Three Bedroom	18
TOTAL	**67**

The Town's BMP Guidelines require that affordable units be dispersed throughout the development, to the extent feasible. The applicant requests approval of a waiver through SDBL from the BMP Guidelines requirement to have the units be dispersed throughout the property (Exhibit 2). The applicant states that because the project would involve a partnership with a nonprofit developer to provide affordable housing units, using tax credits and other financing mechanisms, which requires the affordable units be

consolidated, compliance with the Town's BMP Guidelines requirements would physically preclude development of the project.

The applicant also requests a waiver from the requirement that the affordable units have proportionately the same number of bedrooms as the market-rate units.

J. Neighbor Outreach

As summarized in Exhibit 6, the applicant has conducted outreach regarding the project since 2021.

PUBLIC COMMENTS:

Project identification signage was installed on the Los Gatos Boulevard and Burton Road frontages by August 14, 2024, consistent with Town policy. Visual simulations were completed by the Town's consultant and posted to the Town's website by April 14, 2025 (Exhibit 7). Written notice was sent to property owners and tenants within 1,000 feet of the subject property and notice of public hearing signage was installed on the street frontages by April 15, 2025, in anticipation of the April 30, 2025, Planning Commission meeting.

Staff conducted outreach through the following media and social media resources, for both the availability of the visual simulations and notice of the public hearing:

- The Town's website home page, What's New;
- The Town's Facebook page;

- The Town's Twitter account;
- The Town's Instagram account; and
- The Town's NextDoor page.

Public comments received by 11:00 a.m., Friday, April 25, 2025, are included as Exhibit 9.

CONCLUSION:

A. Summary

The applicant is requesting approval of Architecture and Site and Subdivision applications to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a grading permit, and removal of large protected trees under SB 330 on property zoned NF-SP:HEOZ, located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

As detailed above, a preliminary application was submitted under SB 330. The project qualifies for two concessions and unlimited waivers under SDBL. The application meets the definition of a builder's remedy project, but the applicant has requested that the project be reviewed under the January 2023 Housing Element and the NF-SP zoning and has not cited provisions of the HAA regarding the builder's remedy that became effective January 1, 2025. The deviations from the Town's standards included in the project are requested exclusively through SDBL for which the applicant has provided justification.

B. Recommendation

Staff recommends that the Planning Commission consider the request, take public comment, and discuss the project. Following consideration, the Planning Commission should continue the matter to a date uncertain. A future Planning Commission meeting will be scheduled to discuss the environmental analysis performed for the project and to make a recommendation to the Town Council regarding the project.

EXHIBITS:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report

6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

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14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

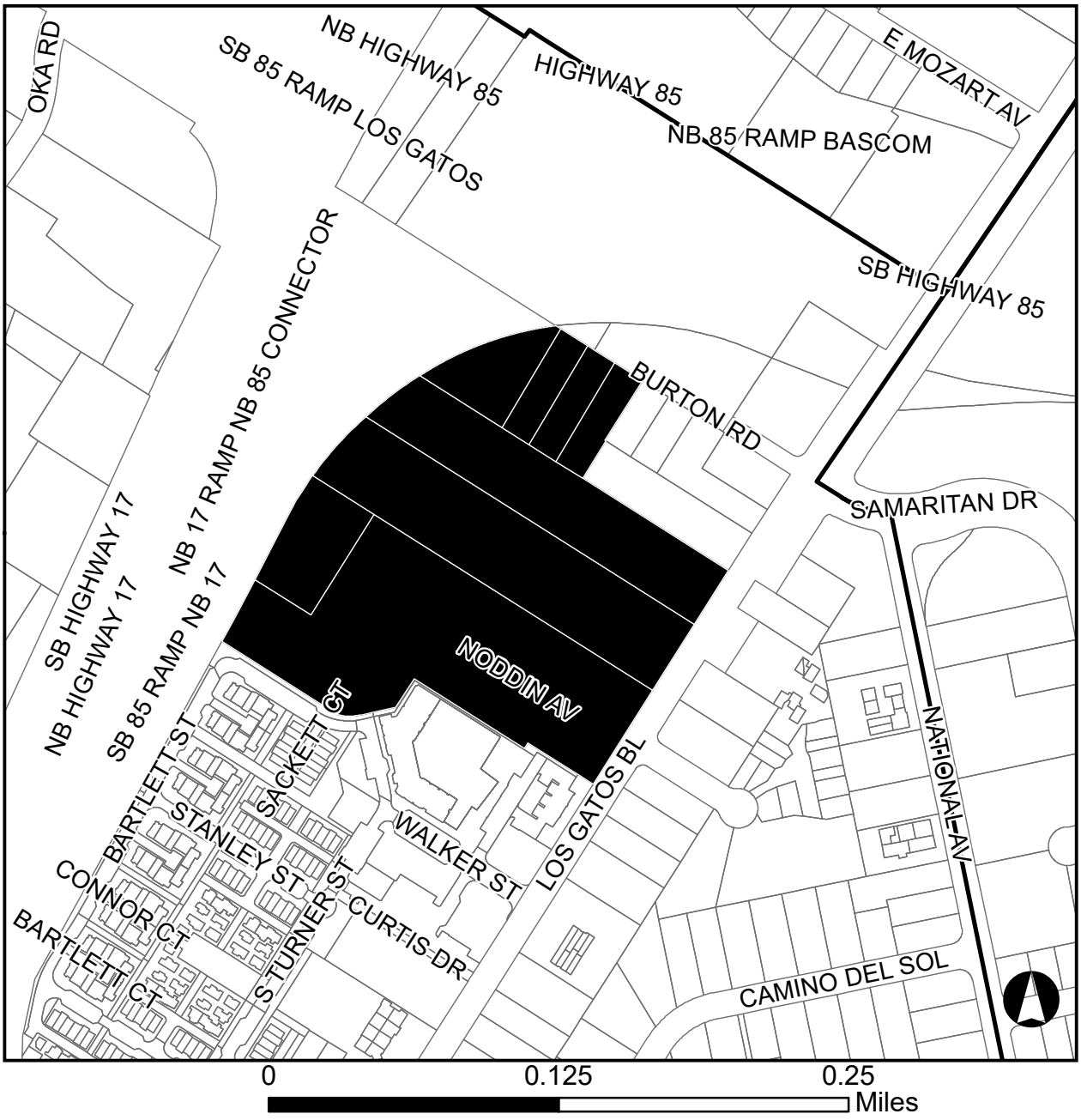

EXHIBIT 1

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March 6, 2025

Jocelyn Shoopman
Senior Planner
Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030

Re: Supplemental Material for 14859 Los Gatos Blvd and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Ms. Shoopman:

On behalf of Grosvenor Property Americas ("**Applicant**"), we are pleased to submit further updates to our complete application for a development project at 14859 Los Gatos Blvd and 16270 Burton Road ("**Project Site**") in the Town of Los Gatos ("**Town**") to develop 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements (the "**Project**").

The Applicant submitted a complete preliminary application for the Project on April 18, 2023, and followed with its formal development application on September 18, 2023. The Town found the application complete on April 17, 2024. The Town's completeness determination included numerous substantive comments regarding the Project. The Applicant supplemented its complete application in May of 2024, and the Town issued a series of written consistency evaluation letters on July 17, 2024. The Applicant submitted additional information on October 3, 2024, which triggered further comments from the Town on October 30, 2024. The Applicant responded with revisions on November 23, 2024, and the Town provided additional written comments on December 23, 2024. Since then, the Applicant team and the Town staff have had ongoing meetings and exchanged written comments. Based on those discussions we believe that this submittal fully responds to the comments raised by the Town in its December 23, 2024 letters.

EXHIBIT 2

I. Updated Project Description.

The Applicant proposes the construction of the Project, a mixed-use housing development project that includes 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements located in the North 40 Specific Plan area of the Town.

The Project Site is 15.65 total acres, which includes unbuildable areas, areas planned for open space, and all of the land that will be dedicated to the public for access to the Project's circulation system and public utilities. Excluding the primary backbone public infrastructure and circulation portions of the Project Site that will be dedicated by easement for public use results in a lot area of 14.47 acres, which conservatively includes alleys, open space, and undevelopable land on the Project Site.

The Project Site currently includes eight (8) single family homes, which would be demolished (as anticipated in the previously certified North 40 Specific Plan Environmental Impact Report) and replaced by the Project.

The Town's Housing Element includes the Project Site in its inventory of sites available for housing development that will be affordable to lower income households to accommodate the Town's RHNA. The Housing Element designates the Project Site for residential development at a minimum density of at least 30 dwelling units per acre, and it assumed a development capacity of up to 461 units. The Project proposes 450 dwelling units on a site area of 14.47 acres, resulting in a gross density of 31.1 du/ac, which is consistent with the Housing Element's use and density designations.

The Project's residential program will provide a total of 450 new rental apartments and for-sale and/or rental town homes. Of the 450 total units, the Project will dedicate 77 units as units that will be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code. The 77 dedicated units will include 67 affordable rental homes available to low and very low-income households (in addition to one unit reserved for a manager) on approximately 1.25 acres that will be transferred to an affordable housing developer. Ten additional units dedicated to low-income households will be made available in the Project's mixed-income multi-family building.

The 450 homes are complemented by various resident amenities and community-serving ground floor commercial spaces within the multi-family rental building. The new buildings are arranged around a generously sized central public open space (the "**Meadow**"), open to all and visible from Los Gatos Boulevard along a pedestrian "**Paseo**". The Meadow will feature active uses, landscaping, and an interpretive display that features the existing red barn, that collectively celebrate the Property's agricultural heritage. The Meadow will also include a new public

pavilion, which is designed to be adaptable for a variety of civic, community and/or retail uses for future flexibility.

Adjacent to the public open space, a 2,400 square foot barn-inspired commercial space, Building J, is proposed and envisioned to complement both the Meadow's agrarian theme and the retail uses in Building I. A new 4,800 square foot retail building (Building I) is located closer to Los Gatos Boulevard and is designed to be sub-dividable for multiple tenants and includes generous outdoor dining areas. Building J and Building I are part of approximately 15,000 square feet of commercial space that helps create vibrancy and a sense of place.

The Project includes all necessary access, circulation, streetscape, and landscaping to complement and service the new buildings and to complete relevant sections of the bicycle and pedestrian routes through and around the site. On-site streets will be connected to existing North 40 Phase I streets. The Applicant will dedicate land to the Town to accommodate the future widening of Burton Road and a through-connection between Burton Road and the Project to complete the internal circulation system as anticipated in the North 40 Specific Plan.

II. The Project is Consistent with Applicable Objective Development Standards.

On January 31, 2023, the Town adopted its first version of the Sixth Cycle Housing Element Update, which was adopted and in effect when the Applicant submitted its complete preliminary application. The California Department of Housing and Community Development ("**HCD**") found that the Town's January 31, 2023 Housing Element did not substantially comply with the requirements of state Housing Element law. The Town made numerous revisions to its Housing Element in response to HCD's findings before adopting a substantially compliant Housing Element that HCD certified on July 10, 2024. However, because the Project has a vested right to proceed under the ordinances, policies, and standards in place at the time the Applicant submitted the preliminary application, the January 31, 2023 Housing Element applies. (See Gov. Code § 65589.5(o).)

The Project proposes to provide 77 of its 450 dwelling units at rents affordable to lower income households as defined in Health and Safety Code section 50079.5. Therefore, the Project is "housing for very low, low-, or moderate-income households" as defined in the Housing Accountability Act. (Gov. Code § 65589.5(h)(3).) In addition, as discussed above, the Project is consistent with the Housing Element's land use and density designations. Because the Town identified the Project Site "as suitable or available for very low, low-, or moderate-income households" in its Housing Element, and the Project is consistent with the Housing Element's specified density, the Town may not "disapprove or conditionally approve" the Project, notwithstanding potential inconsistencies with the Town's "zoning ordinance [including the North 40 Specific Plan] and general plan land use designation." (Gov. Code § 65589.5(d)(5)(A).) This means that the Town's Housing Element overrides the North 40 Specific Plan's requirement as applied to the Project.

Because the Project provides 77 of its 450 dwelling units as affordable to lower income households, it is eligible for benefits under the State Density Bonus Law, including two concessions/incentives that result in cost reductions and unlimited waivers of development standards necessary to accommodate the Project as proposed. (Gov. Code § 65915(d)(2)(B), (e).) Attachment A to this letter includes a complete enumeration of all requested incentives/concessions and waivers, and the updated Objective Design Standards checklist references such modifications where appropriate.

Finally, the Project complies with the Town's affordability requirements as adopted in the BMP Ordinance (Division 6 of Chapter 29 of the Town Code). Of the Project's 450 total units, 373 units would be rented or sold at market rate. The Town's BMP Ordinance requires that 20 percent of the 373 market rate units – or 75 units – be reserved as affordable housing. The Project exceeds this requirement and will dedicate 77 units (21 percent of the market rate units) as units dedicated to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code.

Note that because the Project's complete preliminary application was submitted before the Town adopted a Housing Element certified by HCD, the Project is eligible for the Builder's Remedy. This means that Town would be forbidden from denying the Project, even if the Project were not consistent with the Town's standards. Although the Project is eligible for the Builder's Remedy, it is not necessary to invoke the Builder's Remedy here, because the Project complies with the Housing Element and applicable, objective standards as modified via the State Density Bonus Law.

III. Conclusion

With this submittal, the Applicant has responded to each of the Town's substantive, applicable comments provided on December 23, 2024, and during subsequent conversations and meetings with Town staff. Accordingly, we look forward to the Project's Planning Commission hearing in April.

Sincerely,

Eric S. Phillips

Encls.

ATTACHMENT A

14859 Los Gatos Blvd and 16270 Burton Road
(APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Proposed Density Bonus Concessions, Waivers, and Parking Reductions

Although the Project meets many of the General Plan policies, including the land use and density designated in the Housing Element, and the guidelines of the North 40 Specific Plan, the Applicant seeks incentives or concessions, waivers, and parking reductions pursuant to the State Density Bonus Law (Gov. Code § 65915).

The Project will dedicate 77 of its 450 units to be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code at a monthly cost that is an affordable rent, as defined in Section 50053 of the Health and Safety Code. Note that this level of affordability equals 21 percent of the Project's market rate units, which exceeds the affordability requirements in the Town's BMP Ordinance. In addition, by providing this level of affordability, the Project is entitled to the following benefits under State Density Bonus Law:

- A density bonus of 30.5% above the otherwise maximum allowable residential density (Gov. Code § 65915(f)(1);
- Two incentives or concessions (Gov. Code § 65915(d)(2)(B); for purposes of the State Density Bonus Law, the terms "incentives" and "concessions" are interchangeable, and this summary will use "concession" going forward);
- Waivers or reductions for "any development standard that will have the effect of physically precluding the construction of a development" that provides enough affordable housing to qualify for the State Bonus Law (Gov. Code § 65915(e)); and
- Minimum parking requirements, inclusive of guest parking and including parking provided in uncovered or tandem spaces, that do not exceed specified ratios. (Gov. Code § 65915(p).)

As detailed below, the Applicant proposes to use the State Density Bonus Law's concessions, waivers, and parking reduction benefits to allow the development of the Project as proposed. In addition, the Applicant reserves the right to modify the request to include different or additional concessions and waivers if needed to address additional applicable development standards.

Concessions

1. *Allow residential uses on the ground floor of buildings*. Section 2.5.10c of the North 40 Specific Plan prohibits residential uses on the ground floor of buildings in the Northern District, which covers the Project site. Because the Housing Element designates the Project site as a site that is suitable for very low, low-, or moderate-income households at a residential density of at least 30 du/ac, inconsistency with this zoning standard is not a basis to deny the Project under Government Code section 65589.5(d)(5)(A). Accordingly, we do not believe that this standard is

applicable to the Project. However, to the extent it applies, the Project proponent requests a concession to allow residential uses on the ground floor of buildings.

Although portions of the Project incorporate commercial elements, it is not financially feasible to develop commercial spaces on the ground floor of all the buildings on the Project site. Therefore, eliminating this development standard will result in cost savings to help provide the level of affordability proposed.[1]

2. *Potential Reduction in Private Open Space*. (Townhomes only) The Town adopted "Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development" that applies to multi-family and residential mixed-use developments. Objective Design Standard A.11.1.b requires each ground floor dwelling unit to have a minimum of 120 square feet of usable private recreation space. As currently designed, the Townhomes satisfy this requirement through the provision of private roof decks. However, to reduce construction costs, it may be necessary for the Project to remove some or all of the roof decks before submitting for building permits, which would cause the Project to fall short of the open space standard. Therefore, the Project requests a concession to remove private roof decks from the design at the Applicant's election to result in cost savings to help provide the level of affordability proposed.

Waivers

When considering the following proposed waivers, it is important to remember that "[i]n no case may [the Town] apply any development standard that will have the effect of physically precluding the construction of a development [that qualifies for the State Density Bonus Law] at the densities" allowed and with the requested concessions. (See Gov. Code, § 65915(e)(1).) Cases have confirmed that once a project qualifies for a density bonus, "the law provides a developer with broad discretion to design projects with additional amenities even if doing so would conflict with local development standards." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 774-75; see also *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347 [waivers must be granted even though redesigning thee project to decrease amenities would reduce the need for waivers].)

1. Increased Maximum Height. Section 2.5.2 of the North 40 Specific Plan and referenced in Policy LU5 sets a maximum building height of 30 feet across the Project site and Section 2.5.7(b) sets a maximum building height of 25 feet for buildings located within 50 feet of Los Gatos Boulevard. The Project requires a waiver to allow the Affordable Multifamily (Building G) units to achieve a maximum height of 63 feet measured from the lowest natural grade to highest roof surface or 61 feet when measured from the proposed grade, and the town home units to achieve a maximum height of 49 feet when measured from the lowest natural grade or 44 feet when measured from lowest proposed grade, and the Mixed-Income Multifamily (Building E) units to achieve a maximum height of 100 feet from when measured from the lowest natural grade to the highest roof surface or approximately 94 feet when measured from the lowest

[1] See HCD Notice of Violation to City of Elk Grove (October 12, 2022), which concludes that allowing residential ground floor development in mixed use areas that otherwise require ground floor commercial uses results in actual and identifiable cost reductions such that refusal to approve a concession would violate the State Density Bonus Law.

proposed grade. It should be noted that Building E is approximately 89 feet when measured from Los Gatos Boulevard and that detailed measurements are included in the updated architectural sheets in the attached revised drawings (Planning Comments 18, 27 and 29). The Specific Plan's development standards do not accommodate the Project's proposed density, which is allowed pursuant to the adopted Housing Element. Increased height is necessary for each proposed building typology to accommodate the proposed unit count and necessary parking facilities across the Project site.[2, 3]

2. Modified Street Sections. Section 4.13.3 of the North 40 Specific Plan defines a 40' road section for Section 6d of North A Street with two 12' drive lanes and two 8' parking lanes. The Project proposes wider sidewalks, bicycle lanes, and reduced lane widths; accommodating all of the proposed facilities in the street would require additional right of way that would reduce the amount of developable area for buildings, resulting in a lower unit count. Therefore, the Project proponent requests a waiver from the required street section dimensions.

3. Deviations from Objective Design Standards. The Project has been designed to comply with as many of the Objective Design Standards as feasible while meeting the unit count called for in the Housing Element; however, to physically fit the Project as designed at the density allowed, the following standards must be waived:

- A.2.1. (100% affordable multifamily housing, townhomes, and commercial buildings only) Short-term bicycle parking cannot be accommodated within 50' of each building entry while maintaining adequate space for residential density and proposed open space. In the alternative, the project distributes bike parking throughout the site to balance even distribution and convenience, while also supporting active community use.
- A.2.2. (100% affordable multifamily housing, mixed-use multifamily, and townhomes) Long-term bicycle parking is provided at one space per unit. To maintain adequate space for residential density and proposed open space, short-term bicycle parking is provided at a ratio of one space per 2,000 square feet of non-residential floor area.
- A.3.4.e. (100% affordable multifamily housing and mixed-use multifamily only) To maintain adequate space for residential density and proposed open space, long-term bicycle spaces are proposed to be accommodated with stacked parking. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density.
- A.5.1. (Commercial building only) The project is designed to prioritize the pedestrian experience and active ground-floor retail uses where the buildings have frontage on C1 Street, D4 Street, and the Pedestrian Paseo, which is proposed as a Project amenity serving the public and future Project residents. It is necessary to locate surface parking

[2] In some cases, the height waivers proposed may exceed the more precise heights shown on the architectural plans. We propose rounding the height up to nearest foot to allow for some variance between the current plans and final construction plans.

[3] See HCD Notice of Violation to City and County of San Francisco (December 29, 2022), which concludes that it is a violation of the State Density Bonus Law to approve a project subject to a condition of approval that the applicant reduce the height proposed as a waiver.

between the buildings and Los Gatos Boulevard, otherwise the Project would need to be redesigned to remove the proposed amenity or reduce its residential density.

- A.6.3, (Mixed-use multifamily only) The multifamily building has a parking structure, and a pedestrian access gate cannot be provided without redesigning the Project and affecting its density. Pedestrians can access the exterior by using an elevator, corridor or stairs.
- A.10.2. (Mixed-use multifamily and townhomes only) The Project requires a new unbroken retaining wall between C5 Street and the neighboring property so long as the adjacent grade remains lower than the Project Site's grade to support development at the permitted density.
- A.11.1.b. (100% affordable multifamily housing and mixed-use multifamily only) The 100% affordable multifamily building cannot accommodate balconies and cannot meet the private open space requirements while maintaining the unit count. The mixed-use multifamily building can accommodate balconies on only 49% of the units (126 units) without reducing Project density.
- A.12.1. (Mixed-use multifamily and commercial buildings only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request.
- B.1.1. (Townhomes only) The primary street-facing façade of the townhomes complies with B1.1.1b, c, and f. However, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with the requirement that all street-facing facades incorporate three of the identified design solutions.
- B.1.2. (100% affordable multifamily housing and mixed-use multifamily only) An upper-story setback would reduce the density of the Project.
- B.3.1. (Mixed-use multifamily only) The mixed-use multifamily building (E1) cannot comply with the requirement to install horizontal eave breaks every 40 feet of building façade without redesigning the Project and reducing its density.
- B.4.1. (Townhomes only) Townhomes comply at Front Facade of each building, but redesigning the Project to differentiate the base of the buildings at the Rear/Garage or Side Facades would affect the overall residential capacity by reducing the building form and floor area for the Project's residential uses.
- B.4.3. (100% affordable multifamily housing and townhomes only) The 100% affordable multifamily building (6 points) and the townhomes (14 points) cannot reach 16 points through street-facing façade plan variation while maintaining the unit count.
- B.4.4. (Townhomes only) The Project proposes the Meadow as an amenity serving the public and future Project residents. Townhomes H1 and H2 are designed to face the Meadow rather than the street to activate this project amenity. As a result, the garage doors on these two townhomes exceed 40 percent of the length of the façade; otherwise, the Project would need to be designed to modify the proposed amenity or reduce its residential density.
- B.4.6.b. (Commercial building only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and

future Project residents. To activate the Paseo and accommodate the design of this Project amenity consistent with the Project's concession request, the commercial buildings deviate from the façade requirements.

- B.4.10. (Townhome F3 only) Townhome B3 is adjacent to a single-family use and cannot be designed to set back five additional feet from the façade plan of the lower floor without reducing the project's residential development capacity.
- B.4.11. (Mixed-use multifamily building and townhomes only) The mixed-use multifamily building's balconies extend into the airspace beyond the building footprint, as does the balcony for Townhome F3. This encroachment must be allowed to accommodate the project's residential density and open space amenities.
- B.4.13. (Mixed-use multifamily building only) The mixed-use multifamily building (E1) cannot comply with the façade requirement without redesigning the Project and reducing its density.

4. BMP Program Standards. As noted above, because the Project is consistent with the Housing Element's designated density for the Property and because it reserves 77 of its units as affordable to lower income households, the Housing Accountability Act prohibits the Town from denying the Project based on inconsistencies with zoning standards, including the Town's BMP Program. However, to the extent applicable, we request a waiver from the BMP Program requirement to provide affordable units proportionately in the same unit type mix as the market rate units and to have the units be dispersed throughout the Property. Because the Project would involve a partnership with a non-profit developer to provide affordable housing units using tax credits and other financing mechanisms that require the affordable units be consolidated, compliance with the BMP Program requirements would physically preclude development of the Project. Likewise, requiring larger affordable units would result in few units per building, reducing the Project's density.

Parking Reductions

Consistent with the standards established in subdivision (p) of Government Code section 65915, the Applicant proposes that the mixed-use multifamily housing building and the townhomes be subject to the following minimum parking ratios, inclusive of guest parking:

- Zero to one bedroom: one onsite parking space;
- Two to three bedrooms: one and one-half onsite parking spaces; and
- Four and more bedrooms: two and one-half parking spaces.

Note that the 100% affordable multifamily housing building complies with the Town's parking standards, which require less parking than the State Density Bonus Law. Therefore, this portion of the request is not applicable to the affordable housing component of the Project.

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CDG
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GROUP

ARCHITECTURE PLANNING URBAN DESIGN

February 7, 2024

Ms. Jocelyn Shoopman
Community Development Department
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95031

RE: North Forty Phase 2

Dear Jocelyn:

I reviewed the drawings and evaluated the site context. My comments and recommendations are as follows:

PHASE 2 CONTEXT

SPECIFIC PLAN FRAMEWORK

The North 40 Specific Plan, adopted in 2015, set forth the town's vision, goals, policies, land uses, development standards and design guidelines for this project. While the specific plan documents sets out several detailed expectations, the overriding principle guiding the more detailed plans, standards and guidelines is, as has been over many past decades, the goal of incorporating new development, large and small, into the unique development fabric of the community. This expectation is set forth in the opening pages of the document, as summarized below.

VISION STATEMENT

The North 40 reflects the special nature of our hometown. It celebrates our history, agricultural heritage, hillside views, and small town character. The North 40 is seamlessly woven into the fabric of our community, complementing other Los Gatos residential and business neighborhoods. It

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EXHIBIT 3

is respectful of precious community resources and offers unique attributes that enrich the quality of life of all of our residents.

Guiding Principles to achieve this vision:

- ***The North 40 will look and feel like Los Gatos. (Emphasis added)***
- ***The North 40 will embrace hillside views, trees, and open space.***
- ***The North 40 will address the Town's residential and/or commercial unmet needs.***
- ***The North 40 will minimize or mitigate impacts on town infrastructure, schools, and other community services.***

1.2.1 Context

Although the Town is situated within one of the largest metropolitan areas of Northern California and is closely tied to the fast paced economy of Silicon Valley, the Town still retains its small town character. (emphasis added)

There are a few concessions and waivers being requested by the applicant based on the provision of affordable housing units and governing state law. Increased density will affect the physical design and appearance of the Phase 2 development. However, the most visual impact will be seen in the application of the requested waiver of the specific plan's building height limit standards - see below.

2.5.2 Building Height

a. The maximum height of any building, excluding affordable housing and hotel uses, is 35 feet ...

b. The maximum height is 45 feet for a hotel and/or a mixed-use and/or mixed-income development including a minimum of 40% extremely low, very low, or low income.

Note: The project applicant has requested a maximum height increase as follows.

Waivers

1. Increased Maximum Height. Section 2.5.2 of the North 40 Specific Plan and referenced in Policy LU5 sets a maximum building height of 30 feet across the Project site and Section 2.5.7(b) sets a maximum building height of 25 feet for buildings located within 50 feet of Los Gatos Boulevard. The Project requires a waiver to allow the Affordable Multifamily (Building G) units to achieve a maximum height of 63 feet, the Town home units to achieve a maximum height of 49 feet, and the Mixed-Income Multifamily (Building E) units to achieve a maximum height of 100 feet. The Specific Plan's development standards do not accommodate the Project's proposed density, which is allowed pursuant to the adopted Housing Element. Increased height is necessary for each proposed building typology to accommodate the proposed unit count and necessary parking facilities across the Project site.

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PHASE 1 DEVELOPMENT

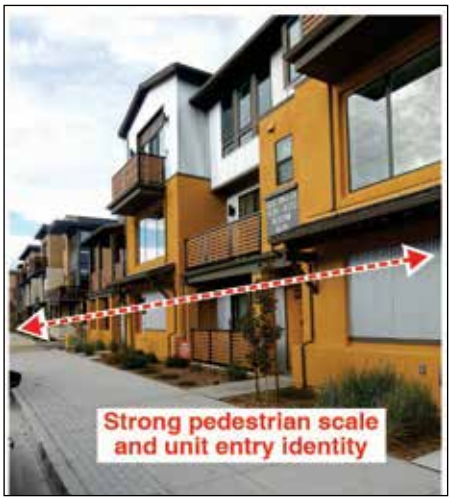
Phase 1 of the North 40 Specific Plan area is nearing construction completion. While some construction remains, enough has been competed to evaluate the degree to which this portion of the overall development has been successful in adapting to the specific plan document's vision, standards and guidelines. Design approaches within Phase 1 may be helpful in assessing the Phase 2 design.

Common features worth noting include the following.

- Strong individual unit identities.
- Well articulated and varied facades.
- Strong pedestrian scale.
- Facade color variety.
- Balance of horizontal and vertical emphasis.
- Strong building corners with large overhangs.
- Visually interesting and varied end elevations.
- Varied building heights.
- Strong building tops.
- Abundant balconies.
- Strong horizontal building elements.
- Corner balconies.
- Outdoor entry porch areas.
- Balconies on auto courts.
- Articulated base trim on auto courts to accentuate individual building identities.
- Large buildings broken into smaller distinctive masses.

Annotated Phase 1 photos illustrating these features are shown below.

PHASE 2 OVERVIEW



Varied building heights
Visually interesting and varied end elevations

Varied building heights

Well designed building end facades

Varied height and form end street facades

Strong building corners with large overhangs
Visually interesting and varied end elevations

Articulated base trim to accentuate individual unit identities
Balconies on auto courts

Facade color variety
Balance of vertical and horizontal emphasis

Large buildings broken into smaller distinctive masses

PROJECT

PHASE 2 AERIAL SKETCH

The proposed project is composed of a variety of townhome complexes, an affordable housing structure, a mixed use building with partial ground floor commercial/retail uses, a separate commercial/retail structure, and three individual amenity buildings.

TOWNHOMES

TOWNHOME A | 7 PLEX | STYLE 1

TOWNHOME A | 7 PLEX | STYLE 2

TOWNHOME A | 8 PLEX | STYLE 1

TOWNHOME A | 8 PLEX | STYLE 2

TOWNHOME B | 7 PLEX | STYLE 3

TOWNHOME B | 7 PLEX | STYLE 4

AFFORDABLE HOUSING

MIXED USE HOUSING

4 D4 STREET AND THE PASEO VIEW

1 LOS GATOS BLVD. AND THE PASEO VIEW

3 LOS GATOS BLVD. AND C5 STREET VIEW

2 C5 STREET AND D4 STREET VIEW

COMMERCIAL/RETAIL BUILDING

BARN

PAVILION A

PAVILION B

THE MEADOW COMMON SPACE

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PROJECT EVALUATION OVERVIEW

The proposed scale and texture of Phase 2 is much larger than Phase 1 while the mix of development types, excluding the mixed use structure, are much the same as those in Phase 1. My reaction to the Phase 1 structures is that, while adopting an architectural design style that is more contemporary than residential development as a whole in Los Gatos, they have done an admirable job in reflecting the *"look, feel and small town character"* of Los Gatos. The proposed Phase 2 development seems to fall short of those goals. Each project type is explored individually below, but some of the overriding concerns include the following.

Townhomes

Unit sizes are larger, but that is understandable and acceptable in the context of providing a wide range of housing choices in the North 40 Area. However, while they are similar to the five, six and seven-plexes of Phase 1, they all look very much the same with very little of the individual identity seen in the Phase 1 townhomes.

Affordable Housing

The Phase 2 structure is one story taller than the senior housing in Phase 1, but has a roughly similar or smaller building footprint. The design approach of the affordable housing is quite different in Phase 2. The Phase 1 affordable housing structure approach was to break down the building mass into identifiable sections with differing facade treatments and facade variations to resemble several smaller buildings constructed over time. The Phase 2 approach has a more uniform horizontal structure to which projecting bay elements are applied. Both approaches are reasonable, but as currently presented, the Phase 2 affordable housing project lacks the feel and scale of Los Gatos which is a main goal of the specific plan.

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Mixed Use Housing

This portion of the project poses the biggest challenge to meeting the *"look, feel and small town scale of Los Gatos"*. The height and mass of the structure are magnitudes larger than any other residential or commercial development in the community. While an effort has been made to break down the scale of the building, its size and character feels more suitable to larger cities on the Peninsula. While recognizing the need for additional housing at this scale, the staff, the applicant should be encouraged in finding approaches and techniques that are more suitable to better achieve the community's goals and expectations.

TOWNHOME REVIEW AND RECOMMENDATIONS

Townhomes dominate the buildings in Phase 2 but all are pretty much the same in design and appearance without the richer variety of the residential buildings in Phase 1. A basic repetitive base structure is used with minor variations. Units have less individual identity than in Phase 1 and the colors are rather limited and the design approach is repetitive. Some comparisons of Phase 1 and Phase 2 townhomes are illustrated below.

Townhome Recommendations

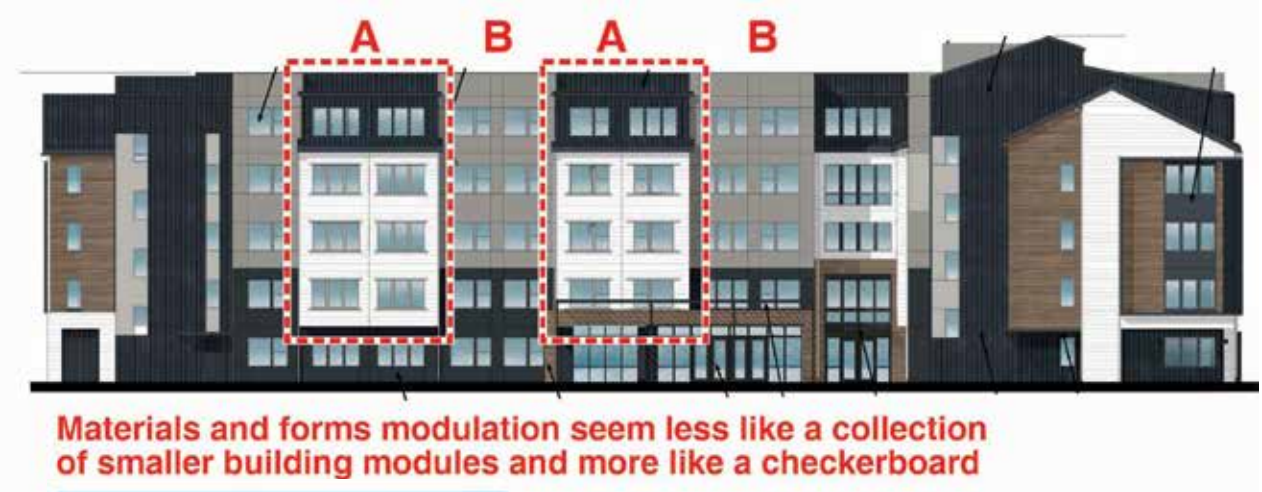
1. Provide more individual unit identities.
2. Reduce the visual repetitiveness of the facades.
3. Enhance and vary the end facades.
4. Vary and strengthen building tops.
5. Reduce the strong vertical emphasis with a better balance between horizontal and vertical forms and architectural details.
6. Provide more color variations.
7. Enhance the pedestrian scale with stronger entry porches, canopies and projecting second floor balconies.
8. Provide some height variety at the ends of buildings.
9. Enhance the sense of unit identity on the auto courts with additional balconies and facade offsets, as was done in the Phase 1 townhomes.

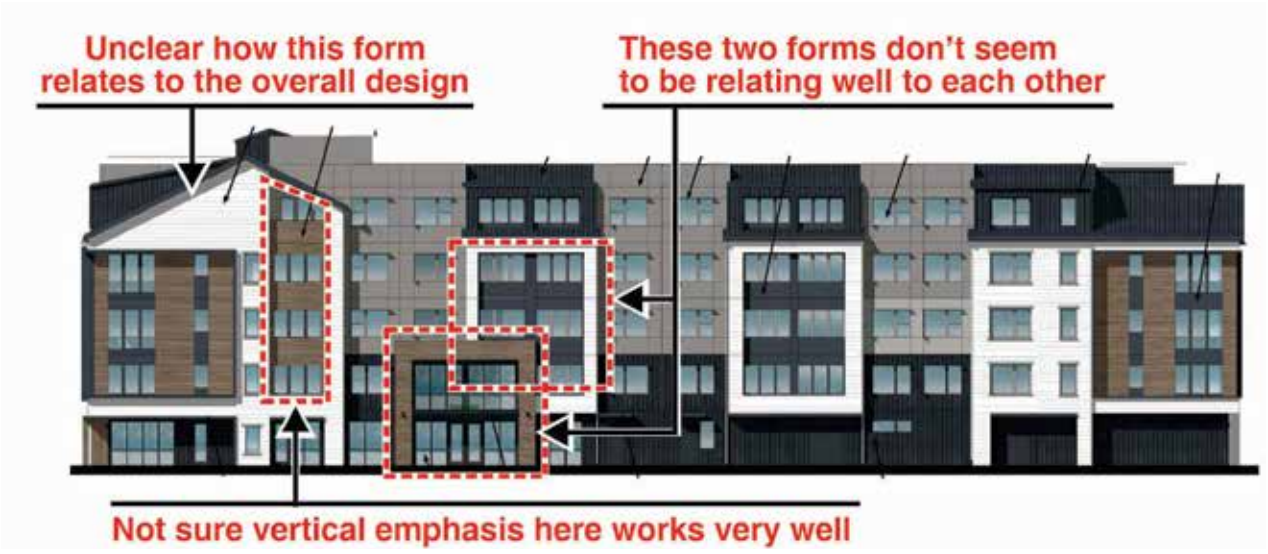
SOME OTHER EXAMPLES OF AUTO COURT ARTICULATION

AFFORDABLE HOUSING REVIEW AND RECOMMENDATIONS

The affordable housing portion of Phase 2 appears to aspire to a physical design relationship with the adjacent townhomes, all of which have similar tall applique projecting bay elements. While this might be a reasonable design concept, it seems large in scale for the *"look and feel of Los Gatos"*, and it continues a repetitiveness that already seems overdone in the townhome clusters.

Some specific issues are noted on the illustrations below.





Effort to reduce visual height is defeated by the intermediate wall forms top

While affordable housing projects often do not have balconies, that is not always the case.
See Mid-Peninsula affordable projects below.

Affordable Housing Recommendations

My recommendation would be to step back and consider other approaches to this building. It would be preferable to avoid the appearance of one big building with superimposed appliques in favor of varied facade elements. A few examples are illustrated below.

Less dramatic bay contrast with more unified facade treatment and setback upper floor to reduce visual building height

Varied building forms and colors to reduce appearance of one larger repetitive design

Varied bay widths and colors to reduce the building's visual scale

Separate building forms with unified materials and fenestration

Separate building forms with unified materials, colors, substantial horizontal and vertical setbacks, strong top overhangs/trellises and abundant architectural details

RETAIL BUILDING REVIEW AND RECOMMENDATIONS

The proposed retail building on the Los Gatos Blvd. frontage appears cold and unwelcoming at the Los Gatos Blvd. entry to the Paseo compared to the adjacent Phase 1 Building B2 - see elevation comparisons and sketch below.

Retail Building Recommendations

- Revise to provide a more welcoming facade facing Los Gatos Blvd.
- Consider providing activity space such as outdoor dining on the Los Gatos Blvd. frontage.
- Consider warmer building materials in lieu of the proposed metal siding.
- Consider lowering the building scale with a sloped roof or awning on the Los Gatos Blvd. facade.

MIXED USE HOUSING REVIEW AND RECOMMENDATIONS

Adapting the design of the Mixed Use Building to the Town of Los Gatos North 40 Specific Plan's vision and goals is without doubt the most challenging portion of the Phase 2 development. The currently proposed design falls arguably short of accommodating a building of this size and height into the *"Look and feel of Los Gatos"*. The design seeks to apply some techniques to break up the building masses, but the building is not significantly different than many recent projects in larger Bay Area cities along El Camino Real and other high transportation corridors. Some of the positive and negative characteristics of the proposed mixed use structure's design include the following.

POSITIVE DESIGN FEATURES

- ***Broken facade on Los Gatos Blvd. (second floor courtyard terrace).***
- ***Overall facades broken into smaller building units.***
- ***Some upper level setbacks on the Los Gatos Blvd. facade.***
- ***Building mass reduced at upper levels.***

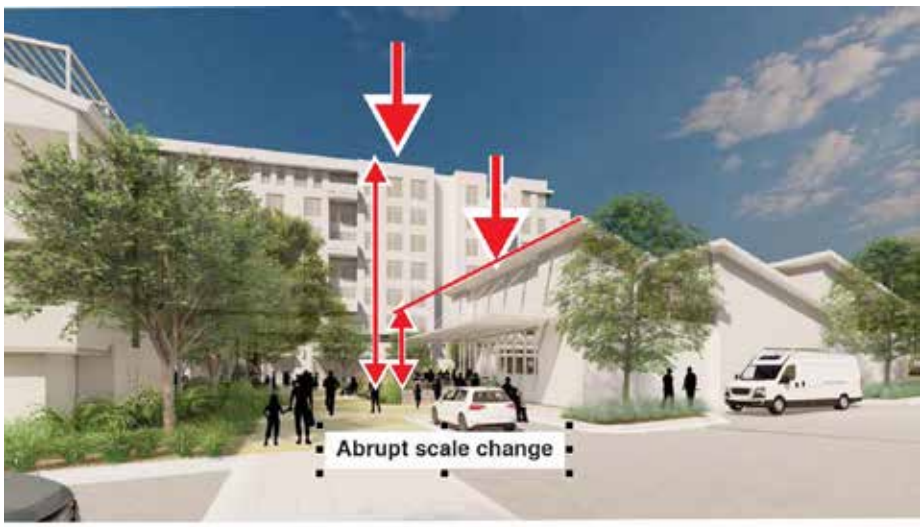
AREAS FOR IMPROVEMENTS IN BUILDING DESIGN

- ***Podium format.***
- ***Commercial frontage character.***
- ***Very tall facades very close to Los Gatos Blvd.***
- ***Relatively strong vertical emphasis.***
- ***Little scale transition with adjacent development.***
- ***Boxiness through limited building height variations.***
- ***Limited balconies and other clear residential features.***
- ***Visual blandness of Los Gatos Blvd. ground floor facade.***

Long uninteresting facade with very small (30 ft.) setback from Los Gatos Blvd. frontage

Lack of significant height variation increases the perception of one large box-like structure

These elements seem like appliques rather than part of an organic building volume



Abupt scale change

In addition to the overall form, scale and character of the larger residential portion of the structure, the treatment of the ground floor commercial/ retail space seems quite at odds with the specific plan. It currently stretches along the pedestrian Paseo, wraps around onto the Los Gatos Blvd. frontage, and is highly constrained by the standard "podium" framework approach. It is more typical of shopping center design or very urban ground floor office mixed use retail spaces.

Rigid commercial frontage framework is more like a typical shopping center and not as envisioned by the North 40 Specific Plan

In contrast, the visual images included in the specific plan as a statement of community expectations reflect a more individualistic approach that have elements in common with store frontages in downtown Los Gatos - see specific plan image excerpts below

Contemporary metal awning defines window and entry to cafe.

Fabric awnings are encouraged.

Awning and typeface should vary in size and color among tenants.

Separate awnings over windows and doors are encouraged.

3-12

While many taller mixed use buildings have generic base commercial frontages to allow flexibility in leasing, there are many other examples of newer mixed use developments emphasizing individuality of uses and design on ground floor commercial spaces. A few examples are shown below. The majority shown come from Emeryville's Bay Street, San Jose's Santana Row, Valencia's Town Center and The American at Brand in Glendale.

Note that base and upper floors have a better relationship, less of a residential project sitting on a uniform base and more integration of base and residential

Given the community expectations that even this much larger structure will be designed and built in a manner that has the *"Look and feel of Los Gatos"*, some examination may be useful of other examples of development where larger buildings used techniques to reduce the visual size of larger buildings to better fit into their community context. The photographs below, some historic and some contemporary, illustrate some of these approaches.

Mixed Use Housing Recommendations

The Mixed Use building will likely require considerable more study and testing if it is to achieve the community's expectations and the vision of the North 40 Specific Plan. The prior pages address some of the issues and approach precedents for discussion. While I do not have a definitive recommendation regarding the final design of the mixed use building, I do have a few suggestions for consideration as the design refinement progresses.

1. **Horizontal and vertical balance**

   I do believe that the project will be more successful if the current strong vertical elements of the design are more subdued. The comparison illustration below shows the introduction of more horizontally proportioned window patterns.

PROPOSED
All vertical window proportions

ALTERNATIVE APPROACH
Mix of horizontal window proportions (dominant) with some vertical window proportions

2. Building Base

While the "residential structure on top of a garage podium" is quite common, I think in this instance it creates a great deal of rigidity in conflict with the scale and character goals of the specific plan and divorces the residential units from the pedestrian environment. My strong suggestion would be to bring the residential structure and details down to grade level in lieu of using the podium formant. Further, I would suggest that plans be implemented to allow greater user individuality and variety that better reflects the scale and character of Los Gatos. Two examples are shown below,

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3. Balconies

Increase the number of balconies to more strongly enhance the residential character of the structure.

4. Greater Articulation

Reduce the boxiness of the building forms by more height variations and by taking advantage of special building corner designs - especially at the pedestrian Paseo - two examples are shown below.

Typical proposed Paseo building corner

Note also building bases

Opportunities for enhanced Paseo building corners

SUMMARY

Overall the plan for Phase 2 seems well thought out in terms of the open space framework. The Townhome and Affordable Housing components are a good start but seem to fall short of the successful Phase 1 structures in terms of individual unit identity, visual variety and their fidelity to the "look, feel and small town character of Los Gatos" vision. Further refinements should be encouraged.

The biggest concern is the abrupt change of scale for the Mixed Use Building compared to not only adjacent development but also to all other portions of the town's community fabric. The proposed height and bulk of the mixed use housing project would be a major departure from the wishes of the community over the past several decades. It's size is more suited to urban and transit oriented cities and transportation corridors in the Bay Area than to a small town context. All of the mixed use building recommendations and suggestions above are focused on improving the project's compliance with the North 40 Specific Plan community expectation, but they cannot fully mitigate the building's visual impact on the community.

The mixed use examples shown above are intended to show that there are a variety of ways to approach taller residential buildings in a smaller scale context. The following examples are provided to focus attention on some specific concepts that staff might wish to explore further with the applicant to address the mixed use building. These are not design recommendations but rather concepts on how others have approached similar specific design and massing issues.

- Facade variety and articulation within smaller building width increments.
- Clearly defined pedestrian scale base with related but different upper floors.
- Window recesses and varied residential character windows.
- Varied top silhouette and special treatment to provide a residential top.

- Facade variety and articulation within smaller building width increments.
- Clearly defined pedestrian smaller scale base with related but different upper floors.
- Prominent residential balconies.

- Building division into base, middle and top.
- Upper floors facade change to minimize visual vertical building height.
- Prominent residential balconies.

- Upper floor articulation and varied silhouette.
- Prominent residential balconies and facade depth.
- Varied and differentiated building base.

- Separate buildings treatment with varied facade treatments and articulation.
- Prominent residential balconies.

- Separate buildings treatment with varied facade treatments and articulation.
- Prominent residential balconies and other architectural details.

- Separate buildings treatment with varied facade treatments and articulation.
- Prominent residential balconies and other architectural details.
- Varied top building silhouette.

- Separate buildings treatment with varied facade treatments and articulation.
- Prominent residential balconies and other architectural details.
- Varied building top silhouette.
- Buildings firmly linked to grade with varied ground floor facade treatments.

- Buildings firmly linked to grade with varied ground floor facade treatments.
- Prominent second floor residential living space related to the ground floor facades.

- Upper floor setbacks along the Los Gato Blvd. and Paseo frontages.

- Varied ground floor facade treatments with more of a "Look and Feel of Los Gatos".
- Stronger landscaping and sense of residential activity at second floor terrace.

- More unique building corners with clear residential character.

While the above concepts could reduce the mixed use building's impact on the scale and feel of the North 40 project, they could not fully mitigate its height and bulk. While the applicant has wide latitude to fashion the development to meet their increased housing goals, some consideration could be given to reallocating some of the units to other portions of the site to reduce the overall height of the building along the Los Gatos Blvd. and Paseo frontages.

Jocelyn, please let me know if you have any questions, or if there are other issues that I did not address.

Sincerely,
CANNON DESIGN GROUP

Larry L. Cannon

CANNON DESIGN GROUP 6729 FAIRFIELD DRIVE SANTA ROSA, CA 95409

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GROSVENOR

March 25, 2025

Jocelyn Shoopman
Senior Planner
Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030

Re: Final Application Submittal for 14859 Los Gatos Blvd and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Ms. Shoopman:

I am writing to confirm our response to the Town of Los Gatos's Consulting Architect report, dated February 4, 2024. In Sections II and III of the October 3, 2024 letter addressed to you from Eric Phillips, we acknowledged the receipt of the Cannon Design Group's Design Review Comments and provided our response. For ease of reference, the portions of the October 3, 2024 letter relevant to our response to the Design Review Comments are excerpted and updated below.

As an initial matter, we note that the Project has been designed to comply with all of the Town's applicable, objective design standards, as demonstrated by the most recent "Objective Design Standards" matrix submitted in support of our application. In addition, Grosvenor has partnered with three highly-qualified, well-respected architecture firms who have expended a tremendous amount of time and thought in developing a vision for Phase II of the North 40 that includes neighborhood serving retail, complements the surrounding neighborhoods and uses, and maximizes open space that both the North 40 and surrounding community can enjoy – all while satisfying the minimum density requirement identified in the Town's Housing Element. Therefore, we believe that the Project's design thoughtfully satisifes the Town's applicable design standards and its housing policies in a manner appropriate for the required density, the Project Site, its immediate surroundings, and the larger community-wide context.

The Project Complies with the Town's Applicable, Objective Development Standards.

The Town has adopted "Objective Design Standards" to evaluate housing development projects. In its December 23, 2024 Staff Technical Review letter, the Town did not identify any applicable Objective Design Standards that the Project did not satisfy.[1] Note that the Project has also applied for concessions/incentives and waivers pursuant to the State Density Bonus Law (Government Code section

[1] The Staff Technical Review letter requested additional justification related to the Project's requests under the State Density Bonus Law, which information was provided to the Town on March 7, 2025.

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65915) to accommodate the Project's design.[2] Accordingly, not all of the Town's Objective Design Standards are applicable to the Project. However, the Project's design satisfies all applicable Objective Design Standards.

Cannon Design Group's Design Review Comments are inapplicable to the Project.

The Town's July 17, 2024 Staff Technical Review letter attached a report from the Town's Consulting Architect evaluating the Project (Design Review Comments from Cannon Design Group dated February 4, 2024, or the "**Cannon Letter**"). As discussed in more detail below, the Cannon Letter's comments do not address standards applicable to the Project or identify any basis to disapprove or condition the Project. Therefore, the Project application material does not include a response to each specific comment in the Cannon Letter.

First, the Cannon Letter focuses on the "vision, goals, policies, development standards, and design guidelines" from the North 40 Specific Plan ("**Specific Plan**"). However, the referenced standards were created for residential uses already developed in Phase I of the Specific Plan. The Specific Plan describes commercial design guidelines for Phase II and the Project Site. However, as discussed in Section II of this letter, the Specific Plan's land use designations and standards are not applicable to a housing development project that is consistent with the Housing Element's designation for the Project Site. Because the Project will consist of residential development consistent with the Housing Element, the Specific Plan's commercial design guidelines and Phase I residential design guidelines are not applicable to the Project.

Second, the Housing Element designates the Project Site for residential development at 30 du/ac with an expected yield of up to 461 units. The Specific Plan was intended for a much lower density development and accommodated only 320 total units in Phase I and Phase II after a density bonus was awarded. This means that the Specific Plan's guidelines do not facilitate nor accommodate the density currently allowed on the Project Site, and as such they may not be enforced. (See Gov. Code § 65589.5(f)(1) (development polices "shall be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development").)

Third, many of the Cannon Letter's comments and the underlying design guidelines use the word "should," which is not mandatory language. (See Specific Plan, p. 3-1 ["Mandatory regulations are denoted by the use of the word "shall." A guideline, which is denoted by the word "should," is not mandatory"].) In addition to being advisory, the Cannon Letter's comments and underlying design guidelines are highly subjective, and the Town's discretion is limited to compliance with objective standards. No response is required to comments regarding non-mandatory guidelines, which are not a basis to deny or condition the Project.

For example, the Architectural and Site Character Goals and Policies in the Specific Plan Design Guidelines include a goal to "continue the small-town character of Los Gatos," and Policy DG2 is to "create a new neighborhood that has its own identity yet complements the existing character of Los Gatos." (Specific Plan, p. 3-1.) Throughout the Cannon Letter are many variations on the statement that

[2] Because of the Project's affordability levels, it is eligible for two concessions/incentives that result in cost reductions and unlimited waivers of development standards necessary to accommodate the Project as proposed. (Gov. Code § 65915(d)(2)(B), (e).)

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the Project design should reflect the "look, feel and small-town character of Los Gatos." These standards are neither mandatory nor objective, so no response is required.

The Cannon Letter's comments rely on inapplicable, subjective standards that conflict with the density allowed in the Housing Element in an apparent effort to reduce the Project's density, in direct conflict with the Housing Accountability Act and the Town's own Housing Element policies. For example, the Cannon Letter takes issue with the Project's proposed height. (See, e.g., pp. 10 ["The height and mass of the structure are magnitudes larger than any other residential or commercial development in the community"], 18 ["The currently proposed design falls arguably short of accommodating a building of this size and height"], 27 ["The proposed height and bulk of the mixed use housing project would be a major departure from the wishes of the community over the past several decades"], & 29 [design concepts could "reduce the [Project's] impact" but "could not fully mitigate [the Project's] height and bulk"].) None of these comments are based on applicable, objective standards. Rather, the Cannon Letter raises issues with height and bulk in connection with its comments on the "character" of the development, which is not a valid basis to review the Project.

We look forward to the Planning Commission's and Town Council's review of the Project application and continuing to work with the Town to meet the community's housing needs.

Yours sincerely,

Steve Buster
Senior Vice President
Steve.buster@grosvenor.com

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Arborist Report

North 40 Phase II
Los Gatos, CA

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Introduction and Overview
Perkins and Will are planning the development of the North 40 Phase II project in Los Gatos, CA. The site formerly consisted of a walnut orchard, farmhouses, a barn and other outbuildings. Landscaping surrounded the primary home at 15495 Los Gatos Blvd., Los Gatos. The project limits also include homes and properties on the south side of Burton Road. Perkins and Will requested that HortScience | Bartlett Consulting (Divisions of the F.A. Tree Expert Company) prepare an **Arborist Report** for the site as part of the development application to the Town of Los Gatos. This updated report was created to address comments provided by Monarch Consulting Arborists dated April 15, 2024.

This report provides the following information:

1. An evaluation of the health and structural condition of the trees within or adjacent to the proposed project area based on a visual inspection from the ground.
2. A preliminary assessment of trees that will be preserved and removed based on architectural plans.
3. An estimate of the value for retained trees and required mitigation.
4. Preliminary guidelines for tree preservation during the design, construction, and maintenance phases of development.

Assessment Methods
Trees were evaluated on July 7, 2023 and again on August 11, 2023. All trees measuring 4 inches in diameter and greater were included in this assessment, as required by the Town of Los Gatos. An exception was made for the English walnut orchard trees less than 18"; other than areas specified by Perkins and Will. Trees on adjacent properties with canopies extending into the project area were also assessed and included in this inventory. The assessment procedure consisted of the following steps:

1. Identifying the tree species.

2. Identifying trees with a number and recording their location on a map.

3. Measuring the trunk diameter at a point 54 inches above grade.

4. Estimate the tree's height and canopy spread at the widest point.

5. Evaluating the health and structural condition using a scale of 1 – 5:
   - ***5*** - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   - ***4*** - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
   - ***3*** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   - ***2*** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   - ***1*** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.

6. Rating the suitability for preservation as "high," "moderate" or "low." Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

High: Trees with good health and structural stability that have the potential for longevity at the site.

Moderate: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in the 'high' category.

Low: Trees in poor health or with significant structural defects that cannot be mitigated. The tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

Two hundred and ninety-two (292) trees, representing 44 species (Table 1) were evaluated. Trees were likely planted when the site was homesteaded many years ago. Most trees were growing around structures and homes within the English walnut orchard. Coast live oak (*Quercus agrifolia*) was the only native species and may have been indigenous to the site. Of note, five large cork oaks (*Quercus suber*) were located on the west side of the property. Tree condition was variable: 16 trees were in good condition, 201 were fair and 75 were poor. Twenty-two (22) trees were located off-site including 15 Australian willows (*Geijera parviflora*) planted in 4x4 tree wells along Los Gatos Blvd., incense cedars (*Calocedrus decurrens*) #281 and 282, coast live oak (*Quercus agrifolia*) #219, 258 and 279 and Aleppo pines (*Pinus halepensis*) #263 and 280. Tree growing off-site had crowns extending into the project area. Descriptions of each tree can be found in the ***Tree Assessment*** and locations are plotted on the ***Tree Assessment Plan*** (see Attachments).

***Table 1. Condition ratings and frequency of occurrence of trees**
North 40 Phase II, Los Gatos

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Japanese maple	*Acer palmatum*	2	-	-	**2**
African fern-pine	*Afrocarpus falcatus*	-	1	-	**1**
Strawberry tree	*Arbutus unedo*	-	1	-	**1**
Incense cedar	*Calocedrus decurrens*	2	-	-	**2**
Atlas cedar	*Cedrus atlantica*	-	3	-	**3**
Deodar cedar	*Cedrus deodara*	1	2	1	**4**
Carob	*Ceratonia siliqua*	-	1	-	**1**
Lime	*Citrus aurantifolia*	2	-	-	**2**
Orange	*Citrus sinensis*	1	-	-	**1**
Cabbage palm	*Cordyline australis*	1	-	-	**1**
Arizona cypress	*Cupressus arizonica*	11	2	-	**13**
Persimmon	*Diospyros kaki*	-	-	1	**1**
Cider gum	*Eucalyptus gunnii*	-	1	-	**1**
Australian willow	*Geijera parviflora*	1	14	-	**15**
Ginkgo	*Ginkgo biloba*	-	1	-	**1**
Monterey cypress	*Hesperocyparis macrocarpa*	-	1	-	**1**
Jacaranda	*Jacaranda mimosifolia*	1	1	-	**2**
English walnut	*Juglans regia*	19	122	-	**141**

***Table 1 Continued. Condition ratings and frequency of occurrence of trees North 40 Phase II, Los Gatos**

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Western juniper	*Juniperus occidentalis*	-	1	-	**1**
Goldenrain tree	*Koelreuteria paniculata*	-	1	-	**1**
Japanese privet	*Ligustrum japonicum*	-	1	-	**1**
Sweetgum	*Liquidambar styraciflua*	1	-	-	**1**
Mulberry	*Morus* sp.	1	-	-	**1**
Olive	*Olea europaea*	2	16	-	**18**
Avocado	*Persea americana*	1	2	-	**3**
Canary Island pine	*Pinus canariensis*	-	1	-	**1**
Shore pine	*Pinus contorta*	-	1	-	**1**
Aleppo pine	*Pinus halepensis*	-	3	-	**3**
Monterey pine	*Pinus radiata*	-	1	-	**1**
Japanese black pine	*Pinus thunbergiana*	1	-	-	**1**
Chinese pistache	*Pistacia chinensis*	2	-	-	**2**
Victorian box	*Pittosporum undulatum*	8	-	-	**8**
London plane	*Platanus* x *hispanica*	-	1	-	**1**
Almond	*Prunus dulcis*	1	-	-	**1**
Hollyleaf cherry	*Prunus ilicifolia*	1	-	-	**1**
Coast live oak	*Quercus agrifolia*	9	15	9	**33**
Pin oak	*Quercus palustris*	-	1	-	**1**
Cork oak	*Quercus suber*	2	2	5	**9**
Black locust	*Robinia pseudoacacia*	1	-	-	**1**
California pepper	*Schinus molle*	-	1	-	**1**
Coast redwood	*Sequoia sempervirens*	-	1	-	**1**
Chinese elm	*Ulmus parvifolia*	1	3	-	**4**
Siberian elm	*Ulmus pumila*	1	-	-	**1**
Xylosma	*Xylosma congestum*	2	-	-	**2**
Total		**75**	**201**	**16**	**292**

*Please note that the mulberry was dead, and the Siberian elm was severely storm-damaged and resting on the roof of an outbuilding.

The most common species was English walnut with 141 trees. Not all orchard trees were counted in this inventory since only English walnuts over 18" are *Protected* by Los Gatos. Trees had the typical round full crowns that have been regularly pruned for harvesting (Photo 1). One hundred and twenty-two (122) were in fair condition and 19 were poor. Many trees had structural defects, decay in the main stem, and poor structure due to previous orchard pruning practices. Walnuts ranged in diameter between 4 – 21 inches with an average of just over 8 inches.

Photo 1. English walnut #345 had a typical orchard-pruned shape.

Of the 33 coast live oaks, nine were in good condition, 15 were fair and nine were poor. These native trees had typical large crowns with good structure and form (Photo 2). These trees were semi-mature to mature in development with trunk diameters ranging between 4 – 48 inches with an average of 16 inches.

Photo 2. Coast live oak #380 was growing on the northeast side of the house in the orchard had good structure and form.

Eighteen (18) olive trees, except for #261, were located along the front of the property creating a buffer between Los Gatos Blvd. and the orchard (Photo 3). These were mature trees with large crowns and multiple attachments at the base. Sixteen (16) were in fair condition while #313 and 314 were in poor condition with poor structure and form and decay between multiple attachments at the base.

Fifteen (15) Australian willow trees were growing as street trees along Los Gatos Blvd. These trees were young in development with diameters ranging between 5 – 12 inches. These trees were growing in 4x4 foot tree wells in the sidewalk between the olive trees and the street. Fourteen (14) were in fair condition and #297 was in poor condition with low vigor and twig dieback.

Photo 3. Olives #311 – 317 were growing behind the fence and sidewalk along Los Gatos Blvd.

Thirteen Arizona cypress trees lined the east fence line between current residences and the walnut orchard. Eleven cypresses were in poor condition with broken branches, poor form and dieback in their crowns. Cypress # 223 and 447 were in fair condition with wide crowns.

Photo 4. Cork oaks #394 – 398 were growing in a row on the west side of the property.

Nine cork oaks were growing throughout the property. Of note were five mature specimens #394 – 398 growing in a row on the west side of the property (Photo 4). Five oaks were in good condition, #373 and 396 were fair and #388 and 389 were in poor condition growing in front of the primary residence with major crown dieback and very low vigor. Cork oak #381 had three stems at 3 feet with a full crown and minor dead branches.

Eight Victorian box trees were growing on the northwest side of 16270 Burton Rd. between the fence and dog kennels. All eight were in poor condition with branch dieback, poor structure and poor form. Diameters ranged between 5 – 9 inches with an average of just over 7 inches.

No other species were represented by more than four trees. Included in this group were:

- African fern-pine #269 had a 21-inch trunk diameter and was in fair condition. It had an upright form with a wide crown and a history of branch failure.
- Aleppo pines #263, 265 and 280 were in fair condition with large crowns and large diameter stems averaging over 31 inches.
- Almond #376 had multiple attachments at the base with dead branches and poor form. It was growing on the north side of the primary residence in a fence line and was in poor condition.
- Atlas cedars #370 – 372 were in fair condition growing in the front yard of the primary residence (Photo 5). The growth habit was upright in form with large crowns and low vigor. All were mature in development and averaged 27 inches in trunk diameter.

Photo 5. Atlas cedars #370 – 372 were in fair condition in front of the primary residence.

- Avocados #340 and 347 were in fair condition. Tree #347 had poor form due to previous branch failures and had decay in the main stem. Tree #340 was young with a 6-inch diameter trunk and leaned to the east.

- Black locust #341 had a 12-inch diameter trunk and was previously topped. It had multiple attachments at 4 feet and was in poor condition.

- Cabbage palm #383 was behind the primary residence with two stems at 3 feet. The palm was declining.

- California pepper #336 was one-sided and bowed to the east. The tree was in fair condition with an 11-inch diameter trunk.

- Canary Island pine #264 was in fair condition with a 23-inch diameter trunk. The side branches had been pruned due to power lines causing this tree to be one-sided to the south.

Photo 6. Canary Island pine #264 was one-side to the south due to power line pruning.

- Carob #387 was at the east side of the primary residence with fair structure and form, wide crown and moderate vigor. The tree was in fair condition overall with a codominant stem below 4 feet.

- Chinese elm #385 had a 12-inch diameter trunk and had been previously topped. It had low vigor and poor structure leading to its poor condition rating. Three other Chinese elms were in fair condition with fair or poor structure and form.

- Chinese pistache #451 and 452 were in poor condition due to being previously topped and multiple attachments at 6'.

- Cider gum #267 had a wide crown with multiple attachments at the base and was in fair condition.

- Coast redwood #270 was codominant at 3' with poor form and moderate vigor (Photo 7). This tree had a diameter sum total of 54 inches and was in fair condition.

Photo 7. Coast redwood #270 had a codominant trunk at 3 feet and was in fair condition.

- Deodar cedar #272 and 390 were in fair condition. Cedar #374 was in poor condition with a small, suppressed crown behind the primary residence. Cedar #390 was in fair condition growing in front of the primary residence with a weeping form and an 8-inch trunk diameter.

- Gingko #446 was in fair condition with a relatively wide crown and multiple attachments at 8 feet.

- Goldenrain tree #343 was growing beside a carport on the west side of the secondary residence. It had a 12-inch diameter trunk and a small crown. The tree was in fair condition.

- Hollyleaf cherry #386 was growing beside the primary residence with poor structure and form. It was previously topped due to site constraints and was in poor condition.

- Incense cedars #281 and 282 were growing off-site in front of 16245 Burton Rd. Both trees were in poor condition with large branch dieback and poor structure and form.

- Jacaranda #338 was in full flower with a codominant trunk at 3 feet with a full crown of epicormic sprouts due to having been previously topped (Photo 8). The tree was in fair condition and leaned heavily to the north. Jacaranda #382 had been previously topped and was in poor condition.

Photo 8. Jacaranda #338 was in full bloom and had poor structure due to being previously topped.

- Japanese black pine #392 had a 6-inch diameter trunk, low vigor and yellowing needles. The tree was in poor condition.

- Japanese flowering apricot #344 was in fair condition with a small crown and 10-inch diameter trunk.

- Japanese maple #393 and 448 were in poor condition with poor form and decay in the main stems.
- Japanese privet #334 had a small crown with a 10-inch diameter trunk and was in fair condition.
- Limes #352 and 353 were located on the east side of the barn. They had small crowns with multiple attachments at the base. Both trees were in poor condition.
- London plane #222 was in fair condition with poor form and co-dominant at 1 foot.
- Monterey cypress #216 had multiple attachments at the base with poor form and lower branch dieback. The tree was in fair condition.
- Monterey pine #449 had a 38-inch diameter trunk with a large crown and leaned slightly south. This tree had a large lateral branch removed from the southwest side and the tree was in fair condition.
- Mulberry #274 was dead in the back of 16270 Burton Road, surrounded by pavement.
- Persimmon #342 had a 12-inch diameter trunk with good form and high vigor. The crown had an umbrella shape, and the tree was in good condition.
- Pin oak #221 was a small, young tree with a 6-inch diameter trunk with upright form and fair condition.
- Shore pine #391 had multiple attachments at the base with a round crown and twig dieback. The tree was in fair condition.
- Siberian elm #277 was in the back of 16270 Burton Road with a split codominant main stem and half of the tree was resting on the dog kennel (Photo 9). This tree was in poor condition.

Photo 9. Siberian elm #277 was storm damaged and the main trunk was split at the base.

- Strawberry tree #217 was in fair condition with three stems arising from the base. The tree had a full crown but had poor form.
- Sweetgum #384 was in poor condition and had been previously topped, with poor structure and low vigor.
- Western juniper #271 had a 15-inch diameter trunk with twig dieback and the tree was in fair condition.
- Xylosma #259 and 260 were in poor condition with codominant stems at 1-foot, poor form and moderate vigor.

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment, and perform well in the landscape. Our goal is to identify trees that have the potential for long-term health, structural stability and longevity.

Evaluation of suitability for preservation considers several factors as listed below:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than non-vigorous trees. For example, cork oaks #388 and 389 were in poor condition and declining and will likely not tolerate additional root zone impacts.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely. Siberian elm #277 was split at the base and half the tree was on the roof of an outbuilding. This tree is not structurally sound.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. Walnuts are very sensitive to construction impacts, while coast live oak and olive are more tolerant of site disturbances.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change. Cork oaks and coast live oaks were mature in development and will require more space to protect roots.

- **Invasiveness**
  Trees with the potential to invade native habitats, reproduce rapidly, and grow in sub-optimal environments are considered invasive. Species with these qualities may alter the functional and aesthetic qualities of the habitats they invade. Black locust, cabbage palm, California pepper and olive have been listed as having Limited invasive potential by the California Invasive Plant Inventory Database (https://www.cal-ipc.org/paf/).

Each tree was rated on suitability for preservation based on its age, health, structural condition and ability to safely coexist within a development environment (Table 2, following page). We consider trees with good suitability for preservation to be the best candidates for preservation. We do not recommend the retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Table 2. Suitability for preservation
North 40 Phase II. Los Gatos, CA

High	These are trees with good health and structural stability that have the potential for longevity at the site. Thirteen trees had high suitability for preservation: seven coast live oaks, five cork oaks and persimmon #342.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and they may have shorter life spans than those in the "high" category. One hundred and sixty-four (164) trees had moderate suitability for preservation: 101 English walnuts, 15 olives, 14 Australian willows, 13 coast live oaks, blue Atlas cedars # 370 – 372, Avocado #340 and 347, deodar cedar #266 and 272, cork oaks #373 and 396, California pepper #336, goldenrain tree #343, African fern-pine #269, Aleppo pine #280, Chinese elm #276, cost redwood #270, ginkgo #446, jacaranda #338, Japanese privet #344, Monterey pine #449, pin oak # 221 and carob #387.
Low	Trees in this category are in poor health or have significant defects in the structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. One hundred and fifteen (115) trees were included in this category: 40 English walnuts, 13 Arizona cypresses, 13 coast live oaks, eight Victorian box, three olives, three Chinese elms, and 27 other species with 35 total trees.

Los Gatos Tree Ordinance

The Town of Los Gatos Municipal Code Chapter 29, Division 2, Tree Protection, defines *Protected* trees as non-native and native trees with a trunk diameter of 4 inches and larger measured at 54 inches above ground level. Multi-stem trees are measured with the sum of all diameters. Los Gatos also defines *Large Protected* trees as oaks with 24-inch diameter trunks and larger or any other species with a trunk diameter of 48 inches or larger. Fruit or nut trees less than 18 inches in diameter are exempt from protection.

Based on these criteria, 21 trees are considered *Large Protected,* and 126 trees are considered *Protected.* Of the 145 fruit and nut trees assessed, 138 English walnuts, limes #352 and 353, orange #262, persimmon #342 and avocados #340 and 347 and almond #376 are not protected and do not require a permit for removal.

Large Protected and Protected trees are regulated by the Town of Los Gatos and cannot be removed without a permit. Per the Municipal Ordinance, replacement tree planting or fees in lieu may be required by the Town of Los Gatos. The status of individual trees is identified in the ***Tree Assessment and Tree Disposition and Estimated Values Tables*** (see Attachment).

Preliminary Evaluation of Impacts and Recommendations

Appropriate tree retention develops a practical match between the location and intensity of construction activities with the quality and health of trees. The ***Tree Assessment*** was the reference point for tree condition and quality. Impacts from construction were estimated given the project information available to date. I referred to the North 40 Phase II Master Plan Entitlement Set – Revision 3 prepared by Perkins and Will, MacKay & Somps, DAHLIN Group, Heller Manus Architects and CMG Landscape Architecture (3/29/24) and *Landscape Site Plan Coordination* (Sheet L1.12) prepared by Perkins and Will (9/17/24) to evaluate impacts.

The development of Phase II proposes to construct both townhomes and multifamily residential units with private streets and parking. The development will encompass a large part of the site, leaving the primary opportunity for tree preservation along the open space in the middle referred to as "The Meadow," with moderate impacts expected. All non-orchard trees 4" and larger were evaluated in this assessment. H|BC was asked to evaluate specific orchard trees during the second Updated Preliminary Arborist Report for locations specified by Perkins and Will. This did not include every English walnut on-site. All English walnuts over 18 inches, considered *Protected*, were included in this report.

My preliminary disposition is for the removal of 265 trees that are within the proposed construction footprint or will have impacts beyond the tolerance of the trees. I recommend the preservation of 23 on-site and four off-site trees (refer to the **Tree Disposition and Estimated Values Table** in the *Attachments*). Of the 265 trees to be removed, 127 were considered Exempt due to being a fruit or nut tree under 18 inches in diameter. One hundred nineteen (119) trees were considered *Protected* and 19 were considered *Large Protected,* totaling 138 trees requiring replacement mitigation.

Los Gatos requires tree replacements for *Protected* and *Large Protected* tree removals based on canopy spread (Table 3). Please note that a 36" box-size tree equals two (2) 24" box-size trees.

Canopy Size of Removed Tree	Replacement Requirement	# of Protected Trees Removed	# of Replacement Trees Required
10' or less	Two (2) 24" box trees	38	76
>10' to 25'	Three (3) 24" box trees	45	135
26' to 40'	Four (4) 24" box trees	33	132
41' - 55'	Six (6) 24" box trees	14	84
> 55'	Ten (10) 24" box trees	8	80
Total		**138**	**507**

Table 3. Replacement Tree Requirements with 24" box-size trees.

Preserved off-site trees may require crown and root pruning due to the proximity to the multi-family housing. I expect that pruning will be well within the tolerance limits of the trees. Survival can further be enhanced by following the **Tree Preservation Guidelines** on page 13.

Estimate of Value

The Town of Los Gatos required Perkins & Will to provide the estimated value for trees that will be preserved. To accomplish this, I used the standard methods found in *Guide for Plant Appraisal*, 10th edition (published in 2018 by the International Society of Arboriculture, Champaign IL). In addition, I referred to *Species Classification and Group Assignment* (2004), a publication of the Western Chapter of the International Society of Arboriculture. These two documents outline the methods employed in tree appraisal.

The reproduction cost of landscape trees is based on four factors: size, condition, functional limitations and external limitations. Size is measured as trunk diameter 54" above grade. Condition reflects the health and structural integrity of the individual, as noted in the ***Tree Disposition and Estimated Values Table*** (see *Attachments*). Functional limitations consider the interaction of the tree with its planting site currently and for the foreseeable future. I did not identify any external limitations at this site.

The estimated value of all trees identified was $771,050. The estimated value of the 265 trees being removed was $665,000 (127 trees were exempt due to fruit or nut species that were less than 18 inches in diameter = $109,750; 19 *Large Protected* trees = $319,400; 104 *Protected* trees = $218,700 and 15 *Protected* street trees = $17,150).

The estimated value of 23 on-site trees and four off-site (#271, 280, 281 and 282) trees identified for preservation was valued at $106,050. Four on-site and three off-site trees were *Protected*, cork oak #381 and off-site coast live oak #279 were considered *Large Protected* and 18 were exempt due to being fruit or nut trees.

Preliminary Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained on sites that are either subject to extensive injury during construction or are inadequately maintained become a liability rather than an asset. The response of individual trees depends on the amount of excavation and grading, care with which demolition is undertaken, and construction methods. Coordinating any construction activity inside the **TREE PROTECTION ZONE** (TPZ) can minimize these impacts. The ***Tree Protection Plan*** (TPP) (Perkins and Will, 9/27/24) can be found in the ***Attachments***. Trees are listed on the TPP as existing *Protected* and *non-Protected* trees with the potential to be preserved to the extent feasible during the final design.

The following recommendations will help reduce impacts on trees from development and maintain and improve their health and vitality through the clearing, grading, and construction phases. Trees should be preserved in groups where possible. Calculated TPZ's were provided in the ***Disposition and Estimated Values Form*** (See Attachments). The Calculated TPZ was based on 10x the diameter at breast height (DBH), or 4.5 feet, of the tree. In most locations, 10x DBH is not possible. Specified TPZ's are listed in the following guidelines for trees that are to be preserved. Additional mitigation measures should be performed where work must occur within 10x the DBH of any protected tree. Excavation should be performed using hand tools, air or water.

The following are recommendations for design and construction phases that will assist in successful tree preservation.

Tree Protection Zone

1. A **TREE PROTECTION ZONE** (TPZ) shall be defined as:
    a. Fence all trees proposed for preservation out to the drip line where possible, to completely enclose the **TREE PROTECTION ZONE** before demolition, grubbing or grading. Fences shall be 6-foot chain link with posts sunk into the ground 2 feet at no more than 10-foot spacing, or equivalent as approved by the City. The following are specified TPZ for preserved trees:
        - Persimmon #342 and Goldenrain tree #343 - enclose trees at the edge of the walkway and around the drip line.
        - English walnut #349, 375, 379, 380, cork oaks #373 and 381 - enclose individual trees at the drip line to the edge of the hardscape.
        - English walnut #350, 367, 368 and 369 - enclose the entire group to the edge of the dripline and edge of the walkways.
        - Atlas cedar #372 - enclose crown to dripline.
        - English walnut #377, 378, 458 and 469 - enclose the entire group to the edge of the dripline and edge of the walkway.
        - English walnut #470 and 481 - enclose the entire group to the edge of the dripline and edge of the walkway.
        - English walnut #473, 474, 477, 478 - enclose the entire group to the edge of the dripline and edge of the walkway.
        - Off-site trees #279, 280, 281 and 282 are east of Burton Road, outside the construction footprint, and do not require TPZ fencing.
    b. Fences must be installed before beginning demolition and must remain until construction is complete.

c. No grading, excavation, construction or storage or dumping of materials shall occur within the **TREE PROTECTION ZONE**.

d. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.

e. Fenced areas shall be posted with signs stating, “TREE PROTECTION FENCE – DO NOT MOVE OR REMOVE WITHOUT APPROVAL FROM PROJECT ARBORIST.”

Design recommendations

1. Any changes to the plans affecting the trees should be reviewed by the consulting arborist concerning tree impacts. These include, but are not limited to, site plans, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans, and demolition plans.
2. Plot accurate locations of all trees to be preserved on all project plans. Identify the **TREE PROTECTION ZONE** for each tree. Focus on preserving trees that have high suitability for preservation.
3. Plan for tree preservation by designing adequate space around trees to be preserved. This is the **TREE PROTECTION ZONE:** No grading, excavation, construction or storage of materials should occur within that zone. Route underground services including utilities, sub-drains, water or sewer around the **TREE PROTECTION ZONE**.
4. All plans affecting trees shall be reviewed by the Consulting Arborist concerning tree impacts. These include, but are not limited to, demolition plans, grading plans, drainage plans, utility plans, and landscape and irrigation plans.
5. Irrigation systems must be designed so that no trenching severs roots larger than 2 inches in diameter will occur within the **TREE PROTECTION ZONE**.
6. **Tree Preservation Guidelines** prepared by the Consulting Arborist, which include specifications for tree protection during demolition and construction, should be included on all plans.
7. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
8. Do not lime the subsoil within 50 feet of any tree. Lime is toxic to tree roots.
9. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.
10. Ensure adequate but not excessive water is supplied to trees; in most cases occasional irrigation will be required. Avoid directing runoff toward trees.

Pre-demolition and pre-construction treatments and recommendations

1. The demolition and construction superintendents shall meet with the Consulting Arborist before beginning work to review all work procedures, access routes, storage areas, and tree protection measures.
2. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6 feet chain link with posts sunk into the ground or equivalent as approved by the City. Where demolition must occur close to trees, such as removing pavement, install temporary trunk protection devices such as winding silt sock wattle or wood planks around trunks or stacking hay bales around tree trunks to a height of approximately 5 feet (see photos, right).

Any low branches that are within the work zone should also be protected. Remove trunk protection after demolition is completed and install a protective fence at the limits of the tree protection zone. Do not retain wattling around tree trunks for more than 2-3 weeks to avoid damaging trunks from excess moisture.

3. Apply and maintain 4 - 6 inches wood chip mulch within the **TREE PROTECTION ZONE**. Keep the mulch 2 feet from the base of tree trunks.
4. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.
5. Prune trees to be preserved to clean the crown of dead branches 1" and larger in diameter, raise or reduce canopies as needed for construction activities.
    a. Do not remove more than 20-25% of each tree's crown.
    b. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by a Certified Arborist or Certified Tree Worker following the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).
    c. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.
    d. While in the tree, the arborist shall perform an aerial inspection to identify any defects, weak branches and trunk attachments and decay not visible from the ground. Any additional work needed to mitigate defects shall be reported to the property owner.
6. Trees to be removed shall be felled to fall away from **TREE PROTECTION ZONE** and avoid pulling and breaking of roots of trees to remain.
7. All down brush and trees shall be removed from the **TREE PROTECTION ZONE** either by hand, or with equipment sitting outside the **TREE PROTECTION ZONE**. Extraction shall occur by lifting the material out, not by skidding across the ground. Brush shall be chipped and spread beneath the trees within the **TREE PROTECTION ZONE.**
8. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible, tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted before tree work. Qualified biologists should be involved in establishing work buffers for active nests.

Recommendations for tree protection during construction

1. Any approved grading, construction, demolition, or other work within the **TREE PROTECTION ZONE** should be monitored by the Consulting Arborist.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without the permission of the Consulting Arborist.
4. Construction trailers, traffic, and storage areas must remain outside **TREE PROTECTION ZONE** at all times.

5. Any root pruning required for construction purposes shall receive prior approval and be supervised by the Consulting Arborist. Roots should be cut with a saw to provide a flat and smooth cut. Removal of roots larger than 2 inches in diameter should be avoided.
6. If roots 2 inches and greater in diameter are encountered during site work and must be cut to complete the construction, the Consulting Arborist must be consulted to evaluate the effects on the health and stability of the tree and recommend treatment.

Maintenance of impacted trees
Our procedures included assessing trees for observable defects in the structure. This is not to say that trees without significant defects will not fail. Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Wind forces coupled with rain can saturate soils, reducing their ability to hold roots and blow over defect-free trees. Although we cannot predict all failures, identifying those trees with observable defects is a critical component of enhancing public safety.

Furthermore, trees change over time. Our inspections represent the condition of the tree at the time of inspection. As trees age, the likelihood of failure of branches or entire trees increases. Annual tree inspections are recommended to identify changes to tree health and structure. In addition, trees should be inspected after storms of unusual severity to evaluate damage and structural changes. Initiating these inspections is the responsibility of the client and/or tree owner.

Preserved trees will experience a physical environment different from that of pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority.

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Scott Stringer, Consulting Arborist & Urban Forester
ISA Certified Arborist # WE-5544A
ISA Tree Risk Assessment Qualified

Attachments: ***Tree Assessment***
Tree Assessment Plan
Tree Protection Plan
Tree Disposition and Estimated Values
Tree Photos

Attachments

Tree Assessment

Tree Assessment Plan

Tree Protection Plan

Tree Disposition and Estimated Values

Tree Photos

Tree Assessment

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
212	Australian willow	11	Yes	3	20	15	Moderate	Street tree; multiple attachments at 5'; thin crown.
213	Australian willow	11	Yes	3	20	15	Moderate	Street tree; multiple attachments at 5'; thin crown.
214	Australian willow	8	Yes	3	20	15	Moderate	Street tree; multiple attachments at 5'; thin crown.
215	Australian willow	12	Yes	3	20	15	Moderate	Street tree; multiple attachments at 7'; one sided south; wide crown.
216	Monterey cypress	22,4,4,3	Yes	3	25	25	Low	Multiple attachments at base; poor form; lower branch dieback.
217	Strawberry tree	12,10,9	Yes	3	20	20	Low	3 stem at base; full crown; poor form.
218	Arizona cypress	8,7	Yes	2	20	25	Low	One-stem dead; thin crown; poor form.
219	Coast live oak	9,4	Yes	3	20	20	Moderate	Off-site; two stem at 1'; small crown; moderate vigor.
220	Avocado	10,9	Yes	2	20	20	Low	Decay in main stem; too and
221	Pin oak	6	Yes	3	10	20	Moderate	Upright form; thin crown; small branch dieback.
222	London plane	6,6,2,2	Yes	3	20	20	Low	Poor form; codominant at 1'; wide crown.
223	Arizona cypress	8,7	Yes	3	15	20	Low	Poor form; codominant; medium crown.
224	Arizona cypress	8,7,6,4,4	Yes	2	15	25	Low	Poor form; branch dieback; multiple attachments at base.
225	Coast live oak	6	Yes	2	15	20	Low	Poor form; heavy lean west.
226	Coast live oak	7	Yes	3	15	20	Low	Fair form; one sided south.
227	Arizona cypress	10,8,7,7	Yes	2	15	20	Low	Failing at base; poor form.
228	Coast live oak	7,2	Yes	3	15	20	Low	Codominant at base; poor form;

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229	Arizona cypress	10	Yes	2	15	20	Low	Poor form; previous branch failures; poor condition.
230	Arizona cypress	9	Yes	2	10	20	Low	Poor form; previous branch failures; poor condition.
231	Arizona cypress	5,4,4,3,2	Yes	2	10	20	Low	Poor form; broken hanging branches; failing at base.
232	Arizona cypress	10,8,5	Yes	2	10	20	Low	Poor form; broken hanging branches.
233	Coast live oak	5,5,2	Yes	2	10	15	Low	Poor form; small crown; multiple attachments at 2'.
234	Arizona cypress	6	Yes	2	8	15	Low	Poor form; small crown; broken top.
235	Arizona cypress	4,4	Yes	2	8	12	Low	Poor form; small crown.
236	Coast live oak	4	Yes	3	8	15	Low	Poor form; small crown.
237	Arizona cypress	5	Yes	2	8	15	Low	Previous codominant failure; poor form.
238	Coast live oak	4	Yes	2	8	20	Low	Upright form; thin crown.
239	Arizona cypress	5	Yes	2	10	25	Low	Upright form; thin crown.
240	Coast live oak	9,7	Yes	3	20	25	Moderate	Two stem at base; medium crowned moderate vigor.
241	Coast live oak	14	Yes	3	30	20	Low	Wide crown; moderate vigor; estimated DBH; tag on fence.
242	Coast live oak	5	Yes	2	10	20	Low	Small crown; poor form; fence leaning at trunk.
243	Coast live oak	6,3,3,3,3	Yes	2	20	15	Low	Multiple attachments at base; poor form; moderate vigor.
244	Victorian box	9	Yes	2	10	15	Low	Between kennel and fence; poor form; branch dieback.
245	Victorian box	9	Yes	2	10	15	Low	Between kennel and fence; poor form; branch dieback.

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246	Victorian box	6	Yes	2	10	15	Low	Between kennel and fence; poor form; branch dieback.
247	Victorian box	5	Yes	2	10	15	Low	Between kennel and fence; poor form; branch dieback.
248	Victorian box	5	Yes	2	10	15	Low	Between kennel and fence; poor form; branch dieback.
249	Victorian box	8,6	Yes	2	20	15	Low	Between kennel and fence; poor form; branch dieback.
250	Victorian box	8,6	Yes	2	20	15	Low	Between kennel and fence; poor form.
251	Victorian box	9	Yes	2	20	15	Low	Between kennel and fence; poor form.
252	English walnut	7	No	3	20	20	Moderate	Medium crown; fair form; moderate vigor.
253	English walnut	10	No	3	20	15	Moderate	Wide crown; fair form; moderate vigor.
254	English walnut	9	No	3	15	10	Low	Wide crown; fair form; moderate vigor.
255	Coast live oak	5	Yes	2	8	20	Low	Poor form; suppressed; thin crown.
256	Coast live oak	12,10,9	Yes/LP	3	40	40	Moderate	Poor form; one sided south; moderate vigor; multiple
257	Coast live oak	14,10,7,5	Yes/LP	2	20	50	Low	Multiple attachments at the base; poor form; branch dieback.
258	Coast live oak	28,6	Yes/LP	4	50	15	High	Off-site; excellent structure and form; slight lean south; estimated
259	Xylosma	6,3	Yes	2	10	15	Low	Codominant at 1'; poor form; moderate vigor; no tag; estimated
260	Xylosma	6,5	Yes	2	10	20	Low	Codominant at 1'; poor form;

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261	Olive	16,12,10	Yes	3	40	12	Low	Multiple attachments at base; fair condition; tag on fence; estimated
262	Orange	5,5,4,3	No	2	15	15	Low	Multiple attachments at 3’; poor form.
263	Aleppo pine	34	Yes	3	60	70	Low	Large crown; low vigor; branch dieback.
264	Canary Island pine	23	Yes	3	40	70	Low	Power line pruned in east side;
265	Aleppo pine	20	Yes	3	40	60	Low	Leans north; two stem at 12’; low
266	Deodar cedar	24	Yes	4	50	60	Moderate	Wide crown; good structure and form; moderate vigor.
267	Cider gum	42,10,10, 9,7,7	Yes/LP	3	50	50	Low	Wide crown; multiple attachments at base, poor form.
268	Coast live oak	21	Yes	3	50	40	Moderate	Wide crown; borer damage on
269	African fern-pine	21	Yes	3	40	60	Moderate	Upright form; wide crown; history
270	Coast redwood	30,24	Yes/LP	3	40	80	Moderate	Codominant at 3’; poor form; moderate vigor.
271	Western juniper	15	Yes	3	20	30	Low	Thin crown; upright form; twig dieback.
272	Deodar cedar	22	Yes	3	50	40	Moderate	South side of house; wide crown; poor form.
273	Chinese elm	17	Yes	3	40	40	Low	East side of house; wide crown; poor form.
274	Mulberry	15	Yes	1	30	30	Low	Dead tree in back.
275	Chinese elm	15	Yes	3	20	30	Low	Poor form; one sided east; by fence.
276	Chinese elm	15,14	Yes	3	40	40	Moderate	Two stem at base; poor form; moderator vigor.
277	Siberian elm	29,28	Yes/LP	1	50	50	Low	Two stem, split at the base; sitting on the building.

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278	Coast live oak	18	Yes	3	40	45	Moderate	In front of 16250 Burton Rd; wide
279	Coast live oak	25,25,15	Yes/LP	4	60	60	Moderate	Off-site; large, wide spreading crown; 3 stem at 3'; fair form.
280	Aleppo pine	40	Yes	3	50	40	Moderate	Off-site; large, wide spreading crown; codominant at 6'; fair form.
281	Incense cedar	13,13	Yes	2	20	30	Low	Off-site; poor form; low vigor; codominant at 2'; north stem in
282	Incense cedar	18	Yes	2	15	30	Low	Off-site; dying top; poor form; low vigor.
283	Coast live oak	10	Yes	3	20	25	Moderate	Medium crown; multiple attachments at 7'; poor form;
284	Coast live oak	15,9,9	Yes/LP	3	40	30	Moderate	Medium crown; codominant at base; moderate vigor.
285	Coast live oak	5	Yes	2	10	15	Low	Small crown; highly suppressed.
286	Coast live oak	5,4,2	Yes	2	10	20	Low	Small crown; multiple attachments at 6"; poor form.
287	Coast live oak	48	Yes/LP	3	60	50	Moderate	Large crown; ; major wounds on north and west sides; wide spreading crown.
288	English walnut	18	Yes	3	30	20	Moderate	Large, wide crown; good form; high vigor.
289	Australian willow	9	Yes	3	20	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'.
290	Australian willow	7	Yes	3	10	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'.
291	Australian willow	5	Yes	3	10	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 4'.
292	Australian willow	8	Yes	3	10	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 4'.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
293	Australian willow	10	Yes	3	20	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 4'.
294	Australian willow	8	Yes	3	15	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'.
295	Australian willow	6	Yes	3	15	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'.
296	Australian willow	9	Yes	3	15	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'; low
297	Australian willow	9	Yes	2	10	20	Low	Street tree in 4x4' tree well; multiple attachments at 5'; low
298	Australian willow	10	Yes	3	15	20	Moderate	Street tree in 4x4' tree well; multiple attachments at 5'.
299	Australian willow	10	Yes	3	15	25	Moderate	Street tree in 4x4' tree well;
300	English walnut	21	Yes	3	30	25	Moderate	Large, wide crown; decay in main stem at 6'; good form; high vigor.
301	Olive	13,12,12, 7,7,4	Yes/LP	3	40	25	Moderate	Multiple attachments at base; poor structure and form; included bark.
302	Olive	7,6,5,4,3, 2	Yes	3	25	25	Moderate	Multiple attachments at base; poor structure and form; branch and
303	Olive	16,13,7,4	Yes	3	40	25	Moderate	Multiple attachments at base; poor structure and form; branch and twig dieback.
304	Olive	18,11,9	Yes	3	40	25	Moderate	Multiple attachments at base; poor structure and form; main stem
305	Olive	22,12,8,7, 5,5	Yes/LP	3	50	25	Moderate	Multiple attachments at base; poor structure and form; bulbous root
306	Olive	8,6,6,5,5	Yes	3	20	25	Moderate	Multiple attachments at base; poor structure and form; small branch
307	Olive	9,9,5,5	Yes	3	20	25	Moderate	Multiple attachments at base; poor structure and form; small branch

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
308	Olive	10,10,7,6	Yes	3	40	25	Moderate	Multiple attachments at base; poor structure and form; small branch
309	Olive	11,10,6	Yes	3	40	25	Moderate	Multiple attachments at base; poor
310	Olive	16,11,9,8, 4	Yes/LP	3	50	30	Moderate	Multiple attachments at base; poor structure and form; wide crown.
311	Olive	17,10	Yes	3	50	30	Moderate	Multiple attachments at base; poor structure and form; wide crown.
312	Olive	15,9,8,7,6	Yes	3	50	30	Moderate	Multiple attachments at base; poor structure and form; wide crown.
313	Olive	5,5,5,4	Yes	2	50	30	Low	Multiple attachments at base; poor structure and form; suppressed.
314	Olive	11,11,9,7, 4	Yes	2	40	30	Low	Multiple attachments at base; poor structure and form; decay in base of tree; branch dieback.
315	Olive	10,10,9,6,	Yes	3	40	30	Moderate	Multiple attachments at base; poor
316	Olive	16,10,9,9	Yes	3	40	30	Moderate	Multiple attachments at base; poor structure and form; decay between
317	Olive	10,10,9,8, 8,7,5	Yes	3	40	30	Moderate	Multiple attachments at base; fair structure and form.
318	Coast live oak	10,9	Yes	4	30	30	High	Codominant at base; wide crown; moderate vigor.
319	Coast live oak	12	Yes	3	20	30	Moderate	One-sided northwest; slight lean west.
320	Coast live oak	11,5,3,3	Yes	3	25	20	Moderate	Multiple attachments at base; 3” dead stem.
321	English walnut	12	No	3	20	20	Moderate	Wide crown; basal decay, moderate vigor.
322	English walnut	11	No	3	30	20	Moderate	Wide crown; basal decay, moderate vigor; previous branch
323	English walnut	5	No	3	10	20	Moderate	Small crown; moderate vigor.

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324	English walnut	16	No	3	25	20	Moderate	Wide crown; fair structure; decay in base of trunk.
325	English walnut	4	No	3	10	20	Moderate	Small crown; fair structure;
326	English walnut	10	No	3	20	20	Moderate	Good structure and form; moderate vigor.
327	English walnut	12	No	3	30	20	Moderate	Overextended branch to the south; wide crown.
328	English walnut	12	No	3	30	20	Moderate	Good structure and form; full crown; decay in trunk.
329	English walnut	8	No	2	10	20	Low	Poor form; major trunk decay; twig dieback.
330	English walnut	14	No	3	20	20	Moderate	Fair form; small crown; moderate vigor.
331	English walnut	8,7	No	2	15	20	Low	Previous branch failures; poor
332	English walnut	9	No	3	10	20	Moderate	Small crown; previously broken
333	English walnut	11	No	3	20	20	Moderate	Small round crown; fair form.
334	Coast live oak	32	Yes/LP	4	50	50	High	Large , round crown; broken top; previous branch failures.
335	English walnut	8	No	3	10	20	Moderate	Small crown; young tree; good form.
336	California pepper	11	Yes	3	20	25	Moderate	Bows heavy east; poor form; one sided.
337	Coast live oak	11	Yes	3	25	25	Moderate	One-sided northeast; leans
338	Jacaranda	10,9	Yes	3	30	25	Moderate	Codominant at 3’; fair form; leans
339	Coast live oak	25	Yes/LP	4	50	50	High	Good structure and form; bricks
340	Avocado	6	No	3	10	15	Moderate	Fair structure and form; leans east.
341	Black locust	12	Yes	2	10	15	Low	Topped at 5’; multiple attachments at 4’.
342	Persimmon	12	No	4	15	15	High	Good form; high vigor; umbrella

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343	Goldenrain tree	12	Yes	3	10	12	Moderate	Small crown; beside car port;
344	Japanese privet	10	Yes	3	10	20	Moderate	Small crown; beside car port on west side.
345	English walnut	14	No	3	25	15	Moderate	Wide crown; fair structure and form.
346	English walnut	11	No	2	10	15	Low	Small crown; poor form; previous branch failures; entire top missing.
347	Avocado	17	No	3	15	25	Moderate	Poor form(previous branch failures; decay in trunk.
348	Coast live oak	16	Yes	4	20	20	Moderate	Good form and structure; low vigor.
349	English walnut	14	No	3	20	15	Moderate	Good form and structure; wide crown; high vigor.
350	English walnut	9	No	3	20	15	Moderate	Small crown; leans south; fair form.
351	English walnut	16	No	2	30	15	Low	Very thin crown; low vigor.
352	Lime	4,4,3,2,2	No	2	10	10	Low	Small tree; low vigor; southwest
353	Lime	5,5	No	2	10	10	Low	Small tree; low vigor; southeast corner of barn.
354	Coast live oak	23	Yes	4	40	40	High	Wide crown; good structure and form; twig dieback.
355	English walnut	11	No	3	20	20	Moderate	Small crown; good form.
356	English walnut	6,6	No	3	25	20	Moderate	Wide crown; good form; high vigor.
357	English walnut	11	No	2	20	20	Low	Major nasal decay; potential root failure.
358	English walnut	9,9,8	Yes	3	30	20	Moderate	Wide, low crown; overextended branches.
359	English walnut	12	No	3	30	20	Moderate	Moderate crown; decay in base; narrow.

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360	English walnut	5	No	3	10	20	Moderate	Small crown; decay in base; narrow.
361	English walnut	5	No	3	10	20	Moderate	Small crown; moderate vigor.
362	English walnut	6	No	3	15	20	Moderate	Small crown; moderate vigor.
363	English walnut	5	No	3	15	20	Moderate	Small crown; moderate vigor.
364	English walnut	13	No	2	15	20	Low	Small crown; major stem decay.
365	English walnut	10	No	3	20	20	Moderate	Medium crown; good form; twig dieback.
366	English walnut	7	No	2	10	20	Low	Small crown; trunk decay.
367	English walnut	4	No	3	10	20	Moderate	Small crown; young tree.
368	English walnut	8,9	No	3	20	20	Moderate	Medium crown; high vigor; good form.
369	English walnut	4	No	3	15	15	Moderate	Medium crown; high vigor; good form.
370	Atlas cedar	33	Yes	3	50	45	Moderate	Large crown; low vigor; hood form; broken 2” branch in crown.
371	Atlas cedar	20	Yes	3	30	45	Moderate	Large, upright crown; low vigor; good form.
372	Atlas cedar	28	Yes	3	40	30	Moderate	Large, upright crown; low vigor; good form.
373	Cork oak	16	Yes	3	25	20	Moderate	Previously topped; poor structure; epicormics comprise crown.
374	Deodar cedar	5	Yes	2	10	20	Low	Poor location between house and
375	English walnut	16	No	3	30	15	Moderate	Wide crown; ivy around base and growing up trunk.
376	Almond	5,5,2,2	No	2	20	15	Low	Poor condition; dead branches;
377	English walnut	10	No	3	20	15	Moderate	Fair form; previously topped; wide crown.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
378	English walnut	9	No	3	20	15	Moderate	Fair form; wide crown; moderate vigor.
379	English walnut	7	No	3	20	15	Moderate	Fair form; wide crown; moderate vigor.
380	Coast live oak	23	Yes	4	40	50	High	Good structure and form; full
381	Cork oak	30,27,24	Yes/LP	4	70	60	High	3 stems at 3'; full, large crown; dead branches.
382	Jacaranda	4,3,2	Yes	2	10	15	Low	3 stems at 3'; full, previously topped; poor condition.
383	Cabbage palm	7,3	No	2	10	20	Low	2 stems at 3'; full, dieback; poor condition.
384	Sweetgum	10	Yes	2	20	20	Low	Previously topped, poor structure; low vigor.
385	Chinese elm	12	Yes	2	20	15	Low	Previously topped, poor structure; low vigor.
386	Hollyleaf cherry	6	No	2	10	20	Low	Previously topped, poor structure;
387	Carob	20,13	Yes	3	30	25	Moderate	Good structure and form; wide crown; moderate vigor.
388	Cork oak	20	Yes	2	15	25	Low	Poor structure and form; low vigor:
389	Cork oak	63	Yes/LP	2	70	60	Low	Declining; low vigor; high crown; branch dieback.
390	Deodar cedar	8	Yes	3	8	8	Low	Weeping form; small crown.
391	Shore pine	8,5,5,4,4,4	Yes	3	10	20	Low	Multiple attachments at base; round crown; twig dieback.
392	Japanese black	6	Yes	2	10	15	Low	Low vigor; yellowing.
393	Japanese maple	5,3,1	Yes	2	10	10	Low	Poor form; decay in trunk.
394	Cork oak	43	Yes/LP	4	60	60	High	Large crown; good structure and form; wide spreading.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

HORT SCIENCE
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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
395	Cork oak	32	Yes/LP	4	60	60	High	Large crown; good structure and form; wide spreading; codominant
396	Cork oak	22	Yes	3	30	50	Moderate	One sided east; 3 stems at 8'.
397	Cork oak	38	Yes/LP	4	60	60	High	Large crown; wide spreading; codominant at 10'.
398	Cork oak	32	Yes/LP	4	60	60	High	Large crown; wide spreading; sinuous trunk.
399	English walnut	10	No	3	25	15	Moderate	Multiple attachments at 7'; round crown; fair form.
400	English walnut	9	No	3	15	15	Low	Multiple attachments at 7'; round
401	English walnut	6	No	1	4	15	Low	Lost too; poor form; nearly dead.
402	English walnut	10	No	3	20	15	Moderate	Full, round crown; good form; multiple attachments at 7'.
403	English walnut	9	No	2	15	15	Low	Small crown; small crown to height ratio; dead twigs.
404	English walnut	14	No	2	30	15	Low	Wide crown; branch dieback; low
405	English walnut	12	No	1	10	15	Low	Small crown; branch dieback; nearly dead.
406	English walnut	9	No	3	8	15	Moderate	Small crown; fair form; moderate vigor.
407	English walnut	10	No	3	8	15	Moderate	Small crown; fair form; moderate vigor; crook in trunk at 3'.
408	English walnut	6	No	3	12	15	Moderate	Good structure and form; wide crown; codominant at 4'.
409	English walnut	11	No	3	15	15	Moderate	Good structure and form; medium
410	English walnut	6	No	3	15	15	Moderate	Good structure and form; small crown.
411	English walnut	11	No	3	20	15	Moderate	Good structure and form; medium crown; slight lean north.

Tree Assessment

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
412	English walnut	10	No	3	20	15	Moderate	Good structure and form; medium crown; sinuous trunk.
413	English walnut	6	No	3	20	15	Moderate	Good structure and form; medium crown; codominant at 4'.
414	English walnut	7	No	3	20	15	Moderate	Good structure and form; medium crown; multiple attachments at 5'.
415	English walnut	5	No	2	10	15	Low	Thin crown; low vigor; twig
416	English walnut	8,7	No	3	30	15	Moderate	Two stem at 3'; wide crown; fair form.
417	English walnut	6	No	2	8	15	Low	Poor form; heavy lean north; small crown.
418	English walnut	4	No	1	8	15	Low	Poor form; small crown; nearly
419	English walnut	7	No	3	10	15	Moderate	Small crown; good form; moderate vigor.
420	English walnut	8	No	3	20	15	Moderate	Small crown; good form; moderate vigor.
421	English walnut	8	No	3	15	15	Moderate	Codominant at 5'; twig dieback; fair form.
422	English walnut	10	No	3	15	15	Moderate	Codominant at 5'; twig dieback; fair form.
423	English walnut	4	No	3	8	15	Low	Small crown; fair form.
424	English walnut	9	No	3	15	15	Low	Small crown; poor form; moderate vigor.
425	English walnut	6	No	3	15	15	Low	Small crown; poor form; low vigor.
426	English walnut	7	No	3	15	15	Moderate	Medium crown; good form; moderate vigor.
427	English walnut	4	No	3	15	15	Moderate	Small crown; good form; moderate vigor.
428	English walnut	6,5	No	3	20	15	Moderate	Wide crown; multiple attachments at 3'; moderate vigor.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

HORT SCIENCE
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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
429	English walnut	7	No	3	20	15	Moderate	Wide crown; moderate vigor.
430	English walnut	6	No	3	20	15	Low	Medium crown; moderate vigor; decay at base of trunk.
431	English walnut	6	No	3	18	15	Moderate	Medium crown; moderate vigor; good form.
432	English walnut	4	No	3	18	15	Moderate	Small crown; moderate vigor; good form.
433	English walnut	7	No	3	18	15	Moderate	Medium crown; moderate vigor; good form.
434	English walnut	4	No	2	10	15	Low	Poor form; major wound in north side of trunk.
435	English walnut	5	No	3	10	15	Low	Fair form; small crown; low vigor.
436	English walnut	6	No	3	10	15	Low	Good form; small crown; moderate vigor.
437	English walnut	5	No	3	10	15	Low	Fair form; small crown; low vigor.
438	English walnut	6	No	3	15	15	Moderate	Fair form; small crown; moderate vigor.
439	English walnut	9	No	3	20	15	Moderate	Fair form; small crown; moderate vigor.
440	English walnut	6	No	2	10	15	Low	Poor form; small crown; previous branch failure.
441	English walnut	5	No	3	10	15	Low	Fair form; small crown; fair structure.
442	English walnut	8	No	2	20	15	Low	Wide crown; twig dieback; fair vigor.
443	English walnut	6	No	3	20	15	Moderate	Medium crown; fair form and moderate vigor.
444	English walnut	6	No	3	20	15	Moderate	Medium crown; fair form and moderate vigor.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
445	English walnut	10	No	3	20	15	Moderate	Medium crown; fair form and moderate vigor; crook in trunk at
446	Ginkgo	14	Yes	3	30	25	Moderate	Wide crown; multiple attachments at 8'; poor structure and form.
447	Arizona cypress	10,9,8,7,6,4	Yes	3	35	20	Low	Wide crown; multiple attachments at 3'; poor structure.
448	Japanese maple	4,4,3,3,2,2	Yes	2	10	12	Low	Decay in base; multiple attachments at 1'; decay in base.
449	Monterey pine	38	Yes	3	40	40	Moderate	Large crown; thin middle; leans south; large lateral branch
450	Coast live oak	30	Yes/LP	5	60	50	High	Large crown; good structure and form; wide crown; excellent
451	Chinese pistache	5	Yes	1	10	15	Low	Poor form; previously topped.
452	Chinese pistache	7	Yes	2	20	20	Low	East side of driveway.; thin crown; multiple attachments at 6'.
453	English walnut	7	No	3	20	15	Moderate	Good form; moderate crown; twig dieback.
454	English walnut	7	No	3	20	15	Moderate	Good form; moderate crown; twig dieback.
455	English walnut	6	No	3	10	15	Low	Large wound on s; side; small crown.
456	English walnut	5	No	3	10	15	Low	Small crown; low vigor.
457	English walnut	6	No	3	10	15	Low	Small crown; low vigor; twig dieback.
458	English walnut	7	No	3	15	15	Moderate	Small crown; codominant at 6'; medium crown.
459	English walnut	5	No	3	15	15	Low	Small crown; split trunk on east
460	English walnut	6	No	3	10	15	Moderate	Small crown; fair form; low vigor.
461	English walnut	7	No	3	15	15	Moderate	Small crown; fair form; moderate vigor.

Tree Assessment

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Los Gatos, CA
August 2023

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
462	English walnut	4	No	3	10	15	Moderate	Small crown; fair form; moderate vigor.
463	English walnut	7	No	3	10	15	Low	Small crown; fair form; moderate vigor.; split in trunk on the
464	English walnut	5	No	3	10	15	Low	Small crown; fair form; moderate vigor; bleeding canker on trunk.
465	English walnut	4	No	2	8	15	Low	Poor form; branch dieback.
466	English walnut	7	No	3	15	15	Moderate	Medium crown; good form; moderate vigor.
467	English walnut	8	No	3	15	15	Moderate	Medium crown; good form;
468	English walnut	7	No	3	15	15	Moderate	Small crown; fair form; moderate vigor.
469	English walnut	9	No	3	20	15	Moderate	Small crown; fair form; moderate vigor.
470	English walnut	9	No	3	30	15	Moderate	Medium crown; fair form; moderate vigor.
471	English walnut	4	No	2	8	15	Low	Small crown; poor form; low vigor.
472	English walnut	8	No	3	15	15	Moderate	Wide crown; good form; moderate vigor.
473	English walnut	8	No	3	18	15	Moderate	Wide crown; good form; moderate vigor.
474	English walnut	7	No	3	12	15	Moderate	Small crown; thin top; fair form.
475	English walnut	8	No	3	20	15	Moderate	Medium crown; good form; moderate vigor.
476	English walnut	6	No	3	10	15	Moderate	Small crown; good form; low vigor.
477	English walnut	9	No	3	20	15	Moderate	Wide crown; good form; moderate vigor.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
478	English walnut	9	No	3	20	15	Moderate	Wide crown; good form; moderate vigor.
479	English walnut	7	No	3	18	15	Moderate	Medium crown; good form; low vigor.
480	English walnut	8	No	3	20	15	Moderate	Medium crown; good form; low vigor.
481	English walnut	9	No	3	25	15	Moderate	Wide crown; good form; low vigor.
482	English walnut	12	No	3	20	15	Low	Codominant at 6’; crack in trunk on south side; ; low vigor.
483	English walnut	7	No	3	20	15	Low	Codominant at 6’; small crown; low vigor.
484	English walnut	7	No	3	20	15	Moderate	Codominant at 6’; small crown; moderate vigor.
485	English walnut	8	No	3	20	15	Moderate	Codominant at 7’; medium crown; moderate vigor.
486	English walnut	8	No	3	20	15	Moderate	Codominant at 6’; medium crown; low vigor.
487	English walnut	4	No	3	20	15	Moderate	Codominant at 6’; medium crown; low vigor.
488	English walnut	6	No	3	20	15	Moderate	Codominant at 6’; medium crown; low vigor.
489	English walnut	7	No	3	20	15	Moderate	Codominant at 6’; medium crown; moderate vigor.
490	English walnut	8	No	3	20	15	Moderate	Codominant at 6’; wide crown; moderate vigor.
491	English walnut	7	No	3	20	15	Moderate	Codominant at 6’; wide crown; moderate vigor.
492	English walnut	8	No	3	20	15	Moderate	Codominant at 6’; wide crown; moderate vigor.

Tree Assessment

North 40 Phase II
Los Gatos, CA
August 2023

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree? LP=Large Protected	Condition 1=poor 5=excellent	Canopy Spread (ft.)	Height (ft.)	Suitability for Preservation	Comments
493	English walnut	9	No	3	20	15	Low	Codominant at 6'; twig dieback; canker in trunk.
494	English walnut	7	No	3	18	15	Moderate	Small crown; twig dieback; multiple attachments at 6'.
495	English walnut	10	No	3	25	15	Moderate	Medium crown; good form; moderate vigor.
496	English walnut	6	No	3	18	15	Low	Small; Town; poor form; twig dieback.
497	English walnut	8	No	3	15	15	Moderate	Medium crown; good form; moderate vigor.
498	English walnut	7	No	3	15	15	Moderate	Medium crown; good form; moderate vigor.
499	English walnut	8	No	3	18	15	Moderate	Medium crown; good form; moderate vigor.
500	English walnut	4	No	3	12	15	Low	Small crown; fair from; crook in trunk at 4'.
501	English walnut	7	No	3	12	15	Moderate	Small crown; fair from; moderate vigor.
502	English walnut	6	No	3	10	15	Moderate	Medium crown; fair from; moderate vigor.
503	English walnut	7	No	3	12	15	Moderate	Medium crown; fair from; moderate vigor.

Tree Assessment Plan

North 40
Phase II
Los Gatos, CA

Prepared for:
Perkins & Will
San Francisco, CA

July 2023/August 2023

No Scale

Notes:
Base map provided by:
Mackay & Somps
Pleasanton, CA

Numbered tree locations are approximate.

TS = (too small) tree less than 4" in diameter and not included in this assessment.

Los Gatos Blvd.

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1 TREE PROTECTION PLAN
1" = 50'-0"

LEGEND

- PROPERTY LINE
- EXISTING "PROTECTED TREE" WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN
- EXISTING "NON-PROTECTED" TREE WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN
- SPECIFIED TREE PROTECTION ZONE

NOTE:

- SEE TREE ASSESSMENT AND TREE DISPOSITION TABLES FOR MORE INFORMATION.

- EXISTING "NON-PROTECTED" TREES SHOWN IN PLANS HAVE BEEN DEEMED SUITABLE FOR PRESERVATION AND WILL BE INCORPORATED WHERE FEASIBLE IN CONSTRUCTION PERMIT DOCUMENTS.

Perkins&Will

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CONSULTANTS

CIVIL ENGINEER
MACKAY & SOMPS
5142 Franklin Drive Suite B
Pleasanton, CA 94588

DRY UTILITY DESIGN
GIACALONE DESIGN
5820 Stoneridge Mall Rd. Suite 345
Pleasanton, CA 94588

ASSOCIATED TOWNHOME AND AFFORDABLE HOUSING ARCHITECT
DAHLIN GROUP
5865 Owens Drive
Pleasanton, CA 94588

ASSOCIATED MULTI-FAMILY ARCHITECT
HELLER MANUS ARCHITECTS
600 Montgomery Street, Suite 1250
San Francisco, CA 94111

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

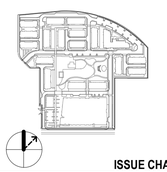
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
5	ENTITLEMENT SET - REVISION 4	09/23/24
4	ENTITLEMENT SET - REVISION 3	06/05/24
3	ENTITLEMENT SET - REVISION 2	03/13/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

TREE PROTECTION PLAN

SHEET NUMBER

T-001

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9/27/2024 1:56:11 PM Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Site_R22.rvt

Tree Disposition & Estimated Values

North 40 Phase II
Los Gatos, CA
September 2024

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BARTLETT CONSULTING

Tree No.	Common name	Species	Trunk Diameter (in.)	Canopy Spread (ft.)	Status (Protected, Large Protected, Exempt)	Estimated Value	Expected Impact	Calculated Tree Protection Zone (ft.)	Disposition Comments
212	Australian willow	*Geijera parviflora*	11	20	Protected/St. tree	$ 1,650	Remove - Severe	9	Street tree, within multi-use path.
213	Australian willow	*Geijera parviflora*	11	20	Protected/St. tree	$ 1,650	Remove - Severe	9	Street tree, within multi-use path.
214	Australian willow	*Geijera parviflora*	8	20	Protected/St. tree	$ 950	Remove - Severe	7	Street tree, within multi-use path.
215	Australian willow	*Geijera parviflora*	12	20	Protected/St. tree	$ 1,900	Remove - Severe	10	Street tree, within multi-use path.
216	Monterey cypress	*Hesperocyparis*	22,4,4,3	25	Protected	$ 4,700	Remove - Severe	28	Within construction footprint.
217	Strawberry tree	*Arbutus unedo*	12,10,9	20	Protected	$ 3,350	Remove - Severe	26	Within construction footprint.
218	Arizona cypress	*Cupressus arizonica*	8,7	20	Protected	$ 800	Remove - Severe	13	Within construction footprint.
219	Coast live oak	*Quercus agrifolia*	9,4	20	Protected	$ 850	Remove - Severe	11	Within construction footprint.
220	Avocado	*Persea americana*	10,9	20	Protected	$ 950	Remove - Severe	16	Within construction footprint.
221	Pin oak	*Quercus palustris*	6	10	Protected	$ 500	Remove - Severe	5	Within construction footprint.
222	London plane	*Platanus x hispanica*	6,6,2,2	20	Protected	$ 700	Remove - Severe	13	Within construction footprint.
223	Arizona cypress	*Cupressus arizonica*	8,7	15	Protected	$ 1,200	Remove - Severe	13	Within construction footprint.
224	Arizona cypress	*Cupressus arizonica*	8,7,6,4,4	15	Protected	$ 800	Remove - Severe	24	Within construction footprint.
225	Coast live oak	*Quercus agrifolia*	6	15	Protected	$ 300	Remove - Severe	5	Within construction footprint.
226	Coast live oak	*Quercus agrifolia*	7	15	Protected	$ 450	Remove - Severe	6	Within construction footprint.
227	Arizona cypress	*Cupressus arizonica*	10,8,7,7	15	Protected	$ 1,050	Remove - Severe	27	Within construction footprint.
228	Coast live oak	*Quercus agrifolia*	7,2	15	Protected	$ 450	Remove - Severe	8	Within construction footprint.
229	Arizona cypress	*Cupressus arizonica*	10	15	Protected	$ 700	Remove - Severe	8	Within construction footprint.
230	Arizona cypress	*Cupressus arizonica*	9	10	Protected	$ 600	Remove - Severe	8	Within construction footprint.
231	Arizona cypress	*Cupressus arizonica*	5,4,4,3,2	10	Protected	$ 400	Remove - Severe	15	Within construction footprint.
232	Arizona cypress	*Cupressus arizonica*	10,8,5	10	Protected	$ 1,050	Remove - Severe	19	Within construction footprint.
233	Coast live oak	*Quercus agrifolia*	5,5,2	10	Protected	$ 350	Remove - Severe	10	Within construction footprint.
234	Arizona cypress	*Cupressus arizonica*	6	8	Protected	$ 350	Remove - Severe	5	Within construction footprint.
235	Arizona cypress	*Cupressus arizonica*	4,4	8	Protected	$ 350	Remove - Severe	7	Within construction footprint.
236	Coast live oak	*Quercus agrifolia*	4	8	Protected	$ 250	Remove - Severe	3	Within construction footprint.
237	Arizona cypress	*Cupressus arizonica*	5	8	Protected	$ 300	Remove - Severe	4	Within construction footprint.
238	Coast live oak	*Quercus agrifolia*	4	8	Protected	$ 200	Remove - Severe	3	Within construction footprint.
239	Arizona cypress	*Cupressus arizonica*	5	10	Protected	$ 300	Remove - Severe	4	Within construction footprint.
240	Coast live oak	*Quercus agrifolia*	9,7	20	Protected	$ 850	Remove - Severe	13	Within construction footprint.
241	Coast live oak	*Quercus agrifolia*	14	30	Protected	$ 1,550	Remove - Severe	12	Within construction footprint.
242	Coast live oak	*Quercus agrifolia*	5	10	Protected	$ 250	Remove - Severe	4	Within construction footprint.
243	Coast live oak	*Quercus agrifolia*	6,3,3,3,3	20	Protected	$ 300	Remove - Severe	15	Within construction footprint.
244	Victorian box	*Pittosporum undulatum*	9	10	Protected	$ 500	Remove - Severe	8	Within construction footprint.
245	Victorian box	*Pittosporum undulatum*	9	10	Protected	$ 500	Remove - Severe	8	Within construction footprint.

Tree Disposition & Estimated Values

North 40 Phase II
Los Gatos, CA
September 2024

HORT SCIENCE BARTLETT CONSULTING

Tree No.	Common name	Species	Trunk Diameter (in.)	Canopy Spread (ft.)	Status (Protected, Large Protected, Exempt)	Estimated Value	Expected Impact	Calculated Tree Protection Zone (ft.)	Disposition Comments
246	Victorian box	*Pittosporum undulatum*	6	10	Protected	$ 300	Remove - Severe	5	Within construction footprint.
247	Victorian box	*Pittosporum undulatum*	5	10	Protected	$ 250	Remove - Severe	4	Within construction footprint.
248	Victorian box	*Pittosporum undulatum*	5	10	Protected	$ 250	Remove - Severe	4	Within construction footprint.
249	Victorian box	*Pittosporum undulatum*	8,6	20	Protected	$ 550	Remove - Severe	12	Within construction footprint.
250	Victorian box	*Pittosporum undulatum*	8,6	20	Protected	$ 550	Remove - Severe	12	Within construction footprint.
251	Victorian box	*Pittosporum undulatum*	9	20	Protected	$ 500	Remove - Severe	8	Within construction footprint.
252	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
253	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
254	English walnut	*Juglans regia*	9	15	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
255	Coast live oak	*Quercus agrifolia*	5	8	Protected	$ 250	Remove - Severe	4	Within construction footprint.
256	Coast live oak	*Quercus agrifolia*	12,10,9	40	Large Protected	$ 1,900	Remove - Severe	26	Within construction footprint.
257	Coast live oak	*Quercus agrifolia*	14,10,7,5	20	Large Protected	$ 1,450	Remove - Severe	30	Within construction footprint.
258	Coast live oak	*Quercus agrifolia*	28,6	50	Large Protected	$ 12,450	Remove - Severe	28	Within construction footprint.
259	Xylosma	*Xylosma congestum*	6,3	10	Protected	$ 500	Remove - Severe	8	Within construction footprint.
260	Xylosma	*Xylosma congestum*	6,5	10	Protected	$ 650	Remove - Severe	9	Within construction footprint.
261	Olive	*Olea europaea*	16,12,10	40	Protected	$ 3,050	Remove - Severe	32	Within construction footprint.
262	Orange	*Citrus sinensis*	5,5,4,3	15	Exempt - Fruit	$ 550	Remove - Severe	14	Within construction footprint.
263	Aleppo pine	*Pinus halepensis*	34	60	Protected	$ 8,400	Remove - Severe	28	Within construction footprint.
264	Canary Island pine	*Pinus canariensis*	23	40	Protected	$ 3,950	Remove - Severe	19	Within construction footprint.
265	Aleppo pine	*Pinus halepensis*	20	40	Protected	$ 3,050	Remove - Severe	17	Within construction footprint.
266	Deodar cedar	*Cedrus deodara*	24	50	Protected	$ 4,500	Remove - Severe	20	Within construction footprint.
267	Cider gum	*Eucalyptus gunnii*	42,10,10, 9,7,7	50	Large Protected	$ 28,350	Remove - Severe	71	Within construction footprint.
268	Coast live oak	*Quercus agrifolia*	21	50	Protected	$ 4,100	Remove - Severe	18	Within construction footprint.
269	African fern-pine	*Afrocarpus falcatus*	21	40	Protected	$ 6,850	Remove - Severe	18	Within construction footprint.
270	Coast redwood	*Sequoia sempervirens*	30,24	40	Large Protected	$ 10,700	Remove - Severe	45	Within construction footprint.
271	Western juniper	*Juniperus occidentalis*	15	20	Protected	$ 2,200	Remove - Severe	13	Within construction footprint.
272	Deodar cedar	*Cedrus deodara*	22	50	Protected	$ 4,500	Remove - Severe	18	Within construction footprint.
273	Chinese elm	*Ulmus parvifolia*	17	40	Protected	$ 3,650	Remove - Severe	14	Within construction footprint.
274	Mulberry	*Morus sp.*	15	30	Protected	$ -	Remove - Severe	13	Dead Tree.
275	Chinese elm	*Ulmus parvifolia*	15	20	Protected	$ 2,900	Remove - Severe	13	Within construction footprint.
276	Chinese elm	*Ulmus parvifolia*	15,14	40	Protected	$ 5,250	Remove - Severe	24	Within construction footprint.
277	Siberian elm	*Ulmus pumila*	29,28	50	Large Protected	$ -	Remove - Severe	48	Storm damaged tree, split at base.
278	Coast live oak	*Quercus agrifolia*	18	40	Protected	$ 3,650	Remove - Severe	15	Within construction footprint.

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279	Coast live oak	*Quercus agrifolia*	25,25,15	60	Large Protected	$ 22,050	**Preserve**	54	Off-site, outside construction footprint.
280	Aleppo pine	*Pinus halepensis*	40	50	Protected	$ 14,450	**Preserve**	33	Off-site, outside construction footprint.
281	Incense cedar	*Calocedrus decurrens*	13,13	20	Protected	$ 2,000	**Preserve**	22	Off-site, outside construction footprint.
282	Incense cedar	*Calocedrus decurrens*	18	15	Protected	$ 1,900	**Preserve**	15	Off-site, outside construction footprint.
283	Coast live oak	*Quercus agrifolia*	10	20	Protected	$ 1,050	Remove - Severe	8	Within construction footprint.
284	Coast live oak	*Quercus agrifolia*	15,9,9	40	Large Protected	$ 2,350	Remove - Severe	28	Within construction footprint.
285	Coast live oak	*Quercus agrifolia*	5	10	Protected	$ 300	Remove - Severe	4	Within construction footprint.
286	Coast live oak	*Quercus agrifolia*	5,4,2	10	Protected	$ 350	Remove - Severe	9	Within construction footprint.
287	Coast live oak	*Quercus agrifolia*	48	60	Large Protected	$ 16,600	Remove - Severe	40	Within construction footprint.
288	English walnut	*Juglans regia*	18	30	Protected	$ 3,650	Remove - Severe	15	Within construction footprint.
289	Australian willow	*Geijera parviflora*	9	20	Protected/St. tree	$ 1,150	Remove - Severe	8	Within construction footprint.
290	Australian willow	*Geijera parviflora*	7	10	Protected/St. tree	$ 750	Remove - Severe	6	Within construction footprint.
291	Australian willow	*Geijera parviflora*	5	10	Protected/St. tree	$ 500	Remove - Severe	4	Within construction footprint.
292	Australian willow	*Geijera parviflora*	8	10	Protected/St. tree	$ 950	Remove - Severe	7	Within construction footprint.
293	Australian willow	*Geijera parviflora*	10	20	Protected/St. tree	$ 1,400	Remove - Severe	8	Within construction footprint.
294	Australian willow	*Geijera parviflora*	8	15	Protected/St. tree	$ 950	Remove - Severe	7	Within construction footprint.
295	Australian willow	*Geijera parviflora*	6	15	Protected/St. tree	$ 600	Remove - Severe	5	Within construction footprint.
296	Australian willow	*Geijera parviflora*	9	15	Protected/St. tree	$ 1,150	Remove - Severe	8	Within construction footprint.
297	Australian willow	*Geijera parviflora*	9	10	Protected/St. tree	$ 750	Remove - Severe	8	Within construction footprint.
298	Australian willow	*Geijera parviflora*	10	15	Protected/St. tree	$ 1,400	Remove - Severe	8	Within construction footprint.
299	Australian willow	*Geijera parviflora*	10	15	Protected/St. tree	$ 1,400	Remove - Severe	8	Within construction footprint.
300	English walnut	*Juglans regia*	21	30	Protected	$ 4,900	Remove - Severe	18	Within construction footprint.
301	Olive	*Olea europaea*	13,12,12, 7,7,4	40	Large Protected	$ 3,500	Remove - Severe	44	Within construction footprint.
302	Olive	*Olea europaea*	7,6,5,4,3,	25	Protected	$ 1,100	Remove - Severe	23	Within construction footprint.
303	Olive	*Olea europaea*	16,13,7,4	40	Protected	$ 4,700	Remove - Severe	33	Within construction footprint.
304	Olive	*Olea europaea*	18,11,9	40	Protected	$ 4,950	Remove - Severe	32	Within construction footprint.
305	Olive	*Olea europaea*	22,12,8,7, 5,5	50	Large Protected	$ 6,900	Remove - Severe	49	Within construction footprint.
306	Olive	*Olea europaea*	8,6,6,5,5	20	Protected	$ 1,250	Remove - Severe	25	Within construction footprint.
307	Olive	*Olea europaea*	9,9,5,5	20	Protected	$ 1,900	Remove - Severe	23	Within construction footprint.
308	Olive	*Olea europaea*	10,10,7,6	40	Protected	$ 2,300	Remove - Severe	28	Within construction footprint.
309	Olive	*Olea europaea*	11,10,6	40	Protected	$ 2,550	Remove - Severe	23	Within construction footprint.
310	Olive	*Olea europaea*	16,11,9,8, 4	50	Large Protected	$ 4,200	Remove - Severe	40	Within construction footprint.

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311	Olive	*Olea europaea*	17,10	50	Protected	$ 4,350	Remove - Severe	23	Within construction footprint.
312	Olive	*Olea europaea*	15,9,8,7,6	50	Protected	$ 3,450	Remove - Severe	38	Within construction footprint.
313	Olive	*Olea europaea*	5,5,5,4	50	Protected	$ 500	Remove - Severe	16	Within construction footprint.
314	Olive	*Olea europaea*	11,11,9,7,4	40	Protected	$ 1,750	Remove - Severe	35	Within construction footprint.
315	Olive	*Olea europaea*	10,10,9,6,5	40	Protected	$ 2,300	Remove - Severe	33	Within construction footprint.
316	Olive	*Olea europaea*	16,10,9,9	40	Protected	$ 4,000	Remove - Severe	37	Within construction footprint.
317	Olive	*Olea europaea*	10,10,9,8,8,7,5	40	Protected	$ 2,300	Remove - Severe	48	Within construction footprint.
318	Coast live oak	*Quercus agrifolia*	10,9	30	Protected	$ 2,450	Remove - Severe	16	Within construction footprint.
319	Coast live oak	*Quercus agrifolia*	12	20	Protected	$ 1,450	Remove - Severe	10	Within construction footprint.
320	Coast live oak	*Quercus agrifolia*	11,5,3,3	25	Protected	$ 2,000	Remove - Severe	18	Within construction footprint.
321	English walnut	*Juglans regia*	12	20	Exempt - Nut	$ 1,950	Remove - Severe	10	Within construction footprint.
322	English walnut	*Juglans regia*	11	30	Exempt - Nut	$ 1,700	Remove - Severe	9	Within construction footprint.
323	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 500	Remove - Severe	4	Within construction footprint.
324	English walnut	*Juglans regia*	16	25	Exempt - Nut	$ 3,350	Remove - Severe	13	Within construction footprint.
325	English walnut	*Juglans regia*	4	10	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
326	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,400	Remove - Severe	8	Within construction footprint.
327	English walnut	*Juglans regia*	12	30	Exempt - Nut	$ 1,950	Remove - Severe	10	Within construction footprint.
328	English walnut	*Juglans regia*	12	30	Exempt - Nut	$ 1,950	Remove - Severe	10	Outside construction footprint.
329	English walnut	*Juglans regia*	8	10	Exempt - Nut	$ 650	Remove - Severe	7	Outside construction footprint.
330	English walnut	*Juglans regia*	14	20	Exempt - Nut	$ 2,600	Remove - Severe	12	Outside construction footprint.
331	English walnut	*Juglans regia*	8,7	15	Exempt - Nut	$ 1,000	Remove - Severe	13	Within construction footprint.
332	English walnut	*Juglans regia*	9	10	Exempt - Nut	$ 1,200	Remove - Severe	8	Within construction footprint.
333	English walnut	*Juglans regia*	11	20	Exempt - Nut	$ 1,700	Remove - Severe	9	Within construction footprint.
334	Coast live oak	*Quercus agrifolia*	32	50	Large Protected	$ 10,400	Remove - Severe	27	Within construction footprint.
335	English walnut	*Juglans regia*	8	10	Exempt - Nut	$ 650	Remove - Severe	7	Within construction footprint.
336	California pepper	*Schinus molle*	11	20	Protected	$ 1,250	Remove - Severe	9	Within construction footprint.
337	Coast live oak	*Quercus agrifolia*	11	25	Protected	$ 1,250	Remove - Severe	9	Within construction footprint.
338	Jacaranda	*Jacaranda mimosifolia*	10,9	30	Protected	$ 4,000	Remove - Severe	16	Within construction footprint.
339	Coast live oak	*Quercus agrifolia*	25	50	Large Protected	$ 8,000	Remove - Severe	21	Within construction footprint.
340	Avocado	*Persea americana*	6	10	Exempt - Fruit	$ 350	Remove - Severe	5	Within construction footprint.
341	Black locust	*Robinia pseudoacacia*	12	10	Protected	$ 1,500	Remove - Severe	10	Within construction footprint.

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342	Persimmon	*Diospyros kaki*	12	15	Exempt - Fruit	$ 2,150	**Preserve - Moderate**	10	5' off Meadow path.
343	Goldenrain tree	*Coelentera paniculata*	12	10	Protected	$ 1,500	**Preserve - Moderate**	10	8' off walkway.
344	Japanese privet	*Ligustrum japonicum*	10	10	Protected	$ 1,400	Remove - Severe	8	Within construction footprint.
345	English walnut	*Juglans regia*	14	25	Exempt - Nut	$ 2,250	Remove - Severe	12	6' off Pavilion A.
346	English walnut	*Juglans regia*	11	10	Exempt - Nut	$ 800	Remove - Severe	9	In Pavilion A footprint.
347	Avocado	*Persea americana*	17	15	Exempt - Fruit	$ 3,800	Remove - Severe	14	Within construction footprint.
348	Coast live oak	*Quercus agrifolia*	16	20	Protected	$ 4,650	Remove - Severe	13	Within construction footprint.
349	English walnut	*Juglans regia*	14	20	Exempt - Nut	$ 2,600	**Preserve - Moderate**	12	10' bed by Garden Plaza; 5' off walkway.
350	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,200	**Preserve - Moderate**	8	10' bed by Garden Plaza; 5' off walkway.
351	English walnut	*Juglans regia*	16	30	Exempt - Nut	$ 1,250	Remove - Severe	13	10' bed by Garden Plaza; 5' off walkway.
352	Lime	*Citrus aurantifolia*	4,4,3,2,2	10	Exempt - Fruit	$ 400	Remove - Severe	13	Within construction footprint.
353	Lime	*Citrus aurantifolia*	5,5	10	Exempt - Fruit	$ 700	Remove - Severe	8	Within construction footprint.
354	Coast live oak	*Quercus agrifolia*	23	40	Protected	$ 8,100	Remove - Severe	19	Within construction footprint.
355	English walnut	*Juglans regia*	11	20	Exempt - Nut	$ 1,450	Remove - Severe	9	Within construction footprint.
356	English walnut	*Juglans regia*	6,6	25	Exempt - Nut	$ 950	Remove - Severe	10	Within construction footprint.
357	English walnut	*Juglans regia*	11	20	Exempt - Nut	$ 950	Remove - Severe	9	Within construction footprint.
358	English walnut	*Juglans regia*	9,9,8	30	Protected	$ 1,900	Remove - Severe	22	Within construction footprint.
359	English walnut	*Juglans regia*	12	30	Exempt - Nut	$ 1,700	Remove - Severe	10	Within construction footprint.
360	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
361	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
362	English walnut	*Juglans regia*	6	15	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
363	English walnut	*Juglans regia*	5	15	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
364	English walnut	*Juglans regia*	13	15	Exempt - Nut	$ 1,250	Remove - Severe	11	Within construction footprint.
365	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
366	English walnut	*Juglans regia*	7	10	Exempt - Nut	$ 500	Remove - Severe	6	Within construction footprint.
367	English walnut	*Juglans regia*	4	10	Exempt - Nut	$ 350	**Preserve - Moderate**	3	Within construction footprint.
368	English walnut	*Juglans regia*	8,9	20	Exempt - Nut	$ 1,750	**Preserve - Low**	14	Preserved in open space.
369	English walnut	*Juglans regia*	4	20	Exempt - Nut	$ 350	**Preserve - Low**	3	Preserved in open space.
370	Atlas cedar	*Cedrus atlantica*	33	50	Protected	$ 11,850	Remove - Severe	28	Within construction footprint.
371	Atlas cedar	*Cedrus atlantica*	20	30	Protected	$ 4,450	Remove - Severe	17	Within construction footprint.
372	Atlas cedar	*Cedrus atlantica*	28	40	Protected	$ 5,750	**Preserve - Severe**	23	5' from edge of play area.
373	Cork oak	*Quercus suber*	16	25	Protected	$ 1,700	**Preserve - Moderate**	13	5' from edge of walkway.
374	Deodar cedar	*Cedrus deodara*	5	10	Protected	$ 300	Remove - Severe	4	Within construction footprint.
375	English walnut	*Juglans regia*	16	30	Exempt - Nut	$ 1,550	**Preserve - Moderate**	13	5' off walkway.

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376	Almond	*Prunus dulcis*	5,5,2,2	20	Exempt - Nut	$ 800	Remove - Severe	12	Within construction footprint.
377	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,400	**Preserve - Moderate**	8	3' off play structure.
378	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,200	**Preserve - Moderate**	8	4' off walkway.
379	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 800	**Preserve - Moderate**	6	4' off walkway.
380	Coast live oak	*Quercus agrifolia*	23	40	Protected	$ 8,100	**Preserve - Moderate**	19	5' from edge of walkway.
381	Cork oak	*Quercus suber*	30,27,24	70	Large Protected	$ 27,750	**Preserve - Moderate**	68	8' off walkway.
382	Jacaranda	*Jacaranda mimosifolia*	4,3,2	10	Protected	$ 350	Remove - Severe	8	Within construction footprint.
383	Cabbage palm	*Cordyline australis*	7,3	10	Protected	$ 350	Remove - Severe	8	Within construction footprint.
384	Sweetgum	*Liquidambar styraciflua*	10	20	Protected	$ 900	Remove - Severe	8	Within construction footprint.
385	Chinese elm	*Ulmus parvifolia*	12	20	Protected	$ 700	Remove - Severe	10	Within construction footprint.
386	Hollyleaf cherry	*Prunus ilicifolia*	6	10	Protected	$ 400	Remove - Severe	5	Within construction footprint.
387	Carob	*Ceratonia siliqua*	20,13	30	Protected	$ 7,300	Remove - Severe	28	Within construction footprint.
388	Cork oak	*Quercus suber*	20	15	Protected	$ 3,800	Remove - Severe	17	Within construction footprint.
389	Cork oak	*Quercus suber*	63	70	Large Protected	$ 36,200	Remove - Severe	53	Grading in meadow, poor condition.
390	Deodar cedar	*Cedrus deodara*	8	8	Protected	$ 850	Remove - Severe	7	Within construction footprint.
391	Shore pine	*Pinus contorta*	8,5,5,4,4,4	10	Protected	$ 1,900	Remove - Severe	25	Within construction footprint.
392	Japanese black pine	*Pinus thunbergiana*	6	10	Protected	$ 350	Remove - Severe	5	Within construction footprint.
393	Japanese maple	*Acer palmatum*	5,3,1	10	Protected	$ 500	Remove - Severe	8	Within construction footprint.
394	Cork oak	*Quercus suber*	43	60	Large Protected	$ 54,950	Remove - Severe	36	Within construction footprint.
395	Cork oak	*Quercus suber*	32	60	Large Protected	$ 30,500	Remove - Severe	27	Within construction footprint.
396	Cork oak	*Quercus suber*	22	30	Protected	$ 7,500	Remove - Severe	18	Within construction footprint.
397	Cork oak	*Quercus suber*	38	60	Large Protected	$ 42,950	Remove - Severe	32	Within construction footprint.
398	Cork oak	*Quercus suber*	32	60	Large Protected	$ 30,500	Remove - Severe	27	Within construction footprint.
399	English walnut	*Juglans regia*	10	25	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
400	English walnut	*Juglans regia*	9	15	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
401	English walnut	*Juglans regia*	6	4	Exempt - Nut	$ 250	Remove - Severe	5	Within construction footprint.
402	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
403	English walnut	*Juglans regia*	9	15	Exempt - Nut	$ 700	Remove - Severe	8	Within construction footprint.
404	English walnut	*Juglans regia*	14	30	Exempt - Nut	$ 1,450	Remove - Severe	12	Within construction footprint.
405	English walnut	*Juglans regia*	12	10	Exempt - Nut	$ 500	Remove - Severe	10	Within construction footprint.
406	English walnut	*Juglans regia*	9	8	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
407	English walnut	*Juglans regia*	10	8	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
408	English walnut	*Juglans regia*	6	12	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.

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409	English walnut	*Juglans regia*	11	15	Exempt - Nut	$ 1,450	Remove - Severe	9	Within construction footprint.
410	English walnut	*Juglans regia*	6	15	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
411	English walnut	*Juglans regia*	11	20	Exempt - Nut	$ 1,450	Remove - Severe	9	Within construction footprint.
412	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
413	English walnut	*Juglans regia*	6	20	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
414	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
415	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 350	Remove - Severe	4	Within construction footprint.
416	English walnut	*Juglans regia*	8,7	30	Exempt - Nut	$ 1,400	Remove - Severe	13	Within construction footprint.
417	English walnut	*Juglans regia*	6	8	Exempt - Nut	$ 400	Remove - Severe	5	Within construction footprint.
418	English walnut	*Juglans regia*	4	8	Exempt - Nut	$ 200	Remove - Severe	3	Within construction footprint.
419	English walnut	*Juglans regia*	7	10	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
420	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
421	English walnut	*Juglans regia*	8	15	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
422	English walnut	*Juglans regia*	10	15	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
423	English walnut	*Juglans regia*	4	8	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
424	English walnut	*Juglans regia*	9	15	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
425	English walnut	*Juglans regia*	6	15	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
426	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
427	English walnut	*Juglans regia*	4	15	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
428	English walnut	*Juglans regia*	6,5	20	Exempt - Nut	$ 850	Remove - Severe	9	Within construction footprint.
429	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
430	English walnut	*Juglans regia*	6	20	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
431	English walnut	*Juglans regia*	6	18	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
432	English walnut	*Juglans regia*	4	18	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
433	English walnut	*Juglans regia*	7	18	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
434	English walnut	*Juglans regia*	4	10	Exempt - Nut	$ 300	Remove - Severe	3	Within construction footprint.
435	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
436	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
437	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
438	English walnut	*Juglans regia*	6	15	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
439	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
440	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 400	Remove - Severe	5	Within construction footprint.
441	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
442	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 600	Remove - Severe	7	Within construction footprint.

Tree Disposition & Estimated Values

North 40 Phase II
Los Gatos, CA
September 2024

HORT SCIENCE
BARTLETT CONSULTING

Tree No.	Common name	Species	Trunk Diameter (in.)	Canopy Spread (ft.)	Status (Protected, Large Protected, Exempt)	Estimated Value	Expected Impact	Calculated Tree Protection Zone (ft.)	Disposition Comments
443	English walnut	*Juglans regia*	6	20	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
444	English walnut	*Juglans regia*	6	20	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
445	English walnut	*Juglans regia*	10	20	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
446	Ginkgo	*Ginkgo biloba*	14	30	Protected	$ 3,150	Remove - Severe	12	Within construction footprint.
447	Arizona cypress	*Cupressus arizonica*	10,9,8,7,6,4	35	Protected	$ 2,350	Remove - Severe	37	Within construction footprint.
448	Japanese maple	*Acer palmatum*	4,4,3,3,2,2	10	Protected	$ 400	Remove - Severe	15	Within construction footprint.
449	Monterey pine	*Pinus radiata*	38	40	Protected	$ 8,400	Remove - Severe	32	Within construction footprint.
450	Coast live oak	*Quercus agrifolia*	30	60	Large Protected	$ 17,500	Remove - Severe	25	Within construction footprint.
451	Chinese pistache	*Pistacia chinensis*	5	10	Protected	$ 200	Remove - Severe	4	Within construction footprint.
452	Chinese pistache	*Pistacia chinensis*	7	20	Protected	$ 350	Remove - Severe	6	Within construction footprint.
453	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
454	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
455	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
456	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
457	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
458	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	**Preserve - Moderate**	6	4' off walkway.
459	English walnut	*Juglans regia*	5	15	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
460	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
461	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
462	English walnut	*Juglans regia*	4	10	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
463	English walnut	*Juglans regia*	7	10	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
464	English walnut	*Juglans regia*	5	10	Exempt - Nut	$ 450	Remove - Severe	4	Within construction footprint.
465	English walnut	*Juglans regia*	4	8	Exempt - Nut	$ 300	Remove - Severe	3	Within construction footprint.
466	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
467	English walnut	*Juglans regia*	8	15	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
468	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
469	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,050	**Preserve - Moderate**	8	4' off walkway.
470	English walnut	*Juglans regia*	9	30	Exempt - Nut	$ 1,050	**Preserve - Moderate**	8	6' off walkway.
471	English walnut	*Juglans regia*	4	8	Exempt - Nut	$ 300	Remove - Severe	3	Outside construction footprint.
472	English walnut	*Juglans regia*	8	15	Exempt - Nut	$ 850	Remove - Severe	7	Outside construction footprint.
473	English walnut	*Juglans regia*	8	18	Exempt - Nut	$ 850	**Preserve - Moderate**	7	6' off Amphitheater.
474	English walnut	*Juglans regia*	7	12	Exempt - Nut	$ 700	**Preserve - Moderate**	6	3' off walkway.
475	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.

Tree Disposition & Estimated Values

North 40 Phase II
Los Gatos, CA
September 2024

HORT SCIENCE
BARTLETT CONSULTING

Tree No.	Common name	Species	Trunk Diameter (in.)	Canopy Spread (ft.)	Status (Protected, Large Protected, Exempt)	Estimated Value	Expected Impact	Calculated Tree Protection Zone (ft.)	Disposition Comments
476	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
477	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,050	**Preserve - Moderate**	8	5' off walkway.
478	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,050	**Preserve - Moderate**	8	5' off walkway.
479	English walnut	*Juglans regia*	7	18	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
480	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
481	English walnut	*Juglans regia*	9	25	Exempt - Nut	$ 1,050	**Preserve - Moderate**	8	4' off walkway.
482	English walnut	*Juglans regia*	12	20	Exempt - Nut	$ 1,700	Remove - Severe	10	Within construction footprint.
483	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
484	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
485	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
486	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
487	English walnut	*Juglans regia*	4	20	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
488	English walnut	*Juglans regia*	6	20	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
489	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
490	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
491	English walnut	*Juglans regia*	7	20	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
492	English walnut	*Juglans regia*	8	20	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
493	English walnut	*Juglans regia*	9	20	Exempt - Nut	$ 1,050	Remove - Severe	8	Within construction footprint.
494	English walnut	*Juglans regia*	7	18	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
495	English walnut	*Juglans regia*	10	25	Exempt - Nut	$ 1,250	Remove - Severe	8	Within construction footprint.
496	English walnut	*Juglans regia*	6	18	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
497	English walnut	*Juglans regia*	8	15	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
498	English walnut	*Juglans regia*	7	15	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
499	English walnut	*Juglans regia*	8	18	Exempt - Nut	$ 850	Remove - Severe	7	Within construction footprint.
500	English walnut	*Juglans regia*	4	12	Exempt - Nut	$ 350	Remove - Severe	3	Within construction footprint.
501	English walnut	*Juglans regia*	7	12	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
502	English walnut	*Juglans regia*	6	10	Exempt - Nut	$ 550	Remove - Severe	5	Within construction footprint.
503	English walnut	*Juglans regia*	7	12	Exempt - Nut	$ 700	Remove - Severe	6	Within construction footprint.
					Total	**$ 771,050**			

(1) Australian Willows #289-293

(2) Australian Willows #294-299

(3) Olives #301-304

(4) Olives #305-310

(5) Coast Live Oaks #318-320

(6) Walnut #322

(7) Walnuts #325

(8) Walnuts #322-327

(9) Walnuts #331-333

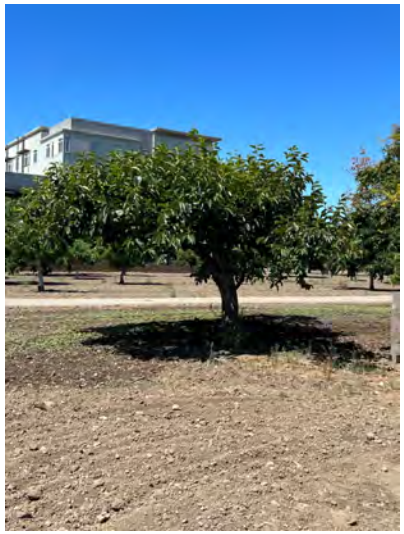
(10) Walnuts #328-330

(11) Coast Live Oak #334

(12) Trees #337, 338, 339

(13) Jacaranda #338

(14) Black Locust #341



(15) Persimmon #342

(16) Goldenrain Tree #343

(17) Japanese Flowering Apricot #344

(18) Walnut #345

(19) Trees #346-348

(20) Walnuts #349,350 & 368

(21) Walnut #351

(22) Limes #352 & 353

(23) Coast Live Oak #354

(24) Walnuts #355-366

(25) Atlas Cedars #370-372

(26) Oak #373 & Deodar Cedar #374

(27) Walnut #375

(28) Walnuts #377-379

(29) Coast Live Oak #380

(30) Cork Oak #381

(31) Cabbage Palm #383 & Sweetgum #384

(32) Chinese Elm #385

(33) Hollyleaf Cherry #386

(34) Carob #387

(35) Cork Oak #388

(36) Cork Oak #389

(37) Shore Pine #391

(38) Japanese Maple #393 & Pine #392

(39) Cork Oak #394

(40) Cork Oak #395

(41) Cork Oak #396 & 397

(42) Cork Oak #398

(43) Incense Cedars #281 And 282

(44) Siberian elm #277

(45) Cider Gum #267

(46) Coast Live Oak #268 (L) and African Fern-pine 269 (R)

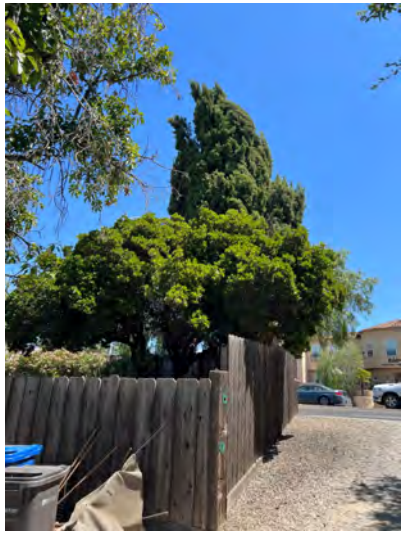
(47) Deodar Cedar #266

(48) Aleppo Pine #263

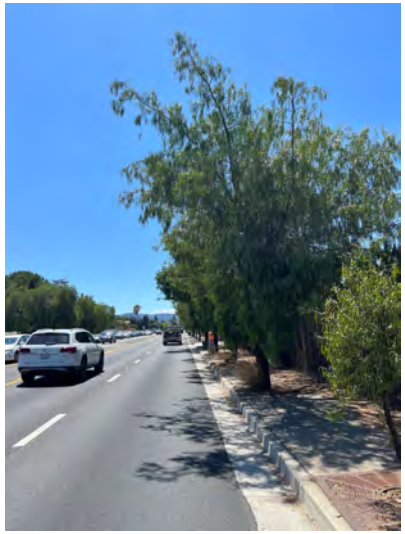
(49) Olive #261

(50) Pin Oak #221 (L) And London Plane

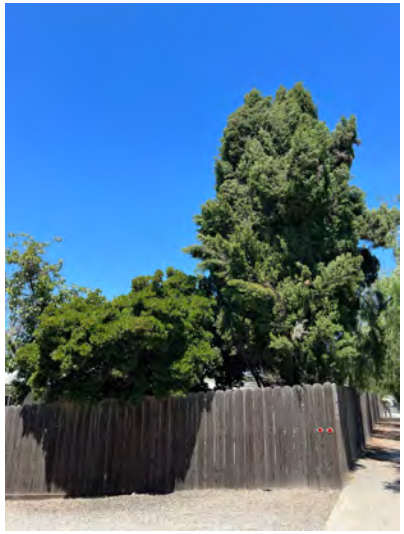
(51) Avocado #220



(52) Strawberry Tree #217



(53) Australian Willows #212 - 215



(54) Monterey Cypress #216

(55) Coast Live Oak #283

(56) Arizona Cypress #223 (R)

(57) Trees #225 - 233

(58) Trees 229 - 239

(59) Coast Live Oak #240

(60) Coast Live Oak #257

(61) Coast Live Oak #241 And 242

(62) Victorian Box #244 - 251

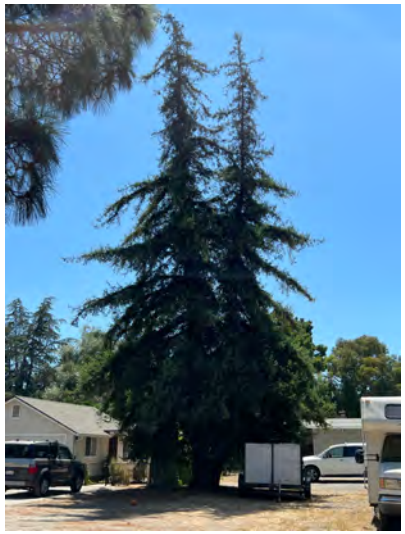
(63) Coast Live Oak #243

(64) Dead Mulberry #274

(65) Walnuts #252 - 254

(66) Coast Live Oaks #254 - 256

(67) Canary Island Pine #264 (L) And Aleppo Pine #265 (R)



(68) Coast redwood #270

(69) Coast Live Oak #278

(70) Chinese Pistache #452

(71) Coast Live Oak #279 and Aleppo pine #280

(72) Coast Live Oak #450

(73) **Monterey Pine #449 and Trees #447 & 448**

(74) **Ginkgo #446**

(75) **Walnuts #406 - 423**

(76) **Walnuts #424 - 437**

(77) **Walnuts #438 - 445**

(78) **Walnuts #399 - 405**

(79) Coast Live Oaks #285 And 286

(80) Coast Live Oak #287

(81) Walnut #288

(82) Walnut #300

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GROSVENOR

March 28, 2025

Jocelyn Shoopman
Senior Planner
Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030

Re: Final Application Submittal for 14859 Los Gatos Blvd and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Ms. Shoopman:

I am writing to you to outline the project history and community engagement Grosvenor has undertaken since we first began envisioning the future of North 40 Phase II. As outlined in the letter addressed to Jennifer Armor from Steve Buster, dated June 14, 2024, Grosvenor has been involved with the North 40 since 2008. While Grosvenor ultimately transferred its interests in the first phase of the North 40 to our partner, SummerHill Homes, it has maintained control of the development rights to the remaining land owned by the Yuki family, which is commonly referred to as Phase II. Note that there are at least four other property owners on the remaining portion of the North 40 outside of the 15.65 acres that are part of the Project.

Grosvenor has taken community input very seriously and has continuously made adjustments to our plan to adjust to stakeholder feedback. We began the process of re-envisioning this portion of the North 40 in early 2021 by embarking on an extensive community outreach process (consistent with 2020 General Plan Policy LU1.1 and CD-17.6). Based on the feedback we received, stakeholders indicated a desire for a robust gathering space with retail and open space on the north side of town that felt accessible to everyone, not just those that lived or worked at the North 40. This Project application achieves this desire by providing nearly 8.5 acres of open space, of which 6.5 acres are publicly accessible. A large, heavily landscaped “Meadow” for community gatherings of all types anchors the center of the project plan and is complimented by neighborhood serving retail to support the residents on the north end of Town.

Grosvenor initially received suggestions during the outreach program for a more commercial-weighted mixed-use project, including office uses. However, later in 2021 the Town’s Housing Element process was well underway, as well as the Town’s General Plan 2040 update, and it became apparent that the Town preferred a more residential-weighted mixed-use project versus a predominately commercial / office program. Grosvenor was committed to evaluating options to help support the Town in meeting the Department of Housing and Community Development (HCD) and Housing Element requirements while

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San Francisco, California 94111
USA

EXHIBIT 6

GROSVENOR

continuing to create vibrancy and placemaking on Los Gatos Boulevard. Our team listened to the Housing Element Advisory Board, Planning Commission and Town Council's desire to increase the number of housing units on the North 40 Phase II and have been able to meet this requirement in our development application for the Project.

During the draft Housing Element process, Grosvenor was on record that we would commit to no more than 200 residential units on the Project property due to the financial infeasibility of any additional density on the site. We continued, however, to listen to the community during presentations to stakeholder groups, such as Democracy Tent and interaction with the Los Gatos Community Alliance, as well as opinions shared by members of the Town Council, the Planning Commission, and the Housing Element Advisory Board. It was clear that the Town wanted the North 40 Phase II to absorb a higher number of housing units within the Housing Element. By increasing the total residential units on the North 40 Phase II to 450 units, from the original 200 units, through the addition of a traditional rental multifamily building in the development program, we have been able to meet the Town's objectives for the Project.

We are also proud to be partnering with Eden Housing to develop nearly 67 low-income apartments for individuals and families earning up to 60% of the area's median income (plus an additional unit reserved for the property's on-site manager). The units will be developed on approximately one and a quarter acres of land that will be transferred to Eden Housing, helping the Town offer a diverse portfolio of housing options which would otherwise be very difficult to attain.

Since the submission of our final application in September 2023, we've continued our outreach efforts with local and regional stakeholders. Attached to this letter as Exhibit A is a comprehensive list of groups and individuals we've met with since the beginning of 2021. The input we've received from our conversations with stakeholders over the last four years has helped shape the project we are presenting to the Town today.

We look forward to the Planning Commission's and Town Council's review of the Project application and continuing to work with the Town to meet the community's housing needs.

Yours sincerely,

Steve Buster (Mar 28, 2025 12:46 PDT)

Steve Buster

Senior Vice President
Steve.buster@grosvenor.com

Enclosure

GROSVENOR

Exhibit A
North 40 Phase II – Community Outreach

Date	Group
March 1, 2021	County Supervisor Mike Wasserman
March 15, 2021	Meeting with Town of Los Gatos Staff
March 17, 2021	Vice Mayor Rob Rennie
March 18, 2021	Council Member Maria Ristow
March 22, 2021	Mayor Marico Sayoc
March 22, 2021	Council Member Matthew Hudes
March 24, 2021	Council Member Mary Badame
April 12, 2021	Los Gatos Anti-Racism Coalition
April 12, 2021	Democracy Tent
April 15, 2021	Plant Based Advocates
April 21, 2021	Los Gatos Chamber of Commerce Leadership
April 22, 2021	Campbell Union HS District Supervisor Robert Bravo
May 2021	Rod Teague with Town Not City
May 12, 2021	LGUSD Superintendent Paul Johnson
May 18, 2021	Community Gardens
June 17, 2021	LGUSD District Office Meeting
June 30, 2021	Los Gatos Northern Neighborhoods
July 28, 2021	Los Gatos Lions
August 9, 2021	Los Gatos Anti-Racism Coalition
August 31, 2021	Council Member Mary Badame
September 27, 2021	Santa Clara Audubon Society
September 30, 2021	Democracy Tent
October 20, 2021	Los Gatos Community Wide Meeting
January 26, 2022	Meeting with Rob Moore
January 26, 2022	Los Gatos Community Alliance
March 9, 2022	Los Gatos Conceptual Design Advisory Committee Presentation
April 13, 2022	Monthly Virtual Coffee Session
May 11, 2022	Monthly Virtual Coffee Session
June 6, 2022	Meeting with Town of Los Gatos Staff
June 16, 2022	Los Gatos Chamber of Commerce
August 10, 2022	Monthly Virtual Coffee Session
August 17, 2022	Los Gatos Community Alliance
May 23, 2023	SV@Home
November 26, 2024	Housing Choices
December 6, 2024	Housing Advisory Committee

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North 40 Phase II - Los Gatos, CA

View 1

VisionScape IMAGERY
A Visualization Firm

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EXHIBIT 7

North 40 Phase II - Los Gatos, CA

View 2

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A Visualization Firm

visionscapeimagery.com

North 40 Phase II - Los Gatos, CA

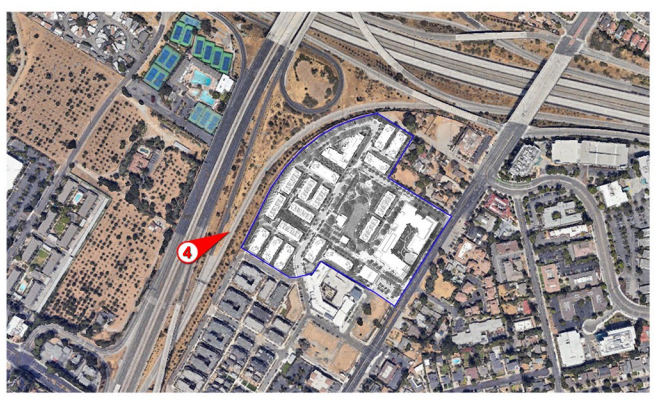
View 3

VisionScape IMAGERY
A Visualization Firm

visionscapeimagery.com

North 40 Phase II - Los Gatos, CA

View 4



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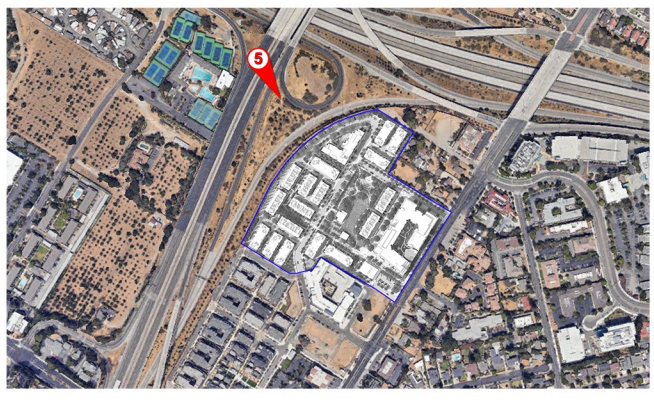
A Visualization Firm

visionscapeimagery.com

North 40 Phase II - Los Gatos, CA

View 5



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North 40 Phase II - Los Gatos, CA

View 6

VisionScape IMAGERY
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ITEM NO. 1.

14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116

Applicants are responsible for accurately responding to each objective design standard listed below by indicating whether each standard has been met or does not apply. Applicants shall indicate the sheet(s) within the project plans that show compliance with each objective design standard.

A. SITE STANDARDS						Obj. Design Std.	100% Affordable Housing (Bldg. G1)		Staff Response	Mixed Use (Bldg. E1)		Staff Response	Townhomes (Bldgs. A1 through A4, B1 through B3, C1 through C3, D1 and D2, F1 through F3, and H1 and H2)		Staff Response	Commercial Buildings (Bldgs. J and I1)		Staff Response
A.1. Pedestrian Access							Yes/No/NA	Applicant Response, dated March 7, 2025		Yes/No/NA	Applicant Response, dated March 7, 2025		Yes/No/NA	Applicant Response, dated March 7, 2025		Yes/No/NA	Applicant Response, dated March 7, 2025	
Yes	No	N/A	Objective Design Standard		SHEET													
			A.1.1	All on-site buildings, entries, facilities, amenities, and vehicular and bicycle parking areas shall be internally connected with a minimum four-foot-wide pedestrian pathway or pathway network that may include use of the public sidewalk. The pedestrian pathway network shall connect to the public sidewalk along each street.	G3, C6, L1.00	A.1.1	X	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Standard met.	X	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Standard met.	X	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Standard met.	X	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Standard met.
			A.1.2	Pedestrian pathways within internal parking areas shall be separated from vehicular circulation by a physical barrier, such as a grade separation or a raised planting strip, of at least six inches in height and at least six feet in width. A pedestrian pathway is exempt from this standard where it crosses a parking vehicular drive aisle.	G3	A.1.2	X	Project Complies	Standard met.	X	Project Complies	Standard met.	X	Project Complies	Standard met.	X	Project Complies	Standard met.
A.2. Short-Term Bicycle Parking (Class II)																		
YES	NO	N/A	Objective Design Standard		SHEET													
				Short-term bicycle parking (Class II bicycle parking facility) consists of racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock.	L4.02													
			A.2.1	Short-term bicycle parking space shall be located within 50 feet of the primary pedestrian building entrance.	G12	A.2.1	X	Bike parking is distributed throughtout the site to consider even distribution and convenience, while also supporting active community use. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Short-term bicycle parking is distributed throughout the project site area near building entrances.	Standard met.	X	Short-term bicycle parking cannot be accommodated within 50' of each townhome entry door while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Short-term bicycle parking cannot be accommodated within 50' of each building entry while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**
			A.2.2	Short-term bicycle parking shall be provided at a rate of one space per dwelling unit and one space per 2,000 square feet of non-residential floor area.	G12	A.2.2	X	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	**Standard not met.**	X	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	**Standard not met.**	X	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	**Standard not met.**	X	One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	Standard met.
			A.2.3	Each short-term bicycle parking space shall be a minimum of seven feet in length and two feet in width.	L4.02	A.2.3	X	Project Complies. See 3/L4.02.	Standard met.	X	Project Complies. See 3/L4.02.	Standard met.	X	Project Complies. See 3/L4.02.	Standard met.	X	Project Complies. See 3/L4.02.	Standard met.
		X	A.2.4	If more than 20-short term bicycle spaces are provided, at least 50 percent of the spaces shall be covered by a permanent solid-roofed weather protection structure.	N/A	A.2.4	X	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	Does not apply.	X	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	Does not apply.	X	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	Does not apply.	X	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	Does not apply.
A.3. Long-Term Bicycle Parking (Class I)																		
YES	NO	N/A	Objective Design Standard		SHEET													
				Long-term bicycle parking facilities (Class I bicycle parking facility) consists of bicycle lockers or bicycle rooms with key access for use by residents.														
			A.3.1	Long-term bicycles parking facilities shall be located on the ground floor and shall not be located between the building and the street.	A2.100 A4.011 A4.013	A.3.1	X	Project Complies. See A2.100.	Standard met.	X	Project Complies. See A4.011 and A4.013.	Standard met.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
			A.3.2	Multi-family residential and residential mixed-use buildings shall provide one long-term bicycle parking space per dwelling unit. Developments such as townhomes that include individual garages for each unit shall not be required to provide long-term bicycle parking.	A2.100 A4.020 A4.011 A4.013	A.3.2	X	Project Complies. See A2.100.	Standard met.	X	Project Complies. See A4.020, A4.011 and A4.013.	Standard met.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
			A.3.3	Bicycle locker minimum requirements:														
				a. Dimensions of 42 inches wide, 75 inches deep, and 54 inches high.	N/A	A3.3a	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
				b. Must withstand a load of 200 pounds per square foot.	N/A	A3.3b	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
				c. Opened door must withstand 500-pound vertical load.	N/A	A3.3c	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not Applicable, Bicycle Room Provided	Does not apply.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
			A.3.4	Bicycle rooms with key access minimum requirements:														
				a. Bicycle rooms shall have a minimum ceiling height of seven feet.	A2.100, A2.300 A4.013	A3.4a	X	Project Complies. See A2.100 and A2.300.	Standard met.	X	Project Complies. See A4.013.	Standard met.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.
				b. Bicycle rooms shall contain racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock.	A2.100, A2.300 A4.013	A3.4b	X	Project Complies. See A2.100 and A2.300.	Standard met.	X	Project Complies. See A4.013.	Standard met.	X	Not applicable; Townhomes have garages.	Does not apply.	X	Not applicable	Does not apply.

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				c. Long-term bicycle parking spaces shall be served by an aisle with a minimum width of six feet.	A2.100, A2.300 A4.013	A3.4c	x	Project Complies. See A2.100 and A2.300.	Standard met.	x	Project Complies. See A4.013.	Standard met.	x	Not applicable; Townhomes have garages.	Does not apply.	x	Not applicable	Does not apply.
				d. Maneuverability space of at least two feet shall be provided between the aisle and long-term bicycle parking spaces	A2.100, A2.300 A4.013	A3.4d	x	Project Complies. See A1.101 and A2.100. 10' separation is provided when loading bikes on both sides (6' aisle + 2' on each side for maneuvering room). 8' separation is provided when loading bikes on one side (6' aisle + 2' on one side for maneuvering room).	Standard met.	x	Project Complies. See A4.013.	Standard met.	x	Not applicable; Townhomes have garages.	Does not apply.	x	Not applicable	Does not apply.
				e. Each horizontal long-term bicycle parking space shall be a minimum of seven feet in length, two feet in width, four-and one-half feet in height. Each vertical long-term bicycle parking space shall be a minimum of three-and one- half feet in length, two feet in width, and seven feet in height.	A2.100 A4.013	A3.4e	x	To maintain adequate space for residential density and proposed open space, the Affordable Housing proposes horizontal stacked parking. See sheet A2.100. Each 78" x 34" clear module can store (4) bicycles. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	To maintain adequate space for residential density and proposed open space, the Multi-family building provides a mix of two-tier lift assist, vertical and circular bicycle racks to provide a higher capacity to meet the requirements. A variety of bicycle rack types are proposed to accommodate a variety of bicycle sizes. See sheet A4.013. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not applicable; Townhomes have garages.	Does not apply.	x	Not applicable	Does not apply.
A.4. Vehicular Access																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.4.1	Off-street parking lots shall have vehicular circulation using an internal vehicular network that precludes the use of a public street for aisle-to-aisle internal circulation.	G3	A4.1	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.
A.5. Parking Location and Design																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.5.1	Surface parking lots and carports shall not be located between the primary building frontage and the street.	G3	A.5.1	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	The project is designed to prioritize the pedestrian experience and active ground-floor retail uses where the buildings have frontage on C1 Street, D4 Street, and the Pedestrian Paseo, which is proposed as a Project amenity serving the public and future Project residents. It is necessary to locate surface parking between the buildings and Los Gatos Boulevard, otherwise the Project would need to be redesigned to remove the proposed amenity or reduce its residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**
			A.5.2	Uncovered parking rows with at least 15 consecutive parking spaces shall include a landscape area of six feet minimum width at intervals of no more than 10 consecutive parking stalls. One tree shall be provided in each landscape area.	G3	A.5.2	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.	x	Project complies, see G3.	Standard met.
A.6. Parking Structure Access																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.6.1	Any vehicular entry gate to a parking structure shall be located to allow a minimum of 18 feet between the gate and the back of the sidewalk to minimize conflicts between sidewalks and vehicle queuing.	A4.011 A4.301	A.6.1	x	Not Applicable.	Does not apply.	x	Multi-family Building has a Parking Structure. At the garage entry closest to D4 Street and going down into level B, a roll-up door is provided. A minimum 18 feet between this roll up door and back of sidewalk is provided. At the garage entry located mid-block along C5 Street and going into level 1, no gates or roll-up door are provided, so the 18 feet clearance is not provided at this location. See sheet A4.011 and A4.301, detail 2.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
			A.6.2	A parking structure shall not occupy more than 50 percent of the building width of any street-facing façade, and it shall be recessed a minimum of five feet from the street-facing façade of the building.	A4.011	A.6.2	x	Not Applicable.	Does not apply.	x	Multi-family Building has a Parking Structure. See sheet A4.011.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.

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			A.6.3	For projects with five or more residential units and that have a vehicle access gate to the parking structure, a pedestrian gate shall also be provided.	A4.020	A.6.3	x	Not Applicable.	Does not apply.	x	Multi-family Building has a Parking Structure, but a pedestrian access gate cannot be provided without redesigning the project and affecting its density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. Pedestrians can access the exterior by using elevator, corridor or stairs. See sheet A4.020.	**Standard not met.**	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
A.7. Utilities																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.7.1	Pedestrian-oriented lighting shall be provided along all pedestrian paths in community recreation spaces. Exterior lighting fixtures shall be a minimum of three feet and a maximum of 12 feet in height. Light fixtures shall be placed along the pedestrian path at a spacing of no more than 30 linear feet.	EL100 EL300 EL301	A.7.1	x	Project complies, see sheets EL100, EL300 and EL301.	Standard met.	x	Project complies, see sheets EL100, EL300 and EL301.	Standard met.	x	Project complies, see sheets EL100, EL300 and EL301.	Standard met.	x	Project complies, see sheets EL100, EL300 and EL301.	Standard met.
			A.7.2	Exterior lighting shall be fully shielded and restrain light to a minimum 30 degrees below the horizontal plane of the light source. Lighting shall be arranged so that the light will not shine directly on lands of adjacent residential zoned properties. Uplighting is prohibited.	EL100	A.7.2	x	Project complies, see sheet EL100	Standard met.	x	Project complies, see sheet EL100	Standard met.	x	Project complies, see sheet EL100	Standard met.	x	Project complies, see sheet EL100	Standard met.
			A.7.3	Street-level views of ground level utility cabinets, mechanical equipment, trash, and service areas shall be screened from sight with landscape planting, fencing, or a wall, as allowed by the Town Code. The screening shall be at least the same height as the item being screened and screening that is not landscape material shall be constructed with one or more of the materials used on the primary building.	L1.00 through L1.11	A.7.3	x	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Standard met.	x	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Standard met.	x	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Standard met.	x	Project complies. See notes on L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Standard met.
			A.7.4	Rooftop mechanical equipment shall be screened from view from the street. Solar equipment is exempt from this requirement.	A2.100-A2.104 A3.1.1.101, A3.2.1.101, A3.3.1.101, A3.4.1.101, A3.5.1.101, A3.6.1.101	A.7.4	x	Affordable housing complies; see sheet A2.100-A2.104.	Standard met.	x	Multifamily complies; see sheet A4.108.	Standard met.	x	Townhomes Comply; See Sheet A3.1.1.101, A3.2.1.101, A3.3.1.101, A3.4.1.101, A3.5.1.101, A3.6.1.101	Standard met.	x	Block I and pavilions comply. See 5/A5.202.	Standard met.
A.8. Landscaping and Screening																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.8.1	At least 50 percent of the front setback area shall be landscaped.	G4	A.8.1	x	Project complies. Note added to L1.00 through L1.11.	Standard met.	x	Project complies. Note added to L1.00 through L1.11.	Standard met.	x	Project complies. Note added to L1.00 through L1.11.	Standard met.	x	See notes on L1.00 and landscape enlargements on sheets L1.01 through	Standard met.
			A.8.2	A minimum 10-foot-wide landscape buffer shall be provided along the full length of the shared property line between multi-family or Residential Mixed- Use development and abutting residential properties. The buffer shall include the following: a. A solid masonry wall with a six-foot height, except within a street-facing setback where walls are not permitted; and b. Trees planted at a rate of at least one tree per 30 linear feet along the shared property line. Tree species shall be selected from the Town of Los Gatos Master Street Tree List and shall be a minimum 15-gallon size.	L1 series	A.8.2	x	Not Applicable.	Does not apply.	x	Project complies. See note added to L1.00.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
			A.8.3	Surface parking lots shall be screened from view of the street with landscaping or a wall with a minimum three-foot height to screen the parking lot when not already screened by a primary building. When located in a street-facing setback, screening may not exceed a height of three feet.	L1.00	A.8.3	x	Surface parking lots are screened by primary building or 3-foot height landscaping. See sheet L1.00.	Standard met.	x	Surface parking lots are screened by primary building or 3-foot height landscaping. See sheet L1.00.	Standard met.	x	Not Applicable.		x	Project complies. See note on Sheet L1.00.	Standard met.
A.9. Fencing																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.9.1	Fences, walls, and gates within required setbacks along all street frontages are prohibited unless used to screen on-site parking spaces from view from the street.	A2.100	A.9.1	x	100% Affordable Housing complies this this standard - no fences, walls or gates witin setbacks.	Standard met.	x	No fences, walls, or gates within setbacks.	Standard met.	x	No fences, walls, or gates within setbacks.	Standard met.	x	No fences, walls, or gates within setbacks.	Standard met.
			A.9.2	Chain link fencing is prohibited.	N/A	A.9.2	x	Project complies.	Standard met.	x	Project complies.	Standard met.	x	Project complies.	Standard met.	x	Project complies.	Standard met.
			A.9.2	Perimeter barrier gates for vehicles and pedestrian entry gates shall have a maximum height of six feet.	N/A	A.9.2	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
			A.9.4	Solid vehicular and pedestrian entry gates are prohibited. Entry gates shall be a minimum 50 percent open view.	A4.011 A4.201	A.9.4	x	Not Applicable.	Does not apply.	x	The multi-family building complies. The overhead roll up open grill door at the basement entry is greater than 50% open free area and view as noted on sheet A4.011 and A4.201.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
A.10. Retaining Walls																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.10.1	Retaining walls shall not exceed five feet in height. Where an additional retained portion is necessary, multiple-terraced walls shall be used. Terraced walls shall set back at least three feet from the lower segment.	C7-C12	A.10.1	x	Project complies.	Standard met.	x	Project complies.	Standard met.	x	Project complies.	Standard met.	x	Project complies.	Standard met.
			A.10.2	Retaining walls shall not run in a straight continuous direction for more than 50 feet without including the following: a. A break, offset, or landscape pocket in the wall plane of at least three feet in length and two feet in depth; and b. Landscaping at a minimum height of three feet at the time of installation along a minimum of 60 percent of the total length of the retaining wall.	C7-C12	A.10.2	x	Project complies.	Standard met.	x	There is a new retaining wall between C5 street and the neighboring property. Adjacent neighbor existing grade is lower than this project site. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	There is a new retaining wall between C5 street and the neighboring property. Adjacent neighbor existing grade is lower than this project site. Because a waiver pursuant to the State Density Bonus Law has been requested, this	**Standard not met.**	x	Project complies.	Standard met.
A.11. Landscaped, Private, and Community Recreation Spaces																		
YES	NO	N/A	Objective Design Standard		SHEET													

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			A.11.1	The landscaped, private, and community recreation spaces listed below are required for all qualifying projects. Community recreation spaces and private recreation spaces are calculated independent of each other. Landscaped areas within community recreation spaces can contribute to required minimums for both landscaped area and community recreation space.	G11	A.11.1	x	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Standard met.	x	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Standard met.	x	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Standard met.	x	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Standard met.
				a. Landscaped space: A minimum of 20 percent of the site area shall be landscaped.	G11	A.11.a.	x	Project complies. See Sheet G11.	Standard met.	x	Project complies. See Sheet G11.	Standard met.	x	Project complies. See Sheet G11.	Standard met.	x	Project complies. See Sheet G11.	Standard met.
				b. Private recreation space: The minimum horizontal dimension is six feet in any direction and a minimum area of 60 square feet. The minimum vertical clearance required is eight feet. Private recreation space shall be directly accessible from the residential unit. Landscaped sections of private recreation space shall not count towards required landscaping requirements.	A1.101 A4.030-A4.031	A.11.b.	x	100% Affordable Housing Building cannot accommodate balconies and cannot meet the private open space requirements while maintaining the unit count. See sheet A1.101. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	49% of the units (126 units) comply with private recreation space requirement. The remainder of the units cannot accommodate balconies while maintaining the unit count. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	All Townhome units comply as currently designed, see Townhome plan sheets. Note that to reduce construction costs, it may be necessary for the Project to remove some or all of the roof decks before submitting for building permits, which would cause the Project to fall short of the open space standard. Therefore, the Project has requested a concession pursuant to the State Density Bonus Law to have the option to remove private roof decks from the design, which would make this standard not applicable.		x	Not Applicable.	Does not apply.
				i. Each ground floor dwelling unit shall have a minimum of 120 square feet of usable private recreation space.	G3	A.11.b.i.	x	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	**Standard not met.**	x	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	**Standard not met.**	x	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	**Standard not met.**	x	Not Applicable.	Does not apply.
				ii. Each dwelling unit above the ground floor shall have a minimum of 60 square feet of usable private recreation space. Where multiple balconies are provided for a single unit, the 60-square-foot minimum can be an aggregate of all balconies, provide each balcony meets the requirements for minimum horizontal dimensions.	A2 Series A3 Series A4.030-A4.031	A.11.b.ii.	x	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	49% of the units (126 units) comply. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	All Townhome units comply, see Townhome plan sheets.		x	Not Applicable.	Does not apply.
				c. Community recreation space: The minimum dimensions are 10 feet by six feet. A minimum of 60 percent of the community recreation space shall be open to the sky and free of permanent solid-roofed weather protection structures. Community recreation space shall provide shading for a minimum 15 percent of the community recreation space by either trees or structures, such as awnings, canopies, umbrellas, or a trellis. Tree shading shall be calculated by using the diameter of the tree crown at 15 years maturity. Shading from other built structures shall be calculated by using the surface area of the overhead feature.	G11	A.11.c.	x	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	Standard met.	x	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	Standard met.	x	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	Standard met.	x	Not Applicable.	Does not apply.
				i. Community recreation space shall be provided in Residential Mixed-Use developments at a minimum of 100 square feet per residential unit plus a minimum of two percent of the non-residential square footage.	G11	A.11.c.i.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.
				ii. Community recreation space shall be provided in multi-family residential development projects at a minimum of 100 square feet per residential unit.	A1.101 G11	A.11.c.ii.	x	100% Affordable Housing building complies. Recreation space requirements are indicated on sheet A1.101. Total site community recreation space is indicated on G11 alongside site Open Space requirements.	Standard met.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.	x	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	Standard met.	x	Not Applicable.	Does not apply.
				iii. A project with four or less residential units is exempt from community recreation space requirements.	N/A	A.11.c.iii.	x	Not Applicable.	Does not apply.	x	For the purposes of this calculation, the Meadow and the Paseo meet the	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				iv. Landscaped roof space can satisfy both required landscaping requirements and community recreation space requirements. Landscaped roof space may not be used to satisfy more than 50 percent of the required landscaping for the site.	G11	A.11.c.iv.	x	Not Applicable.	Does not apply.	x	Project complies without counting the Mixed Use Multi-Family landscaped roof. See sheet G11.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
A.12. Building Placement																		
YES	NO	N/A	Objective Design Standard		SHEET													
			A.12.1	To ensure buildings provide a continuous frontage along sidewalks, development in commercial zones shall place at least 75 percent of any ground floor street-facing façade on or within five feet of the setback line designated in the Town Code.	A1.100	A.12.1	x	Not Applicable.	Does not apply.	x	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not Applicable.	Does not apply.	x	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**

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			A.12.2	A Residential Mixed-Use project with a ground-floor non-residential use shall provide site amenities on a minimum of 15 percent of the ground plane between the building and the front or street-side property line. The site amenities shall be comprised of <u>any</u> of the following elements:	L1.11 A4.011	A.12.2	x	Not Applicable.	Does not apply.	x	Project Complies with all elements utilized. Refer to sheet A4.011 for location of commercial storefront. Amenities below are detailed all along the commercial storefront and shown on L1.11.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				a. Landscape materials or raised planters;	L1.11	A.12.2.a.	x	Not Applicable.	Does not apply.	x	See note above.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				b. Walls designed to accommodate pedestrian seating, no higher than 36 inches;	L1.11	A.12.2.b.	x	Not Applicable.	Does not apply.	x	See note above.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				c. Site furnishings, including fountains, sculptures, and other public art; or	L1.11	A.12.2.c.	x	Not Applicable.	Does not apply.	x	See note above.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				d. Tables and chairs associated with the ground floor use.	L1.11	A.12.2.d.	x	Not Applicable.	Does not apply.	x	See note above.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
B. BUILDING DESIGN																		
B.1. Massing and Scale																		
YES	NO	N/A	Objective Design Standard		SHEET													
			B.1.1	Multiple-story building façades that face a street shall incorporate breaks in the building mass by implementing a <u>minimum of three</u> of the following solutions along the combined façade area of all primary buildings facing the street:	See below	B.1.1	x	100% Affordable Housing - Complies, as noted below.	Standard met.	x	Mixed Use Multi-Family - Complies, as noted below.	Standard met.	x	The primary street-facing façade of townhomes complies with B1.1.1b, c, and f. However, since each facade of the townhomes faces a street, depending on siting, the Townhomes do not comply. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not Applicable.	Does not apply.
				a. A minimum of 40 percent of the upper floor façade length shall step back from the plane of the ground-floor façade by at least five feet;	A4.102	B1.1a	x	Not Utilized for 100% Affordable Housing.	Does not apply.	x	Mixed Use Multi-Family - complies, See Sheet A4.102.	Standard met.	x	Not utilized for Townhomes.	Does not apply.	x	Not Applicable.	Does not apply.
				b. Changes in the façade plane with a minimum change in depth of two feet for a minimum length along the façade of two feet at intervals of no more than 30 feet;	A3 Series	B1.1b	x	Not Utilized for 100% Affordable Housing.	Does not apply.	x	Not Utilized for Mixed Use Multi-Family.	Does not apply.	x	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				c. Recessed façade plane to accommodate a building entry with a minimum ground plane area of 24 square feet. Where an awning or entry covering is provided, it can extend beyond the wall plane;	A2.100-A2.104 A4.101	B1.1c	x	100% Affordable Housing - complies, See Sheets A2.100-A2.104.	Standard met.	x	Mixed Use Multi-Family - complies, See Sheet A4.101	Standard met.	x	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	Does not apply.	x	Not Applicable.	Does not apply.
				d. An exterior arcade that provides a sheltered walkway within the building footprint with a minimum depth of eight feet. For a façade 50 feet or greater, the arcade must be a minimum length of 65 percent of the full building façade; for a facade less than 50 feet, the arcade must be a minimum of 80 percent of the full building façade.	N/A	B1.1d	x	Not Utilized for 100% Affordable Housing.	Does not apply.	x	Not Utilized for Mixed Use Multi-Family.	Does not apply.	x	Not utilized for Townhomes.	Does not apply.	x	Not Applicable.	Does not apply.
				e. Ground floor open area abutting street-facing façade with a minimum area of 60 square feet; or	A2.100-A2.104 A4.101	B1.1e	x	100% Affordable Housing - complies, See Sheets A1.101, A2.100-A2.104.	Standard met.	x	Mixed Use Multi-Family - complies, See Sheets A4.101	Standard met.	x	Not utilized for Townhomes.	Does not apply.	x	Not Applicable.	Does not apply.
				f. Vertical elements, such as pilasters or columns, that protrude a minimum of one foot from the façade and extend the full height of the building base or ground floor, whichever is greater.	A2.100-A2.104	B1.1f	x	100% Affordable Housing - complies, See Sheets A2.100-A2.104.	Standard met.	x	Not Utilized for Mixed Use Multi-Family.	Does not apply.	x	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	Does not apply.	x	Not Applicable.	Does not apply.
			B.1.2	Upper floors above two stories shall be set back by a minimum of five feet from the ground-floor façade.	N/A	B.1.2	x	Not Utilized for 100% Affordable Housing. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not Utilized for Mixed Use Multi-Family. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not utilized for Townhomes.	Does not apply.	x	Not Applicable.	Does not apply.
B.2. Parking Structure Design																		
YES	NO	N/A	Objective Design Standard		SHEET													
			B.2.1	The ground-floor façade of a parking structure facing a street or pedestrian walkway shall be fenestrated on a minimum of 40 percent of the façade.	A4.011	B.2.1	x	Not Applicable.	Does not apply.	x	Yes, the ground floor facades of the parking structure facing the streets will be fenestrated on a minimum 40% of the facade as noted on sheet A4.011.	Standard met.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.
			B.2.2	Façade openings on upper levels of a parking structure shall be screened at a minimum 10 percent and up to 30 percent of the opening to prevent full transparency into the structure.	N/A	B.2.2	x	Not Applicable.	Does not apply.	x	N/A, there are no upper levels of parking	Does not apply.	x	Not Applicable.	Does not apply.	x	Not Applicable.	Does not apply.

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			B.2.3	Parking structures facing a street and greater than 40 feet in length shall include landscaping between the building façade and the street, or façade articulation of at least 25 percent of the façade length. The façade articulation shall be implemented by one of the following solutions:	N/A	B.2.3	X	Not Applicable.	Does not apply.	X	N/A, there are no portions of the parking structure façade facing a street longer than 40 feet in length.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				a. An offset of the façade plane with a depth of at least 18 inches for a minimum of eight feet in horizontal length; or	N/A	B.2.3.a.	X	Not Applicable.	Does not apply.	X	N/A, there are no portions of the parking structure facade facing a street longer than 40 feet in length.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				b. A different building material covering the entire façade articulation.	N/A	B.2.3.b.	X	Not Applicable.	Does not apply.	X	N/A, there are no portions of the parking structure facade facing a street longer than 40 feet in length.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
B.3. Roof Design																		
YES	NO	N/A	Objective Design Standard		SHEET													
			B.3.1	At intervals of no more than 40 feet along the building façade, horizontal eaves shall be broken using at least one of the following strategies:	A2.104	B.3.1	X	100% Affordable Housing complies, See sheet A2.104	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Townhomes comply - see A3.1.2.200 through A3.7.2.200.	Standard met.	X	Not Applicable.	Does not apply.
				a. Gables;	A2.104	B3.1.a.	X	100% Affordable Housing complies, See sheet A2.104	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Townhomes comply. Please see sheets A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200, A3.7.2.200.	Standard met.	X	Not Applicable.	Does not apply.
				b. Building projection with a depth of a minimum of two feet;	A2.104	B.3.1.b.	X	YES,MIN 2' PROJECTION are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				c. Change in façade or roof height of a minimum of two feet;	A2.104	B3.1.c.	X	YES,MIN 2' CHANGE IN HEIGHT are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	All townhomes comply. See sheets A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200.	Standard met.	X	Not Applicable.	Does not apply.
				d. Change in roof pitch or form; or	A2.104	B3.1.d.	X	YES, CHANGE IN PITCH are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				e. Inclusion of dormers, parapets, and/or varying cornices.	A2.104	B3.1.e.	X	YES, PARAPET ANNOTATIONS ARE INDICATED TO demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
			B.3.2	Skylights shall have a flat profile rather than domed.	N/A	B.3.2	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
			B.3.3	The total width of a single dormer or multiple dormers shall not exceed 50 percent of the total roof length at the street-facing façade. The dormer width shall be measured at dormer roof fascia, or widest part of the dormer.	A2.104	B.3.3	X	Not Applicable, as there is no dormer on the 100%Affordable Building	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
			B.3.4	Carport roof materials shall be the same as the primary building.	N/A	B.3.4	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
B.4. Façade Design and Articulation																		
YES	NO	N/A	Objective Design Standard		SHEET													
			B.4.1	Buildings greater than two stories shall be designed to differentiate the base, middle, and top of the building on any street-facing façade. Each of these elements shall be distinguished from one another using at least two of the following solutions:	A2.200-A2.201 A3 Series A4.400-A4.401	B.4.1	X	100% Affordable Housing complies. See sheet A2.200-A2.201	Standard met.	X	Mixed Use Multi-family complies with two of the solutions, items b and d.	Standard met.	X	Townhomes comply at Front Facade of each building, but redesigning the Project to differentiate the base of the buildings at the Rear/Garage or Side Facades would affect the overall residential capacity by reducing the building form and floor area for the Project's residential uses. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.
				a. Variation in building mass for a minimum of 60 percent of the length of the street-facing façade through changes in the façade plane that protrude or recess with a minimum dimension of two feet;	A2.200-A2.201 A3 Series	B4.1.a.	X	100% Affordable Housing complies. See sheet A2.200-A2.201	Standard met.	X	Not Utilized.	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				b. Balconies or habitable projections with a minimum depth of two feet for a minimum of 20 percent length of the street-facing façade;	A3 Series A4.200 A4.104	B4.1.b.	X	Not Utilized.	Does not apply.	X	Mixed Use Multi-family complies. For the balcony length calculations, see sheet A4.104	Standard met.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				c. Variation in façade articulation, using shade and weather protection components, projecting a minimum of three feet for a minimum of 20 percent length from the street-facing façade;	A2.200 A2.201	B4.1.c.	X	Not Utilized.	Does not apply.	X	Not Utilized.	Does not apply.	X	Not Utilized.	Does not apply.	X	Not Applicable.	Does not apply.
				d. The use of at least two different façade materials, each covering a minimum of 20 percent of the street-facing façade, or	A2.200-A2.201 A3 Series	B4.1.d.	X	100% Affordable Housing complies. See Notes on sheet: A2.200, A2.201	Standard met.	X	Mixed Use Multi-family complies. See sheets A4.200-A4.201	Standard met.	X	Not Utilized.	Does not apply.	X	Not Applicable.	Does not apply.
				e. The upper floor shall implement a façade height that is a minimum of two feet greater than the façade height of the floor immediately below. The greater façade height shall be made evident by taller windows or arrangement of combined windows.	A3 Series	B4.1.e.	X	Not Utilized.	Does not apply.	X	Not Utilized.	Does not apply.	X	Not Utilized.	Does not apply.	X	Not Applicable.	Does not apply.
			B.4.2	All façade materials, such as siding, window types, and architectural details, used on the street-facing façade shall be used on all other building façades.	A2.200-A2.201 A3 Series	B.4.2	X	100% Affordable Housing complies. See sheet A2.200-A2.201	Standard met.	X	Mixed Use Multi-family complies. See sheets A4.200-A4.202	Standard met.	X	All Townhomes comply. See A3 Series.	Standard met.	X	Not Applicable.	Does not apply.
B.4. Façade Design and Articulation (continued)																		
YES	NO		Objective Design Standard		SHEET													
			B.4.3	Variation in the street-facing façade planes shall be provided for buildings greater than one story by incorporating any combination of the following architectural solutions to achieve a minimum of 16 points:		B.4.3	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Mixed Use Multi-family - complies, see below for point break-down and total points summary.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.

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				Architectural features, such as:														
				○ Arcade or gallery along the ground floor;	8 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				○ Awnings or canopies on all ground floor windows of commercial space;	6 pts	A4.200 A4.201	B.4.3	x	Not Utilized.	Does not apply.	x	Mixed Use Multi-family complies, 6 points	Standard met.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				○ Building cornice;	5 pts	A4.200 A4.201 A4.400 A4.401	B.4.3	x	Not Utilized.	Does not apply.	x	Mixed Use Multi-family complies, 5 points. Building cornices are used on street-facing facades as shown on sheets A4.200-A4.201 and A4.400-A4.401	Standard met.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				○ Façade sconce lighting at a minimum of one light fixture per 15 linear feet.	3 pts	A4.200 A4.201	B.4.3	x	Not Utilized.	Does not apply.	x	Mixed Use Multi-family complies, 3 points. Refer to sheets A4.200-A4.201 for sconce lighting spacing calculations.	Standard met.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				▪ Bay or box windows projecting a minimum of 18 inches from the façade plane and comprising a minimum of 20 percent of the fenestration on the upper floors of the facade;	6 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	All Townhomes comply, 6 points	Standard met.	x	Not Applicable.	Does not apply.
				▪ Balconies or Juliet balconies provided on a minimum of 40 percent of the fenestration on the upper floors of the facade;	5 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	All Townhomes comply, 5 points	Standard met.	x	Not Applicable.	Does not apply.
				▪ Landscaped trellises or lattices extending across a minimum of 65 percent of any level of the facade;	5 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				▪ Materials and color changes;	3 pts	A2.200-A2.202 A4.200-	B.4.3	x	100% Affordable Housing complies, 3 points	Standard met.	x	Mixed Use Multi-family complies, 3 points	Standard met.	x	All Townhomes comply, 3 points	Standard met.	x	Not Applicable.	Does not apply.
				▪ Eaves that overhang a minimum of two feet from the facade with supporting brackets;	3 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				▪ Window boxes or plant shelves under a minimum of 60 percent of the fenestration on the upper floors of the facade; or	3 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				▪ Decorative elements such as molding, brackets, or corbels	3 pts		B.4.3	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Utilized.	Does not apply.	x	Not Applicable.	Does not apply.
				TOTAL		6 Points (G) 14 Points (TH)	B.4.3	x	100% Affordable Housing Total = 6 Points	**Standard not met.**	x	Mixed Use Multifamily Total = 17 Points	Standard met.	x	Townhomes Total = 14 Points	**Standard not met.**	x	Not Applicable.	Does not apply.
			B.4.4	Garage doors shall be recessed a minimum of 12 inches from the façade plane and along the street-facing façade shall not exceed 40 percent of the length of the building façade.		A4.011	B.4.4	x	Not Applicable.	Does not apply.	x	Mixed Use Multi-family complies. See sheet A4.011.	Standard met.	x	The Project proposes the Meadow as an amenity serving the public and future Project residents. Townhomes H1 and H2 are designed to face the Meadow rather than the street to activate this project amenity. As a result, the garage doors on these two townhomes exceed 40 percent of the length of the façade; otherwise, the Project would need to be designed to modify the proposed amenity or reduce its residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	x	Not Applicable.	Does not apply.
			B.4.5	Changes in building materials shall occur at inside corners.		A2.200 A2.201 A3.2 Series A4.4 Series	B.4.5	x	100% Affordable Housing complies, see sheets A2.200-A2.201	Standard met.	x	Mixed Use Multi-family complies, See A4.4 Series	Standard met.	x	All Townhomes Total complies, See A 3.2 Series	Standard met.	x	Not Applicable.	Does not apply.
			B.4.6	A primary building entrance shall be provided facing a street or community recreation space. Additionally, all development shall meet the following requirements:		A2.200-A2.201 A4.101	B.4.6	x	100% Affordable Housing complies, see sheets A2.200-A2.201	Standard met.	x	Mixed Use Multi-family complies, See A4.101.	Standard met.	x	All Townhomes: N/A	Does not apply.	x	Not Applicable.	Does not apply.
				a. Pedestrian entries to ground-floor and upper-floor non-residential uses shall meet at least one of the following standards:		A2.200-A2.201 A4.101	B4.6.a.	x	100% Affordable Housing: N/A - units accessed through main entry	Does not apply.	x	Mixed Use Multi-family complies, See A4.101 and A4.200-A4.202	Standard met.	x	All Townhomes: N/A	Does not apply.	x	Not Applicable.	Does not apply.
				i. The entrance shall be recessed in the façade plane at least three feet in depth; or			B4.6.a.i.	x	100% Affordable Housing: N/A - units accessed through main entry	Does not apply.	x	Mixed Use Multi-family - not required, other 1 standard met.	Does not apply.	x	All Townhomes: N/A	Does not apply.	x	Not Applicable.	Does not apply.
				ii. The entrance shall be covered by an awning, portico, or other architectural element projecting from the façade a minimum of three feet.		A4.101 A4.101-4.102	B4.6.a.ii.	x	100% Affordable Housing: N/A - units accessed through main entry	Does not apply.	x	Mixed Use Multi-family complies, See A4.101 and A4.102.	Standard met.	x	All Townhomes: N/A	Does not apply.	x	Not Applicable.	Does not apply.
B.4. Façade Design and Articulation (continued)																		
YES	NO		Objective Design Standard			SHEET												
				b. For ground-floor commercial uses, façades facing a street shall include windows, doors, or openings for at least 60 percent of the building façade that is between two and 10 feet above the level of the sidewalk.		A4.200-A4.201	B4.6.b.	x	Not Applicable.	Does not apply.	x	Mixed Use Multi-family complies, see sheet A4.200-A4.201	Standard met.	x	Not Applicable.	Does not apply.	x	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. To activate the Paseo and accommodate the design of this Project amenity consistent with the Project's concession request, the commercial buildings deviate from the façade requirements. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**

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			B.4.7	Pedestrian entries to buildings shall meet minimum dimensions to ensure adequate access based on use and development intensity. Building entries inclusive of the doorway and the facade plane shall meet the following minimum dimensions:	A2.200-A2.201 A3.2 Series A4.2 Series A 5.202-A5.203	B.4.7	X	100% Affordable Housing complies, see sheets A2.200-A2.201	Standard met.	X	Mixed Use Multi-family complies, see A4.101	Standard met.	X	All Townhomes Comply, see A3.2 Series	Standard met.	X	Complies. See A5.202-A5.203	Standard met.
				a. Individual residential entries: five feet in width	A3.2 Series	B.4.7.a.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.	X	All Townhomes Comply	Standard met.	X	Not Applicable.	Does not apply.
				b. Single entry to multiple residential unit building, including Residential Mixed-Use buildings: eight feet in width	A2.200-A2.201 A4.101	B.4.7.b.	X	100% Affordable Housing complies, see A2.200-A2.201 or A2.100	Standard met.	X	Mixed Use Multi-family complies. See sheet A4.101	Standard met.	X	All Townhomes: N/A	Does not apply.	X	Not Applicable.	Does not apply.
				c. Storefront entry: six feet in width	A2.200-A2.201 A4.101	B.4.7.c.	X	100% Affordable Housing complies, see A2.200-A2.201 or A2.100	Standard met.	X	Mixed Use Multi-family complies. See sheet A4.101	Standard met.	X	All Townhomes: N/A	Does not apply.	X	Complies. See A5.202-A5.203	Standard met.
			B.4.8	Mirrored windows are prohibited.	N/A	B.4.8	X	No mirrored windows proposed.	Standard met.	X	No mirrored windows proposed.	Standard met.	X	No mirrored windows proposed.	Standard met.	X	No mirrored windows proposed.	Standard met.
			B.4.9	Awnings shall be subject to the following requirements:	A2.200-A2.201 A3.2 Series A4.2	B.4.9	X	100% Affordable Housing complies, see A2.200-A2.201.	Standard met.	X	Mixed Use Multi-family complies, see A4.2	Standard met.	X	All Townhomes comply, see A3.2 Series	Standard met.	X	Complies. See A5.202-A5.203	Standard met.
				a. A minimum vertical clearance of eight feet measured from the pedestrian pathway;	A2.200-A2.201 A3.2 Series A4.200-	B.4.9.a.	X	100% Affordable Housing - vertical height of awning + canopies is indicated to demonstrate compliance, See sheet A2.200	Standard met.	X	Mixed Use Multi-Family complies - see A4.200-A4.201.	Standard met.	X	Townhomes comply. Dimensions added to townhome elevation sheets: A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200	Standard met.	X	Complies. See A5.202-A5.204	Standard met.
				b. Shall not extend beyond individual storefront bays; and	A2.200-A2.201 A3.2 Series A4.200-A4.201	B.4.9.b.	X	100% Affordable Housing complies, see A2.200-A2.201.	Standard met.	X	Mixed Use Multi-family complies, see A4.2	Standard met.	X	All Townhomes comply, see A3.2 Series	Standard met.	X	Complies. See A5.202-A5.205	Standard met.
				c. Shall not be patterned or striped.	A2.200-A2.201	B.4.9.c.	X	100% Affordable Housing complies, see A2.200-A2.201.	Standard met.	X	Mixed Use Multi-family complies, see A4.400-A4.401.	Standard met.	X	All Townhomes comply, see A3.2 Series	Standard met.	X	Complies. See A5.202-A5.206	Standard met.
			B.4.10	For buildings abutting a single-family zoning district or existing single-family use, no part of a rooftop or upper floor terrace or deck shall be closer than five feet from the facade plane of the lower floor, to prevent views into adjacent residential uses.	A2.200-A2.201	B.4.10	X	Not Applicable.	Does not apply.	X	Mixed Use Multi-family Complies.	Standard met.	X	All Townhomes comply Except for F3. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not	**Standard not met.**	X	Not Applicable.	Does not apply.
			B.4.11	Balconies are allowed on facades facing the street and those facades facing existing non-residential uses on abutting parcels. Such balconies shall be without any projections beyond the building footprint.	A2.200-A2.201 A3.2 Series	B.4.11	X	100% Affordable Housing complies, see A2.200-A2.201.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	All Townhomes comply Except for F3. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	**Standard not met.**	X	Not Applicable.	Does not apply.
			B.4.12	Residential Mixed-Use buildings shall provide at least one of the following features along street-facing façades where the façade exceeds 50 feet in length:		B.4.12	X	Not Applicable.	Does not apply.	X	Mixed Use Multi-family complies.	Standard met.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				a. A minimum five-foot offset from the façade plane for a length of at least 10 feet;	A4.101	B.4.12.a.	X	Not Applicable.	Does not apply.	X	Mixed Use Multi-family complies, see A4.101.	Standard met.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				b. Multiple pilasters or columns, each with a minimum width of two feet; or		B.4.12.b.	X	Not Applicable.	Does not apply.	X	Not Utilized	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
				c. Common open space, such as a plaza, outdoor dining area, or other spaces.		B.4.12.c.	X	Not Applicable.	Does not apply.	X	Not Utilized	Does not apply.	X	Not Applicable.	Does not apply.	X	Not Applicable.	Does not apply.
			B.4.13	Continuous blank façades on any floor level shall not exceed 25 percent of the entire façade length along any street.		B.4.13	X	100% Affordable Housing complies, see A2.200.	Standard met.	X	Because a waiver pursuant to the State Density Bonus Law has been requested,	**Standard not met.**	X	All Townhomes comply, see A3.1.2.200, A3.2.2.200, A3.3.2.200,	Standard met.	X	Complies. See A5.202-A5.206	Standard met.

From: Reva Cuthbertson <[redacted]>
Sent: Monday, December 2, 2024 5:34 PM
To: Sean Mullin <SMullin@losgatosca.gov>
Subject: Please reject any plans for high rises in Los Gatos

Dear Mr. Mullin,

We are writing to you as one of the multitudes of citizens in Los Gatos that are concerned about the housing development plans submitted under SB 330 and Builder's Remedy where high density housing with buildings exceeding 3 stories are planned. Specifically, we are concerned about the planned high rises at New Town, Ace Hardware, and across from Good Samaritan Hospital. As a home owner and citizen of North Los Gatos for over 26 years we have seen beautiful orchards turn into the North 40 development with ugly and overpriced homes. We have also been duped by Netflix where we were promised funds for schools that didn't happen. All that resulted was more traffic congestion and a decrease in road safety on Lark Avenue and Los Gatos Boulevard. The increased traffic has caused our little street, Oakpark Drive, to become a raceway for cars trying to get around the traffic on Lark Avenue. My husband has almost been hit several times walking the dogs crossing Los Gatos Boulevard. We petitioned the Town for a single speed bump on Oakpark Drive which was rejected.

With the new planned developments that do not conform to our town's housing plan we will see even more traffic, overcrowding of schools, and a multitude of safety concerns especially for those living around the planned developments. We will also see beloved businesses like Ace Hardware being forced out. There is a way out. The town need not approve these plans. More affordable housing is great but could builders design townhouses with 3 stories that can meet the state's requirements?

Developers are planning to RUIN the charm and beauty of Los Gatos that make people want to live here in the first place! There have to be other options to satisfy SB 330.

Thank you!

John & Reva Cuthbertson
[redacted]

From: Marc Blakeney <[redacted]>
Sent: Wednesday, October 16, 2024 4:28 PM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>
Subject: Opposition to 14925 Los Gatos Boulevard (North40 Phase 2)

Hello Jocelyn,

I'm a long-time homeowner in Los Gatos and live close to Los Gatos Blvd.

The proposed development for 14925 Los Gatos Blvd (aka the North40 Phase 2) is completely out of character for the town of Los Gatos and this site location, especially the monster building right next to Los Gatos Blvd.

All other buildings in the vicinity are not nearly as tall as this behemoth! The proposal is a proposed eye sore that will be seen from miles away that will block daylight, mountain views, right at the entrance to our town. It’s just too big!

This greedy developer proposal shows complete and reckless disregard for the impact to the neighboring area and our town.

How and where can opposition to this proposal be filed?

Respectfully,

Marc Blakeney

From: Steve Damron <[redacted]>
Sent: Monday, September 9, 2024 9:19 AM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>
Subject: North 40 phase 2 timeline

Hello Jocelyn,

My name is Steve Damron. I rent a house on Burton Rd. that is not part of this development.

I was just curious if you can share a timeline of the next steps towards the development of phase 2.

I noticed there was a sign posted at the end of the street explaining the plan, but it has been 6 months since the proposal was submitted with no updates.

Thank you!

From: Gladys Chan <[redacted]>
Sent: Tuesday, June 4, 2024 4:39 PM
To: Council <Council@losgatosca.gov>
Subject: Development Consideration

To whom it may concern

I'm writing to oppose any dense development in Los Gatos, especially in the current Ace Hardware on Lark/Los Gatos Blvd and at the McDonalds lots. Here are the reasons why I'm against it:

1. The traffic on Lark and on Los Gatos Blvd is already very bad even without any additional new development. Long lines of cars lining up on Lark Ave trying to turn right onto Los Gatos Blvd. The line goes beyond Oka Road in peak hours. The heavy traffic on Los Gatos Blvd not only makes it very stressful for drivers but also very dangerous to bike riding on the road along with the traffic.

2. The new North 40 development has already added strains on the traffic, schools, fire, policy, and all public services. North 40 has not yet fully occupied and they have not even finished building, which means more is going to be added to our infrastructure before any more additional development.

3. Los Gatos is all about its characters. Tall monstrous building does not belong here. Please don't make the same mistakes as the North 40. We hate to see buildings that's taller than two stories. Please keep Los Gatos charming and beautiful!

I urge the council members to carefully consider any project proposed motions and only allow developments that's comparable to the existing business models and capacity.

Thank you!

Sincerely,

Gladys Chan

[redacted]

From: Jenny Rafia <[redacted]>
Sent: Tuesday, June 4, 2024 3:29 PM
To: Council <Council@losgatosca.gov>
Subject: Opposition to Proposed Housing Developments

Dear Los Gatos Town Council Members,

I hope this message finds you well.

I am writing to express my deep concern and opposition to the proposed housing developments currently under consideration in the Town of Los Gatos. These developments pose a significant threat to our town's unique character, quality of life, and infrastructure. As predicted, the approval of the North 40 project has opened the door to mega developments that disregard sensible and conforming planning. Here are a few alarming projects currently on the table:

- **ACE Hardware**
- **New Town Development (LG BLVD McDonalds)**
- **North 40 expansion**

These developments will undoubtedly strain our town's infrastructure, schools, fire and police departments, and exacerbate existing traffic congestion. More importantly, they threaten to erode the distinct character that makes Los Gatos a cherished place to live.
It is crucial that we prioritize developments that are sound, conforming, and considerate of our community's needs and values.

I urge you to reconsider these projects and advocate for development plans that preserve the essence of Los Gatos. Please take into account the voices of concerned residents who value our town's unique character and quality of life. As it is already during "beach traffic days" we cannot leave our house freely. A simple trip to Los Gatos WholeFoods or Trader Joes could take upwards of 45 minutes to get back home. Worse, I've seen emergency responders trying to navigate their way around all the traffic. Imagine if you are on the receiving end and every minute counts for emergency responders to get to you. I do understand the need to build housing but not on this mass scale. Approving these large developments will take away from the town feel of Los Gatos and turn it into just another over built city. Thank you for your attention to this matter. I hope you will consider these concerns seriously and act in the best interest of our community.

Best
Jenny

From: charlene Lemann <[redacted]m>
Sent: Tuesday, June 4, 2024 9:56 AM
To: Council <Council@losgatosca.gov>
Subject: Our Town

I wish to express my thoughts on the development of the North 40 and of Ace Hardware land on Los Gatos Boulevard. I am vehemently opposed to these developments. We are a town and not a CITY and we live here for just such a reason. We have been in our home for 43 years and have been proud of the small town experience. The traffic is horrific these days any time of the day. Please vote NO on these developments.

Charlene Lemann

From: Garrett Brown <[redacted]>
Sent: Tuesday, June 4, 2024 11:05 AM
To: Council <Council@losgatosca.gov>
Subject: I oppose the upcoming large development projects

Dear Council Members and Mayor of Town of Los Gatos,

I write to you today to share my opinion of the various proposed large developments that the Town is entertaining. I'm specifically speaking to "New Town Development", Ace Hardware proposed development, and the additional 450 units on the North 40 Project.

I'm very concerned about the additional impacts that these large developments will have on the Town as a whole AND the infrastructure, schools, roads, parking and Hospital impacts that will come from this type of development. This town already has an adequate tax basis, and I don't see the schools, libraries, parks and roads in dire need of repair or retrofit. This town has been and is currently a great place to live and raise a family, with good schools, vibrant downtown, and a tight knit community. There is no real reason to further develop this town into more than it is. Why is there a rush to degrade the feel and charm of something that seems to not need sweeping change?

All this development will do is bring more people and more problems. What is the need to turn Los Gatos into San Jose? Why do we feel obsessed with packing folks in here to overtax our infrastructure, schools, and lessen the overall quality of life?

I'm very concerned with the intersection of Lark and LGB already. This intersection already experiences bad grid lock... so adding another couple thousand people is the answer? Mark my words, that increased gridlock and congestion will eventually see people en route to the hospital die in transit due to the extra traffic... the same traffic council seems to be rolling out a red carpet for.

There is no need for huge, high density projects here. Watching the Town change like this is sickening, and is exactly the opposite of what current town's people want. We have what we need here, and that does not include an extra 5000 people and the gridlock and crowding they will bring.

If these projects go through, you can rest assured there will be wholesale turnover with council members... the residents will use the ballot box to get proper Town stewards on board to steer this ship. You have my word that I'll be someone who will help to lead that charge if these events come to pass.

I understand that change in inevitable in the long run... but high density developments in a quaint town are not the answer and it doesn't take a special visionary type of person to see or know this.

Please think long and hard about changing the beloved dynamic of this town... you will NEVER be able to go back once you open the flood gates, and this town will erode into a cesspool like so many other nice places that decide the lure of a couple extra tax dollars is worth the trade off of changing the feel and character of a great place to live.

Please take this into consideration before you alter this town in an irreparable way.

Sincerely from a 40+ year resident on Pine Av.

Garrett Brown

From: J Savage <[redacted]>
Sent: Saturday, April 6, 2024 7:42 PM
To: Jocelyn Shoopman <jshoopman@losgatosca.gov>
Subject: Questions

Why were neighbors who have backyard fences along the businesses that line the west side of Los Gatos Boulevard not advised of the SEVEN STORY residential complex that is proposed? When are the public meetings? How is a building that tall even allowed in our town? We have no other such buildings even near existing neighborhoods in town (North 40 has one but no neighborhoods are adjacent.

Please call me at [redacted] on Monday April 8,2024 to answer these questions.

Yours,

Julianne

From: Smita Jain <[redacted]>
Sent: Monday, June 3, 2024 12:45 PM
To: Council <Council@losgatosca.gov>
Subject: STOP over-development of Los Gatos

Hi LG Mayor, Vice-Mayor and Council Members,

My family and I have been proud residents of the beautiful town of Los Gatos for the past 8 years. We shop locally, participate actively in community events and strive to improve our schools and public facilities and believe that Los Gatos is a truly wonderful place to live.

That being said, we are horrified at the proposed development projects which will certainly over-develop Los Gatos and which are unnecessarily monstrous in their size and scale. Some of the more egregious ones are listed below:

-ACE Hardware- 182 units, 114 feet high, 3 underground parking in a tiny space!

-New Town(the shopping strip surrounding McDonalds) -7 stories high!

-North 40 is already in progress and continues to strain the local facilities

These projects are unnecessarily gargantuan and do not seem to have been well thought through. Such projects are already placing strain and will continue to place immeasurable strain on the town infrastructure, schools, fire and police departments, the existing horrific traffic conditions, and most importantly our quality of life and loss of our small town charm. We are open to understanding the town's plan for more housing, but we require a plan that is moderate and sensibile so that existing residents can maintain a quality of life.

We intend to share our opinions live in upcoming council meetings so that we can ensure that our elected representatives hear from its constituents.

Thanks,

Smita Kanungo
[redacted]

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Wednesday, February 12, 2025 1:42 PM
To: CodeCompliance <CodeCompliance@losgatosca.gov>
Subject: Online Form Submission #15562 for Town Contact Form

Town Contact Form

First Name	Raymond
Last Name	Follette
Email Address (Required)	[redacted]
Phone Number	[redacted]
Message (Required)	Stop the insanity. Stop all these high rise building plans and 3 Story Condos. The North Forty already looks like tenement slum. That is not only my opinion but the hundreds of people I talk to who are my Riders that I meet while driving for UBER. I have lived in Los Gatos for over 70 years and I remember when the 5 story Penthouse was built on Main St. The uproar it caused, stopping the Lyndon property plans to build another high-raise. The Town Council promised at that time no buildings over 2 Stories, and yet here we are! Now about plans on Oka Rd. I live in Bonny View Park and my home backs up to the 138 planned condos; taking away my southern view of the surrounding mountains and destroying my property value. My neighbor had their home sold twice at over $600k only to have the buyers back out when they found out about the plans for 138 three story condominiums. If we must build build them to be more please to the eye,; like the 2 Story La Rinconada on Pollard Rd. Maintenance in this area is already lacking. Lark Ave has street light that have been out for months. The sidewalks on the North end of Oka Rd have weeds growing out of them, and the drainage grates under Hwy 85 are covered in debris. If clogged the homes on the north end of Oka Rd will be trapped as a result of flooding waters. I sometime wonder if Los Gatos cares about the North end of Town. So far I am not impressed. Thank you
Which Department do you want to submit this message to? (Required)	Community Development: Code Compliance
Add an attachment	*Field not completed.*

From: Karen Ettinger <[redacted]>
Sent: Sunday, February 9, 2025 7:45 PM
To: Council <Council@losgatosca.gov>
Cc: Planning <Planning@losgatosca.gov>; msayoc@losgatosca.gov; Rob Rennie <RRennie@losgatosca.gov>; Mary Badame <MBadame@losgatosca.gov>; Matthew Hudes <MHudes@losgatosca.gov>; Maria Ristow <MRistow@losgatosca.gov>
Subject: SB330 & "Builder's Remedy" Projects

Please do not succumb to developers with greedy eyes on our sacred local environment under State Bill 330 mandates with their "Builder's Remedy" projects designated New Town, Ace, Blossom Hill, Capri, Union 76, etc.!

Town residents (& business owners who wisely know that our town's unique village character draws tourism) are counting on you to disallow such inner-city style density and high-rise structures that close in our beautiful open skies and mountain vistas.

The imposition of universal density across our state is a threat to quality of life in California. The threats to our very existence were made obvious by the disastrous firestorms that have wiped out so much in our state's southern communities recently.

Dense housing increases statistical risks:

>that more accidents can occur (such as a fire in an apartment kitchen or garage)

>that more innocent people can be affected (with closer and more numerous neighbors)

>that emergency responses will be more difficult (to reach and provide)

>that escape is hampered (by congestion)

>that illnesses are more likely to spread

>that garbage & sewage can back up

>that water & power supplies can fail

>that air quality can deteriorate

>that natural animal & vegetal environments can be destroyed.

As Los Gatos homeowners since 1969 and town residents since 1968, my family values local uniqueness — as well as the different characters of **all** communities that contribute to our state's diversity of heritages and lifestyles.

We welcome neighbors of any culture, faith, ethnicity, sexuality or social status; but we ask you to defend local density and design restrictions that preserve the quality of life in which all of us have invested hard work and resources.

Although homelessness is a serious concern that I share, it has many causes other than "lack of housing supply." Universal density development will not help those most vulnerable and needy (those disabled by mental illness and/or addiction, those untrusting of offered help, some who dislike structured living, etc.) — they need better public and charitable assistance programs.

For others, I believe the lack of affordable housing supply is caused more by the predominance of ownership by real estate investor groups and individuals — some out of state and country — whose only motive for ownership is to profit by renting or "flipping" sales of multiple properties ***at "whatever the market will bear".*** In my opinion, such ownerships should be limited by law if we are really to solve the problem of housing monopoly and affordability.

Please stand up to state mandates on local zoning regulations and join other local governments in doing so.

With thanks for your service to Los Gatos,

Karen Ettinger

Sent from my iPhone

HEXAGON TRANSPORTATION CONSULTANTS, INC.

North 40 Phase II

Final Transportation Analysis

Prepared for:

Grosvenor

February 18, 2025

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 23MH09
Client Name: Grosvenor

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street that was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard.

The proposed Phase II Master Plan land uses are consistent with the approved Housing Element and Housing Element Overlay Zone (HEOZ) land use and density designations. Furthermore, the proposed project is consistent with the certified 2040 General Plan EIR, which the Town relied on when it adopted the Housing Element and the HEOZ. Thus, an analysis of the transportation impacts under CEQA is not required. The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant transportation effects or increase the severity of previously identified transportation effects as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 General Plan EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail space and community space of the proposed Phase II Master Plan project are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, an analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it's presumed the conclusions of the EIR remain valid.

Local Transportation Analysis

Project Trip Estimates

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*, and applicable reductions, it is estimated that the proposed project would generate 2,968 daily trips, with 225 trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Most study intersections would operate at acceptable levels of service under all scenarios, with the exception of Los Gatos Boulevard/Samaritan Drive/Burton Road under cumulative conditions. During the PM peak hour, the project would increase the average delay at the intersection of Los Gatos Boulevard/Samaritan Drive/Burton Road, which would operate at a substandard LOS E under cumulative no project conditions. The potential future level of service deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection.

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left-turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn) (AM and PM peak hours)

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue would exceed its storage length under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

The northbound left-turn (U-turn) lane on Los Gatos Boulevard to Burton Road provides storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels that may be developed in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours with or without the potential future connection to Burton Road. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The southbound U-turn lane on Los Gatos Boulevard at Walker Street provides storage capacity for approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40

Specific Plan EIR did not analyze the potential queuing issues at this movement. The project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. No improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

Recommended Project Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR .
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane on Los Gatos Boulevard to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

Other Transportation Issues

The project would not have an adverse effect on the existing or planned pedestrian or bicycle facilities or transit services in the study area. Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.

- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.
- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road. The project location and the surrounding area is shown on Figure 1.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street, which was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard. The project site plan is shown on Figure 2.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

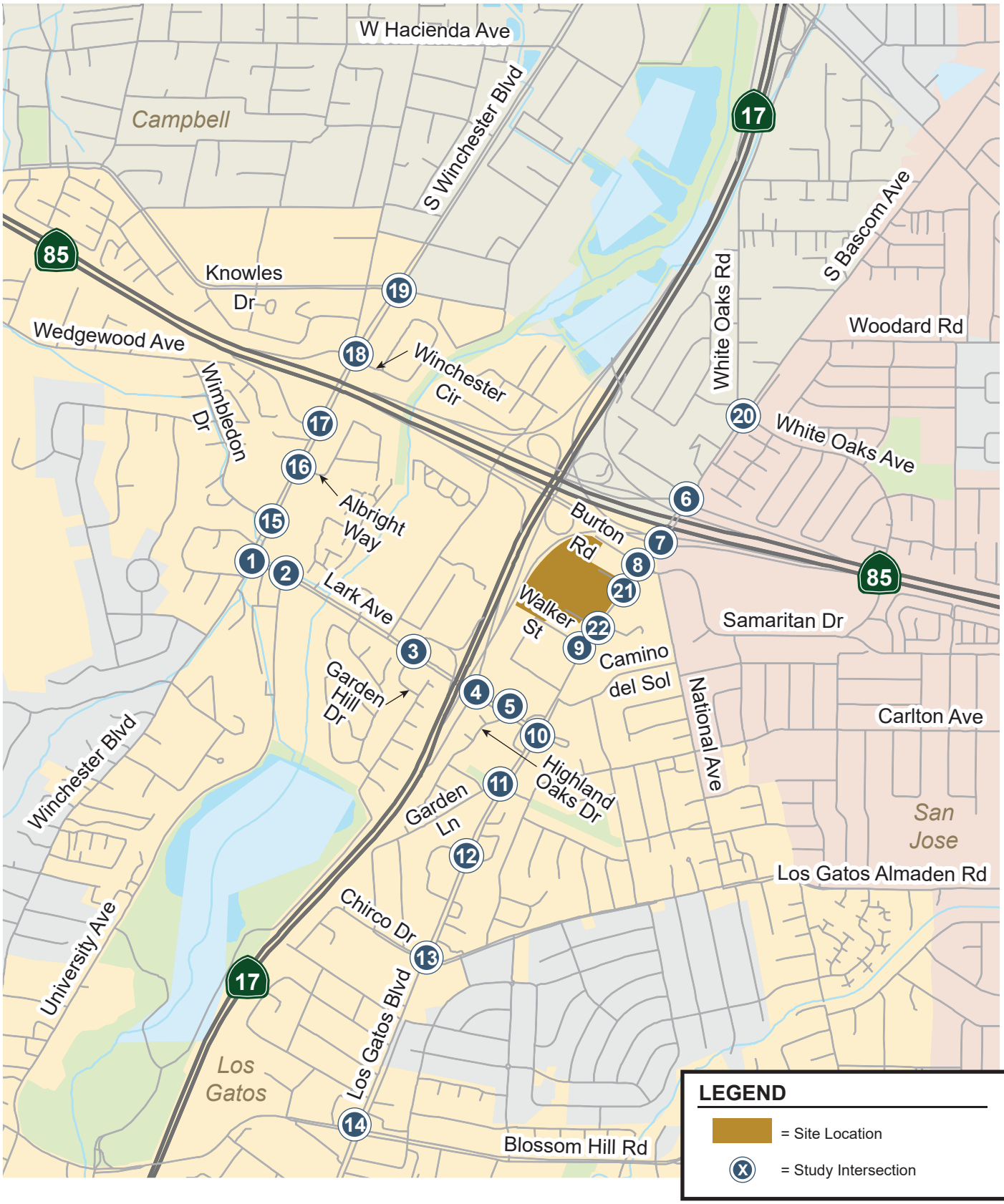


Figure 1
Site Location and Study Intersections

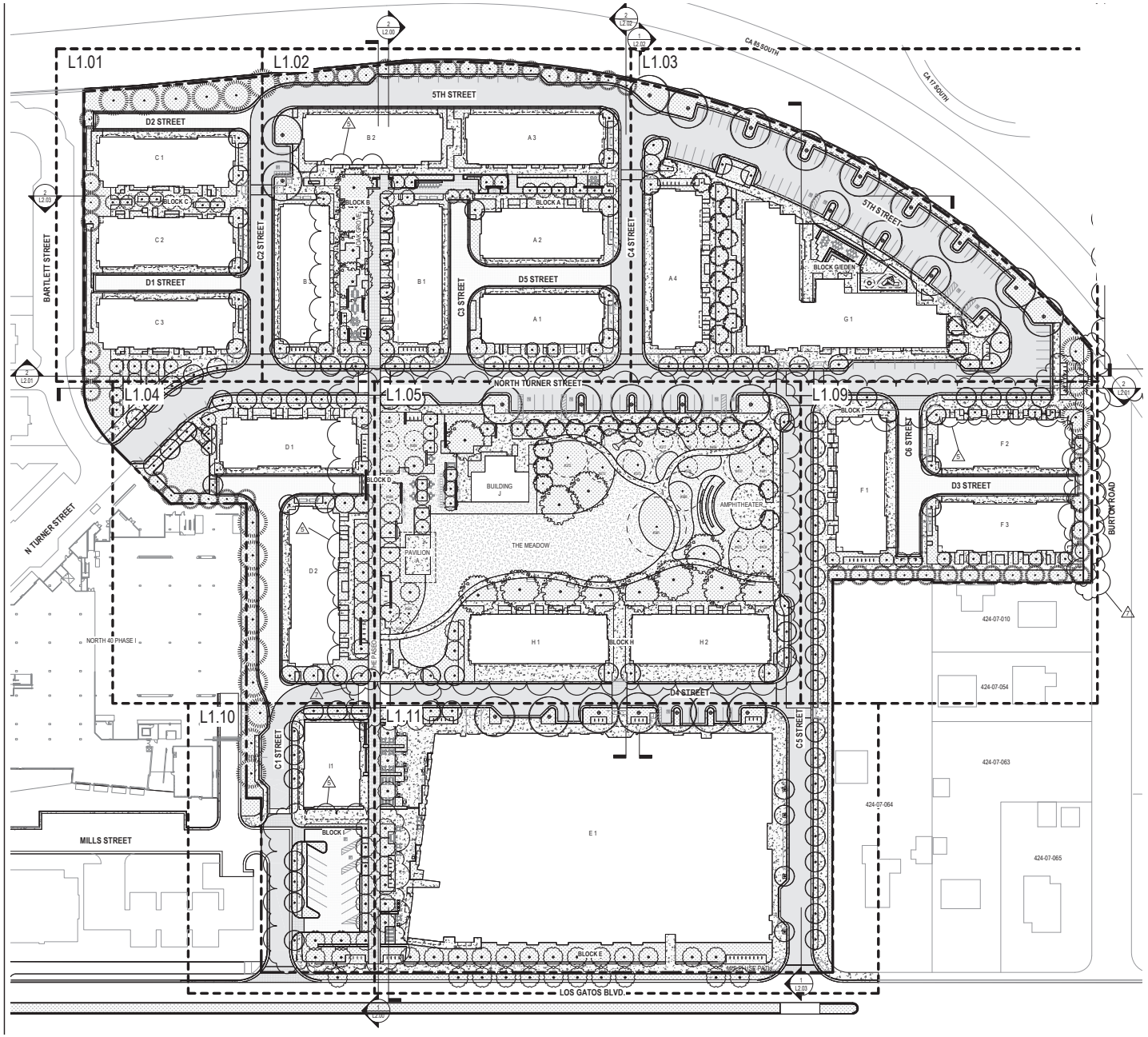


Figure 2
Site Plan

NORTH
Not to Scale

Scope of Study

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the newly adopted Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have transportation impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant effects or increase the severity of previously identified transportation effects related to transportation and circulation as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 GP EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail and community spaces of the proposed Phase II Master Plan project are supportive of the proposed residential uses and are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, further analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The North 40 Specific Plan EIR was based on the Draft Plan and analyzed two alternatives: both with 364 housing units, a 150-room hotel, and retail facilities. Alternative A consisted of 269,000 s.f. of retail space and 131,000 s.f. of office space. Alternative B consisted of 400,000 s.f. of retail space. The Town Council later edited the build-out limits included in the Draft Plan and ultimately adopted a North 40 Specific Plan that allows a maximum of 270 residential units, 435,000 s.f. of new non-residential development, and 66,000 s.f. of existing commercial uses including up to 250,000 s.f. of new office/hotel, and up to 400,000 s.f. of other new commercial space.

Subsequent to the adoption of the Specific Plan, the Town of Los Gatos adopted their General Plan Update, which included their Housing Element that supersedes the development limits set forth in the North 40 Specific Plan. Since then, the proposed developments within the Plan area have changed to include more residential development and less non-residential development. North 40 Phase I developments were approved with a density bonus that permits 320 residential units in total including 83 cottage cluster homes (semi-detached), 187 multi-family units, and 50 senior apartment units, as well as 57,500 s.f. of commercial retail space. According to the application submitted by Grosvenor-Property Americas, the proposed North 40 Phase II development would consist of 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of

community/civic space. The Town has also received a development application for another property within the North 40 Plan area at 14849 Los Gatos Boulevard that proposes 117 residential dwelling units and 19,621 s.f. of commercial retail space. In addition, the following properties within the North 40 Specific Plan area have not yet submitted an application:

- 16245 Burton Road
- 16240 Burton Road
- 16210 Burton Road and 14831 Los Gatos Boulevard
- 14823 Los Gatos Boulevard

Based on the density identified in the Housing Element, the Town estimates the potential for a total of 103 new residential dwelling units on those sites.

Table 1 summarizes the North 40 Specific Plan area trips as presented in the EIR and the remaining allowable number of trips after completion of the Phase I development. The proposed Phase II development would generate a net 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Chapter 3), which is well below the Phase II trip allowance of 11,360 new daily trips, with 550 new trips (367 inbound and 183 outbound) in the AM peak hour and 1,249 new trips (544 inbound and 705 outbound) in the PM peak hour. Thus, the trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it is presumed the conclusions of the EIR remain valid. Additionally, the analysis presented in this report outlines the potential effects of the Phase II development. No new adverse effects were identified beyond what was already identified in the North 40 Specific Plan EIR, indicating that the conclusions of the EIR remain valid. The detailed trip generation for the approved, proposed, pending, and anticipated North 40 sites are shown in Appendix A.

Table 1
Phase II Development Consistency

Land Use	Size	Daily Trips	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		**15,757**	**422**	**263**	**685**	**690**	**836**	**1,526**
Approved Phase I Land Uses		(4,397)	(55)	(80)	(135)	(146)	(131)	(277)
Single-Family Detached Housing	83 d.u.							
Apartments and Townhomes	187 d.u.							
Affordable Senior Housing	50 d.u.							
Commerical/Retail	57,500 s.f.							
Phase II Trip Allowance (Total - Phase I)		**11,360**	**367**	**183**	**550**	**544**	**705**	**1,249**
Proposed Phase II Trips[1]		(2,968)	(66)	(159)	(225)	(162)	(122)	(284)
Remaining Trip Allowance after Phase II		**8,392**	**301**	**24**	**325**	**382**	**583**	**965**
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail)[2]		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	*117 d.u*							
Retail	*19,600 s.f.*							
North 40 Undeveloped Sites without an Application[3]		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	*50 d.u*							
16240 Burton Road	*7 d.u*							
16210 Burton Road & 14831 Los Gatos Boulevard	*23 d.u*							
14823 Los Gatos Boulevard	*10 d.u*							
Remaining Trip Allowance at Buildout of Plan Area		**6,980**	**261**	**(49)**	**212**	**294**	**514**	**808**

Notes:
[1] See Table 5 (Project Trip Generation Estimates) for detailed trip generation estimates.
[2] Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024)
[3] Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element

Local Transportation Analysis

The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis. The LTA was prepared in accordance with the standards and methodologies set forth by the Town and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The LTA includes an intersection operational analysis to evaluate traffic operational effects of the project on key intersections in the vicinity of the site. The 22 study intersections, as listed below, were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Los Gatos staff (see Figure 1). Four study intersections are designated as CMP intersections. Five of the study intersections are subject to the jurisdiction of the City of San Jose or Campbell.

1. Winchester Boulevard & Lark Avenue
2. University Avenue & Lark Avenue
3. SR-17 SB Ramps & Lark Avenue
4. SR-17 NB Ramps & Lark Avenue
5. Highland Oaks Drive & Lark Avenue (unsignalized)
6. Bascom Avenue & SR-85 NB Ramps (CMP) [San Jose]
7. Bascom Avenue & SR-85 SB Ramps (CMP) [San Jose]
8. Los Gatos Boulevard/Bascom Avenue & Samaritan Drive/Burton Road (CMP)[Los Gatos/San Jose]
9. Los Gatos Boulevard & Walker Street
10. Los Gatos Boulevard & Lark Avenue (CMP)
11. Los Gatos Boulevard & Gateway Drive/Garden Lane
12. Los Gatos Boulevard & Village Square
13. Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
14. Los Gatos Boulevard & Blossom Hill Road
15. Winchester Boulevard & Wimbledon Drive
16. Winchester Boulevard & Albright Way
17. Winchester Boulevard & SR-85 SB Ramp
18. Winchester Boulevard & SR-85 NB Ramp
19. Winchester Boulevard & Knowles Drive [Los Gatos/Campbell]
20. Bascom Avenue & White Oaks Avenue/White Oaks Road [San Jose/Campbell]
21. Los Gatos Boulevard & C5 Street (future) (unsignalized)
22. Los Gatos Boulevard & C1 Street (future) (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in April 2022, May 2023, November 2023, and March 2024 and the 2018 CMP monitoring report.
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the Phase II project.

Existing plus project conditions were evaluated relative to existing conditions to determine potential adverse project effects.

- ***Background Conditions.*** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments in the vicinity of the project. A list of approved but not yet constructed developments was obtained from the Town of Los Gatos and the Cities of San Jose and Campbell (see Appendices E and F). Background conditions assume the completion of all Phase I development in the North 40 Specific Plan area (see Appendix A).
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the Phase II project. Background plus project conditions were evaluated relative to background conditions to determine potential adverse project effects.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the Town of Los Gatos and the Cities of San Jose and Campbell. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. In addition, though not proposed as part of the Phase II project, cumulative conditions reflect the future connection of Burton Road to North Turner Street (formerly known as North A Street in the North 40 Specific Plan), as depicted in the North 40 Specific Plan.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the Phase II project.

The LTA also includes a vehicle queuing analysis at selected intersections, a trip “fair share” calculation, an internal street intersection analysis, a cut-through evaluation, a review of collisions at nearby major roadways, a review of site access and on-site circulation, an evaluation of potential effects to transit, bicycle, and pedestrian facilities, and a parking analysis.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable intersection level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Town of Los Gatos, the City of San Jose, the City of Campbell, the 2018 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Lane configurations
- Signal timing and phasing
- Lists of approved and pending developments.

Level of Service Analysis Methodology and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Intersections operations were evaluated against the level of service standards set forth by the Town of Los Gatos, City of San Jose, and the City of Campbell.

Signalized Intersections

The Town of Los Gatos evaluates level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown on Table 2.

This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the Town employs the CMP defaults values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Town of Los Gatos has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections, including the CMP study intersections at Los Gatos Boulevard/Bascom Avenue/Samaritan Drive/Burton Road and Los Gatos Boulevard/Lark Avenue. The Cities of San José and Campbell have established LOS D as the minimum acceptable intersection operations standard except at CMP intersections where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections are shown on Table 3. This study utilizes the TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersection.

The Town of Los Gatos does not have an adopted level of service standard for unsignalized intersections. However, the Town strives to maintain LOS D for unsignalized intersections.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Definition of Adverse Intersection Operational Effects

Adverse operational effects on the study intersections are based on the Town's *Transportation Analysis (TA) Guidelines,* the City of San José's *Traffic Impact Analysis (LOS) Guideline*, and the VTA's *TIA Guidelines*.

Signalized Intersections

According to the Town of Los Gatos, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades more than one level (e.g., from LOS A to C) overall or at the worst individual approach delay if it is at LOS A, B, or C, or
2. The level of service at the intersection drops at all (e.g., from LOS D to E or F) overall or at the worst individual approach delay if it is at LOS D or below.

For non-CMP intersections located within the Cities of San Jose and Campbell, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS D with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS E or F) under baseline conditions, an adverse effect would occur if either of the following conditions occurs:

1. An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of .01 or more, or
2. A decrease in average critical delay and an increase in the critical V/C ratio of .01 or more.

For designated CMP intersections, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS E with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS F) under baseline conditions, an adverse effect would occur if the addition of project traffic increases the average control delay for critical movements by 4 seconds or more and the project traffic increases the critical v/c value by .01 or more. The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

A project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the Town of Los Gatos if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS E or F, and
2. The intersection meets the Caltrans signal warrant criteria.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the Town of Los Gatos has not defined a policy related to queuing. Vehicle queues were

estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane * cycle length in seconds/3600 seconds per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile queue for a particular left-turn movement; (2) the estimated number of vehicles in the 95th percentile queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated 95th percentile queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. A queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the vehicle operational analysis including the method by which project traffic is estimated and the project's traffic effects on the intersection operations and vehicle queueing. Chapter 4 presents the analyses of other transportation-related issues, including site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 summarizes the conclusions and recommended roadway improvements for the project.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities within and in the vicinity of the project area including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional roadway access to the project site is provided via SR-17 and SR-85. Major roadway access to the site is provided via Los Gatos Boulevard. Other major roadways in the project vicinity include Lark Avenue, Samaritan Drive, and Winchester Boulevard. These facilities are described below.

Los Gatos Boulevard is a two-to-six-lane arterial that runs in a north-south direction. A full interchange provides access to and from SR-85. Adjacent to the project site, there are four lanes with a median turn lane. Los Gatos Boulevard transitions from Bascom Avenue in the north at the SR 85 southbound ramps and extends southward to Jackson Street, where it transitions into Main Street. Los Gatos Boulevard includes sidewalks on the west side of the street in the project vicinity. The posted speed limit is 35 miles per hour (mph). On-street parking is prohibited in the project vicinity. Striped bike lanes are present along Los Gatos Boulevard, south of Lark Avenue. Los Gatos Boulevard provides direct access to the project site via the proposed new streets at C1 Street and C5 Street. Other access to the project site is via Walker Street and Turner Street.

Lark Avenue is a four-to-six-lane arterial in an east-west direction. It extends from Winchester Boulevard in the west to Los Gatos Boulevard in the east. A full interchange provides access to and from SR-17.Sidewalks and bike lanes are present along both sides of the street for the full length of Lark Avenue. In addition, an off-street bike path is provided on the north side of Lark Avenue east of SR-17. The posted speed limit is 30 mph. On-street parking is prohibited in the project vicinity. Access to the project site from Lark Avenue is provided via Turner Street, Los Gatos Boulevard, C1 Street, and C5 Street.

Samaritan Drive is a two-to-four-lane connector in an east-west direction. It extends from Los Gatos Boulevard in the west to Union Avenue in the east. Sidewalks and bike lanes are present along both sides of Samaritan Drive. The posted speed limit is 30 mph. Access to the project site from Samaritan Drive is provided via Los Gatos Boulevard, C1 Street, and C5 Street.

Winchester Boulevard is a two-to-four-lane arterial in a north-south direction. It extends from San Jose and Campbell in the north to Blossom Hill Road in Los Gatos, where it becomes Santa Cruz Avenue. Sidewalks and bike lanes are present along both sides of Winchester Boulevard. The posted speed limit is 35 mph. Access to the project site from Winchester Boulevard is provided via Lark Avenue.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are present along the project frontage along Los Gatos Boulevard. Sidewalks are also present along both sides of Lark Avenue and Samaritan Drive. Crosswalks with pedestrian signal heads and push buttons are provided at all approaches at the Los Gatos Boulevard/Walker Street and Los Gatos Boulevard/Lark Avenue intersections. The Los Gatos Boulevard/Burton Road/Samaritan Drive intersection has crosswalks with pedestrian signal heads and push buttons on all but the south approach.

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, does not list any pedestrian improvements in the project vicinity.

Existing Bicycle Facilities

The existing and proposed bicycle facilities within the vicinity of the project site include bike paths (Class I bikeway), striped bike lanes (Class II bikeway), and protected bike lanes (Class IV bikeway) (see Figure 3).

Class I bikeways include bike paths, which are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Within the project vicinity, the Los Gatos Creek Trail exists parallel to State Route 17, with the nearest entry point on Lark Avenue. A multi-use path also exists along the North 40 Phase I project frontage on Lark Avenue and Los Gatos Boulevard.

Class II bike lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. Existing bicycle lanes are present along:

- Los Gatos Boulevard south of Lark Avenue
- South side of Lark Avenue
- North side of Lark Avenue, west of SR-17
- Samaritan Drive
- Bascom Avenue, north of SR-85
- Winchester Boulevard, between Vineland Avenue and Daves Avenue
- Los Gatos-Almaden Road
- Blossom Hill Road, between Santa Cruz Avenue and Camino Del Cerro

Class III bicycle routes are vehicular roadways designated to be shared with bicyclists. Bike routes are typically designated only with signage or with painted shared lane markings (sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. Bicycle routes are present along:

- National Avenue

Class IV protected bike lanes are protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes. Protected bike lanes are present along:

- Winchester Boulevard, between Albright Way and Vineland Avenue
- Blossom Hill Road between Roberts Road and Los Gatos Boulevard

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, lists several proposed bicycle facilities in the project vicinity. The proposed facilities are as follows:

- Class IV bike path on Lark Avenue between Winchester Boulevard and Los Gatos Boulevard
- Class IV bike path on Los Gatos Boulevard between Town limits and Shannon Road
- Sharrows and Class III bike route on University Avenue between Main Street and Lark Avenue, where Class II bike lanes do not exist

In addition to the *Los Gatos Bicycle and Pedestrian Master Plan*, the *Los Gatos 2040 General Plan*, adopted in 2022, lists several proposed bicycle facilities in the project vicinity that are not covered in the *Los Gatos Bicycle and Pedestrian Master Plan*. The proposed facilities are as follows:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

It should be noted that at a minimum, the Town is striving for at least a Class II bike lane along Los Gatos Boulevard within the Town limits.

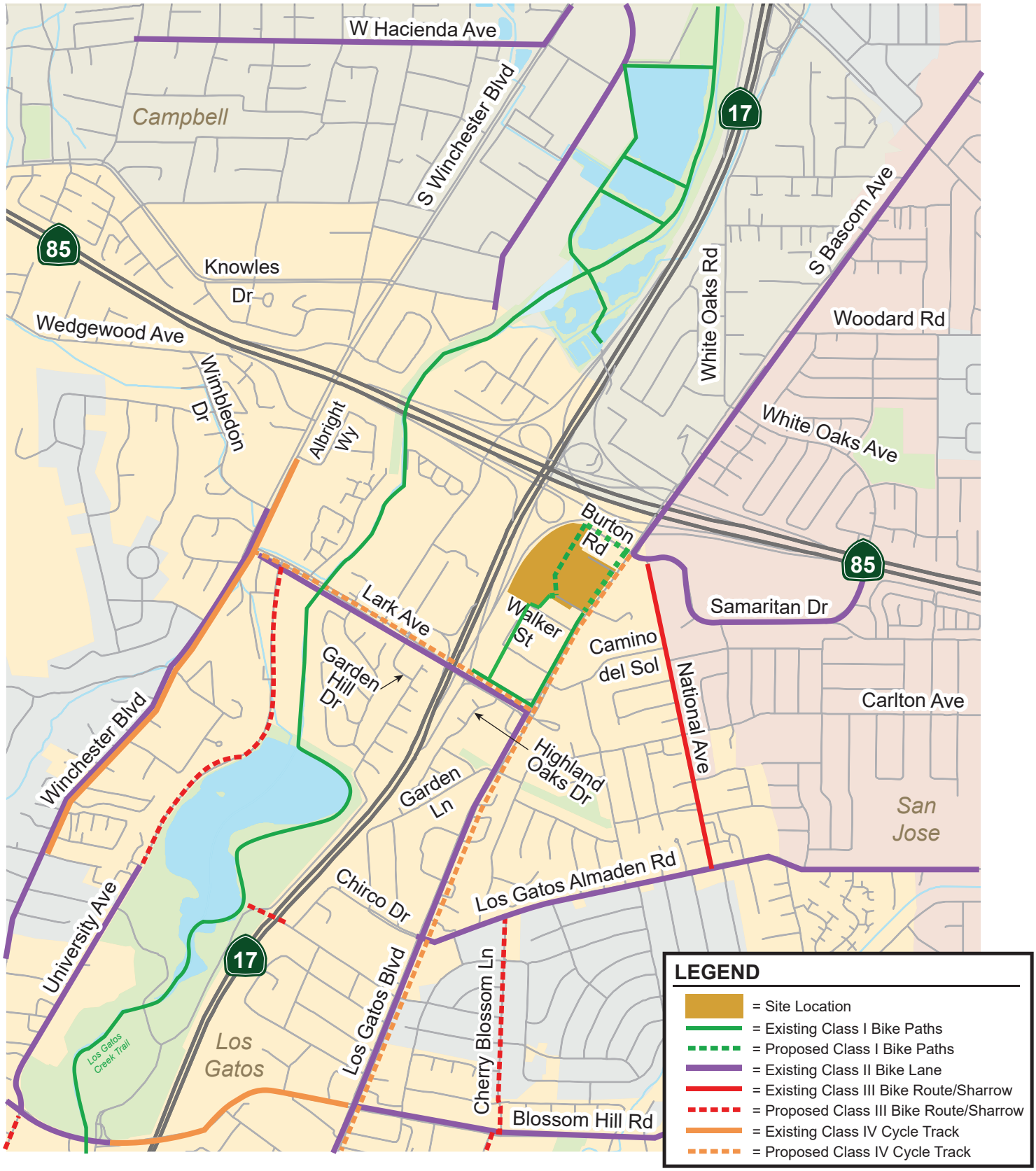


Figure 3
Existing and Proposed Bicycle Facilities

Existing Transit Services

Existing transit service to the study area is provided by the VTA. Route 27 serves the project area along Los Gatos Boulevard and travels between Winchester Station and Kaiser San Jose. Route 61 provides service between Good Samaritan Hospital and the Berryessa area of San Jose (Sierra Road & Piedmont Road) and runs along Bascom Avenue and Samaritan Drive in the project vicinity. The bus stops closest to the project site are located on the west side of Los Gatos Boulevard just north of the project site and on the east side of Los Gatos Boulevard near Walker Street. Route 27 and Route 61 run on approximately 30-minute headways on weekdays.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Existing AM and PM peak-hour traffic volumes (see Figure 5) were obtained from new traffic counts (see Appendix B) in April 2022, May 2023, November 2023, and March 2024. Per the VTA's *TIA Guidelines*, which require the use of intersection data from the CMP Monitoring and Conformance Program whenever possible, PM peak-hour volumes at CMP intersections were obtained from the *2018 CMP Annual Monitoring Report*. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the existing intersection level of service analysis are shown in Table 4. All study intersections currently operate at an acceptable level of service. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions Avg. Delay (sec)	LOS
1	Winchester Boulevard & Lark Avenue	AM	18.3	B
		PM	19.5	B
2	University Avenue & Lark Avenue	AM	21.0	C
		PM	24.2	C
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	AM	30.2	C
		PM	30.7	C
4	Northbound Highway 17 Ramps & Lark Avenue	AM	16.6	B
		PM	11.9	B
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	AM	12.2	B
		PM	12.7	B
6	Bascom Avenue & SR 85 NB Ramps (CMP)	AM	24.7	C
		PM	21.0	C
7	Bascom Avenue & SR 85 SB Ramps (CMP)	AM	23.8	C
		PM	28.1	C
8	Los Gatos Bouelvard/Bascom Avenue & Samaritan Drive/Burton Rd (CMP)	AM	31.6	C
		PM	30.7	C
9	Los Gatos Boulevard & Walker Street	AM	8.6	A
		PM	7.2	A
10	Los Gatos Boulevard & Lark Avenue (CMP)	AM	36.3	D
		PM	32.9	C
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	AM	24.6	C
		PM	24.1	C
12	Los Gatos Boulevard & Village Square	AM	9.5	A
		PM	18.4	B
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	AM	28.0	C
		PM	28.1	C
14	Los Gatos Boulevard & Blossom Hill Road	AM	39.5	D
		PM	39.2	D
15	Winchester Boulevard & Wimbledon Drive	AM	11.4	B
		PM	15.1	B
16	Winchester Boulevard & Albright Way	AM	15.4	B
		PM	20.3	C
17	Winchester Boulevard & SR 85 SB Ramp	AM	13.7	B
		PM	9.3	A
18	Winchester Boulevard & SR 85 NB Ramp	AM	15.7	B
		PM	15.5	B
19	Winchester Boulevard & Knowles Drive	AM	33.8	C
		PM	37.3	D
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	AM	23.7	C
		PM	16.1	B
21	Los Gatos Boulevard & C5 Street (future)	AM	n/a	n/a
		PM	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future)	AM	n/a	n/a
		PM	n/a	n/a

Note:
[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

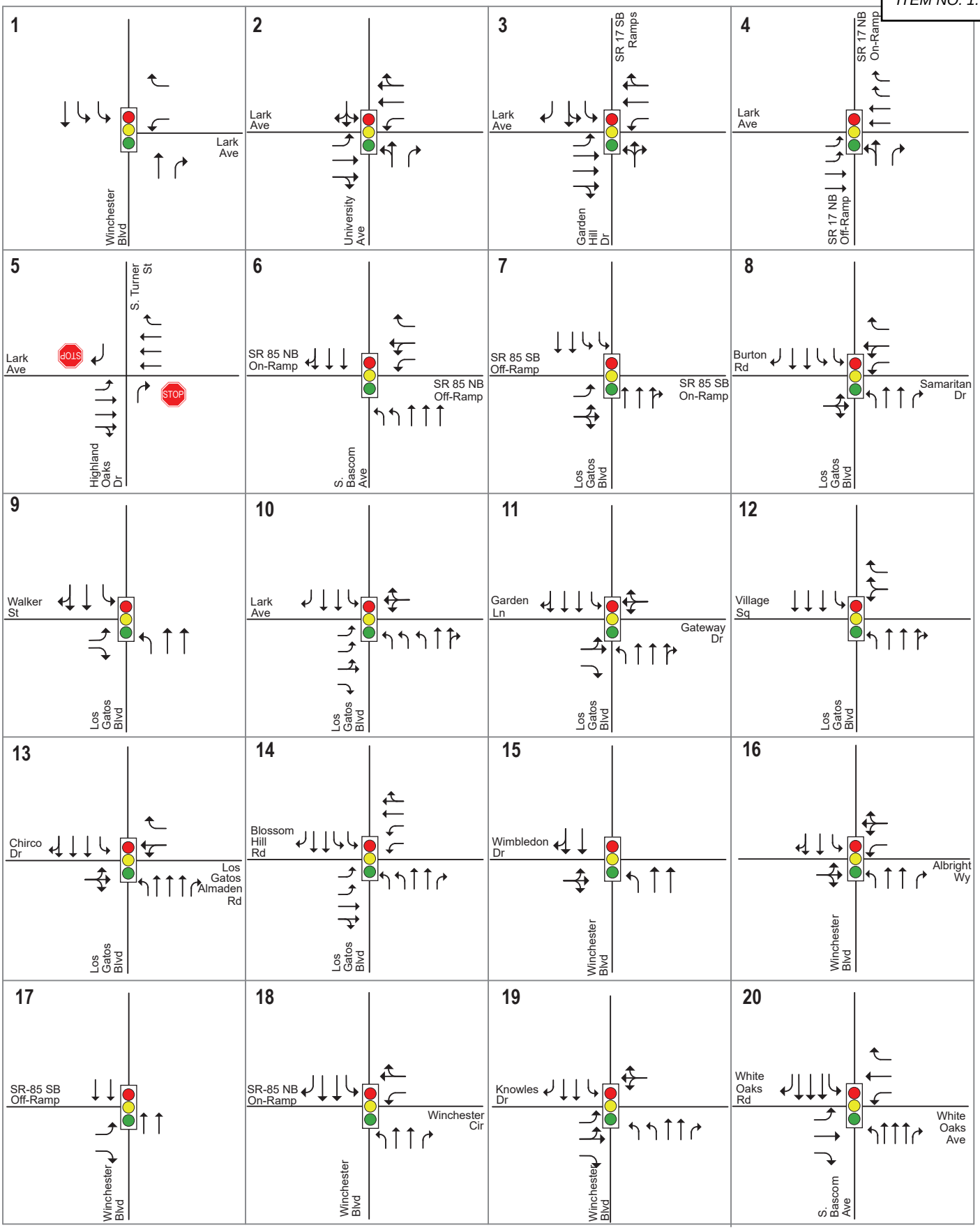


Figure 4
Existing Lane Configurations

NORTH
Not to Scale

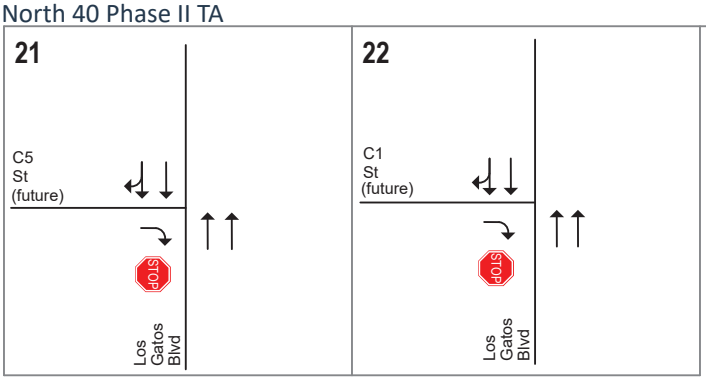
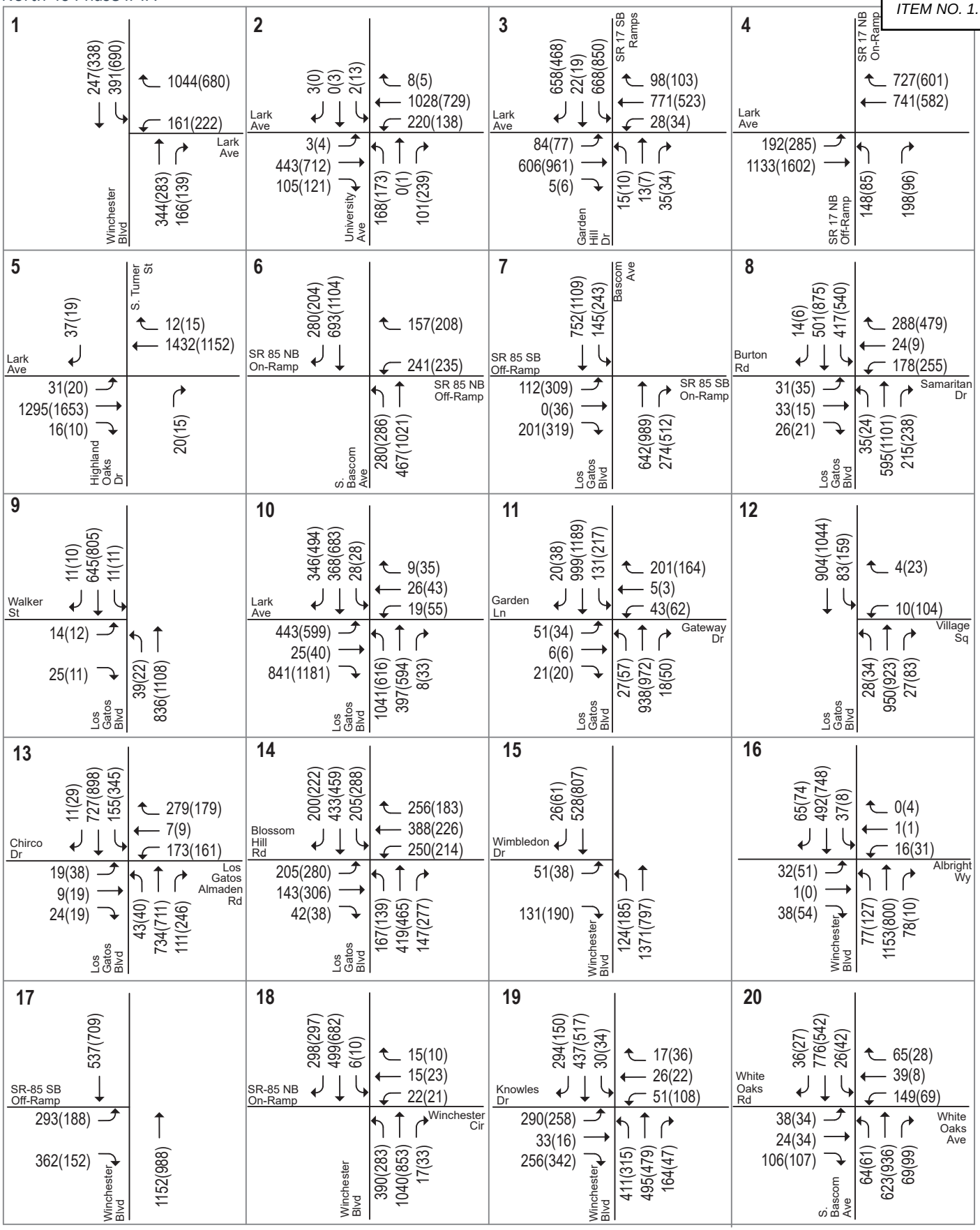


Figure 4
Existing Lane Configurations

NORTH
Not to Scale

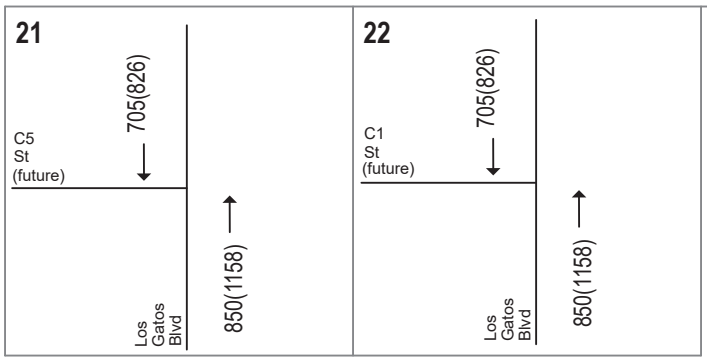


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes

NORTH
Not to Scale

3. Intersection Operations Analysis

This chapter presents the intersection operations analysis including the method by which project traffic is estimated, the results of intersection level of service analysis, any adverse effects to intersection level of service caused by the project, and an intersection vehicle queuing analysis. A potential adverse effect on a study intersection is not considered a significant impact under CEQA.

Project Trip Estimates

The magnitude of traffic produced by new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trip generation rates resulting from new development proposed within the Town of Los Gatos typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*. Trips that would be generated by the proposed development were estimated using the ITE trip rates for Multi-Family Housing (Mid-Rise) (Land Use 221), Single-Family Attached Housing (Land Use 215), Affordable Housing (Land Use 223), Strip Retail Plaza (<40k) (Land Use 822), and Recreational Community Center (Land Use 495).

Mixed-Use Reduction

Because the project would construct a mixed-use development, project trip estimates were reduced to account for internal trips within the development (i.e., residents from the housing would access the retail uses on-site without taking a vehicle trip). Based on the VTA's *Transportation Impact Analysis Guidelines*, a mixed-use reduction of 15 percent was applied to the smaller trip generator and an equal number of trips were subtracted from the larger trip generator. The rate of internalization is consistent with the assumptions in the North 40 Specific Plan EIR.

Pass-by Trips

Trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways traveling to and from other places (and are therefore already counted in the existing traffic) and would stop at the retail use along the way. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site

entrances). An average pass-by trip reduction of 25 percent was applied to all time periods. While this is consistent with the assumptions in the North 40 Specific Plan EIR, it is conservative compared to data published in the ITE *Trip Generation Handbook, 3rd Edition*, which reports an average pass-by trip rate of 34 percent for retail uses.

Transportation Demand Management (TDM)

In accordance with mitigation measure T-1 identified in the General Plan Update EIR, the project would be required to implement one or more VMT reduction strategies. The North 40 Phase II project will implement a TDM Plan to promote sustainable modes of transportation and reduce the number of vehicle trips and VMT that would be generated by the project. The TDM Plan will include a combination of services, incentives, facilities, and actions to shift residents and employees from driving alone to using transit, carpooling, cycling, and walking. TDM measures will be described in detail in a TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, HOA, Town, etc.). The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. To be conservative, the project trip generation estimates do not include any reduction for TDM measures.

Net Project Trips

After applying the mixed-use and pass-by trip reductions, the proposed project is estimated to generate a total of 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total
Proposed									
Multi-Family Housing [1]	255	du	1,170	23	78	101	61	39	100
Townhouses[2]	127	du	917	15	45	60	42	30	72
100% Affordable Housing Building[3]	68	du	393	11	27	38	24	16	40
Mixed-Use Reduction (15%) [4]			*(123)*	*(2)*	*(3)*	*(5)*	*(8)*	*(8)*	*(16)*
Net Housing Trips			2,357	47	147	194	119	77	196
Retail [5]	15,014	s.f.	818	23	15	38	52	52	104
Mixed-Use Reduction (15%) [4]			*(123)*	*(3)*	*(2)*	*(5)*	*(8)*	*(8)*	*(16)*
Pass-by-Reduction (25%) [6]			*(174)*	*(5)*	*(3)*	*(8)*	*(11)*	*(11)*	*(22)*
Net Retail Trips			521	15	10	25	33	33	66
Community/Civic [7]	3,000	s.f.	90	4	2	6	10	12	22
Total Vehicle Trips			***2,968***	***66***	***159***	***225***	***162***	***122***	***284***

Notes:
du = dwelling unit; s.f. = square feet

[1] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Multi-Family Housing (Mid-Rise) (Land Use Code 221). Includes 23 affordable units within the multi-family building.

[2] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Single-Family Attached Housing (Land Use Code 215).

[3] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Affordable Housing (Income Limits) (Land Use Code 223).

[4] Based on the *Santa Clara Valley Transportation Authority Transportation Impact Analysis Guidelines* , the maximum trip reduction for a mixed-used development project with housing and retail component is equal to 15% off the smaller trip generator.

[5] Retail daily trip generation based on average rates and peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Strip Retail Plaza (<40k) (Land Use Code 822).

[6] A pass-by reduction of 25% was taken from the retail use trips.

[7] Community/civic AM peak-hour trip generation based on average rates and daily and PM peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Recreational Community Center (Land Use Code 495).

Trip Distribution and Assignment

The trip distribution patterns for the project trips were estimated based on the surrounding roadway network and the locations of complementary land uses (see Figure 6). The trip distribution pattern is generally consistent with the assumptions in the North 40 Specific Plan EIR. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns (see Figure 7). Pass-by trips at intersections adjacent to the project site are shown on Figure 8.

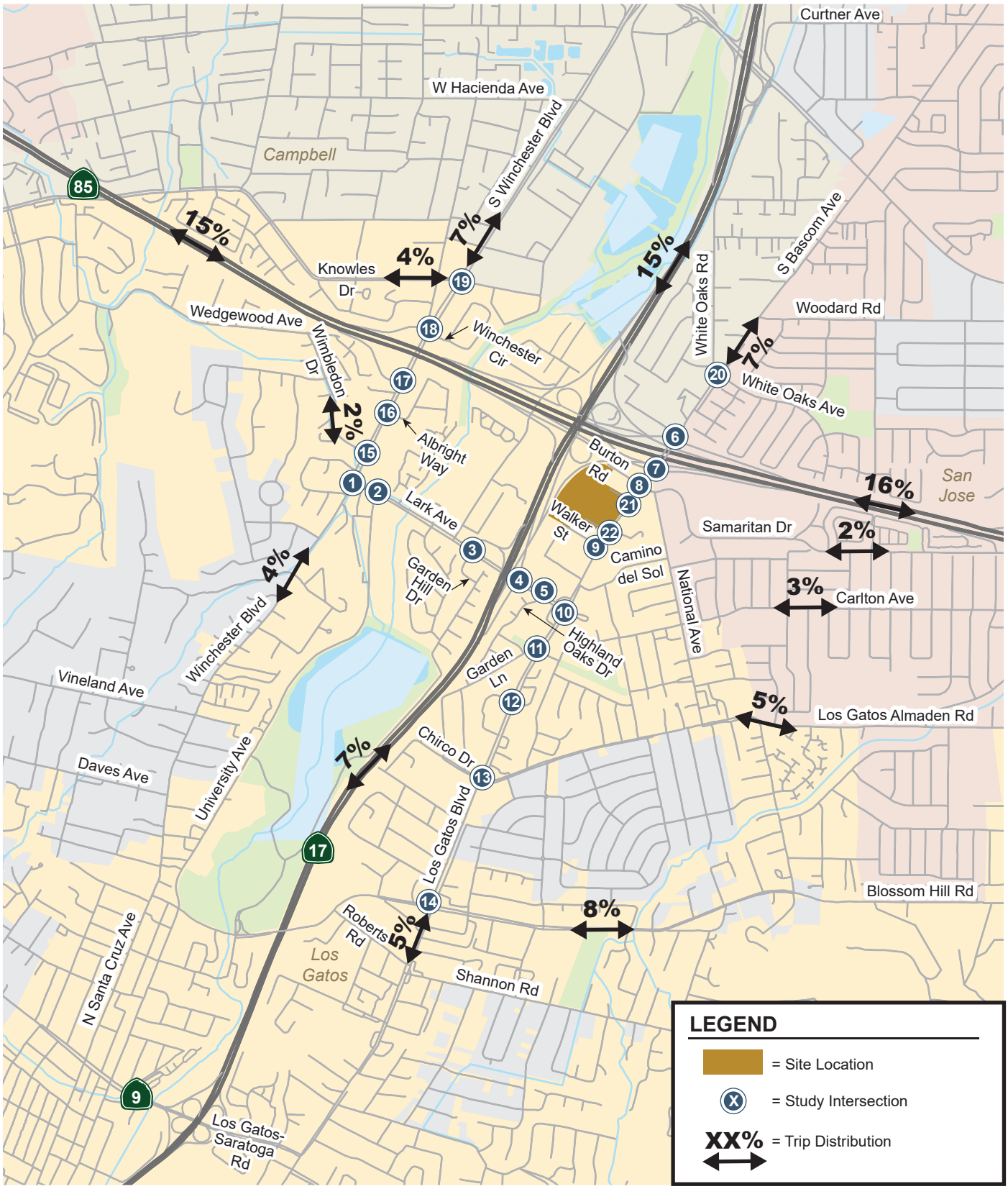
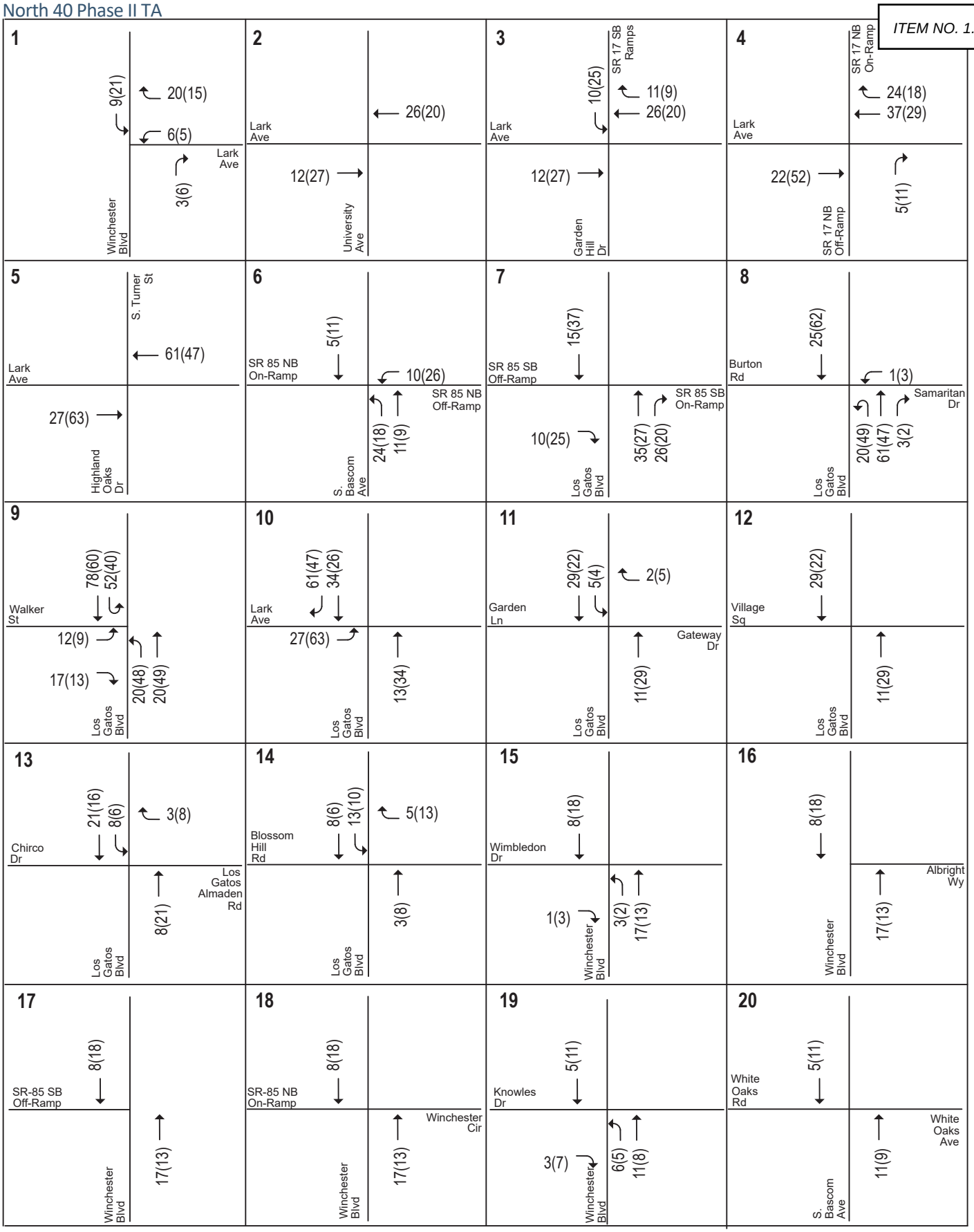


Figure 6
Project Trip Distribution

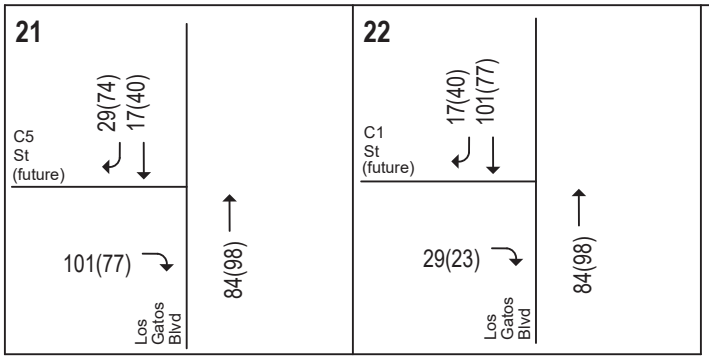


LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7

Project Trip Assignment (without Burton Road Connection)



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)

HEXAGON

NORTH
Not to Scale

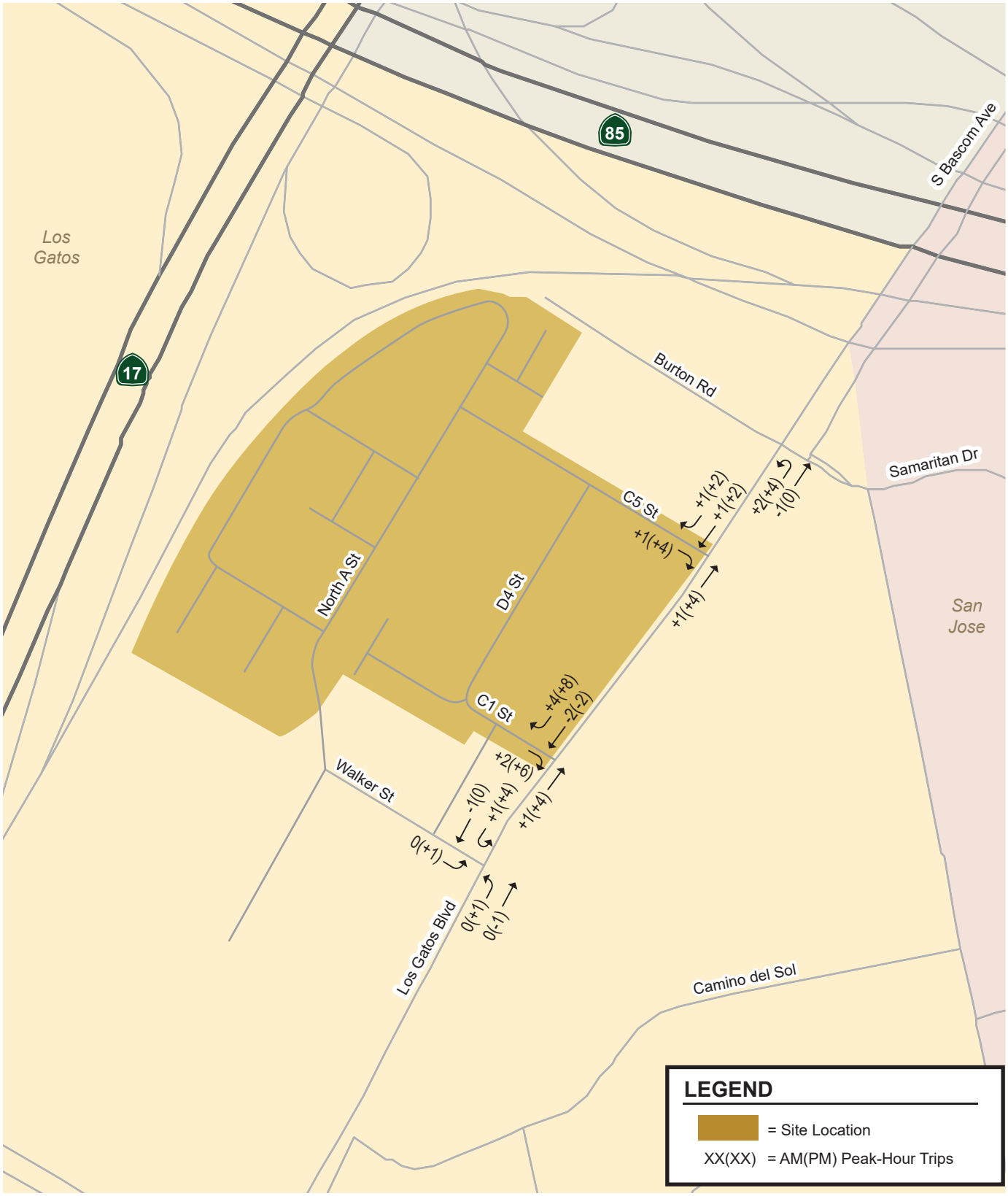


Figure 8
Pass-By Trip Assignment

Roadway Network

The roadway network under background, cumulative, and project conditions is assumed to be the same as under existing conditions with the following exception:

- Under cumulative conditions, it is assumed that the Town or a future developer will extend Burton Road to N. Turner Street (previously referred to as North A Street in the North 40 Specific Plan).

The peak-hour project trip assignment under cumulative conditions is shown on Figure 9. Project pass-by trips under cumulative conditions are shown on Figure 10.

Future Traffic Volumes

Existing Plus Project Traffic Volumes

Phase II project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 11).

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). The Town of Los Gatos provided a list of approved and pending developments (Appendix E). Approved and pending developments from the Cities of San Jose and Campbell were also obtained. Hexagon considered both the location and size of the approved and pending developments to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. Background conditions reflect the additional traffic generated upon the completion of all Phase I developments in the North 40 Specific Plan area. The Phase I development was approved for 83 cottage cluster homes (semi-detached), 187 multi-family units, 50 senior apartment units, and 57,500 s.f. of commercial/retail. Most of the Phase I development has already been constructed and occupied. Trips associated with the unsold and unbuilt portion of the Phase I development were added under the background scenario. This analysis assumes 43 unsold homes (unbuilt or built and unoccupied, as of April 2024) and 57,500 s.f. of commercial space (under construction) that would add traffic under background conditions[1]. The approved and pending projects assumed as part of the analysis are listed in Appendix F.

Background Plus Project Traffic Volumes

Phase II project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 14) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes. The approved and pending projects assumed as part of the analysis are listed in Appendix F. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. Town staff

[1] In addition, there are nine Phase I residential dwelling units yet to be built and occupied within the Transition District. The additional trips that would be added by these units (less than five per hour), would not affect the conclusions presented in this Transportation Analysis.

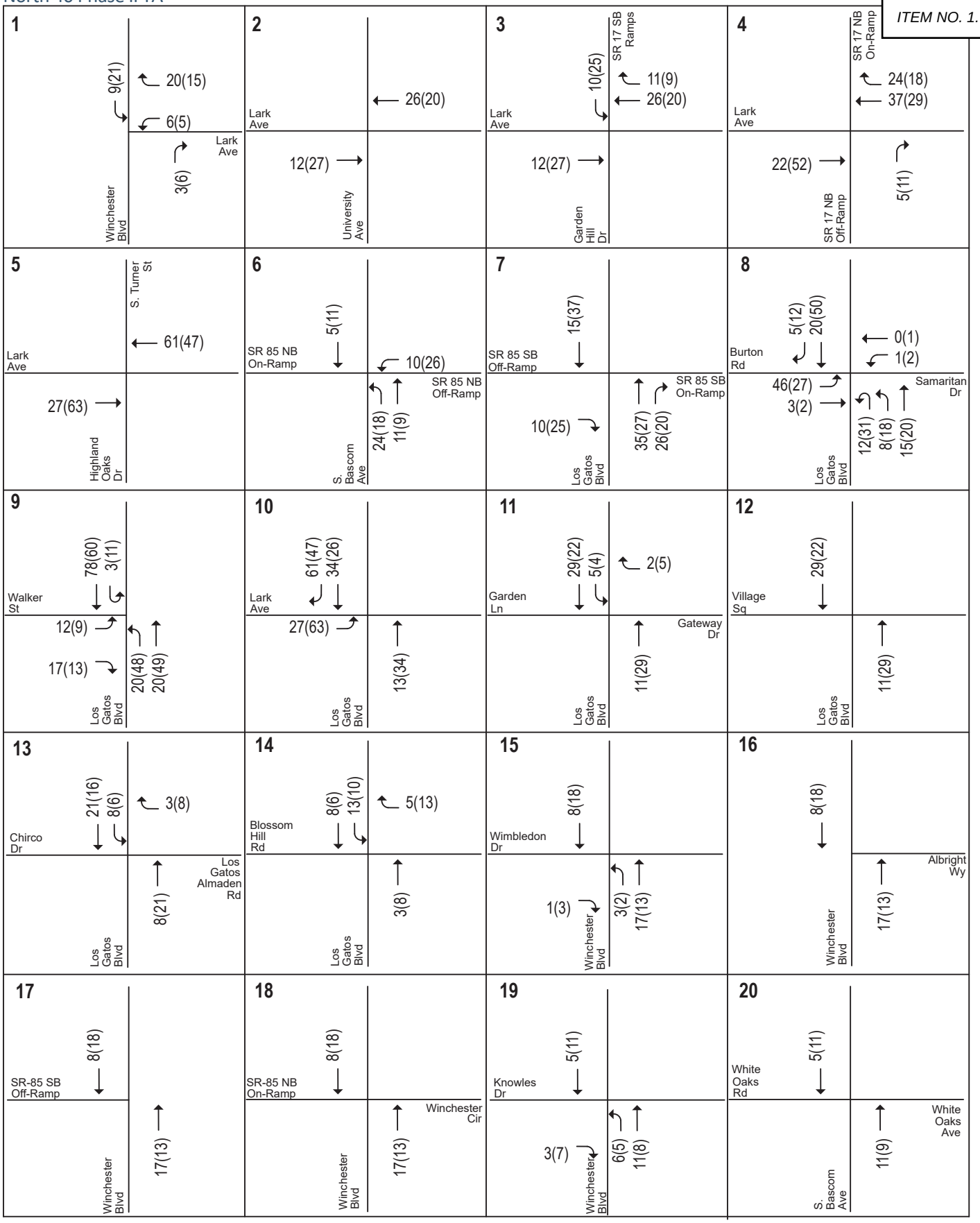
estimated the potential future development on the following properties within the North 40 Specific Plan area that have not yet submitted an application based on the density identified in the Housing Element:

- 16245 Burton Road (estimated 50 d.u.)
- 16240 Burton Road (estimated 7 d.u.)
- 16210 Burton Road and 14831 Los Gatos Boulevard (estimated 23 d.u.)
- 14823 Los Gatos Boulevard (estimated 10 d.u.)

In addition, cumulative conditions reflect changes in traffic pattern resulting from the planned future connection of Burton Road to N. Turner Street, as depicted in the North 40 Specific Plan.

Cumulative Plus Project Traffic Volumes

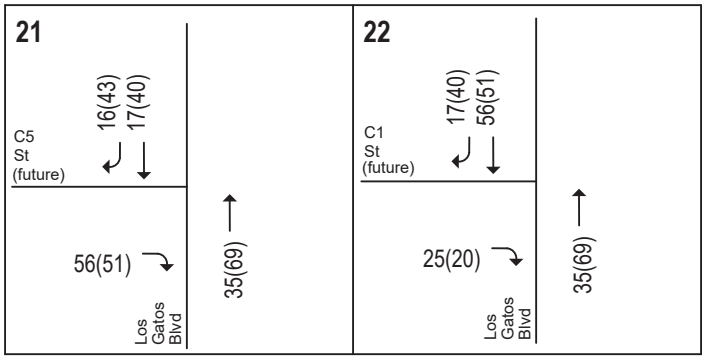
Project trips were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 15). Note that the project trip assignment under cumulative conditions differs from other scenarios in that it assumes the project would have access to and from Los Gatos Boulevard via Burton Road.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

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Not to Scale

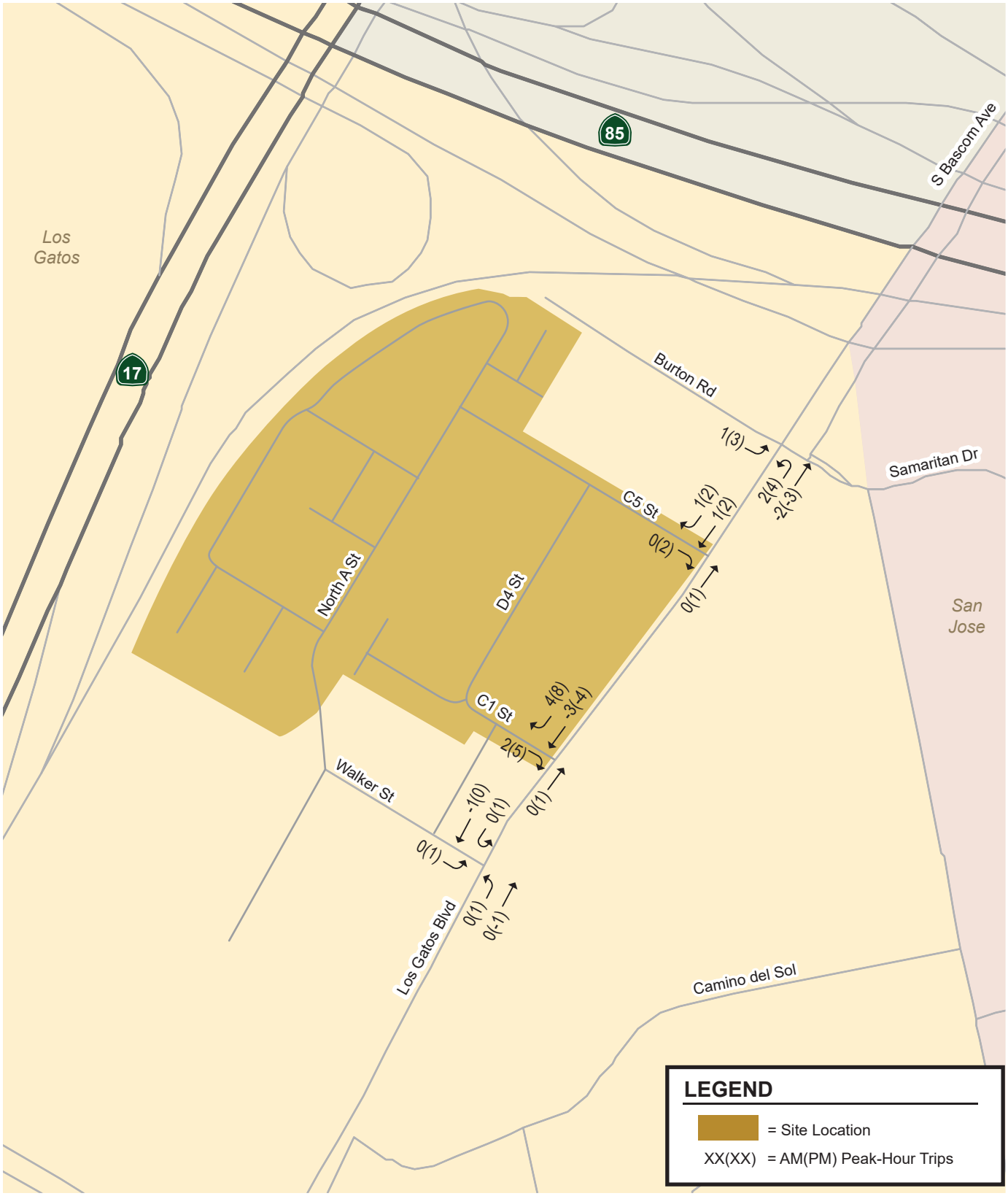
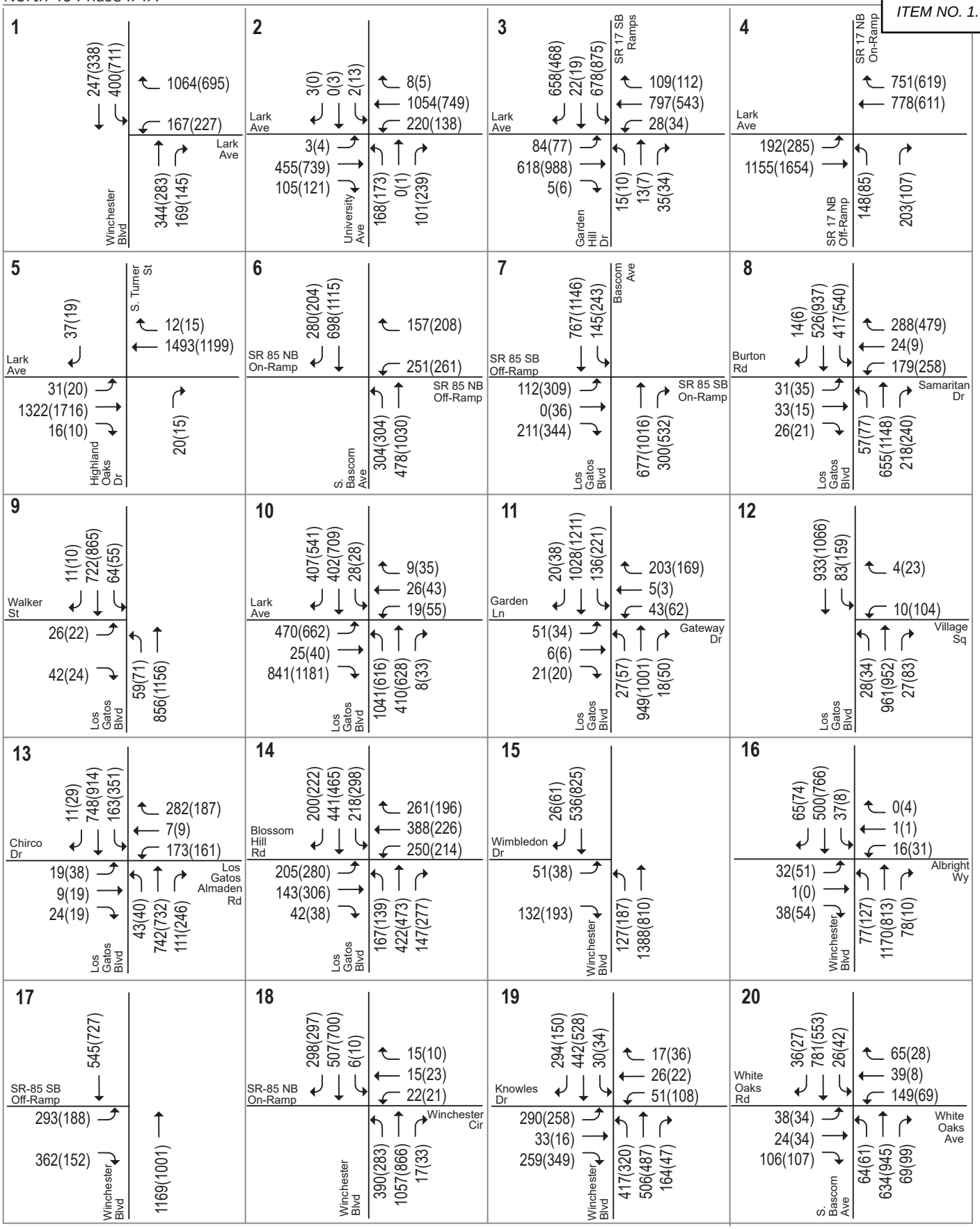


Figure 10
Cumulative Project Pass-by Trips (with Connection to Burton Road)



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

HEXAGON

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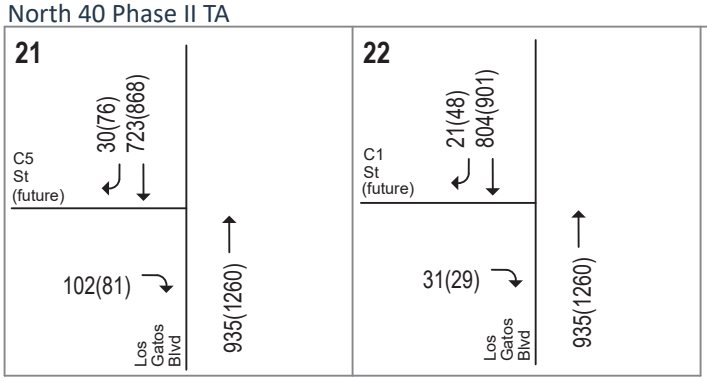
Not to Scale

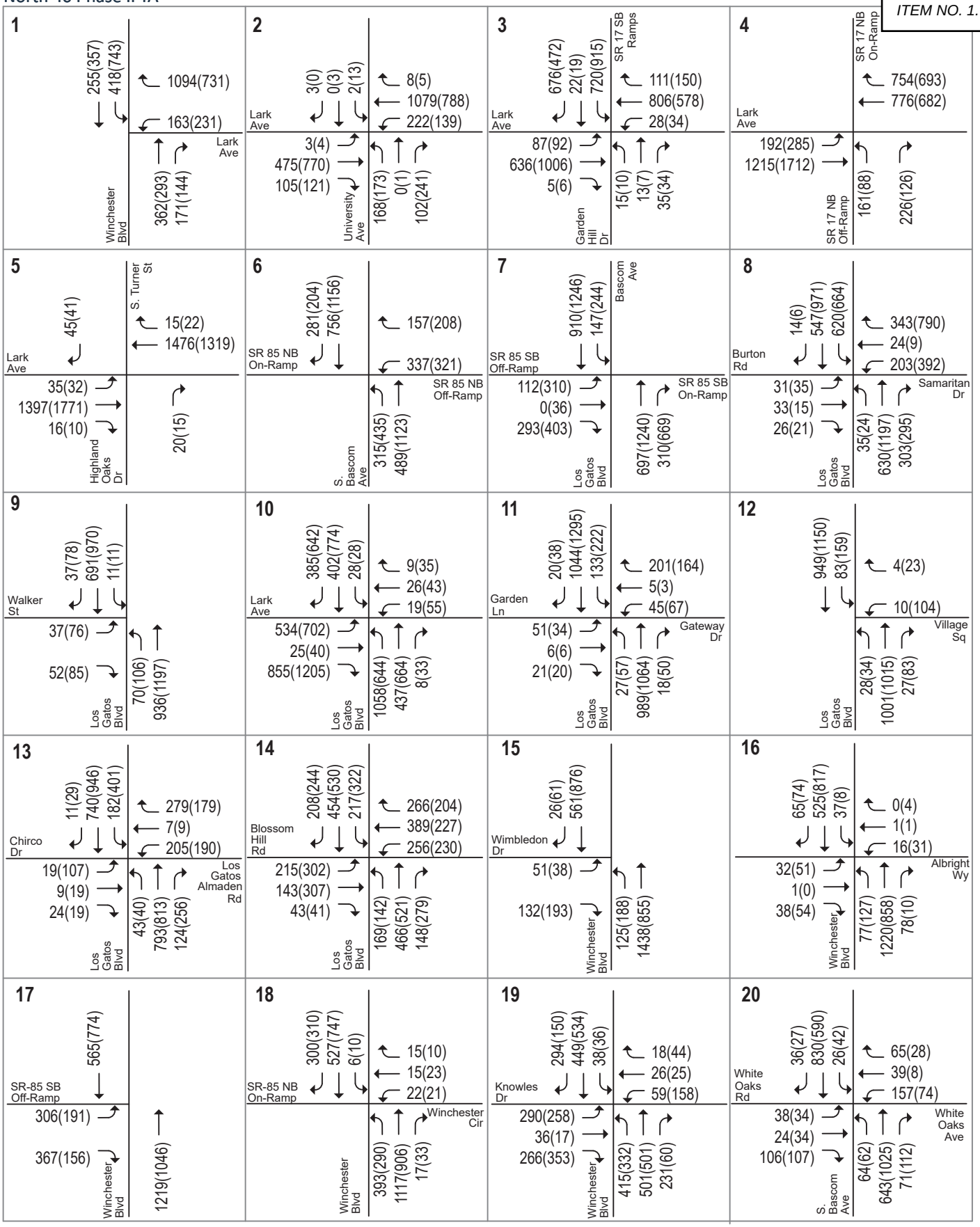


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

NORTH
Not to Scale

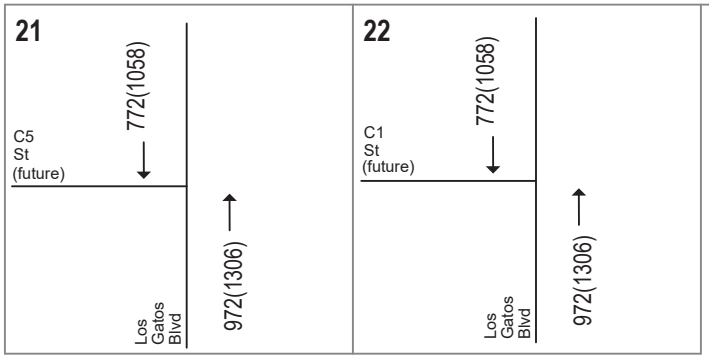


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

NORTH
Not to Scale

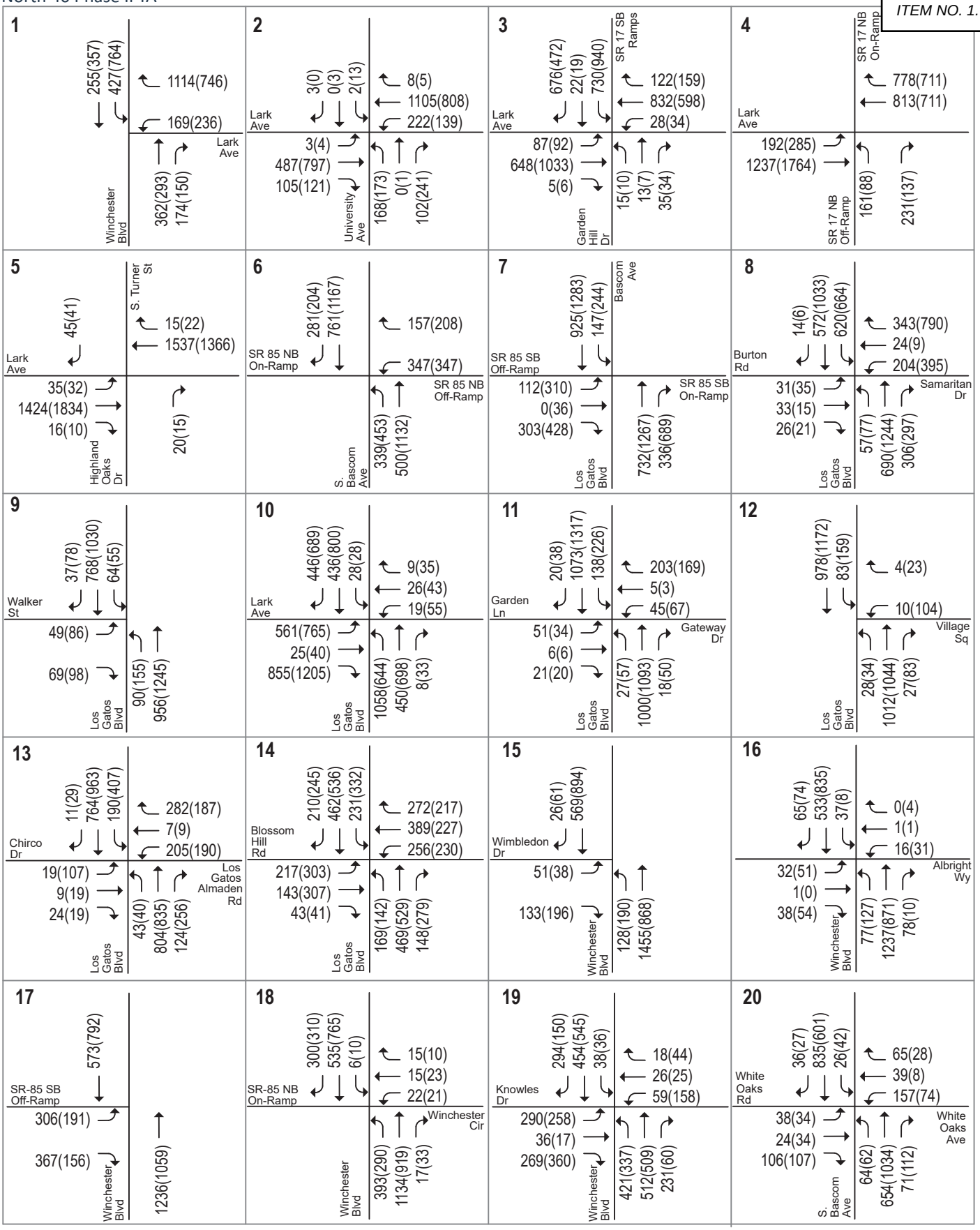


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

NORTH
Not to Scale

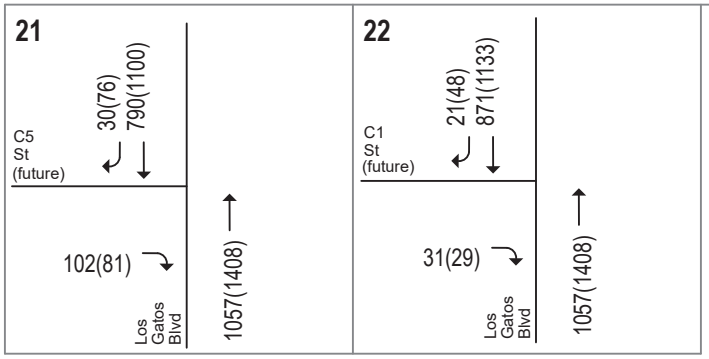


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

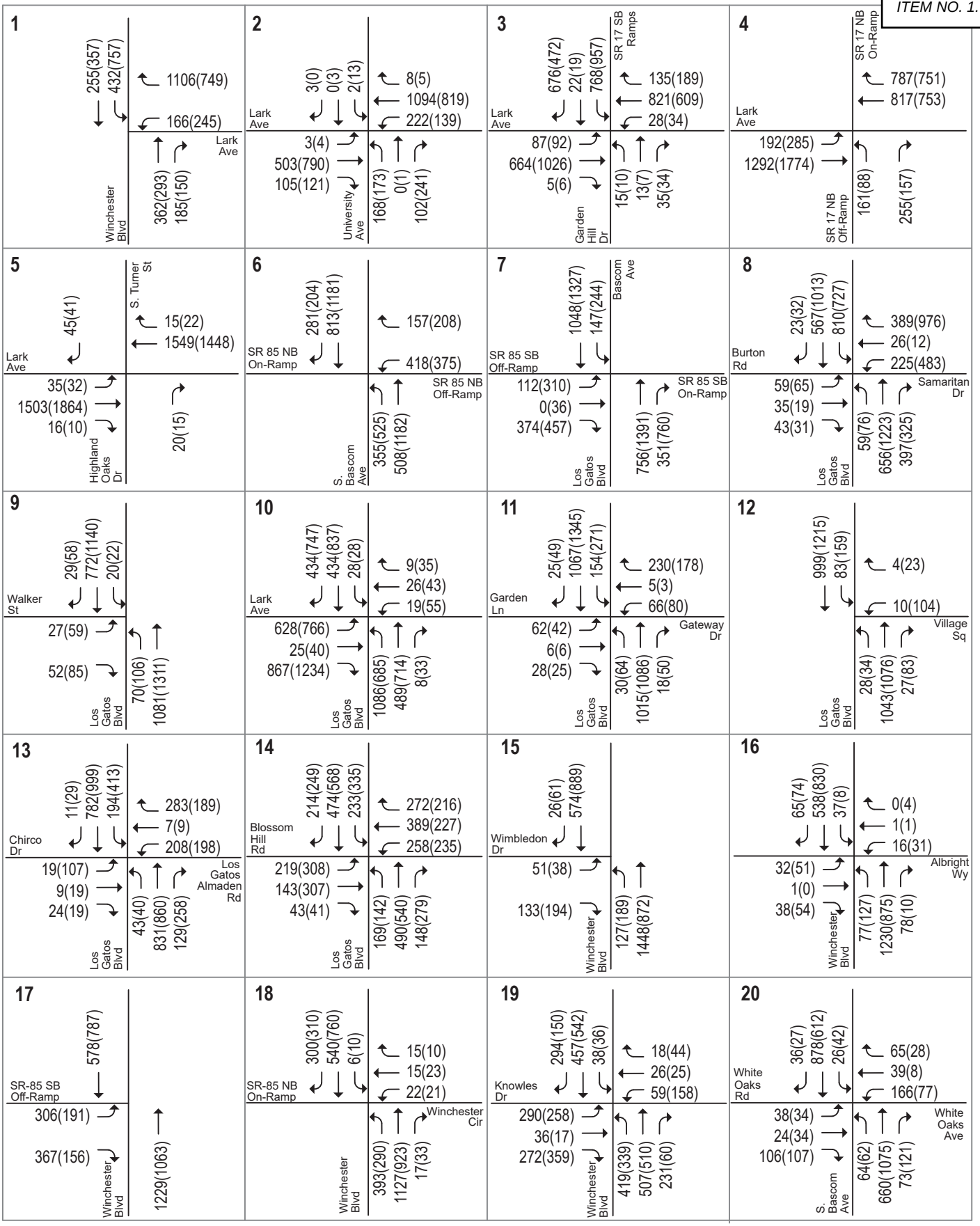


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

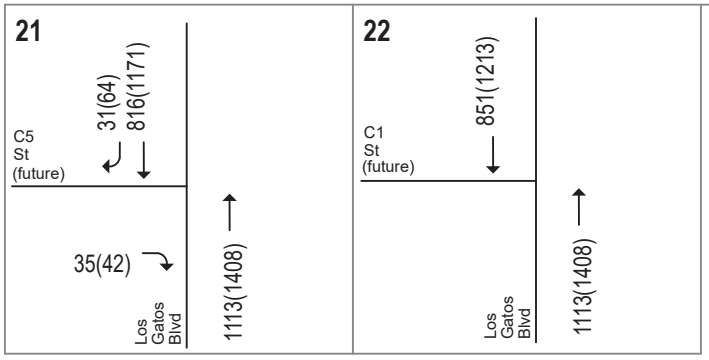


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Traffic Volumes

NORTH
Not to Scale

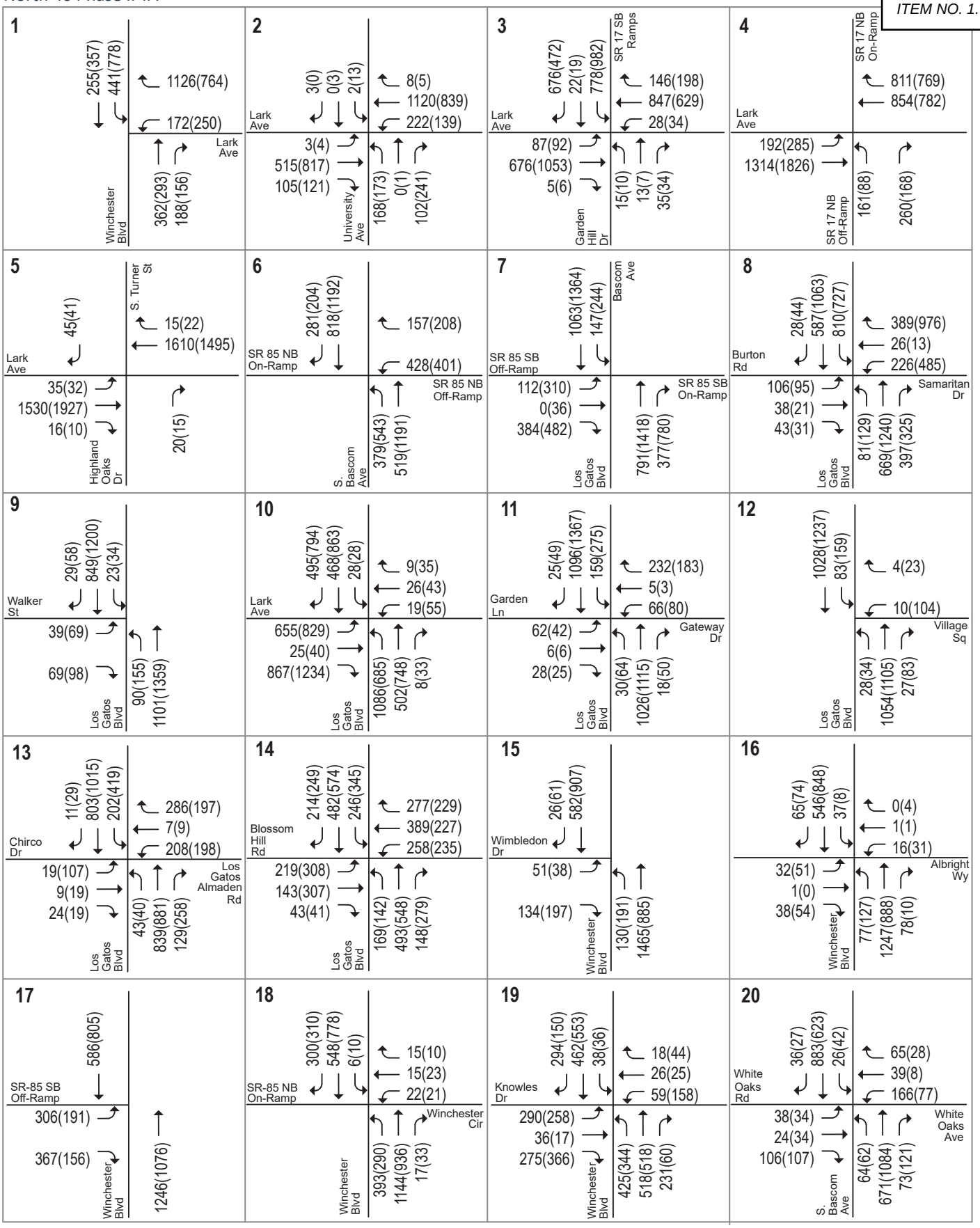


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Traffic Volumes

NORTH
Not to Scale

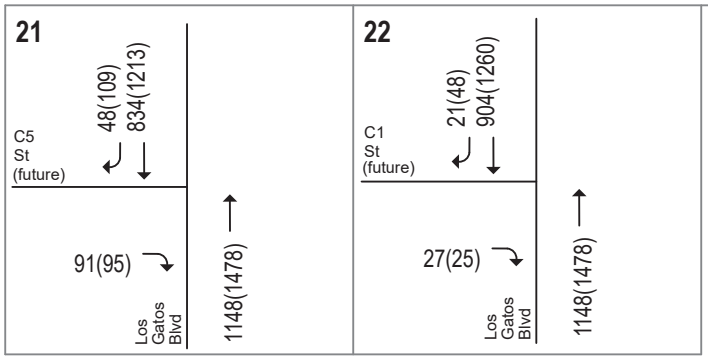


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

Intersection Levels of Service

The results of the existing and existing plus project intersection level of service analysis are shown in Table 6. The results of the background and background plus project intersection levels of service analysis are shown in Table 7. The results of the cumulative and cumulative plus project levels of service analysis are shown in Table 8. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

There are several signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The average delay can decrease under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

The results of the analysis show that most study intersections would operate at acceptable levels of service under all scenarios, with the exception of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection under cumulative conditions both without and with the proposed project. The potential future level of service deficiency at this intersection is consistent with the findings of the North 40 Specific Plan EIR.

Los Gatos Boulevard/Samaritan Drive/Burton Road

Consistent with the findings of the North 40 Specific Plan EIR, during the PM peak hour under cumulative conditions, the project would increase the average delay at an intersection already operating at a substandard level of service. Therefore, according to the Town's definition, the project would cause an adverse effect at this intersection under cumulative conditions.

The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. Furthermore, the third northbound lane is consistent with the future lane configuration assumed in the *Town of Los Gatos 2040 General Plan EIR*. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection. Table 9 shows the intersection level of service with installation of a third northbound lane. In the interim, a third lane could be constructed to a length of approximately 100 feet within the existing right-of-way. Extending the lane beyond this distance would require the acquisition of additional right-of-way along Los Gatos Boulevard. The acquisition of additional right of way generally occurs when properties adjacent to Los Gatos Boulevard redevelop and could be deferred until future traffic volumes warrant the installation of the third northbound lane on Los Gatos Boulevard.

Table 6
Existing Plus Project Intersection Level of Service

Study #	Intersection	Juristiction	Peak Hour	Existing Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.3	B	18.5	B	0.1	0.007
			PM	19.5	B	19.7	B	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.0	0.008
			PM	24.2	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.2	C	30.3	C	0.2	0.014
			PM	30.7	C	30.9	C	0.3	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	16.6	B	16.6	B	-0.1	0.011
			PM	11.9	B	12.2	B	0.3	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.2	B	12.4	B	0.0	0.002
			PM	12.7	B	13.0	B	0.0	0.001
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	24.7	C	25.1	C	0.5	0.009
			PM	21.0	C	21.4	C	0.4	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	23.8	C	23.7	C	-0.2	0.018
			PM	28.1	C	28.7	C	0.8	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.6	C	31.3	C	-0.4	0.018
			PM	30.7	C	30.9	C	0.3	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	8.6	A	12.0	B	6.2	0.056
			PM	7.2	A	9.8	A	2.9	0.047
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	36.3	D	37.4	D	2.1	0.045
			PM	32.9	C	33.7	C	1.5	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.6	C	24.6	C	0.2	0.006
			PM	24.1	C	24.1	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.5	A	9.5	A	0.0	0.006
			PM	18.4	B	18.1	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.3	0.008
			PM	28.1	C	28.6	C	0.4	0.022
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.5	D	0.2	0.007
			PM	39.2	D	39.4	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.4	B	11.4	B	0.0	0.006
			PM	15.1	B	15.2	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	20.3	C	20.1	C	-0.2	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.6	B	0.0	0.005
			PM	9.3	A	9.2	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.7	B	15.7	B	0.0	0.000
			PM	15.5	B	15.4	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	33.8	C	33.8	C	0.1	0.004
			PM	37.3	D	37.4	D	0.2	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.7	C	23.6	C	-0.1	0.001
			PM	16.1	B	16.0	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	12.8	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.4	B	n/a	n/a
			PM	n/a	n/a	12.0	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 7
Background Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Background Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.4	B	18.6	B	0.2	0.007
			PM	19.8	B	20.0	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	20.9	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.8	C	30.9	C	0.3	0.014
			PM	31.4	C	31.7	C	0.4	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.3	B	17.3	B	0.1	0.009
			PM	12.7	B	13.1	B	0.4	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.5	B	12.7	B	0.0	0.003
			PM	13.2	B	13.5	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	25.9	C	26.3	C	0.6	0.012
			PM	23.0	C	23.4	C	0.3	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	26.5	C	26.4	C	-0.1	0.018
			PM	30.6	C	31.8	C	2.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.9	C	31.8	C	0.1	0.018
			PM	44.5	D	46.0	D	2.7	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	10.6	B	14.0	B	5.3	0.049
			PM	12.0	B	15.9	B	9.9	0.080
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	37.8	D	39.0	D	2.1	0.045
			PM	35.6	D	38.0	D	3.9	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.2	C	24.2	C	0.2	0.006
			PM	23.6	C	23.7	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.4	A	9.3	A	0.0	0.006
			PM	17.5	B	17.2	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.1	C	0.2	0.009
			PM	28.9	C	29.6	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.6	D	0.3	0.008
			PM	39.7	D	39.8	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.1	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.7	B	19.6	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.1	A	9.1	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.5	B	0.0	0.000
			PM	15.3	B	15.2	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.2	C	34.2	C	0.1	0.004
			PM	39.4	D	39.5	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.5	C	23.4	C	-0.1	0.001
			PM	15.6	B	15.5	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.3	B	n/a	n/a
			PM	n/a	n/a	14.6	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.7	B	n/a	n/a
			PM	n/a	n/a	13.4	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 8
Cumulative Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Cumulative Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.6	B	18.8	B	0.1	0.007
			PM	20.2	C	20.4	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	31.2	C	31.4	C	0.3	0.014
			PM	31.8	C	32.2	C	0.5	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.8	B	17.9	B	0.2	0.009
			PM	13.9	B	13.8	B	1.7	0.066
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.8	B	13.0	B	0.0	0.003
			PM	13.6	B	13.9	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	27.4	C	27.8	C	0.5	0.012
			PM	24.1	C	24.5	C	0.2	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	27.6	C	27.8	C	0.3	0.010
			PM	34.6	C	36.9	D	5.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	34.9	C	37.1	D	2.5	0.032
			PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
9	Los Gatos Boulevard & Walker Street	LG	AM	10.1	B	11.3	B	1.1	0.018
			PM	11.3	B	14.6	B	8.8	0.085
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	40.5	D	42.1	D	2.8	0.045
			PM	46.1	D	51.6	D	9.2	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	25.9	C	25.9	C	0.2	0.006
			PM	24.9	C	25.0	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.2	A	9.1	A	0.0	0.006
			PM	16.9	B	16.7	B	-0.2	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.2	0.008
			PM	29.0	C	29.7	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.6	D	39.7	D	0.2	0.007
			PM	39.8	D	40.0	D	0.2	0.016
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.0	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.6	B	19.4	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.0	A	9.0	A	0.0	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.6	B	0.0	0.000
			PM	15.2	B	15.1	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.3	C	34.3	C	0.1	0.004
			PM	39.5	D	39.7	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.4	C	23.3	C	-0.1	0.001
			PM	15.3	B	15.2	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.5	B	n/a	n/a
			PM	n/a	n/a	16.4	C	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	14.3	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Bold indicates a substandard level of service.

Bold indicates an adverse effect.

Table 9
Cumulative Plus Project Level of Service (with Improvements)

Study #	Intersection	Peak Hour	Cumulative Conditions: No Project Avg. Delay (sec)	No Project LOS	With Project Avg. Delay (sec)	With Project LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	AM	34.9	C	37.1	D	2.5	0.032
		PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
	(install third NB through lane)	AM			36.5	D	2.5	0.032
		PM			51.0	D	3.7	0.024

Note:
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips (10 or more) to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, cumulative, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10:

- Southbound Winchester Boulevard to Lark Avenue
- Southbound SR-17 SB Ramp to Lark Avenue
- Westbound SR-85 NB Ramps to Bascom Avenue
- Northbound Los Gatos Boulevard to Burton Road (Left-turn and U-turn)
- Southbound Los Gatos Boulevard at Walker Street (U-Turn)
- Northbound Los Gatos Boulevard to Walker Street
- Eastbound Walker Street to Los Gatos Boulevard
- Eastbound Lark Avenue to Los Gatos Boulevard
- Southbound Los Gatos Boulevard to Blossom Hill Road

Table 10
Intersection Queuing Analysis

	Winchester Boulevard & Lark Avenue		SR-17 SB Ramps & Lark Avenue		Bascom Avenue & SR-85 NB Ramps		Los Gatos Boulevard & Samaritan Drive/Burton Road	
	SBL		SBL		WBL		NBL	
	2 Lanes		2 Lanes		2 Lanes		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	196	345	334	425	121	118	35	24
95th %. Queue (veh/ln.)	8	12	15	18	8	7	3	2
95th %. Queue (ft./ln) [2]	200	300	375	450	200	175	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	Y	Y
Existing Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	200	356	339	438	126	131	57	77
95th %. Queue (veh/ln.)	8	13	15	18	8	8	5	5
95th %. Queue (ft./ln) [2]	200	325	375	450	200	200	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	**N**	**N**
Background								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	209	372	360	458	169	161	35	24
95th %. Queue (veh/ln.)	8	13	16	19	10	9	3	2
95th %. Queue (ft./ln) [2]	200	325	400	475	250	225	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	Y	Y	Y
Background Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	214	382	365	470	174	174	57	77
95th %. Queue (veh/ln.)	9	14	16	19	10	10	5	5
95th %. Queue (ft./ln) [2]	225	350	400	475	250	250	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	216	379	384	479	209	188	59	76
95th %. Queue (veh/ln.)	9	13	17	20	12	11	5	5
95th %. Queue (ft./ln) [2]	225	325	425	500	300	275	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	221	389	389	491	214	201	81	129
95th %. Queue (veh/ln.)	9	14	17	20	12	11	6	8
95th %. Queue (ft./ln) [2]	225	350	425	500	300	275	150	200
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

Table 10 (cont.)
Intersection Queuing Analysis

	Los Gatos Boulevard & Walker Street						Los Gatos Boulevard & Lark Avenue		Los Gatos Boulevard & Blossom Hill Road	
	SBL		NBL		EBL		EBL		SBL	
	1 Lane		1 Lane		1 Lane		3 Lanes[3]		2 Lanes	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	39	22	14	12	156	213	103	144
95th %. Queue (veh/ln.)	2	2	3	2	2	2	10	11	7	9
95th %. Queue (ft./ln) [2]	50	50	75	50	50	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Existing Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	59	71	26	22	165	234	109	149
95th %. Queue (veh/ln.)	5	4	5	5	3	2	10	11	7	9
95th %. Queue (ft./ln) [2]	125	100	125	125	75	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	70	106	37	76	186	247	109	161
95th %. Queue (veh/ln.)	2	2	5	7	3	5	11	12	7	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	125	275	300	175	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	90	155	49	86	195	268	116	166
95th %. Queue (veh/ln.)	5	4	6	9	4	6	11	13	8	10
95th %. Queue (ft./ln) [2]	125	100	150	225	100	150	275	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	**N**	Y	Y	**N**	**N**
Cumulative										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	20	22	70	106	27	59	218	269	117	168
95th %. Queue (veh/ln.)	2	2	5	7	3	4	12	13	8	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	100	300	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Cumulative Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	23	34	90	155	39	69	227	290	123	173
95th %. Queue (veh/ln.)	2	3	6	9	3	5	13	14	8	10
95th %. Queue (ft./ln) [2]	50	75	150	225	75	125	325	350	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Approach contains a shared through-left lane. Volume includes through lane traffic.

The queueing analysis indicates that the following intersections currently have queuing deficiencies, but the addition of project trips would not lengthen the 95th percentile queue:

- Southbound left-turn movement from Southbound SR-17 Ramps to Lark Avenue

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn)(AM and PM peak hours)

SR 85 Northbound Ramp Left Turn to Bascom Avenue

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue provides vehicle storage capacity for approximately 20 vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during both peak hours under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

Northbound Los Gatos Boulevard Left Turn (U-turn) to Burton Road

The northbound left-turn lane on Los Gatos Boulevard provides vehicle storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours under all scenarios. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space with the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Southbound Los Gatos Boulevard U-turn at Walker Street

The provided vehicle storage capacity for the southbound U-turn lane on Los Gatos Boulevard at Walker Street is approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40 Specific Plan EIR did not analyze the potential queuing issues at this movement. The

project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Eastbound Walker Street Left Turn to Los Gatos Boulevard

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the eastbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. Additionally, this storage capacity is calculated by measuring the distance to the upstream (on-site) intersection. Since the 95th percentile queue exceeds capacity by only one vehicle during the PM peak hour under background conditions only, no improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

Southbound Los Gatos Boulevard Left Turn to Blossom Hill Road

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

4. Other Transportation Analyses

This chapter presents other transportation issues associated with the project, including:

- Site access and circulation
- Collision analysis
- Effects on pedestrians, bicycles, and transit facilities
- Parking
- Terreno De Flores Lane access
- Cut-Through traffic

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan, dated March 13, 2024 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to Phase II of the North 40 site would be provided via Turner Street (via Walker Street) and two new streets (C1 Street and C5 Street) that connect to Los Gatos Boulevard. At Walker Street, vehicles are permitted to turn into the site from either direction of Los Gatos Boulevard. The project will construct a raised median along Los Gatos Boulevard along the project frontage. Therefore, vehicles will be restricted to right-turns in from southbound Los Gatos Boulevard and right-turns out from the two new streets (C1 Street and C5 Street). A depressed curb would be constructed at the intersections of Los Gatos Boulevard and C1 and C5 Streets, to provide left-turn access along northbound Los Gatos Boulevard for emergency vehicles only.

Future Access from Burton Road

Though not proposed as part of the Phase II project, the project shall accommodate a future through access connection to the Phase II site at the Burton Road terminus to advance the Town's circulation goals expressed in the North 40 Specific Plan. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that

may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The Town or a third party could construct a future vehicular access from N. Turner Street onto Burton Road when the other properties adjacent to Burton Road redevelop. Based on the project trip assignment and the trip assignment for approved and pending trips, the traffic volume at the N. Turner Street/Burton Road connection is expected to be quite low. Due to the relatively small number of trips generated by the affordable housing development and townhomes along 5th Street, vehicular delay at the N. Turner Street/Burton Road connection would be minimal. The primary streets (N. Turner Street and Burton Road) could connect without any traffic control and 5th Street could be stop-controlled. A roundabout or traffic circle could also be considered at the connection. Table 11 summarizes the delay and level of service at the connection of 5th Street & N. Turner Street/Burton Road. The intersection would operate at LOS A under two-way stop control or a single-lane roundabout. The intersection level of service calculations are presented in Appendix G. Because the westernmost portion of Burton Road is privately owned, the future design of a N. Turner/Burton intersection will be finalized when other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road.

Table 11
Burton Road Connection Traffic Control Evaluation

				Cumulative Conditions With Project	
Study #	Intersection	Control	Peak Hour	Avg. Delay (sec)	LOS
A1	5th Street & Burton Road & N. Turner Street	TWSC	AM	8.6	A
			PM	8.5	A
A2	5th Street & Burton Road & N. Turner Street	RAB	AM	3.1	A
			PM	3.1	A

TWSC = Two-Way Stop Control, RAB = Roundabout

Note:
For TWSC, the average delay for the worst leg is shown.

Sight Distance

Sight Distance at Project Access Points

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Los Gatos Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is determined according to the standards and methodologies contained in the 7th edition of the American Association of State Highway and Transportation Officials (AASHTO) design manual, *A Policy on Geometric Design of Highways and Streets*. Sight distance

requirements vary depending on roadway speeds and the vehicle maneuver. Los Gatos Boulevard has a posted speed limit of 35 mph; the corner sight distance for a right-turn maneuver is 385 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 385 feet from the north along Los Gatos Boulevard to locate a sufficient gap to turn out of the driveways.

There are no roadway curves along Los Gatos Boulevard that would obstruct the vision of exiting drivers. On-street parking is prohibited along the Los Gatos Boulevard project frontage. Some street trees and landscaping would be added along the project frontage on Los Gatos Boulevard. Any landscaping and signage within the sight triangles at the project driveways should be no taller than 3 feet and located in such a way to ensure an unobstructed view for exiting drivers. Any street trees and landscaping should be maintained to at least 14 feet in height or less than 3 feet in height so that they would not obstruct the view of drivers exiting the project site at C1 and C5 Streets.

Sight Distance at Internal Driveways

At unsignalized urban driveways, corner sight distance requirements are not applicable (*Caltrans Highway Design Manual* Index 205.3). Instead, stopping sight distance must be provided. It is presumed most vehicles would be traveling at low speeds (25 mph or less) while on internal streets (C1 and C5 Streets). The stopping sight distance is 150 feet for vehicles traveling at 25 mph. This would provide adequate space for vehicles traveling along the internal streets to react and stop if a vehicle is spotted departing a driveway onto an internal street. The site plan shows some street trees near both entrances to the Block E garage. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking garage.

Similarly, the site plan shows several street trees near both driveways to the Block I parking lot. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking lot.

> **Recommendation:** Street trees and other landscaping plants along Los Gatos Boulevard, and all internal streets should be maintained so that the view of drivers turning onto Los Gatos Boulevard or exiting internal driveways are not obstructed

On-Site Circulation

Most streets within the Phase II site area measure 24 to 26 feet in width from curb to curb, providing adequate access for two-way operations. Some minor streets and alleys that access townhome garages measure 20 to 24 feet in width. Driveway aprons, which are shown to be at least 6 feet long, would provide extra space to facilitate turns to and from the townhome garages. The proposed minimum 20-foot width is consistent with the North 40 Specific Plan, which depicts interior residential streets with 10-foot drive lanes in each direction. The proposed Phase II street widths also match the dimensions of streets in Phase I.

Surface parking is located throughout the Phase II development with a mixture of 90-degree parking and parallel parking. Several dead-end aisles are present within the development site. These aisles provide access to townhome garages and “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted accordingly.

It is recommended that signage should be posted at the mid-block crosswalk along N. Turner Street to alert drivers of the crosswalk and potential pedestrians crossing the street. Similarly, signage should be posted at the mid-block crossings along D4 Street. The project plans are unclear on whether there would be internal stop signs posted at internal intersections. It is recommended stop signs be posted at the following locations:

- Mills Street & C1 Street (north and south legs)
- D4 Street & C1 Street (west leg)

- D4 Street & C5 Street (south leg)
- N Turner Street & C5 Street (all legs)
- N Turner Street & C2 Street (west leg)
- N Turner Street & C3 Street (west leg)
- N Turner Street & C4 Street (west leg)
- N Turner Street & C6 Street (east leg)
- D1 Street & C2 Street (south leg)
- D2 Street & C2 Street (south leg)
- 5th Street & C4 Street (all legs)
- C4 Street & D5 Street (south leg)

On-Site Circulation (Block I Parking Lot)

Both driveways at the surface parking lot for Block I measure approximately 14 feet . The Town of Los Gatos Zoning Code (Section 29.10.155) requires driveways serving between 10 and 25 parking spaces to be no less than 11 feet wide if they provide only ingress or egress and no less than 20 feet wide if they provide both ingress and egress. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted. The project would provide angled parking within the Block I parking lot, which is the recommended configuration to reinforce the one-way operation of the drive aisle.

> **Recommendation:** "RESIDENTS ONLY" and/or "NO OUTLET" signage should be posted in advance of dead-end drive aisles providing access to townhomes
>
> **Recommendation:** Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street
>
> **Recommendation:** Stop signs should be posted at internal intersections, as noted above
>
> **Recommendation:** For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.

On-Site Circulation (Block E Garage)

The Block E Garage consists of two levels: Level 1 parking for commercial employees and customers, guests, and residents, and basement level parking for primarily residents. Figures 16 and 17 show the site plan for Level 1 and the basement level of the Block E Garage, respectively. The site plan shows a roll-up open-grille door on the ramp to the basement level (Level B), which will restrict access to the residential parking areas for future residents and their guest only. The operations of the garage access points are evaluated in a subsequent section.

Two dead-end aisles are present on Level 1 of the Block E parking garage. A turnaround space is provided at each dead-end aisle to facilitate turnarounds in the event that a driver cannot locate an empty parking space. All drive aisles on both levels of the Block E parking garage measure at least 24 feet in width. A second roll-up open-grille door would separate the commercial and residential parking areas. There is space for a resident vehicle to queue in front of this roll-up door while waiting for the door to open without blocking vehicles entering the Level 1 parking garage from C5 Street. Given that there are only 33 residential parking spaces on Level 1, it is highly unlikely that more than one vehicle would queue while waiting for this roll up door to open.

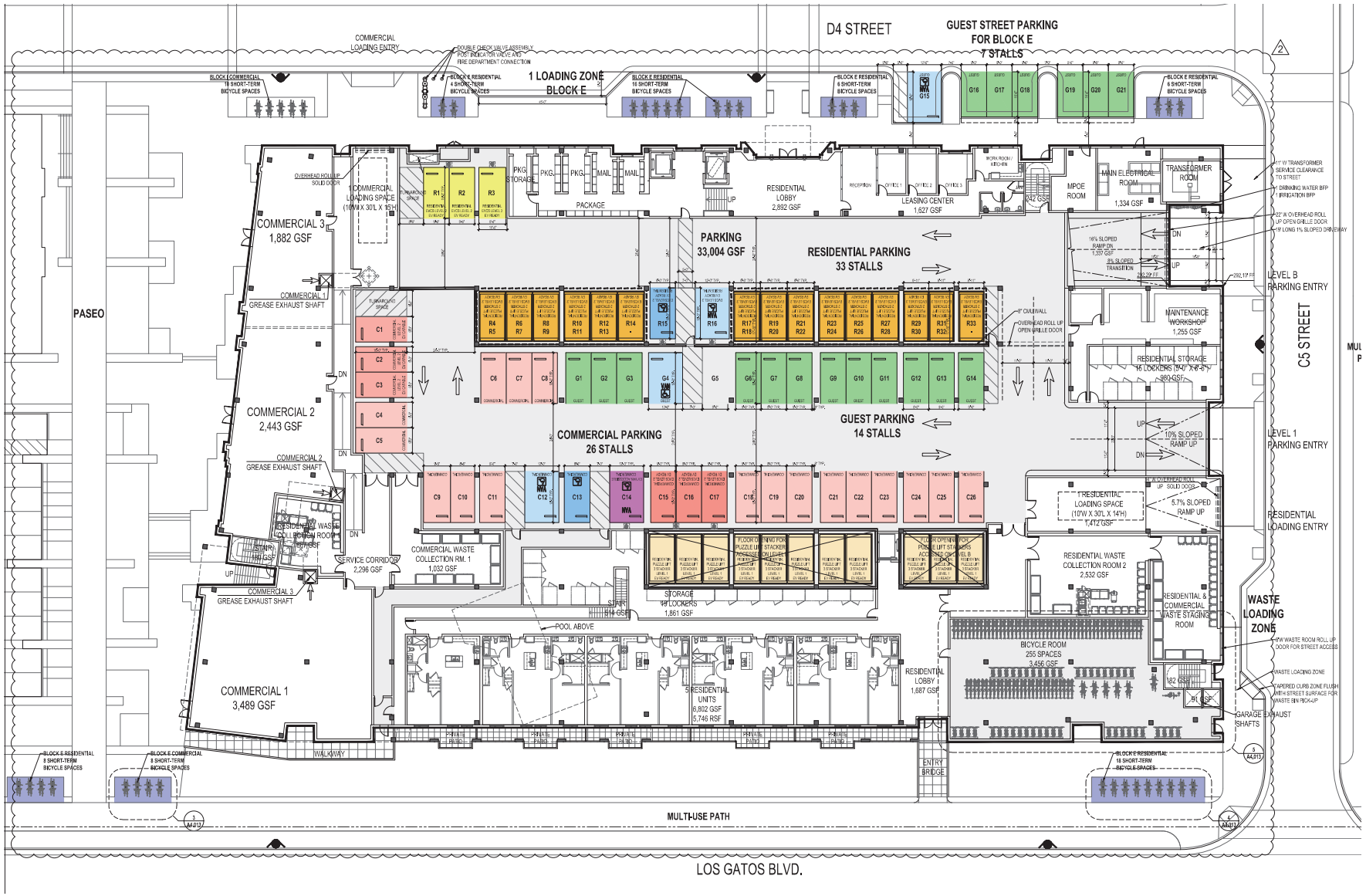


Figure 16
Block E Garage Ground Level Site Plan

NORTH
Not to Scale

Figure 17
Block E Garage Basement Level Site Plan

NORTH
Not to Scale

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North 40 Phase II Master Plan

NORTH 40 PHASE II

GROSVENOR

NORTH 40 PHASE II
ENTITLEMENT SET
FINAL SUBMITTAL

03/05/2025 (Final Submittal)

APPLICANT
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ASSOCIATED MULTI-FAMILY LANDSCAPE ARCHITECT
CMG Landscape Architecture
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San Francisco, CA 94107

All Structures proposed with this project will comply with the Town's all electric construction requirements per Town Code Sections 6.120.060 and 070, California Green Building Standards Code as modified by the Town

EXHIBIT 11

North 40 Phase II Master Plan

NORTH 40 PHASE II

GROSVENOR

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C14 Preliminary Utility Plan
C15 Stormwater Management Concept
C16 Tree Disposition Plan
C17 Fire Access Plan
C18 Refuse Circulation Plan
C19 Preliminary Parking Plan
C20 Offsite Los Gatos Blvd. Roadway Improvements
C21 Interim Erosion Control Plan
C22 Signing & Striping Plan

Site Lighting

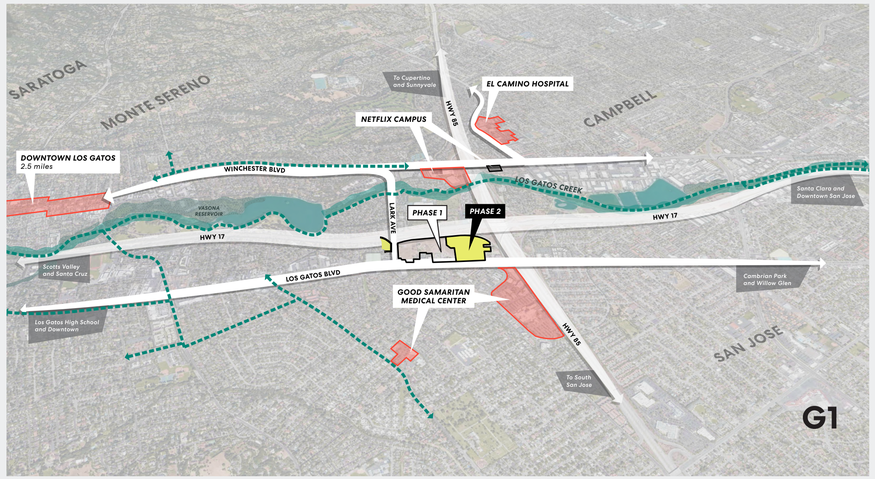
EL100 Electrical Lighting Plan
EL200 Electrical Lighting Photometric Plan
EL300 Luminaire Schedule and City Standards
EL301 Luminaire Cut Sheets

Project Description

The Applicant proposes the construction of the Project, a mixed-use housing development project that includes 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements located in the North 40 Specific Plan area of the Town. The Project Site is 15.65 total acres, which includes unbuildable areas, areas planned for open space, and all of the land that will be dedicated to the public for access to the Project's circulation system and public utilities. Excluding the primary backbone public infrastructure and circulation portions of the Project Site that will be dedicated by easement for public use results in a lot area of 14.47 acres, which conservatively includes alleys, open space, and undevelopable land on the Project Site. The Project Site currently includes eight (8) single family homes, which would be demolished (as anticipated in the previously certified North 40 Specific Plan Environmental Impact Report) and replaced by the Project. The Town's Housing Element includes the Project Site in its inventory of sites available for housing development that will be affordable to lower income households to accommodate the Town's RHNA. The Housing Element designates the Project Site for residential development at a minimum density of at least 30 dwelling units per acre, and it assumed a development capacity of up to 461 units. The Project proposes 450 dwelling units on a site area of 14.47 acres, resulting in a gross density of 31.1 du/ac, which is consistent with the Housing Element's use and density designations. The Project's residential program will provide a total of 450 new rental apartments and for-sale and/or rental town homes. Of the 450 total units, the Project will dedicate 77 units as units that will be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code. The 77 dedicated units will include 67 affordable rental homes available to low and very low-income households (in addition to one unit reserved for a manager) on approximately 1.25 acres that will be transferred to an affordable housing developer. Ten additional units dedicated to low-income households will be made available in the Project's mixed-income multi-family building. The 450 homes are complemented by various resident amenities and community-serving ground floor commercial spaces within the multi-family rental building. The new buildings are arranged around a generously sized central public open space (the "**Meadow**"), open to all and visible from Los Gatos Boulevard along a pedestrian "**Paseo**". The Meadow will feature active uses, landscaping, and an interpretive display that features the existing red barn, that collectively celebrate the Property's agricultural heritage. The Meadow will also include a new public pavilion, which is designed to be adaptable for a variety of civic, community and/or retail uses for future flexibility. Adjacent to the public open space, a 2,400 square foot barn-inspired commercial space, Building J, is proposed and envisioned to complement both the Meadow's agrarian theme and the retail uses in Building I. A new 4,800 square foot retail building (Building I) is located closer to Los Gatos Boulevard and is designed to be sub-dividable for multiple tenants and includes generous outdoor dining areas. Building J and Building I are part of approximately 15,000 square feet of commercial space that helps create vibrancy and a sense of place. The Project includes all necessary access, circulation, streetscape, and landscaping to complement and service the new buildings and to complete relevant sections of the bicycle and pedestrian routes through and around the site. On-site streets will be connected to existing North 40 Phase I streets. The Applicant will dedicate land to the Town to accommodate the future widening of Burton Road and a through-connection between Burton Road and the Project to complete the internal circulation system as anticipated in the North 40 Specific Plan.

The Project Site

Regional Context



North 40 Phase II Master Plan

NORTH 40 PHASE II

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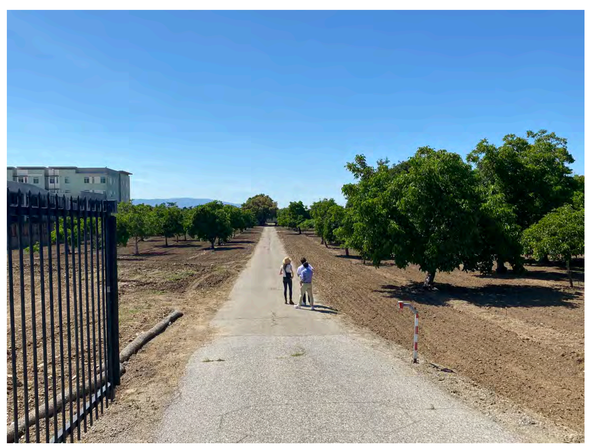

The existing road into Phase 2

Walnut Orchard Trees

Adjacent Phase 1 Mixed-use Building, to west

Olive trees fronting Los Gatos Blvd,

Heritage Oak Trees are interspersed among the rows of walnut trees

A red barn and citrus tree hearken back to the region's bygone agricultural era

Views to the northwest

Aerial view of Phase II and adjacent commercial uses along Los Gatos Blvd

Existing Conditions Photographs

G2

1 PROJECT SUMMARY PLAN
1" = 50'-0"

PROJECT SUMMARY LEGEND

- PROPERTY LINE
- 100% AFFORDABLE HOUSING
- TOWNHOUSE
- MULTI-FAMILY
- COMMERCIAL / RETAIL
- COMMUNITY / CIVIC

PROJECT SUMMARY		
Site Address	North 40, Los Gatos, CA 95032	
Site Area	15.65	ACRES
	682,017	SQFT
Development Area	14.47	ACRES
Development Density	31.1	DU/AC
Total Open Space Area	364,613	SQFT
Green Open Space Area	154,498	SQFT

i. See Sheet G11 for detailed breakdown of Open Space

PROGRAM AREA	GROSS SQFT	UNITS
100% Affordable Housing Building	76,395	68
Townhome	332,795	127
Multi-family Housing*	294,206	255
Total Residential Units	**703,396**	**450**
Commercial/Retail Building E1	7,874	
Commercial/Retail Building I1	4,800	
Commercial/Retail Building J	2,400	
Total Commercial/Retail	**15,074**	
Community/Civic	987	
Total Non-Residential SF	16,061	

**Multi-family has a portion of affordable units, see table below*

PROJECT AFFORDABILITY DATA	MIN. REQUIRED	PROPOSED
100% Affordable Housing Building		67
Very Low Income		
Low Income		
Multi-family Affordable Units (low income)		10
Market Rate Units		373
Sitewide Total Affordable Units	**75**	**77**
Percent of Market Rate Units per Town Code Sec. 29.10.3025	**20%**	**21%**
Total Residential Units	**450**	**450**

PARKING SUMMARY	MIN. REQUIRED	PROPOSED
Residential	***Based on State Density Bonus Inclusive of Guest Parking***	
Multi-family Residential Podium Parking	311	312
Multi-family Residential Guest Parking		25
Townhome in-unit Parking	243	254
Townhome Guest Parking		44
100% Affordable Surface Parking	68	68
Residential Parking Totals	**622**	**703**
Commercial/Retail	***N40 Specific Plan 1 stall per 300 GSF***	
Commercial/ Retail Multi-family Podium	26	26
Commercial/Retail Street Parking	24	24
Additional Site-wide Street Parking		28
Site Total	**672**	**781**

i. Parking Totals include Accessible Stalls - see C19 for accessible stalls and EV stalls distribution

ii. See G12 for detailed breakdown of sitewide parking

DEVELOPMENT STANDARD	REQUIRED	PROPOSED
North 40 Specific Plan		
FAR/Density Max		
Height Max	45 ft	99'-8"
Open Space Ratio*		
Minimum Area	30%	53%
Green Open Space	20%	42%
Open Space Types	Plazas, pasos, pathways, perimeter buffers, common recreational amenities, fruit tree planting	
Publicly Accessible	20%	78%
Setbacks**		
Primary Streets	12 ft	
Secondary Streets	12 to 25 ft	
Interior Residential Streets	12 ft	

** for more detailed information Open Space information and compliance, please see G11*

*** for more detailed setback information and compliance, please see A1.100*

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PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

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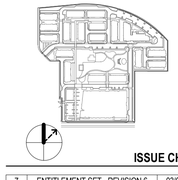
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
4	ENTITLEMENT SET - REVISION 3	06/05/24
3	ENTITLEMENT SET - REVISION 2	03/13/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
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TITLE

PROJECT SUMMARY

SHEET NUMBER

G3

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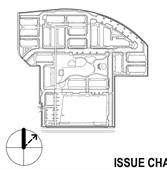

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ILLUSTRATIVE SITE PLAN

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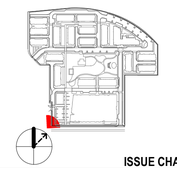

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AERIAL 3D SITE

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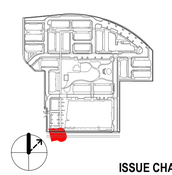

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STREET PERSPECTIVE

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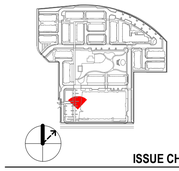

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PASEO PERSPECTIVE

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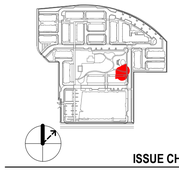

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MEADOW PERSPECTIVE

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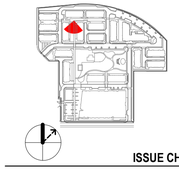

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TOWNHOUSE PERSPECTIVE

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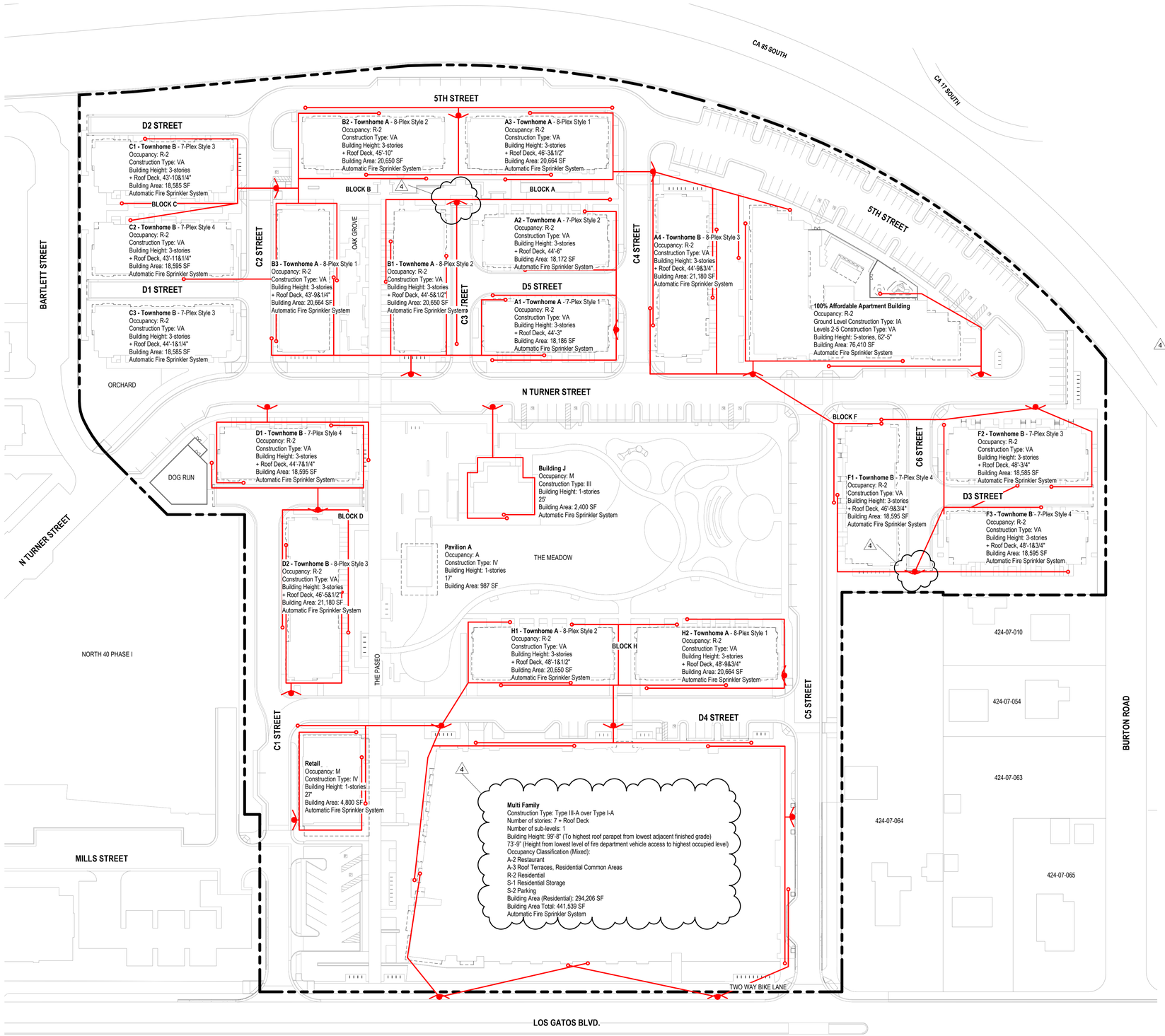

1 FIRE & BUILDING INFO PLAN
1" = 50'-0"

FIRE PROTECTION & ACCESS GENERAL NOTES

01. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.

02. Fire Sprinklers Required: Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2.

03. Fire Alarm Requirements: Refer to CFC Sec. 907 and the currently adopted edition of NFPA 72. Submit shop drawings (3 sets) and a permit application to the SCCFD for approval before installing or altering any system. Call (408) 341-4420 for more information.

04. Emergency responder radio coverage in new buildings: All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. CFC Sec. 510.1.

05. No combustible construction shall occur prior to hydrant installation.

06. Construction Site Fire Safety: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification S1-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33.

07. Two-way Communication System: Two-way communication systems shall be designed and installed in accordance with NFPA 72 (2022 edition), the California Electrical Code (2022 edition), the California Fire Code (2022 edition), the California Building Code (2022 edition), and the city ordinances where two way system is being installed, policies, and standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.

08. Ladder pads are shown on Tentative Map Finished Grading Sheet C - and Enlarged Landscape Plans.

09. Standpipe Systems shall be provided on buildings. Fire hose threads used in connection with standpipe systems shall be approved and shall be compatible with fire department hose threads. Standpipes shall be manual wet type. In buildings used for high-piled combustible storage, fire hose protections shall be in accordance with Chapyer 32 Installatin Standard. Standpipe systems shall be installed in accordance with NFPA 14 as amended in Chapter 47. CFC Sec. 905.

10. When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2. Construction documents. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. CFC Sec. 501.3, 501.4.

FIRE PROTECTION LEGEND

FIRE HYDRANT

150' FIRE HOSE PULL

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NORTH 40 PHASE II
North 40
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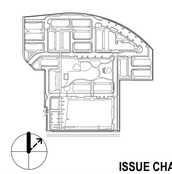

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TITLE

FIRE & BUILDING INFO

SHEET NUMBER

G10

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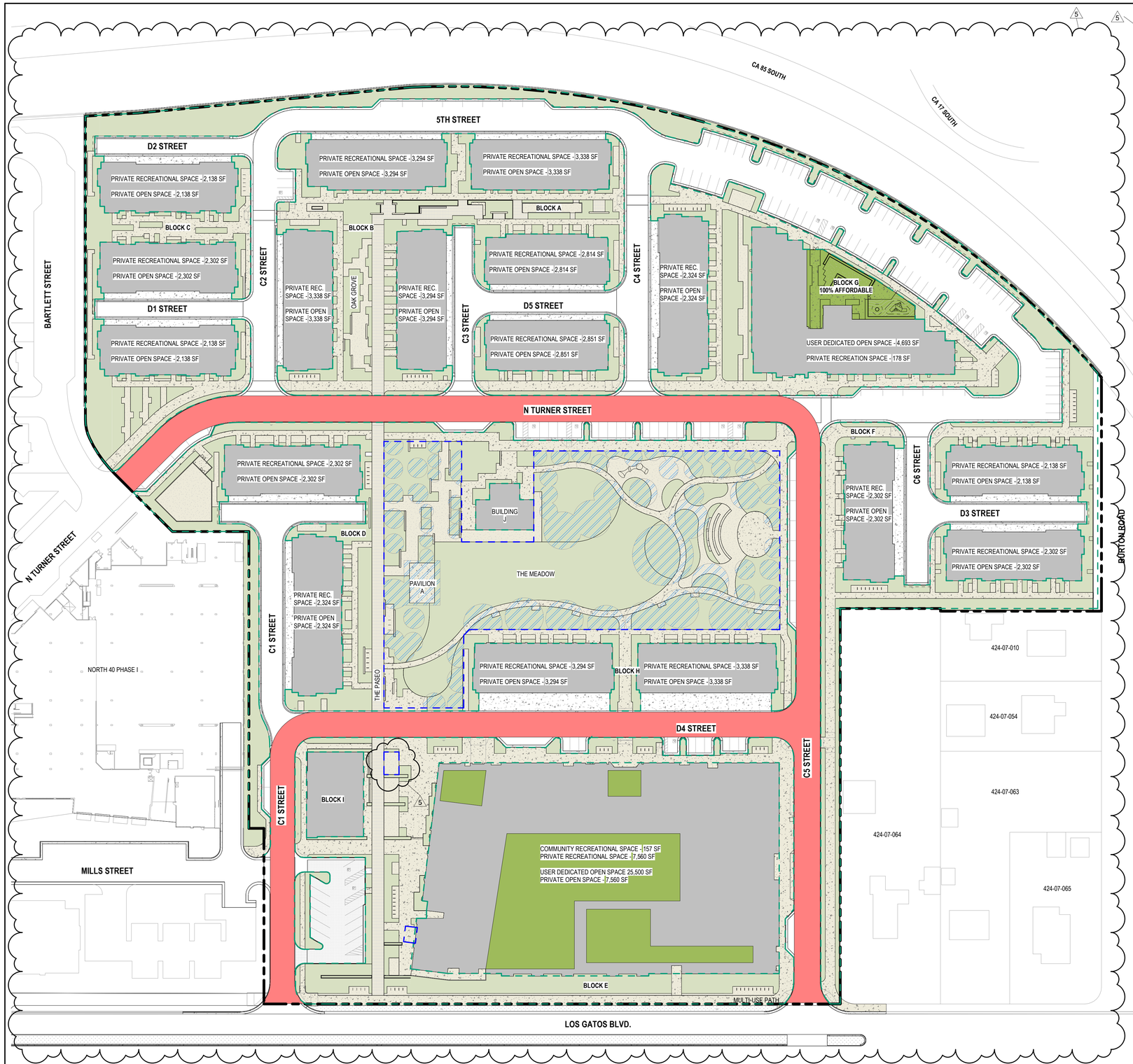

LOT COVERAGE

Based on N40 Specific Plan

	Required (SF)		Provided (SF)
SITE AREA			682,017
LOT COVERAGE AREA	MAX 50%	341,009	212,514

DEVELOPMENT DENSITY

In compliance with minimum density required for the property by Town of Los Gatos Housing Element

	Required	SF	ACRES
SITE AREA		682,017	15.65
DEVELOPMENT AREA		630,118	14.47
Main Roadway Excluded		51,899	1.19
DWELLING UNITS (DU)		450	
DWELLING UNITS/ACRE	30 DU/ACRE MIN	31.11	

OPEN SPACE SUMMARY

Based on N40 Specific Plan 2.5.4 and 3.3.4 Open Space Standards

	Required (SF)		Provided (SF)
SITE AREA			682,017
TOTAL OPEN SPACE	30% MIN (of total Site Area)	204,605	364,613
PUBLICALLY ACCESSIBLE	20% MIN (of total Open Space)	72,923	283,153
Green Open Space	20% MIN (of total Open Space)	72,923	154,498
Hardscape	Remainder of Publicly Accessible Open Space		128,655
USER-DEDICATED OPEN SPACE	Provided for exclusive use of units within Multi-Family and 100% Affordable Housing Building		30,193
PRIVATE OPEN SPACE	For exclusive use of individual units - Provided in all Townhomes, and some Multi-Family Units.		51,267

RESIDENTIAL OPEN SPACE

Based on N40 Specific Plan 2.7.2 Residential Open Space Standard

RESIDENTIAL COMMON OPEN SPACE	Required (SF)		Provided (SF)
RESIDENTIAL CONDOMINIUMS	100 SF PER UNIT @ 127 TOWNHOME UNITS	12,700	
MULTI-FAMILY RESIDENTIAL Mixed-Use Multi-Family	200 SF PER MULTI-FAMILY UNIT @ 255 MULTI-FAMILY UNITS	51,000	
MULTI-FAMILY RESIDENTIAL 100% Affordable Housing	200 SF PER UNIT @ 68 UNITS	13,600	
TOTAL RESIDENTIAL COMMON OPEN SPACE PROVIDED		77,300	364,613

RECREATION SPACE SUMMARY

Based on Objective Design Standard A.11.1

	Required (SF)		Provided (SF)
LANDSCAPE SPACE	20% MIN	30,900	154,498
COMMUNITY RECREATION SPACE	100 SF PER RES. UNIT plus 2% non-residential SF	45,000	72,735
Open to Sky	60% MIN OF COM. REC.	43,641	71,114
Shaded	15% MIN OF COM. REC.	10,910	31,870
PRIVATE RECREATION SPACE	60 SF MIN PER RES. UNIT*	27,000	53,569
	120 SF PER GROUND RES. UNIT	*Project does not comply*	

**100% Affordable Housing Units and Multi-Family Units do not all individually comply with A.11.1.b*

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GROSVENOR

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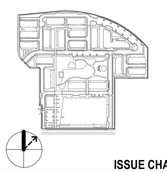
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
4	ENTITLEMENT SET - REVISION 3	06/05/24
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Job Number 492028.000

TITLE

OPEN SPACE DIAGRAM

SHEET NUMBER

4

G11

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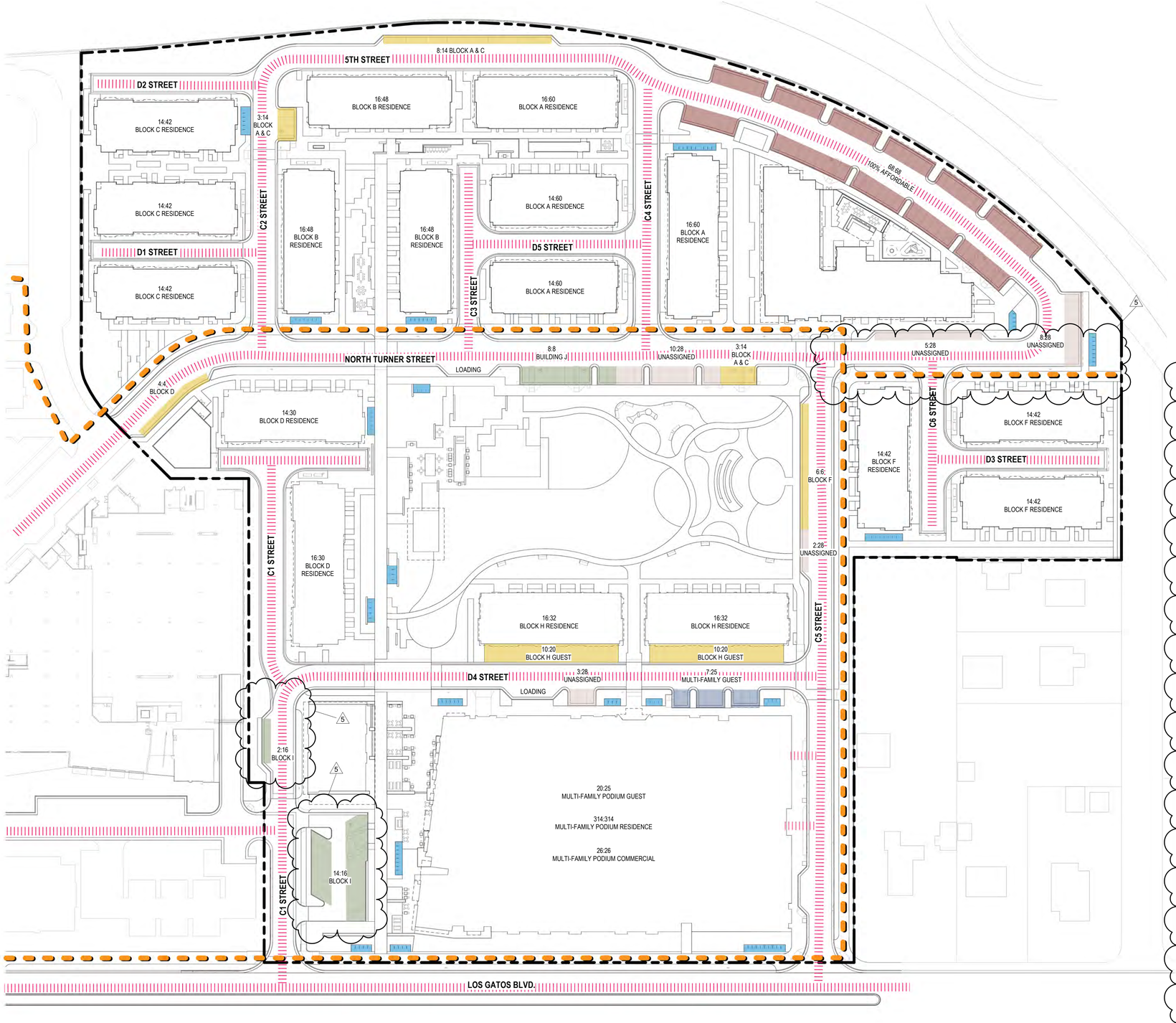

CIRCULATION LEGEND

- PROPERTY LINE
- VEHICULAR CIRCULATION
- MULTI-USE PATH
- TOWNHOME GUEST PARKING
- COMMERCIAL PARKING
- 100% AFFORDABLE HOUSING PARKING
- MULTI-FAMILY LEASING PARKING
- UNASSIGNED PARKING
- SHORT TERM BICYCLE PARKING

VEHICULAR PARKING SUMMARY			
BUILDING/USE		**REQUIRED**	**PROVIDED**
RESIDENTIAL PARKING SUMMARY			
Townhome*	Private Garage Parking Stalls	243	254
	Guest Surface Parking Stalls		44
	Townhome Subtotal		**298**
Multi-Family*	Resident Podium Parking Stalls (reserved with signage)	311	312
	Guest Parking Stalls (in Podium & on D4 Street)		25
	Multi-Family Subtotal		**337**
* Per State Density Bonus Requirements, inclusive of guest parking			
100% Affordable Housing** (reserved with signage)		68	**68**
** Per N40 Specific Plan Requirements			
COMMERCIAL PARKING SUMMARY Per N40 Specific Plan - (1) Stall per 300 GSF			
Multi-Family Retail Podium Parking		26	26
Block I Retail Surface Parking		16	16
Building J Retail Surface Parking		8	8
Additional Unassigned Surface Parking			28
SITE-WIDE PARKING TOTAL		**672 REQUIRED**	**781 PROVIDED**

i. See C19 for detailed information on EV and Surface Parking Accessible Stalls

ii. See A4.010 through A4.012 for detailed information regarding Multi-family Podium and Guest Parking, EV and Accessible Stalls

BIKE PARKING SUMMARY Per Objective Design Standard A.2 & A.3			
		Required	**Provided**
LONG-TERM BIKE PARKING			
Residential	One per dwelling unit		
	Multi-Family	255	255
	100% Affordable Housing	68	68
	Townhome	127	127
	Total Residential Short-Term Bike Parking	450	450
LONG-TERM BIKE PARKING TOTAL		**450 REQUIRED**	**450 PROVIDED**
SHORT TERM BIKE PARKING			
Residential	One per dwelling unit		
	Multi-Family	255	68
	100% Affordable Housing	68	26
	Townhome	127	82
	Total Residential Short-Term Bike Parking	450	176
Non-Residential	One per 2,000 SF	8	14
SHORT-TERM BIKE PARKING TOTAL		**458 REQUIRED**	**190 PROVIDED**

i. See A4.013 for detailed information regarding Multi-Family Long-Term Bike Parking

ii. Townhome Long-Term Bike Parking is provided in each unit's Garage

iii. See A1.101 for detailed information regarding 100% Affordable Housing Long-Term Bike Parking

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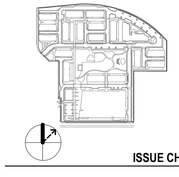

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Job Number 492028.000

TITLE

SITE CIRCULATION DIAGRAM

SHEET NUMBER

4 G12

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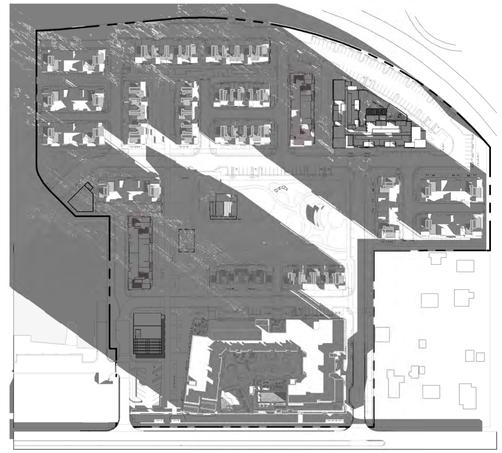
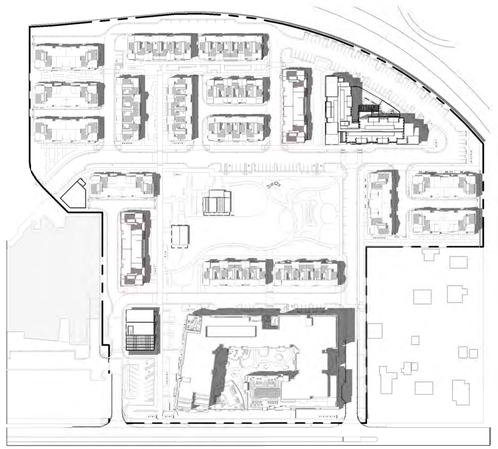
6 SUN STUDY WINTER SOLSTICE - 03 PM

5 SUN STUDY WINTER SOLSTICE - 12 PM



4 SUN STUDY WINTER SOLSTICE - 09 AM



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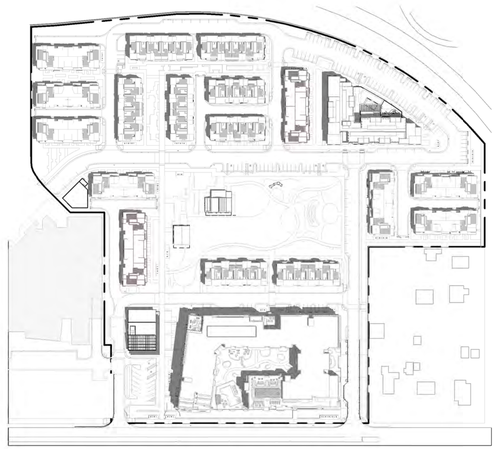

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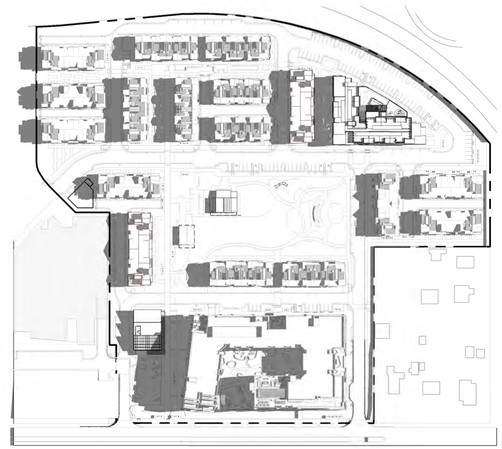

1 SUN STUDY SUMMER SOLSTICE - 09 AM

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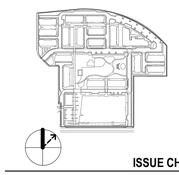

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TITLE

SOLAR ACCESS SHADOW STUDY

SHEET NUMBER

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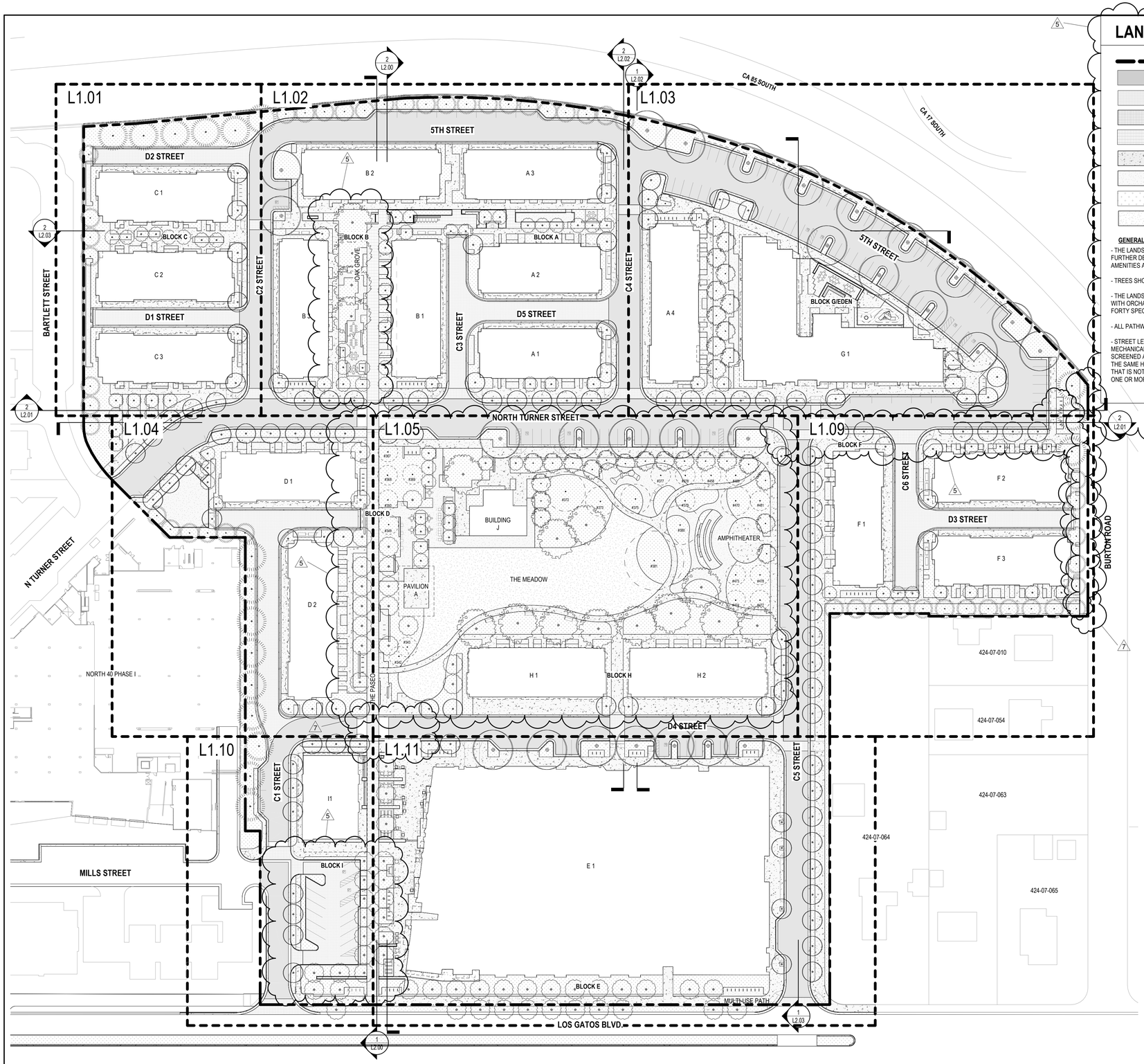

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
- CONCRETE UNIT PAVER PAVING
- INTEGRATED COLOR CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- PLANTING AREA
- LAWN
- (23) EXISTING TREE TO REMAIN *
- (66) PERIMETER TREES 36" BOX-SIZE
- (140) ORCHARD TREES 24" BOX-SIZE
- (49) COMMON OPEN SPACE TREES 36" BOX SIZE
- (145) STREET TREES 24" BOX SIZE
- GROUND FIRE ACCESS

GENERAL NOTE:

- THE LANDSCAPE DRAWINGS ARE APPROXIMATE AND SUBJECT TO FURTHER DESIGN DEVELOPMENT. PRECEDENT IMAGES AND PUBLIC AMENITIES ARE CONCEPTUAL AND MAY BE REVISED.

- TREES SHOWN IN PLANS ARE DISPLAYED AT 15 YEAR MATURITY

- THE LANDSCAPE BUFFER ON LOS GATOS BLVD. SHALL BE PLANTED WITH ORCHARD TREES AS PROVIDED IN CHAPTER 3 OF NORTH FORTY SPECIFIC PLAN

- ALL PATHWAYS SHALL BE A MINIMUM OF FOUR FEET WIDE.

- STREET LEVEL VIEWS OF GROUND LEVEL UTILITY CABINETS, MECHANICAL EQUIPMENT, TRASH, AND SERVICE AREAS SHALL BE SCREENED AS REQUIRED BY TOWN CODE. SCREENING SHALL BE THE SAME HEIGHT AS THE ITEM BEING SCREENED AND SCREENING THAT IS NOT LANDSCAPE MATERIAL SHALL BE CONSTRUCTED WITH ONE OR MORE OF THE MATERIALS USED IN THE PRIMARY BUILDING.

- AT LEAST 50% OF THE FRONT SETBACK AREA SHALL BE LANDSCAPED.

- A MINIMUM 10-FOOT-WIDE LANDSCAPE BUFFER SHALL BE PROVIDED ALONG HTE FULL LENGTH OF THE SHARED PROPERTY LINE BETWEEN MULTIFAMILY OR RESIDENTIAL MIZED-USE DEVELOPMENT AND ABUTTING RESIDENTIAL PROPERTIES. THE BUFFER SHALL INCLUDE THE FOLLOWING:
  A. A SOLID MASONRY WALL WITH A SIX-FOOT HEIGHT, EXCEPT WITHIN A STREET-FACING SETBACK WHERE WALLS ARE NOT PERMITTED; AND
  B. TREES PLANTED AT A RATE OF AT LEAST ONE TREE PER 30 LINEAR FEET ALONG THE SHARED PROPERTY LINE. TREE SPECIES SHALL BE SLECTED FROM THE TOWN OF LOS GATOS MASTER STREET TREE LIST AND SHALL BE A MINIMUM 15-GALLON SIZE.

- SURFACE PARKING LOTS SHALL BE SCREENED FROM VIEW OF THE STREET WITH LANDSCAPING OR A WALL WITH A MINIMUM THREE-FOOT HEIGHT TO SCREEN THE PARKING LOT WHEN NOT ALREADY SCREENED BY A PRIMARY BUILDING.

***NOTE:**
- SEE C.16 FOR EXISTING TREE SURVEY AND TREE DISPOSITION PLAN
- SEE ARBORIST REPORT FOR TREE REPLACEMENT MITIGATION TABLE (T3)

1 LANDSCAPE SITE PLAN
1" = 50'-0"

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KEYPLAN

ISSUE CHART

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TITLE

LANDSCAPE SITE PLAN

SHEET NUMBER

L1.00

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EXHIBIT 12

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1 BLOCK C ENLARGEMENT
1" = 20'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
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- STANDARD BROOM FINISHED CONCRETE
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TOWNHOUSE ENTRIES

TREE GROVE

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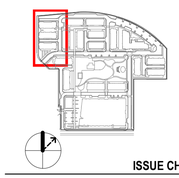

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TITLE

BLOCK C ENLARGEMENT

SHEET NUMBER

L1.01

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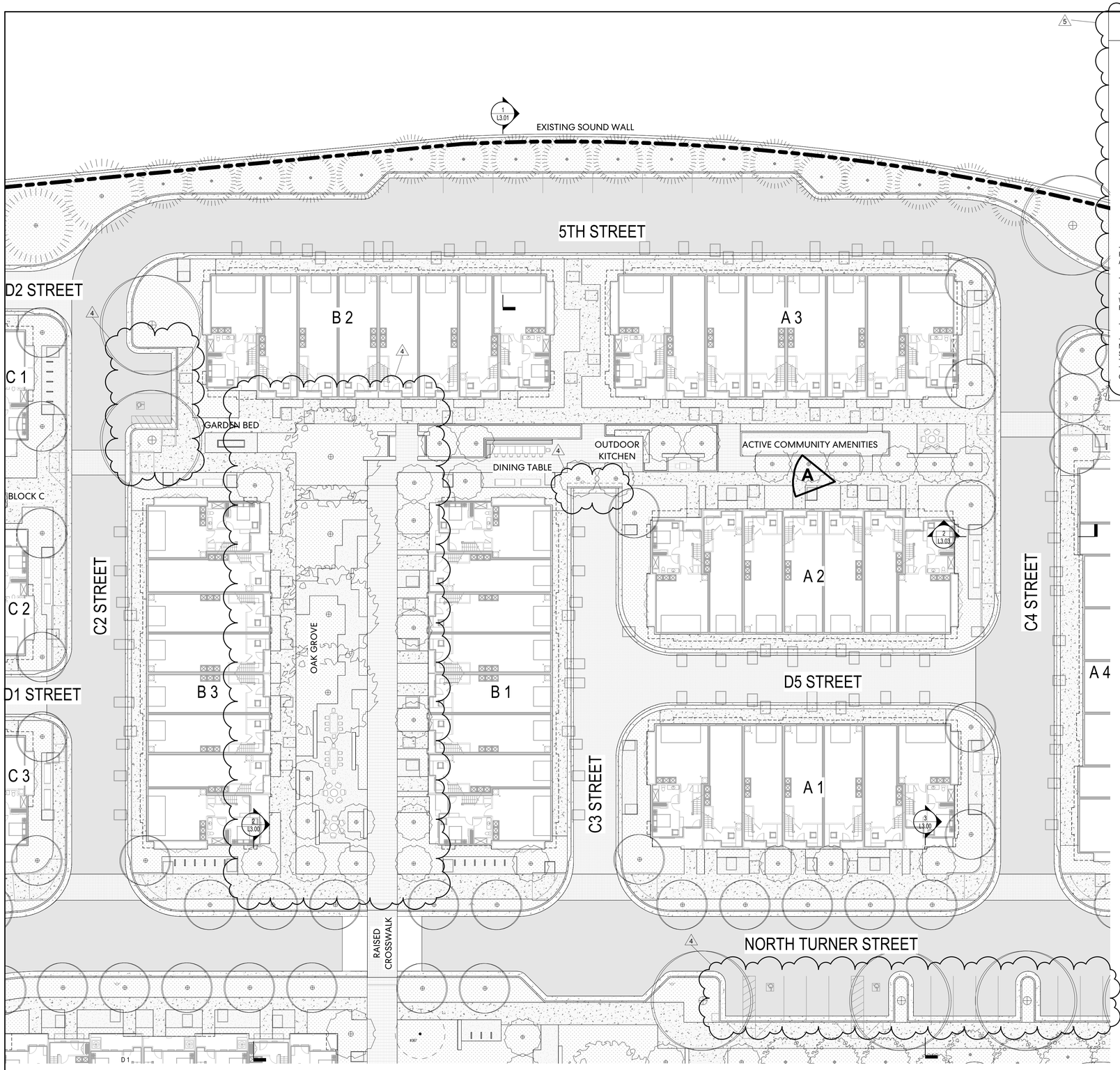

1 BLOCK A AND B ENLARGEMENT
1" = 20'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
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PERSPECTIVE A

OUTDOOR KITCHEN AND DINING TABLES

ACTIVE COMMUNITY AMENITIES

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600 Montgomery Street, Suite 1250
San Francisco, CA 94111

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

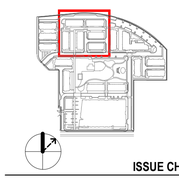
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
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3	ENTITLEMENT SET - REVISION 2	03/13/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

BLOCK A AND B ENLARGEMENT

SHEET NUMBER

L1.02

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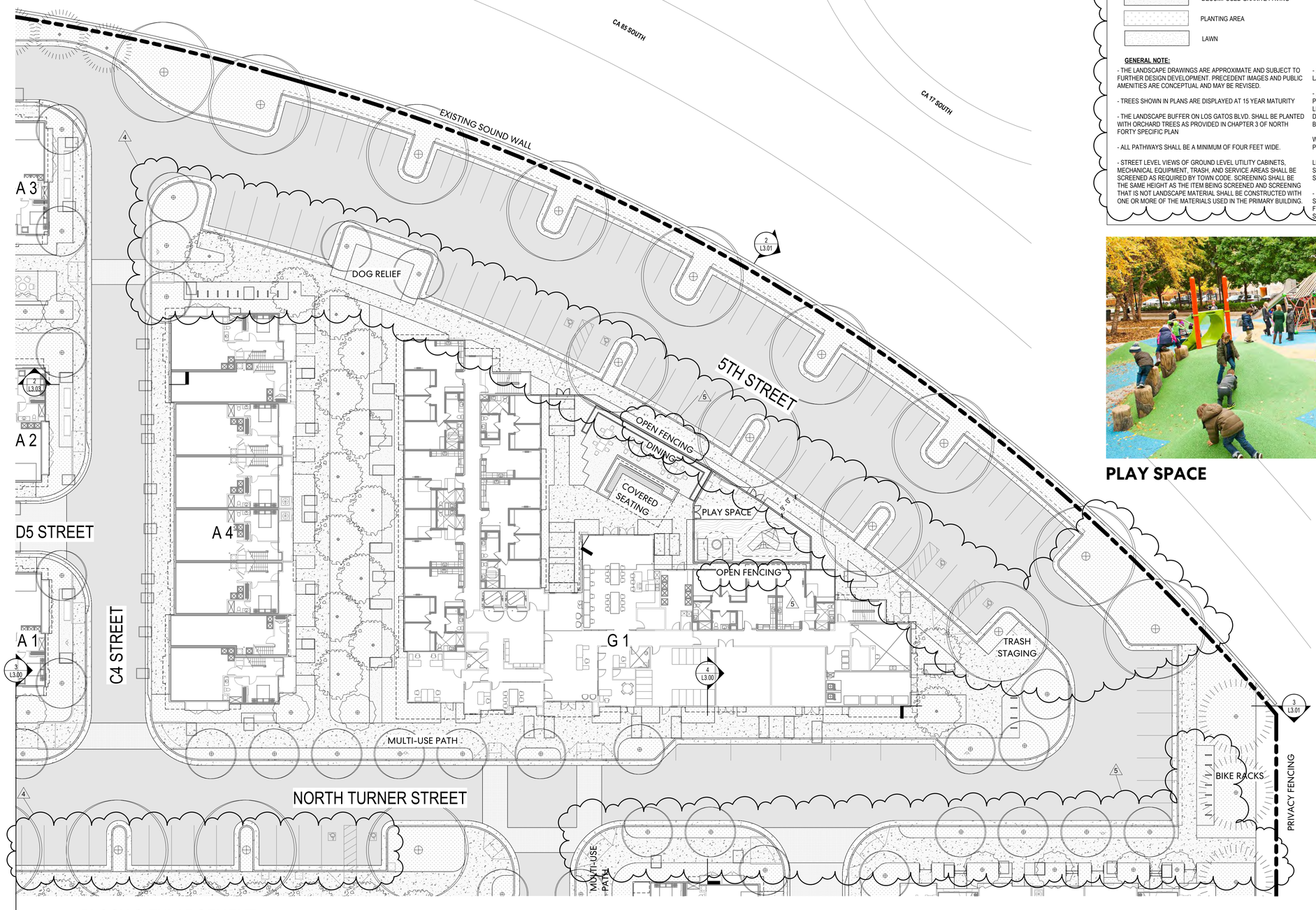

1 BLOCK G ENLARGEMENT
1" = 20'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
- CONCRETE UNIT PAVER PAVING
- INTEGRATED COLOR CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- PLANTING AREA
- LAWN
- (23) EXISTING TREE TO REMAIN *
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- GROUND FIRE ACCESS

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PLAY SPACE

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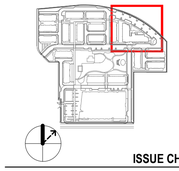

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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

BLOCK G ENLARGEMENT

SHEET NUMBER

L1.03

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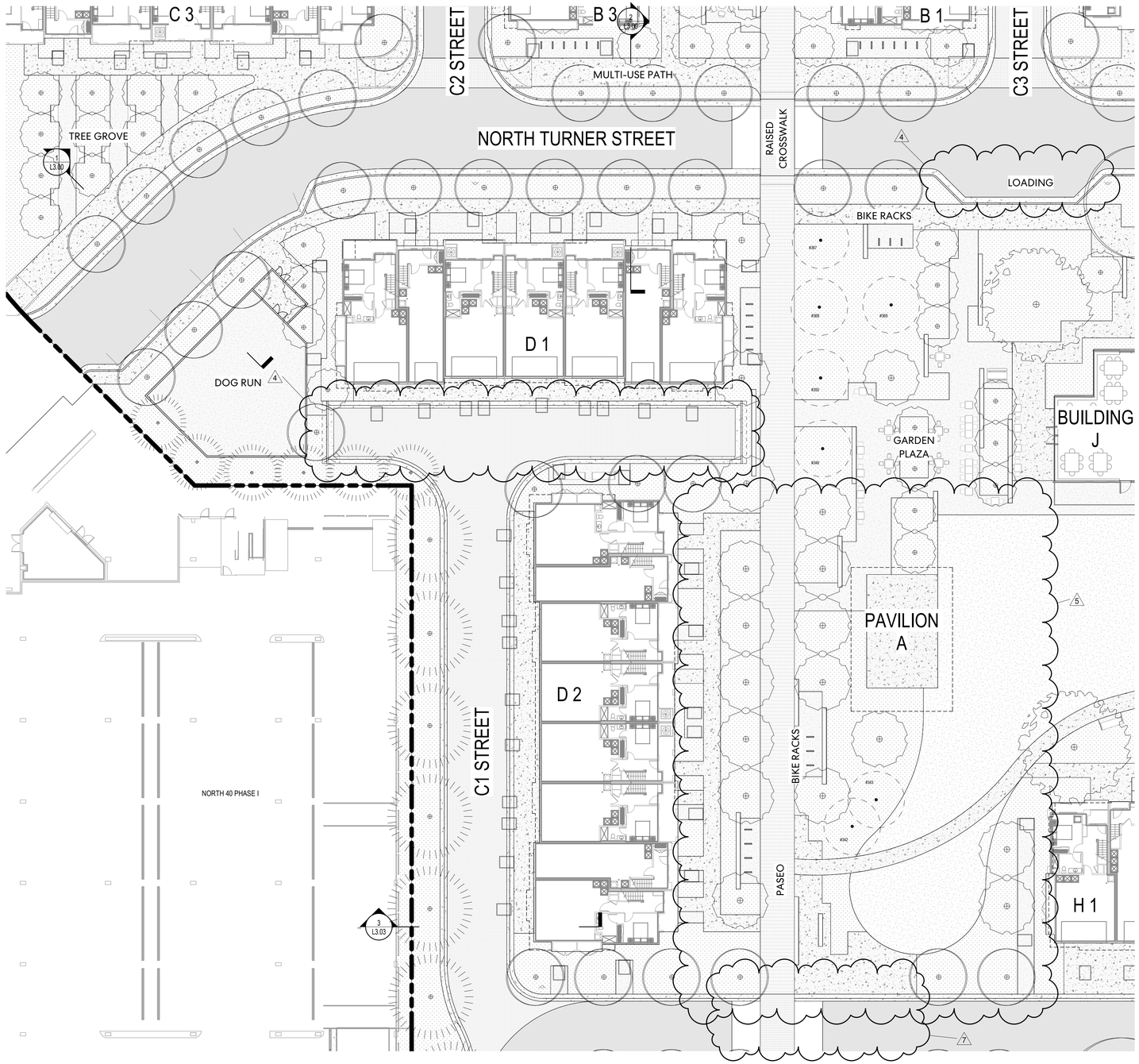

1 BLOCK D ENLARGEMENT
1" = 20'-0"

5

LANDSCAPE LEGEND

- PROPERTY LINE
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- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
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DOG RUN

PRIVATE ENTRANCE BUFFER

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Los Gatos, CA 95032

GROSVENOR

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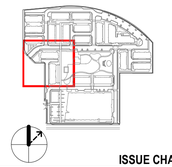
KEYPLAN



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Job Number 492028.000

TITLE

BLOCK D ENLARGEMENT

SHEET NUMBER

L1.04

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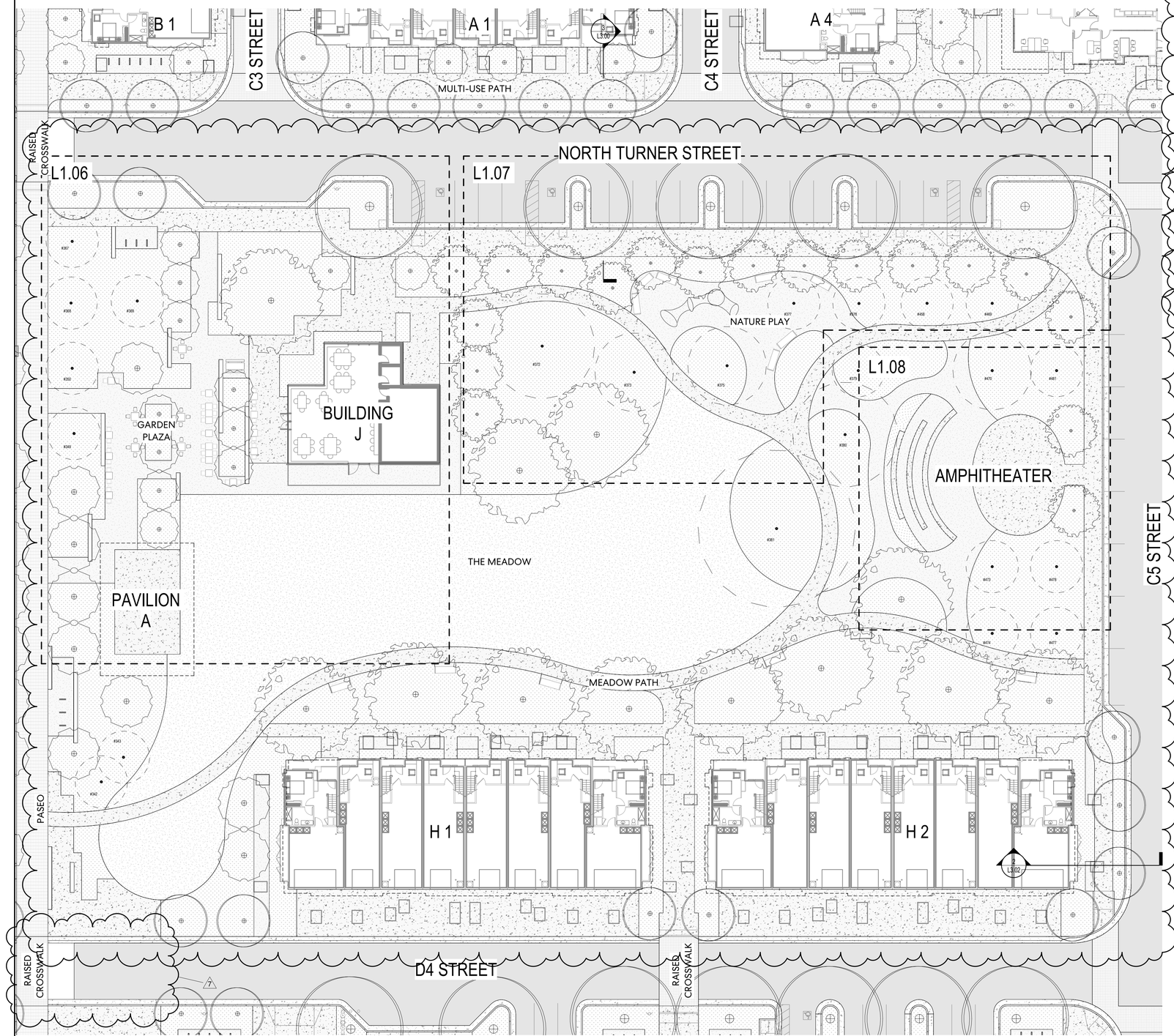

1 MEADOW ENLARGEMENT - OVERALL
1" = 20'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
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THE MEADOW

MEADOW PATH

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PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

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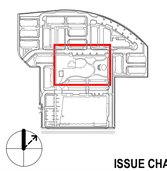
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

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Job Number 492028.000

TITLE
MEADOW ENLARGEMENT - OVERALL

SHEET NUMBER
L1.05

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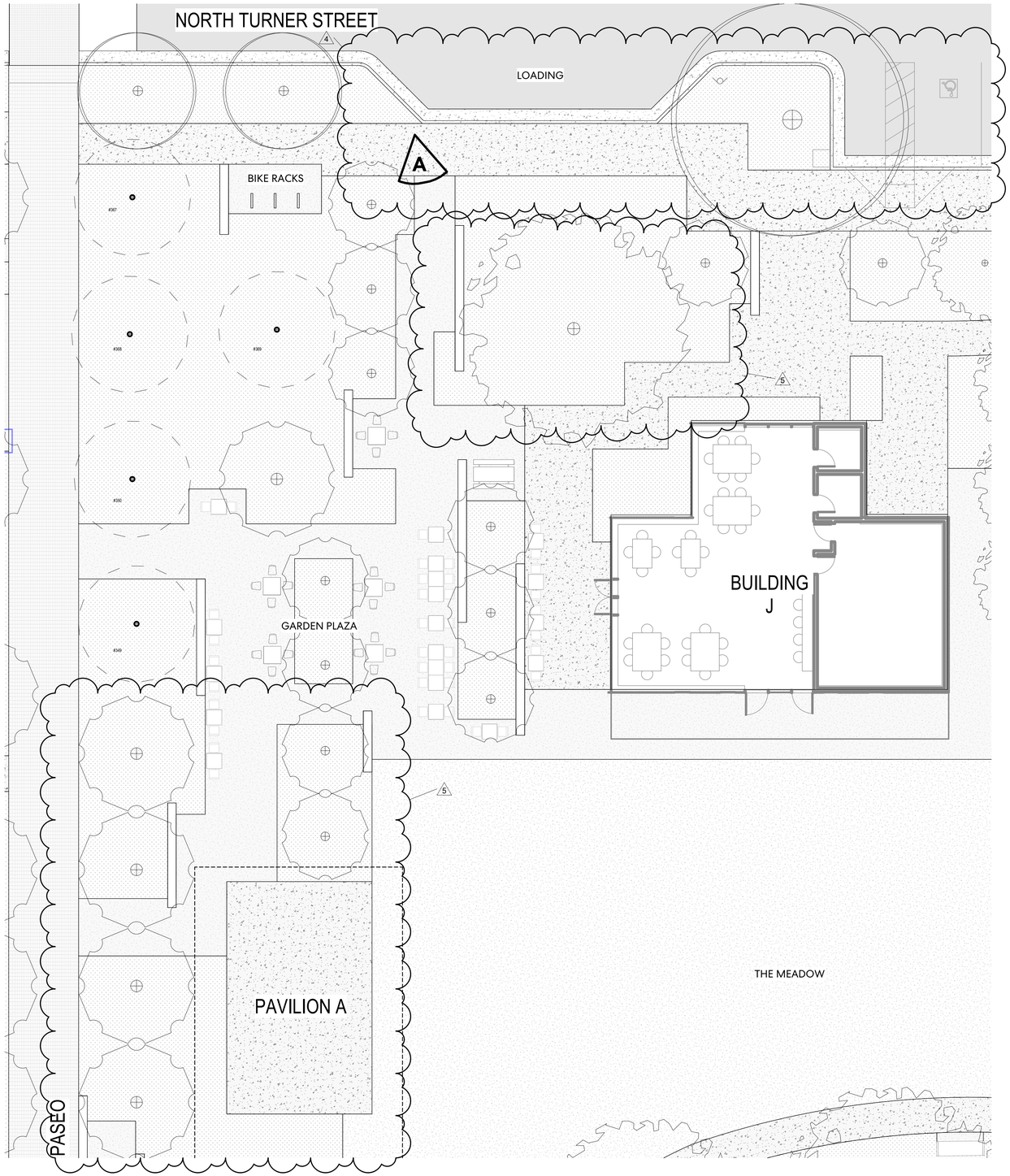

1 MEADOW ENLARGEMENT - RED BARN REPLICA
1" = 10'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
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PERSPECTIVE A

GARDEN PLAZA

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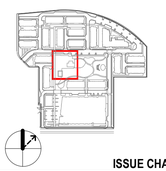

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Job Number 492028.000

TITLE
MEADOW ENLARGEMENT - BUILDING J

SHEET NUMBER
L1.06

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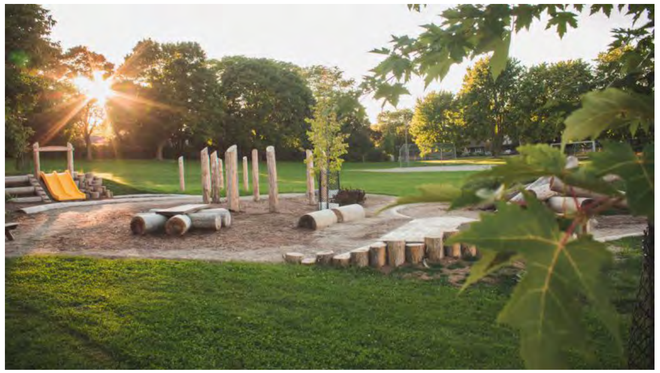

NATURE PLAY

LOG CLIMBERS

LANDSCAPE LEGEND

- PROPERTY LINE
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  B. TREES PLANTED AT A RATE OF AT LEAST ONE TREE PER 30 LINEAR FEET ALONG THE SHARED PROPERTY LINE. TREE SPECIES SHALL BE SLECTED FROM THE TOWN OF LOS GATOS MASTER STREET TREE LIST AND SHALL BE A MINIMUM 15-GALLON SIZE.

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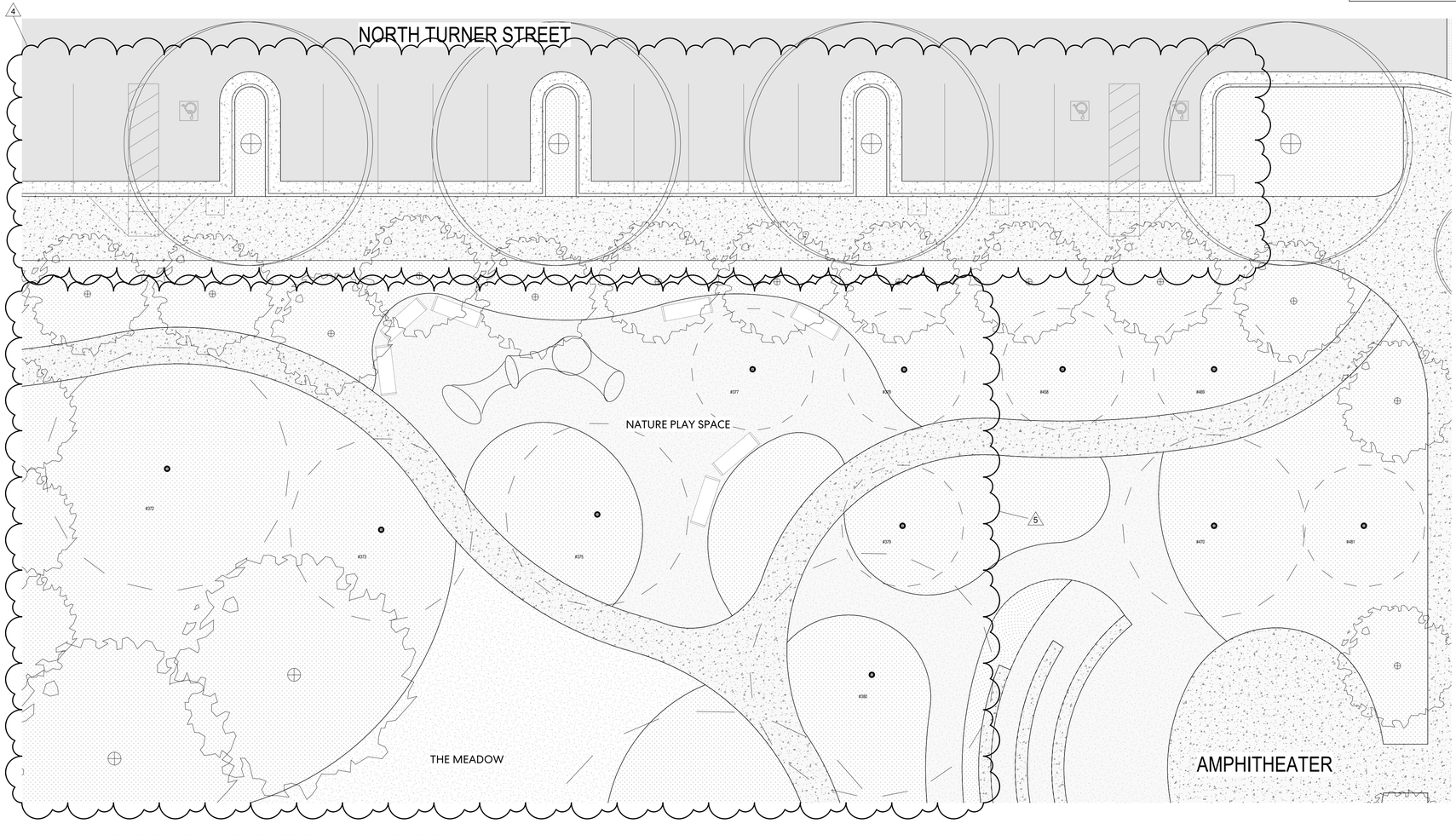

1 MEADOW ENLARGEMENT - PLAY SPACE
1" = 10'-0"

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PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

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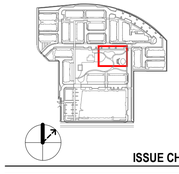
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
4	ENTITLEMENT SET - REVISION 3	06/05/24
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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
MEADOW ENLARGEMENT - PLAY SPACE

SHEET NUMBER
L1.07

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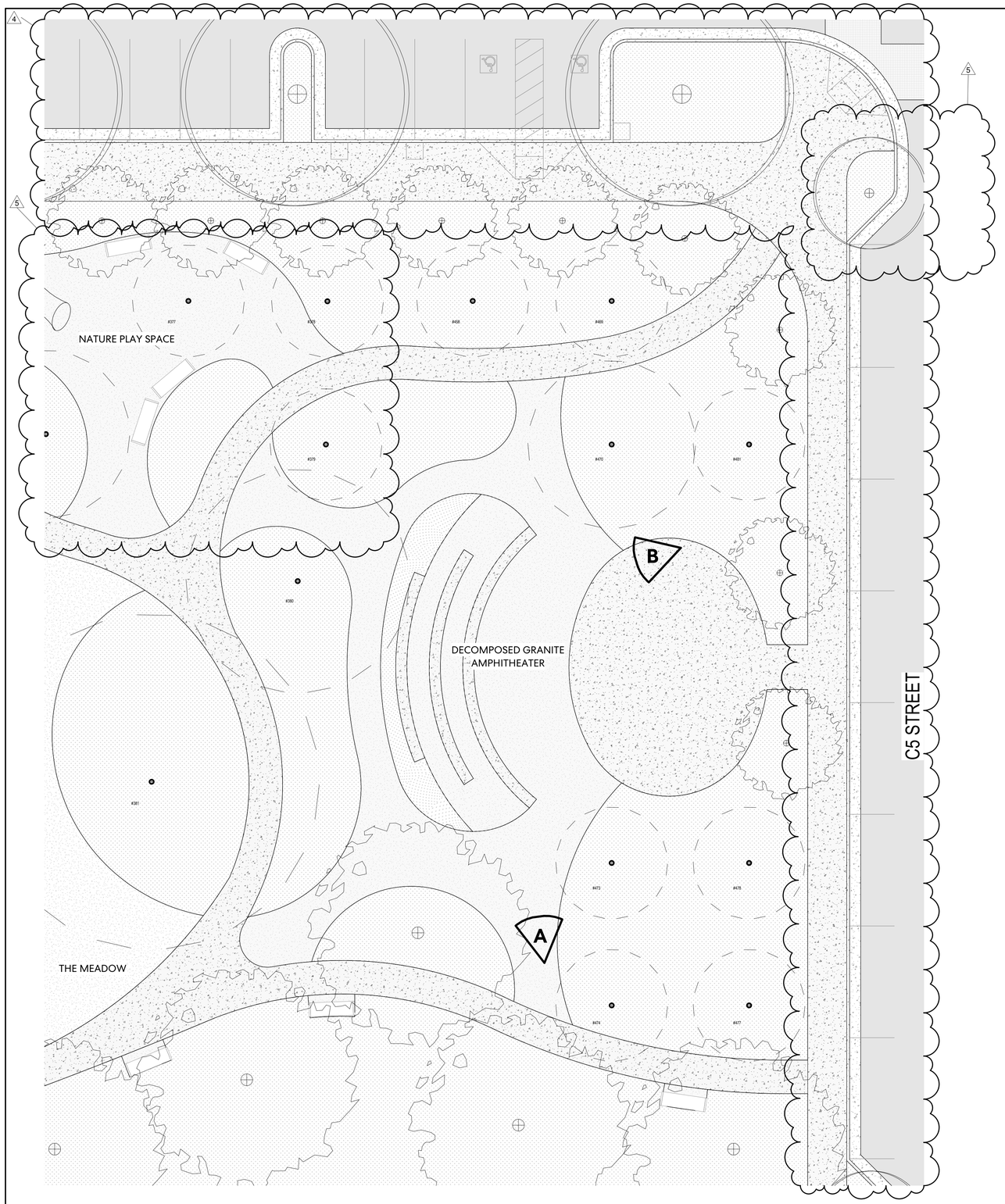

1 MEADOW ENLARGEMENT - AMPHITHEATER
1" = 10'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
- CONCRETE UNIT PAVER PAVING
- INTEGRATED COLOR CONCRETE PAVING
- DECOMPOSED GRANITE PAVING
- PLANTING AREA
- LAWN
- (23) EXISTING TREE TO REMAIN *
- (66) PERIMETER TREES 36" BOX-SIZE
- (140) ORCHARD TREES 24" BOX-SIZE
- (49) COMMON OPEN SPACE TREES 36" BOX SIZE
- (145) STREET TREES 24" BOX SIZE
- GROUND FIRE ACCESS

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PERSPECTIVE A

PERSPECTIVE B

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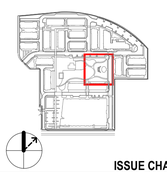

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Job Number 492028.000

TITLE
MEADOW ENLARGEMENT - AMPHITHEATER

SHEET NUMBER
L1.08

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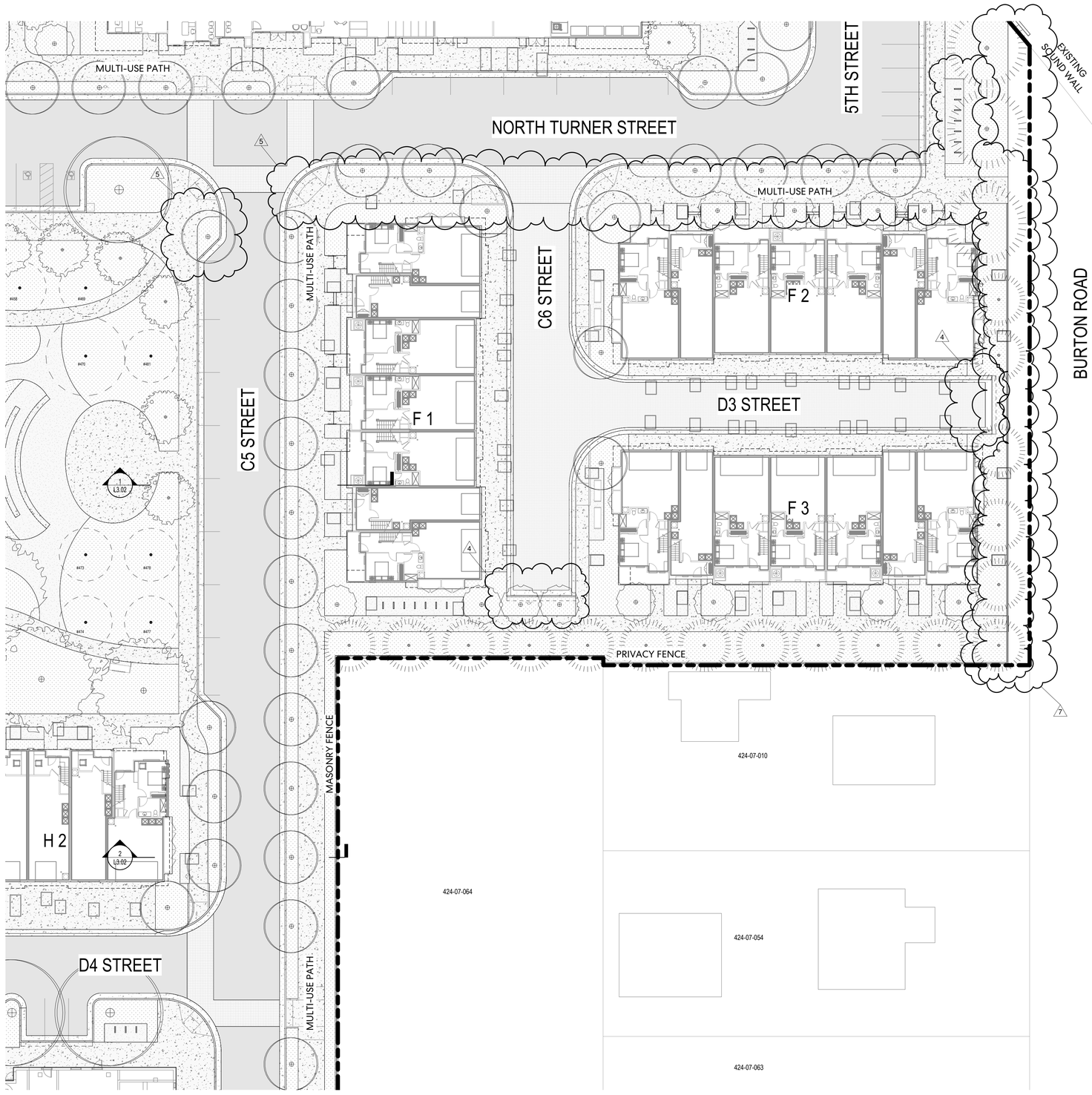

1 BLOCK F ENLARGEMENT
1" = 20'-0"

LANDSCAPE LEGEND

- PROPERTY LINE
- VEHICULAR ASPHALT PAVING
- STAMPED ASPHALT PAVING
- STANDARD BROOM FINISHED CONCRETE
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MULTI-USE PATH

PRIVACY FENCING

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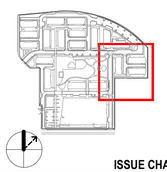

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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

BLOCK F ENLARGEMENT

SHEET NUMBER

L1.09

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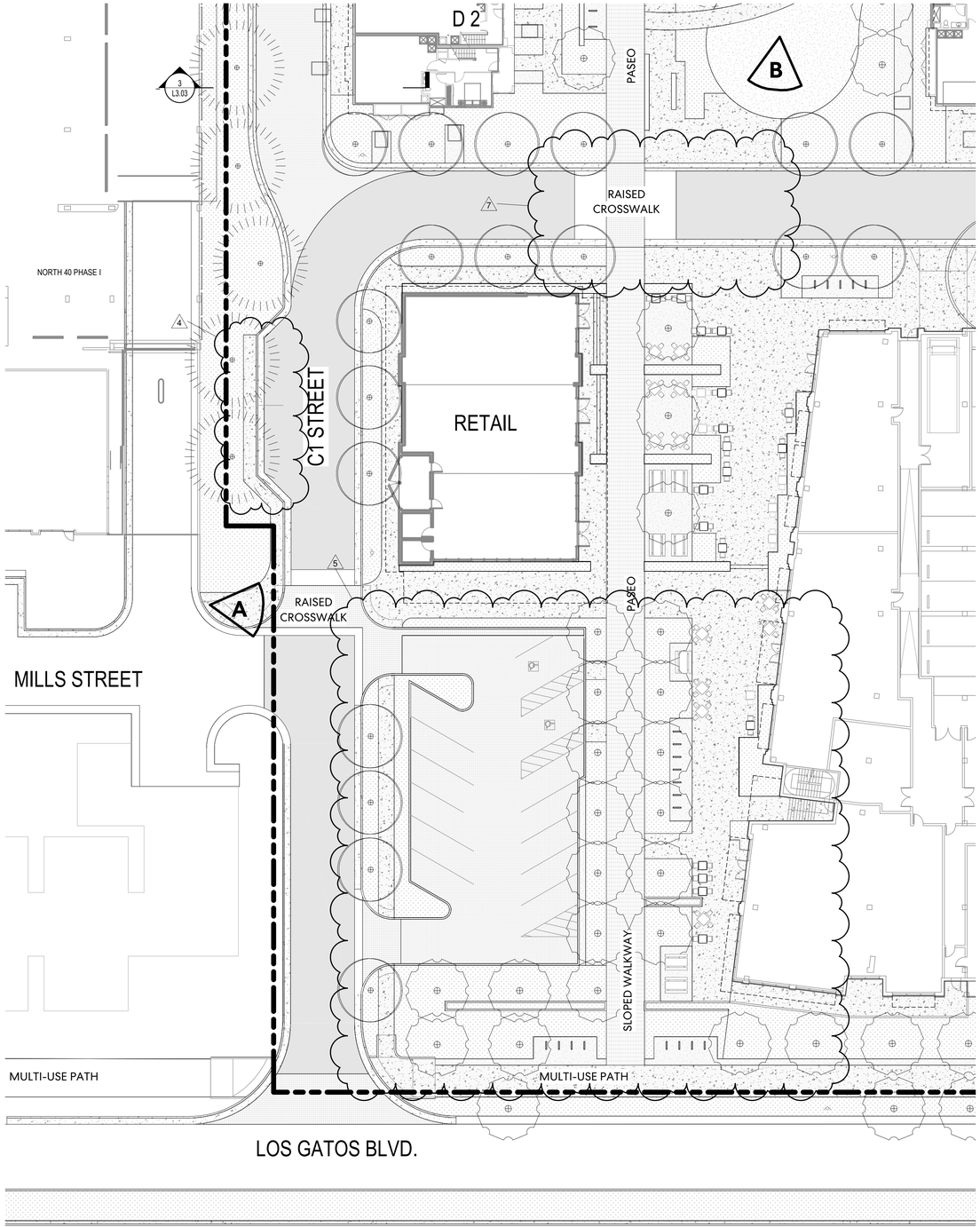

1 BLOCK I ENLARGEMENT
1" = 20'-0"

5

LANDSCAPE LEGEND

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PERSPECTIVE A

PERSPECTIVE B

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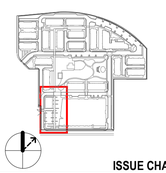

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Job Number 492028.000

TITLE

BLOCK I ENLARGEMENT

SHEET NUMBER

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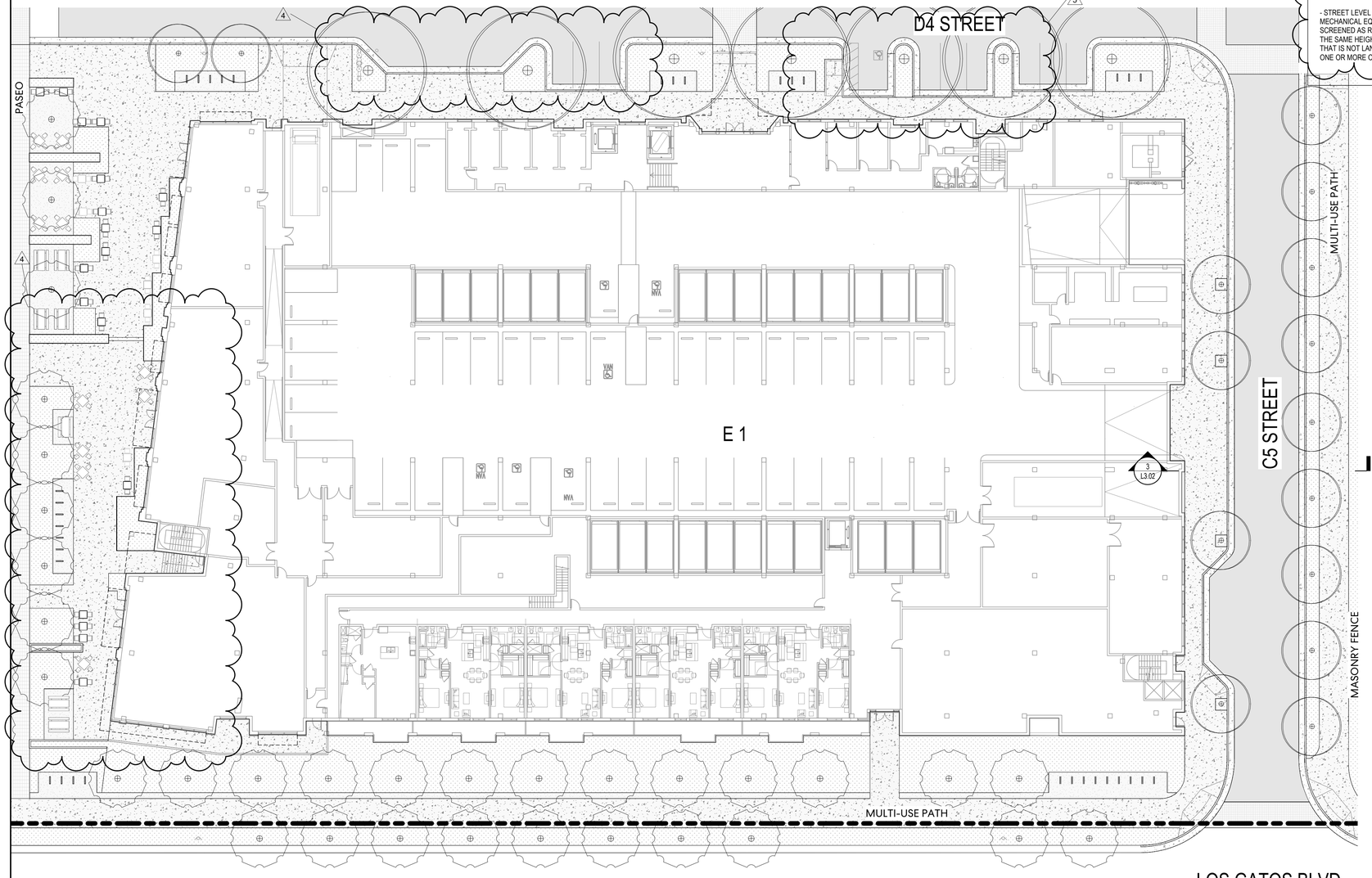

1 BLOCK E ENLARGEMENT
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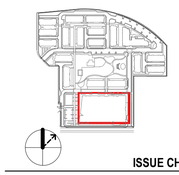

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Job Number 492028.000

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SHEET NUMBER

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2 PASEO ELEVATION - EAST

1" = 20'-0"

1 PASEO ELEVATION - WEST

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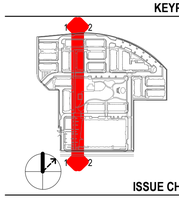

ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

PASEO ELEVATIONS

SHEET NUMBER

L2.00

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EXHIBIT 13

3/5/2025 3:30:08 PM Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Site_R22.rvt

2 NORTH TURNER STREET - SOUTH

1" = 20'-0"

1 NORTH TURNER STREET - NORTH

1" = 20'-0"

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10 S LaSalle St.
Chicago, IL 60603

PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

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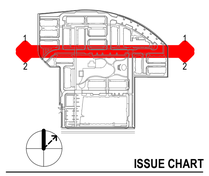
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

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7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

NORTH TURNER STREET ELEVATIONS

SHEET NUMBER

L2.01

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2 C4 STREET WEST

1" = 40'-0"

1 C4 STREET EAST

1" = 40'-0"

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North 40
Los Gatos, CA 95032

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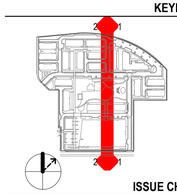
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

C4 STREET ELEVATIONS

SHEET NUMBER

L2.02

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2 MIDBLOCK - SOUTH

1" = 40'-0"

1 C5 STEET WEST

1" = 40'-0"

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North 40
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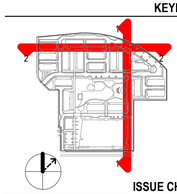
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
C5 STREET AND COURTYARD ELEVATIONS

SHEET NUMBER
L2.03

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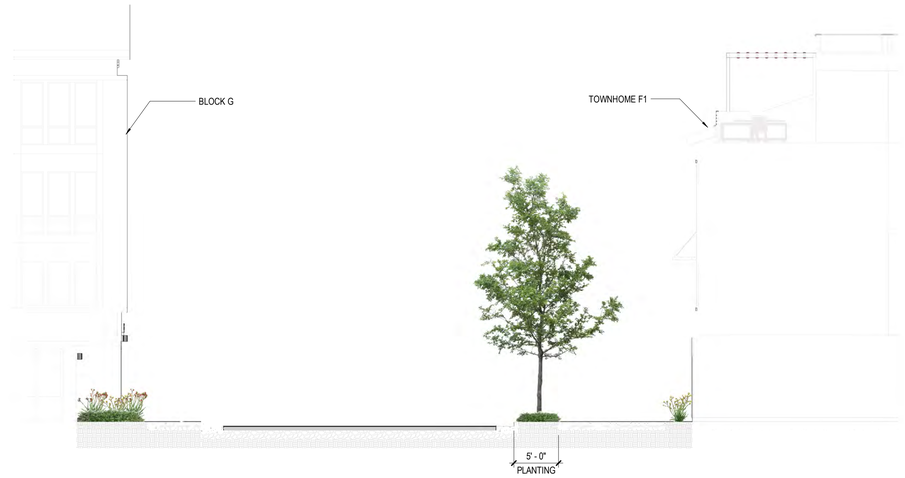

4 NORTH TURNER STREET - SECTION 4
1/8" = 1'-0"

3 NORTH TURNER STREET - SECTION 3
1/8" = 1'-0"

2 NORTH TURNER STREET - SECTION 2
1/8" = 1'-0"

1 NORTH TURNER STREET - SECTION 1
1/8" = 1'-0"

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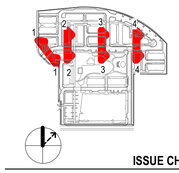
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

NORTH TURNER STREET SECTIONS

SHEET NUMBER

L3.00

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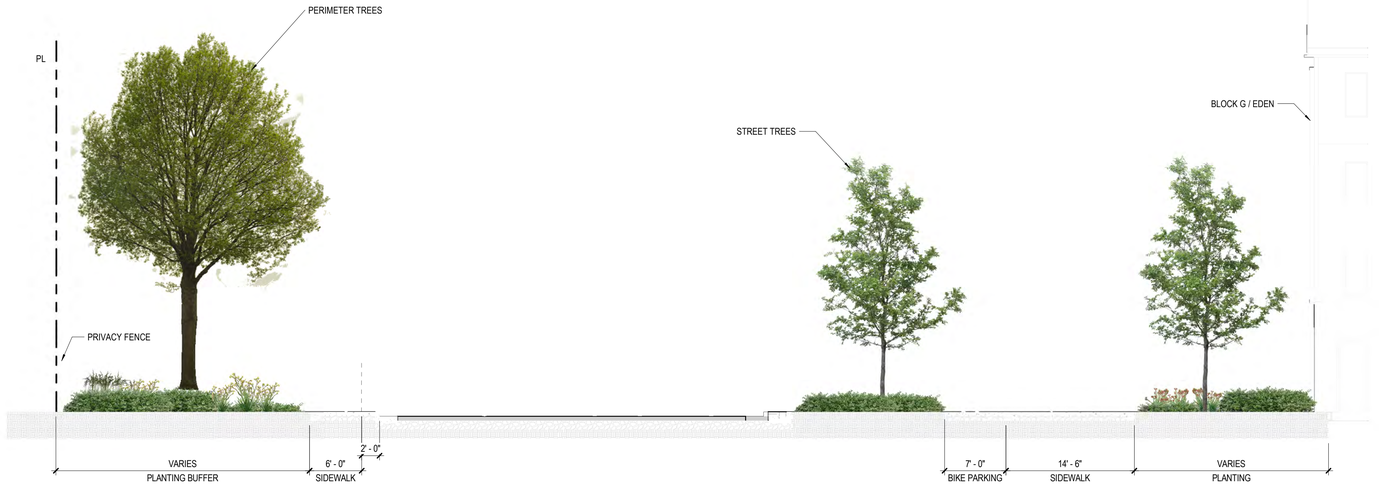
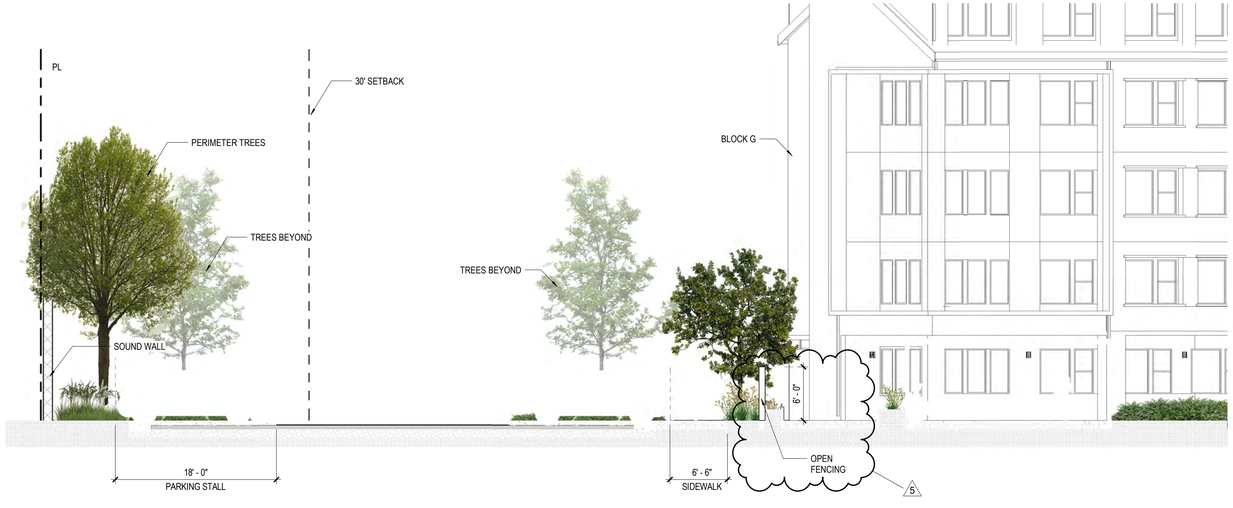
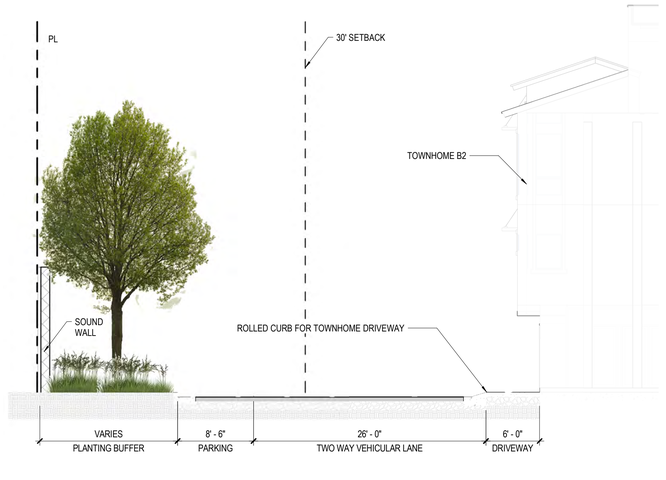


3 5TH STREET - SECTION 3
1/8" = 1'-0"



2 5TH STREET - SECTION 2
1/8" = 1'-0"



1 5TH STREET - SECTION 1
1/8" = 1'-0"

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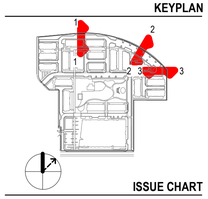
KEYPLAN



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MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

5TH STREET SECTIONS

SHEET NUMBER

L3.01

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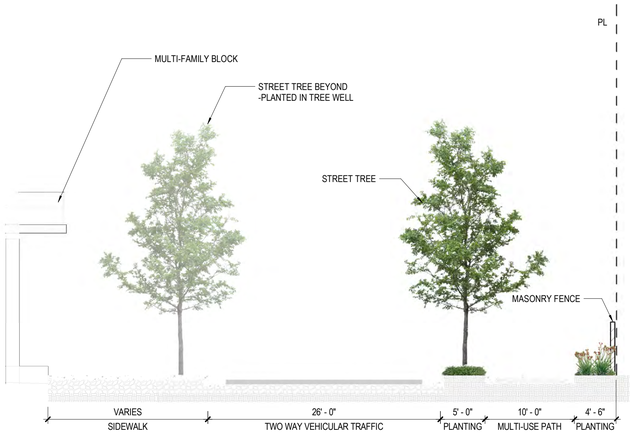
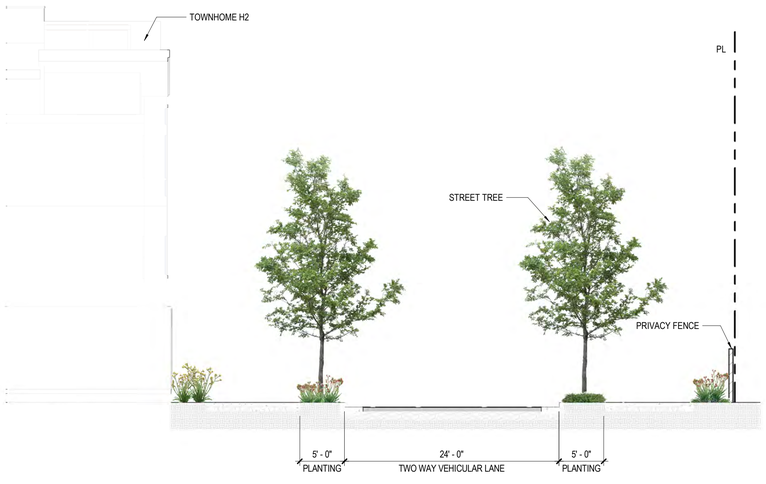
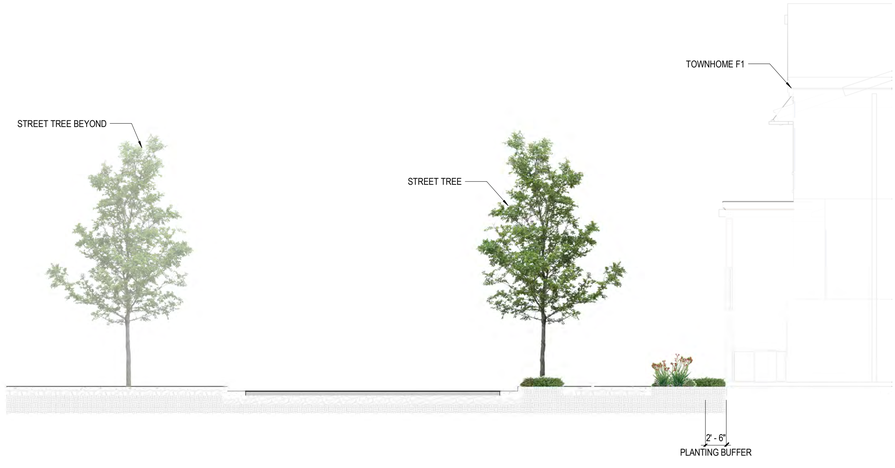


3 C5 STREET - SECTION 3
1/8" = 1'-0"



2 C5 STREET - SECTION 2
1/8" = 1'-0"



1 C5 STREET - SECTION 1
1/8" = 1'-0"

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North 40
Los Gatos, CA 95032

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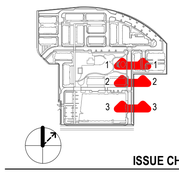
KEYPLAN



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Job Number 492028.000

TITLE

C5 STREET SECTIONS

SHEET NUMBER

L3.02

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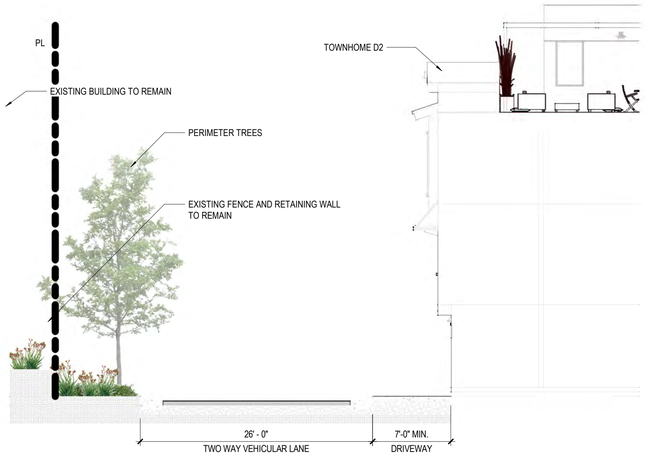
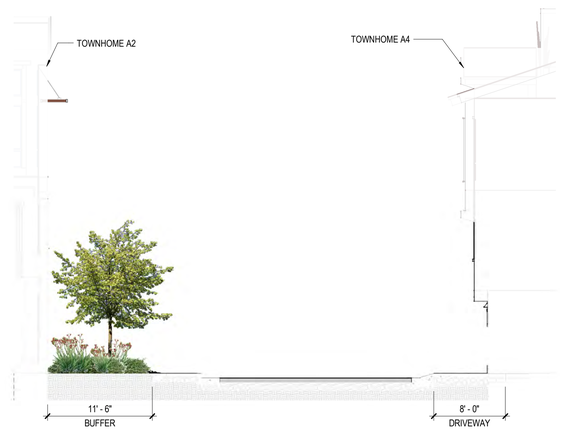


3 C1 STREET - SECTION
1/8" = 1'-0"



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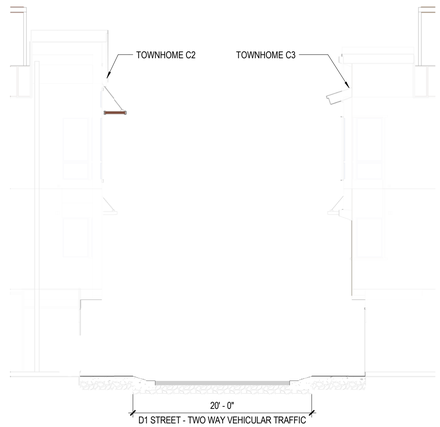
1/8" = 1'-0"



1 D1 STREET - SECTION
1/8" = 1'-0"

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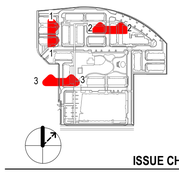

ISSUE CHART

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7	ENTITLEMENT SET - REVISION 6	03/05/25
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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

DRIVEWAY SECTIONS

SHEET NUMBER

L3.03

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PERIMETER TREES

Pinus radiata
Monterey pine

Initial size: 48" box

Mature size:
80'-100' high x 25'-35' wide

Evergreen

Populus nigra
Lombardy poplar

Initial size: 48" box

Mature size:
40'-100' high x 15'-30' wide

Deciduous

Sequoia sempervirens
Coast redwood

Initial size: 60" box

Mature size:
70'-90' high x 15'-30' wide

Evergreen

ORCHARD TREES

Juglans californica 'Hindsii'
California black walnut

Initial size: 36" box

Mature size:
30' -150" high x 30' -50' wide

Deciduous

Malus floribunda 'Paris'
Pink crabapple

Initial size: 36" box

Mature size:
12'-20' high x 12'-20' wide

Deciduous

Prunus serrulata 'Kwanzan'
Kwanzan Flowering Cherry

Initial size: 36" box

Mature size:
20'-25' high x 15'-20' wide

Deciduous

COMMON OPEN SPACE TREES

Arbutus menziesii
Pacific madrone

Initial size: 48" box

Mature size:
20'-100' high x 20'-100' wide

Evergreen

Liquidambar styraciflua
Sweet gum

Initial size: 48" box

Mature size:
60' high x 20'-25' wide

Deciduous

Koelreuteria paniculata
Goldenrain tree

Initial size: 48" box

Mature size:
20'-35' high x 25'-40' wide

Deciduous

Platanus racemosa
Sycamore

Initial size: 48" box

Mature size:
30'-38' high x 20'-50' wide

Deciduous

Quercus agrifolia
Coast live oak

Initial size: 60" box

Mature size:
20'-70' high x 20'-70' wide

Evergreen

Quercus ilex
Holly oak

Initial size: 48" box

Mature size:
30'-60' high x 30'-60' wide

Evergreen

Magnolia 'Little gem'
Dwarf southern magnolia

Initial size: 48" box

Mature size:
10' high x 8'-12' wide

Evergreen

Lagerstroemia speciosa
Crape myrtles

Initial size: 46" box

Mature size:
15'-25' high x 20'-25' wide

Deciduous

STREET TREES

Cinamomum camphora
Camphor tree

Initial size: 60" box

Mature size:
50'+ high x 60' wide

Evergreen

Ginkgo biloba
Maiden hair tree

Initial size: 48" box

Mature size:
30'-50' high x 15'-25' wide

Deciduous

Melaleuca linariifolia
Melaleuca

Initial size: 48" box

Mature size:
20'-30' high x 20'-30' wide

Evergreen

Tilia cordata
Little leaf linden

Initial size: 48" box

Mature size:
30'-50' high x 15'-30' wide

Deciduous

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PROJECT

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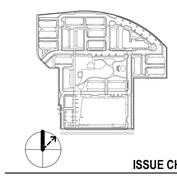

ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
4	ENTITLEMENT SET - REVISION 3	06/05/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

TREE PALETTE

SHEET NUMBER

4 L4.00

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SHRUBS AND PERENNIALS

Arctostaphylos densiflora
Manzanita 'McMinn'

Initial size: 5 gallon

Mature size:
7'-10' high x 7'-10' wide

Drought tolerant
California natuve

Evergreen

Azalea indica 'formosa'
Formosa azalea

Initial size: 5 gallon

Mature size:
6'-10' high x 6'-10' wide

Drought tolerant

Evergreen

Buddleia spp.
Butterfly bush

Initial size: 5 gallon

Mature size:
6'-12' high x 6'-12' wide

Drought tolerant

Evergreen

Calycanthus occidentalis
Spicebush

Initial size: 5 gallon

Mature size:
3'-10' high x 3'-20' wide

Drought tolerant
California native

Deciduous

Camellia japonica
Camellia

Initial size: 5 gallon

Mature size:
6'-12' high x 6'-12' wide

Evergreen

Cotoneaster microphyllus
Rockspray cotoneaster

Initial size: 5 gallon

Mature size:
2'-3' high x 5' wide

Drought tolerant

Evergreen

Escallonia x exoniensis
Pink princess escallonia

Initial size: 5 gallon

Mature size:
4'-6' high x 4'-6' wide

Drought tolerant

Evergreen

Heteromeles arbutifolia
Toyon bush

Initial size: 5 gallon

Mature size:
12' high x 8' wide

Drought tolerant
California native

Evergreen

Lavandula angustifolia
Lavander

Initial size: 1 gallon

Mature size:
2-4' high x 2-3' wide

Drought tolerant

Evergreen

Myrica californica
Pacific wax myrtle

Initial size: 5 gallon

Mature size:
15' high x 8' wide

Drought tolerant
California native

Evergreen

Pittosporum tobira
Mock orange

Initial size: 5 gallon

Mature size:
3-5' high x 5' wide

Drought tolerant

Evergreen

Rosmarinus officinalis
Tuscan blue rosemary

Initial size: 5 gallons

Mature size:
6'-7' high x 2-3' wide

Drought tolerant

Evergreen

Rosmarinus 'prostratus'
Postrate rosemary

Initial size: 1 gallon

Mature size:
1'-3' high x 3' wide

Drought tolerant

Evergreen

Viburnum tinus
Laurestinus

Initial size: 5 gallons

Mature size:
7'-20' high x 10' wide

Evergreen

Carex pansa
California meadow sedge

Initial size: 1 gallon

Mature size:
8" high x 8" wide

Drought tolerant

Evergreen

Iris douglasiana
Pacific coast iris

Initial size: 1 gallon

Mature size:
10"-30" high x 10"-30" wide

Drought tolerant
California native

Evergreen

Juncus effusus
Rush

Initial size: 1 gallon

Mature size:
2'-4' high x 2' wide

Evergreen

Miscanthus sinensis
Silver grass

Initial size: 1 gallon

Mature size:
3'-7' high

Evergreen

Muhlenbergia rigens
Deergrass

Initial size: 1 gallon

Mature size:
5' high

Drought tolerant

Evergreen

VINES

Parthenocissus tricuspidata
Boston ivy

Initial size: 1 gallon

Deciduous

Rosa genus
Climbing roses

Initial size: 1 gallon

Evergreen

Wisteria spp.
Wisteria

Initial size: 1 gallon

Deciduous

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PROJECT

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GROSVENOR

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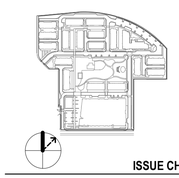
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

PLANT PALETTE

SHEET NUMBER

L4.01

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MATERIALS

CONCRETE UNIT PAVERS

INTEGRATED COLOR CONCRETE

CRUSHED BASALT SURFACING

DECOMPOSED GRANITE

CLAD STONE WALLS

STAMPED CONCRETE

WOOD MULCH SURFACING

COMPOSITE WOOD DECKING

TACTILE PAVERS

WOOD BENCH

HANDRAILS

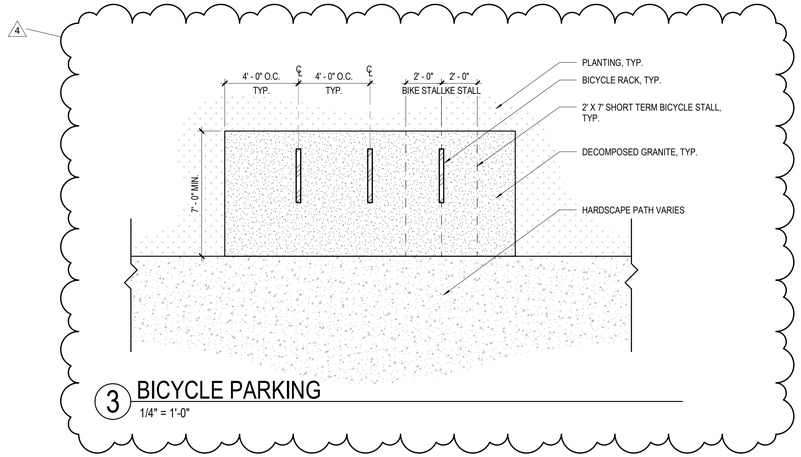
WOOD TRELLIS

PRIVACY FENCING

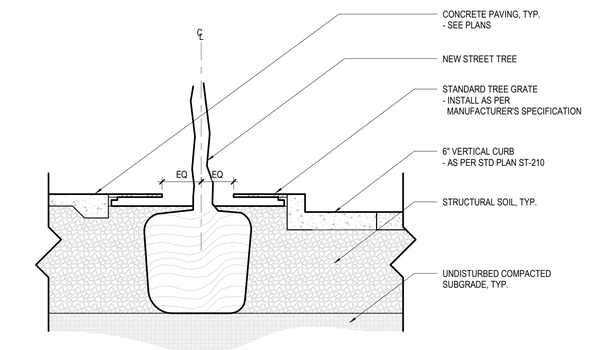
MASONRY FENCE

OPEN FENCING (WOOD AND METAL MESH)

5



3 BICYCLE PARKING
1/4" = 1'-0"



2 TREE GRATE DETAIL
1/2" = 1'-0"

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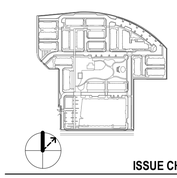

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3	ENTITLEMENT SET - REVISION 2	03/13/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

LANDSCAPE MATERIALS PALETTE

SHEET NUMBER

L4.02

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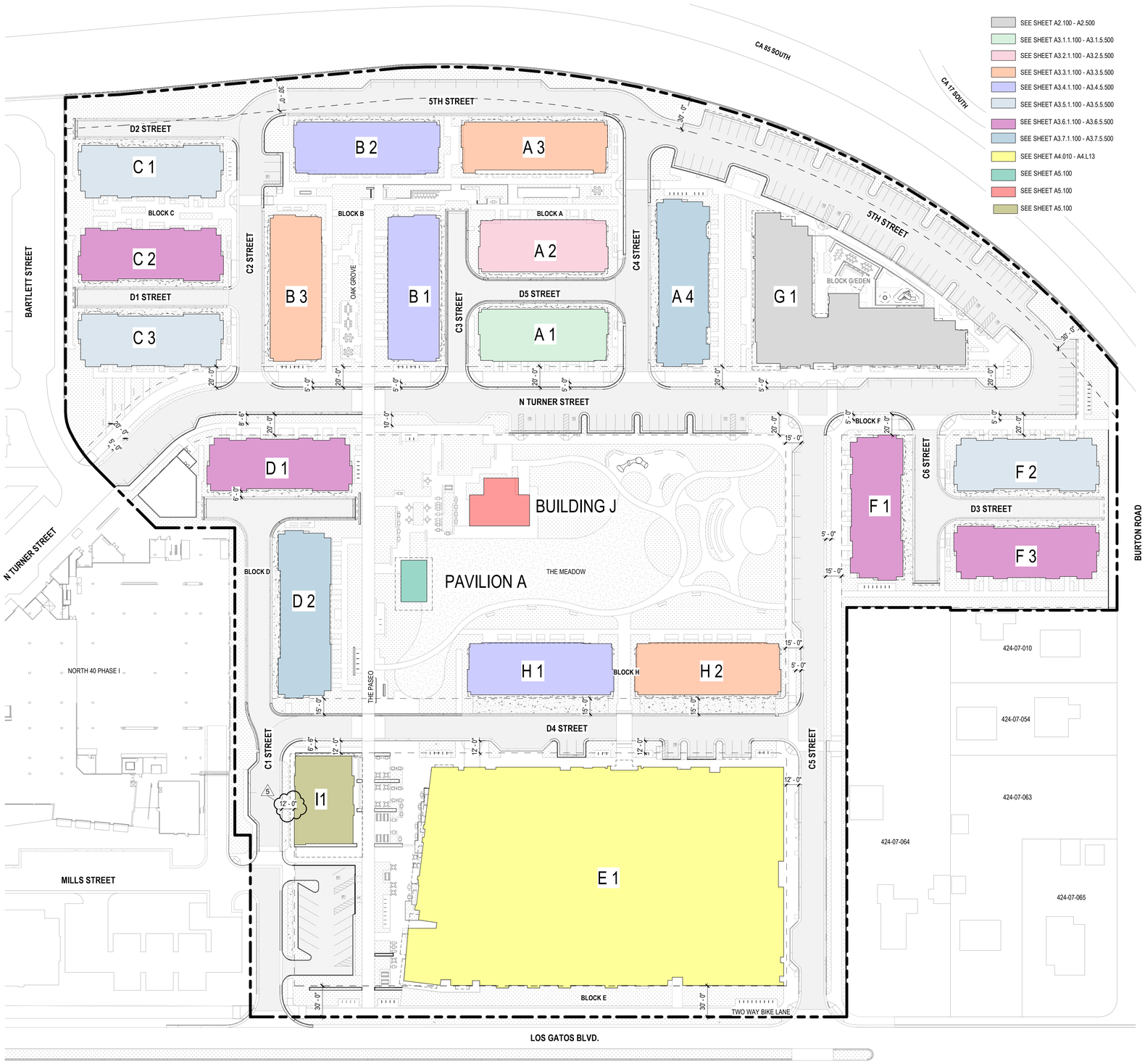

1 ARCHITECTURAL SITE PLAN
1" = 50'-0"

ARCHITECTURE LEGEND

- PROPERTY LINE
- SETBACK FROM PROPERTY LINE
- SETBACK FROM STREET

GENERAL NOTE:

- ALL SETBACKS ARE FROM THE NORTH 40 SPECIFIC PLAN
- MORE THAN 50% OF THE FRONT SETBACK AREA ON LOS GATOS BLVD. IS LANDSCAPED

Street and Building Setbacks
As Outlined in the N40 Specific Plan

Setback	Setback Required	Setback Provided	Setback Design
Table 2-5 Primary Frontage Setbacks			
Los Gatos Boulevard	MIN 30 FT	30 FT	Orchard Street Trees Planting Strip No Parking Provided on Los Gatos Blvd.
Neighborhood Street (C5 Street, D4 Street, West Side)	MIN 15 FT	15 FT	15' From Street to Building 5' Landscape Planters Containing Street Trees
North Turner Street, C1 Street	MIN 12 FT	12 FT	12' From Street to Building 5' Landscape Planters Containing Street Trees
Table 2-6 Non-Residential/Mixed Use Building Setbacks			
Front Setback (D4 Street, East Side)	MIN 12 FT	12 FT	Oriented to Street with parking in rear Landscaping
Side Setback	NONE REQUIRED	N/A	
Rear Setback	NONE REQUIRED	N/A	

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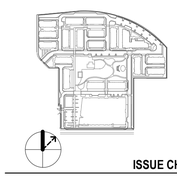

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TITLE

ARCHITECTURAL SITE PLAN

SHEET NUMBER

A1.100

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EXHIBIT 14

3/5/2025 3:23:53 PM Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Site_R22.rvt

PARKING SPACE SUMMARY

Affordable Building - PARKING REQUIREMENTS (Specific Plan)					
Unit Type	# of Units	Parking Required (.5 per unit)	Guest Parking Required (.5 per unit)	Total Parking Required	Parking Provided
Affordable Building					
1-A (1bed)	31	15.5	15.5	31	See sheet G3
2-A (2 bed)	18	9	9	18	
3-A (3 bed)	18	9	9	18	
PM(2-B) (2 bed)	1	0.5	0.5	1	
TOTAL	68	34	34	68	

OPEN SPACE SUMMARY

Affordable Building - PRIVATE SPACE REQUIREMENTS					
Unit Type	# of Units	Private recreation space REQUIRED (60 sf/unit)	Private recreation space PROVIDED	Ground floor Private recreation space REQUIRED (120 sf/unit)	Ground floor Private recreation PROVIDED
Affordable Building		**Objective Design Standards A11**			
1-A	31	1860	0	360	0
2-A	18	1080	0	360	0
3-A	18	1080	0	240	0
PM(2-B)	1	60	178	0	0
TOTAL	68	4080	178	960	0

UNIT DATA TABLE

Units - Affordable Building						
Unit Type	Level 1	Level 2	Level 3	Level 4	Level 5	Total
Affordable Building						
1-A	3	7	8	8	5	**31**
2-A	3	4	4	4	3	**18**
3-A	2	4	4	4	4	**18**
PM(2-B)	0				1	**1**
TOTAL	**8**	**15**	**16**	**16**	**12**	**68**

LEGEND

ACCESSIBLE PATH OF TRAVEL

ACCESSIBLE EGRESS PATH

4 TRASH STAGING PATH

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- CORRIDOR
- STAIRS + ELEVATORS
- COMMON AREAS
- COMMUNITY RECREATION SPACE
- GROUND FLOOR OPEN AREA ABUTTING STREET-FACING FACADE (60 SF MIN. REQUIRED)
- RECESSED BUILDING ENTRY (24 SF MIN. REQUIRED)

ARCHITECTURAL SITE PLAN - LEVEL 1

1/16" = 1'-0"

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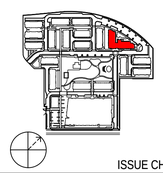

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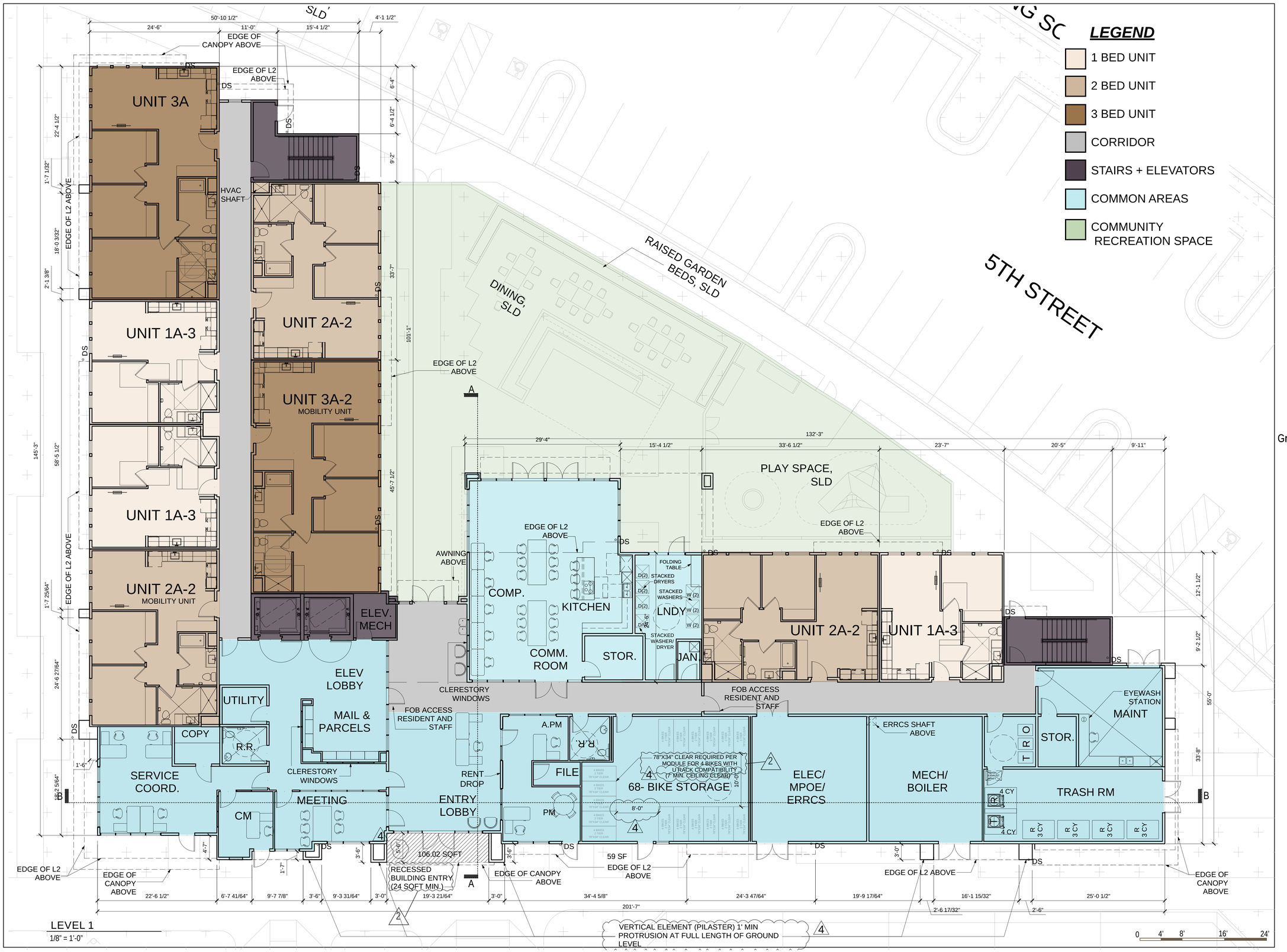
04	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
AFFORDABLE HOUSING: ARCHITECTURAL SITE PLAN

SHEET NUMBER

2 **A1.101**



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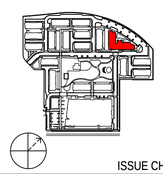

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05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	10/30/2025

Job Number

TITLE
AFFORDABLE HOUSING: LEVEL 1 PLAN

SHEET NUMBER
A2.100

LEVEL 3-4

1/8" = 1'-0"

0 4' 8' 16' 24'

LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- CORRIDOR
- STAIRS + ELEVATORS
- COMMON AREAS
- COMMUNITY RECREATION SPACE

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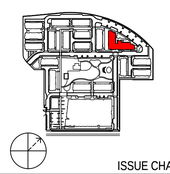

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07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
AFFORDABLE HOUSING: LEVEL 3 & 4 PLAN

SHEET NUMBER

A2.102

LEVEL 5

1/8" = 1'-0"

0 4' 8' 16' 24'

LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- CORRIDOR
- STAIRS + ELEVATORS
- COMMON AREAS
- COMMUNITY RECREATION SPACE

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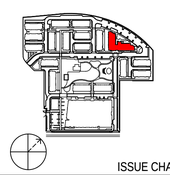

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06	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
AFFORDABLE HOUSING: LEVEL 5 PLAN

SHEET NUMBER

A2.103

LEVEL 2

1/8" = 1'-0"

0 4' 8' 16' 24'

LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- CORRIDOR
- STAIRS + ELEVATORS
- COMMON AREAS
- COMMUNITY RECREATION SPACE

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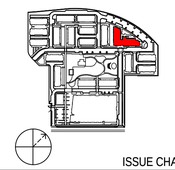
KEYPLAN



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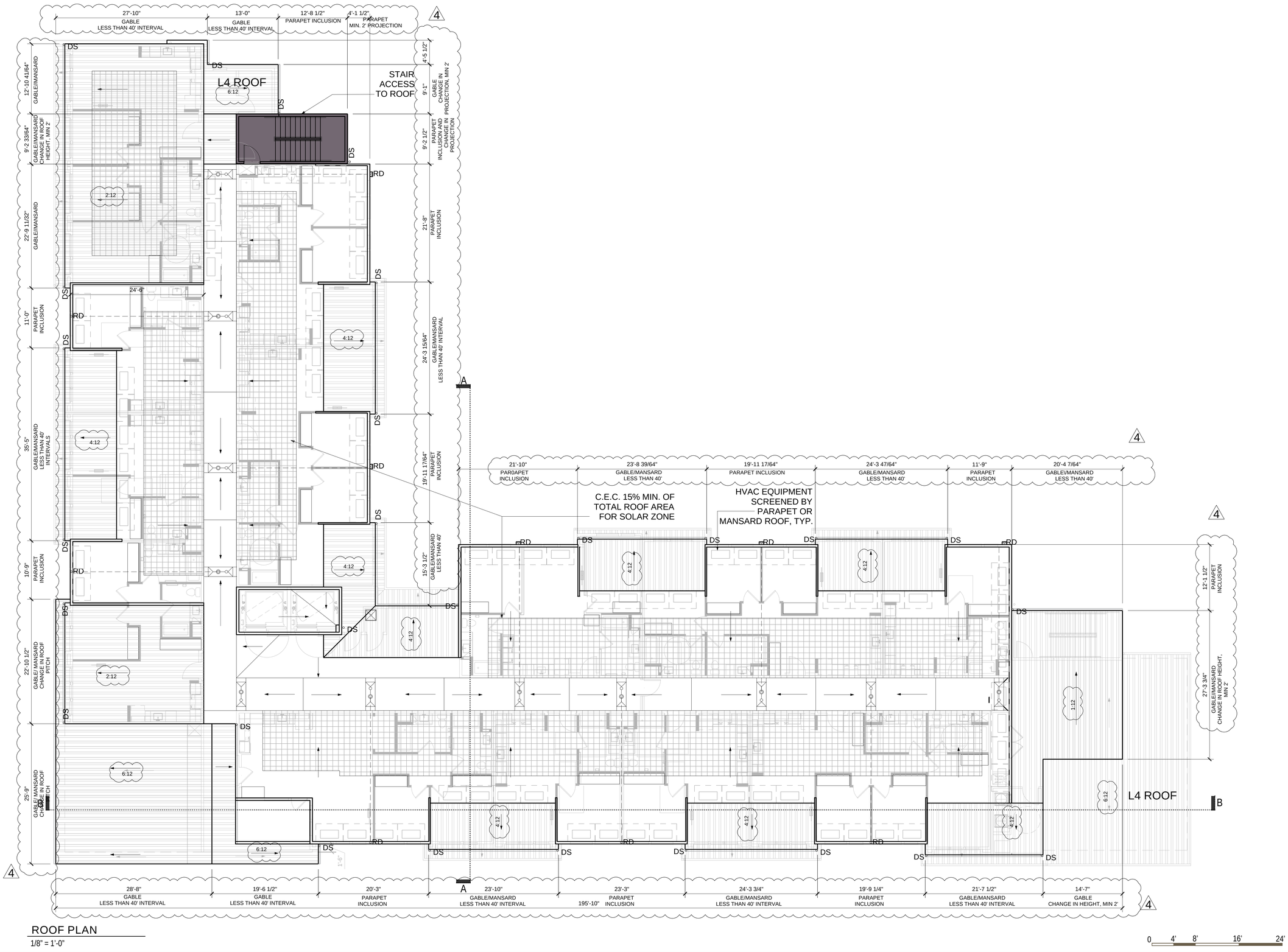
Job Number

TITLE
AFFORDABLE HOUSING: LEVEL 2 PLAN

SHEET NUMBER

A2.101



ROOF PLAN

1/8" = 1'-0"

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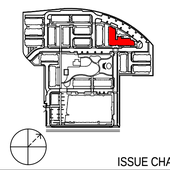
One California Street, Suite 3000
San Francisco, CA 94111

GROSVENOR

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	08/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
04	ENTITLEMENT SET - REVISION 3	04/24/2024
05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
AFFORDABLE HOUSING: ROOF PLAN

SHEET NUMBER

2 **A2.104**

STUCCO MATERIAL COVERS 21% FACADE. HORIZONTAL SIDING MATERIAL COVERS 35% FACADE. (B4.1.d. STREET ELEVATIONS HAVE AT LEAST 2 DIFFERENT FACADE MATERIALS, EACH COVERING A MIN. OF 20% OF THE STREET FACING FACADE)

201' 7" * .25% = 50.3'
CONTINUOUS BLANK FACADES CANNOT EXCCED 51'

CHANGE IN ROOF HT MIN, 2'

STAIR ACCESS TO ROOF

1 SOUTH ELEVATION (FACING NORTH A STREET)
1/8" = 1'-0"

VERTICAL ELEMENT, (PILASTER) 1' MIN PROTRUSION FROM FACADE AT FULL LENGTH OF GROUND LEVEL, SEE PLANS FOR MORE INFORMATION.

CHANGE IN ROOF HT MIN, 2'

STAIR ACCESS TO ROOF

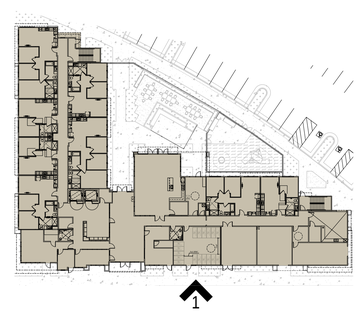
CHANGE IN ROOF PITCH

2 WEST ELEVATION
1/8" = 1'-0"

MATERIALS KEY

1 ALUMINUM STOREFRONT
2 VINYL WINDOWS AND DOORS
3 3 COAT STUCCO WITH METAL REVEALS
4 HORIZONTAL SIDING WITH WOOD GRAIN FINISH
5 CEMENTIOUS PANEL WITH METAL REVEALS & SMOOTH FINISH
6 VERTICAL SIDING
7 STANDING SEAM ROOF
8 METAL AWNING/ CANOPY
9 LIGHT FIXTURE
10 PERFORATED METAL SUN SHADE

KEY PLAN



0 4' 8' 16' 24'

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PROJECT

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North 40 Phase II
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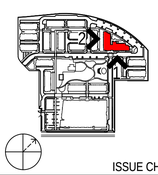

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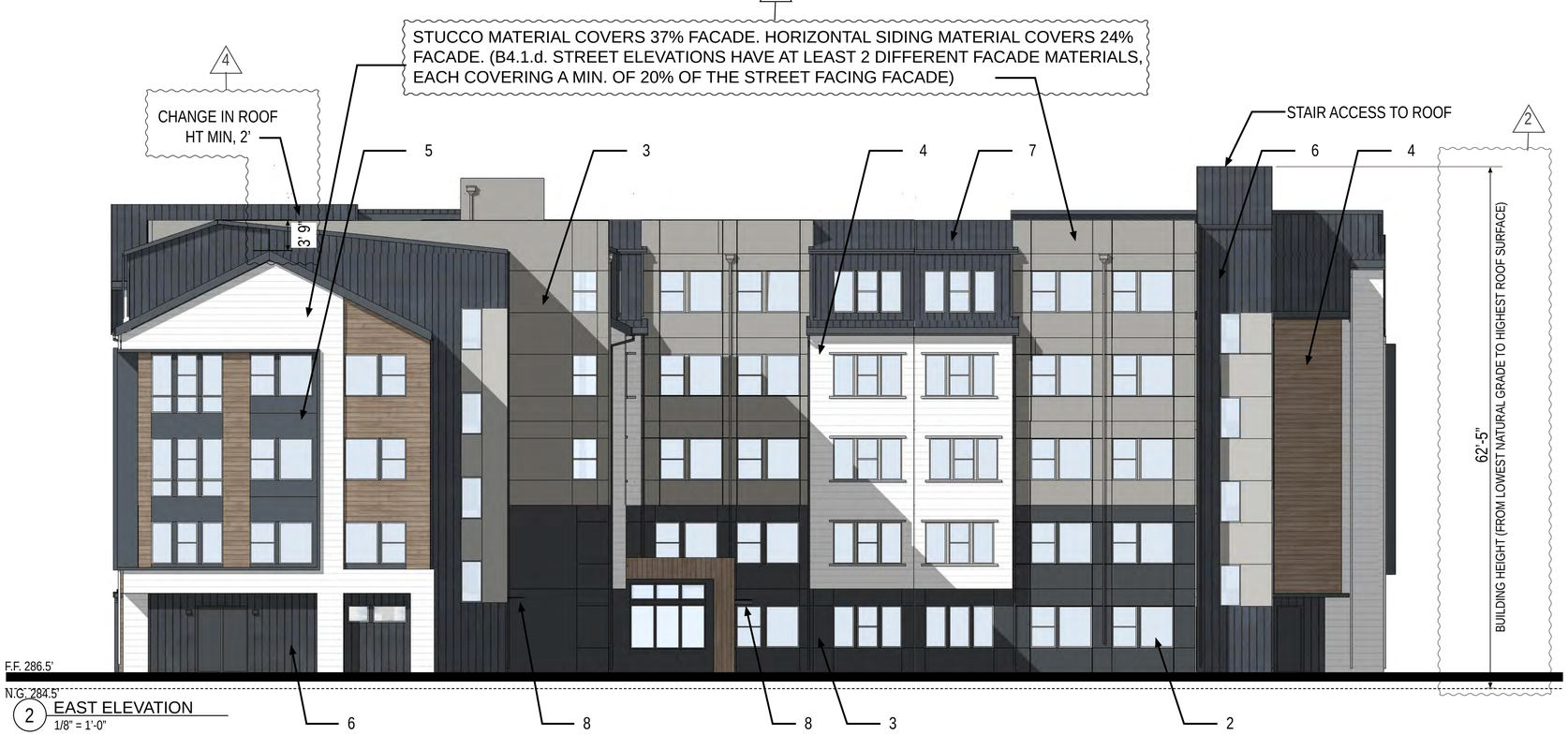
Job Number

TITLE
AFFORDABLE HOUSING: SOUTH AND WEST ELEVATIONS

SHEET NUMBER
A2.200

1 NORTH ELEVATION
1/8" = 1'-0"

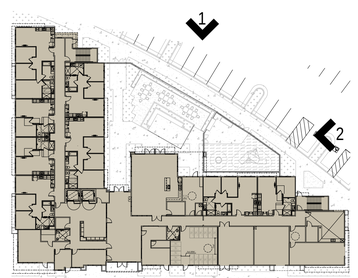


2 EAST ELEVATION
1/8" = 1'-0"

MATERIALS KEY

1	ALUMINUM STOREFRONT
2	VINYL WINDOWS AND DOORS
3	3 COAT STUCCO WITH METAL REVEALS
4	HORIZONTAL SIDING WITH WOOD GRAIN FINISH
5	CEMENTIOUS PANEL WITH METAL REVEALS & SMOOTH FINISH
6	VERTICAL SIDING
7	STANDING SEAM ROOF
8	METAL AWNING/ CANOPY
9	LIGHT FIXTURE
10	PERFORATED METAL SUN SHADE

KEY PLAN



0 4' 8' 16' 24'

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PROJECT

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North 40 Phase II
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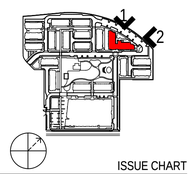
GROSVENOR

KEYPLAN



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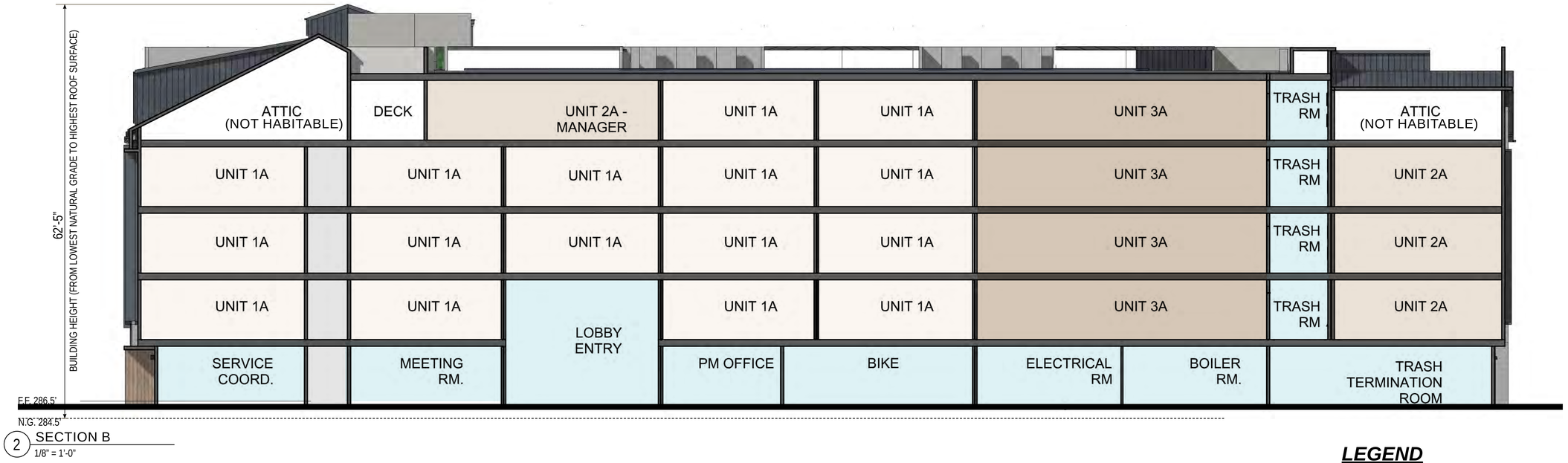
Job Number

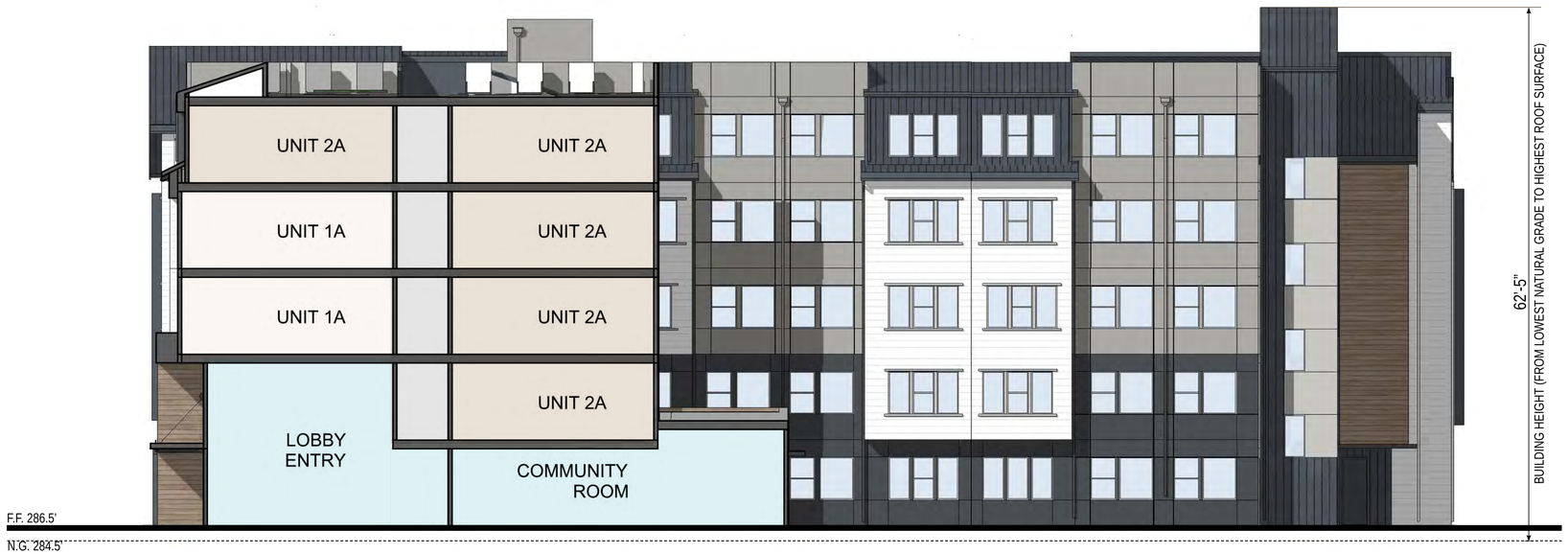
TITLE
AFFORDABLE HOUSING: NORTH AND EAST ELEVATIONS

SHEET NUMBER

A2.201



2 SECTION B
1/8" = 1'-0"

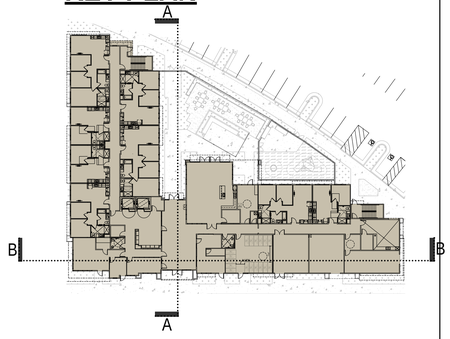


1 SECTION A
1/8" = 1'-0"

LEGEND

- 1 BED UNIT
- 2 BED UNIT
- 3 BED UNIT
- CORRIDOR
- STAIRS + ELEVATORS
- COMMON AREAS
- COMMUNITY RECREATION SPACE

KEY PLAN



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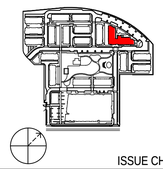
KEYPLAN



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Job Number

TITLE
AFFORDABLE HOUSING: SECTIONS

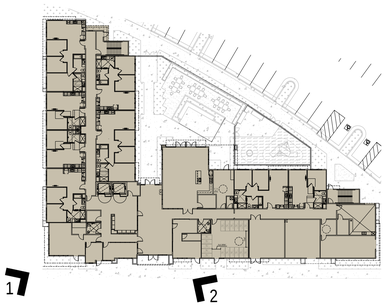
SHEET NUMBER

A2.300

1 SOUTH WEST VIEW

2 SOUTH WEST ENTRY VIEW

KEY PLAN



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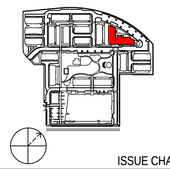
KEYPLAN



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Job Number

TITLE
AFFORDABLE HOUSING: RENDERINGS

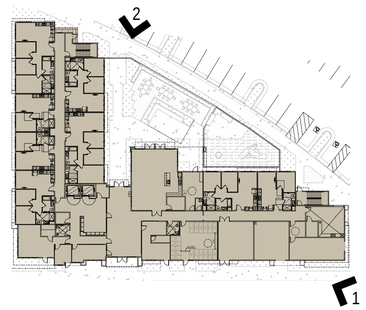
SHEET NUMBER

A2.400

1 SOUTH EAST VIEW

2 NORTH VIEW OF COURTYARD

KEY PLAN



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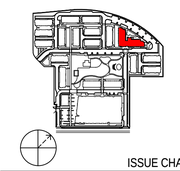

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Job Number

TITLE
AFFORDABLE HOUSING: RENDERINGS

SHEET NUMBER

A2.401

PAINT LIST

A SW 7757 HIGH REFLECTIVE WHITE

B SW 7522 MEADOWLARK

C SW 7030 A NEW GRAY

D SW 6991 BLACK MAGIC

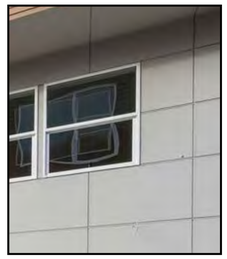
MATERIALS KEY

1 ALUMINUM STOREFRONT
2 VINYL WINDOWS AND DOORS
3 3 COAT STUCCO W/ METAL REVEAL
4 HORIZONTAL SIDING W/ WOOD GRAIN FINISH
5 CEMENTIOUS PANEL W/ METAL REVEALS & SMOOTH FINISH
6 VERTICAL SIDING
7 STANDING SEAM ROOF
8 METAL AWNING/ CANOPY
9 LIGHT FIXTURE
10 PERFORATED METAL SUN SHADE

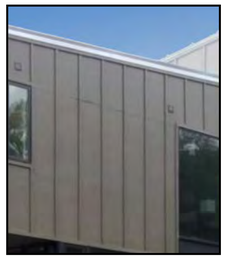
MATERIAL IMAGERY

3 3 COAT STUCCO

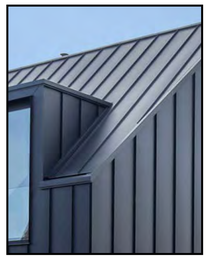
4 HORIZONTAL SIDING WITH WOOD GRAIN FINISH



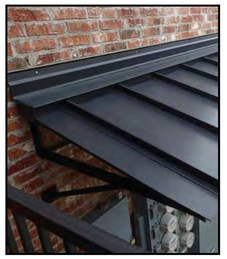
5 CEMENTIOUS PANEL WITH METAL REVEALS & SMOOTH FINISH



6 VERTICAL SIDING



7 STANDING SEAM METAL ROOF



8 METAL AWNING/ CANOPY

9 LIGHT FIXTURE

10 PERFORATED METAL SUN SHADE

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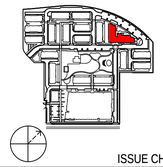
KEYPLAN



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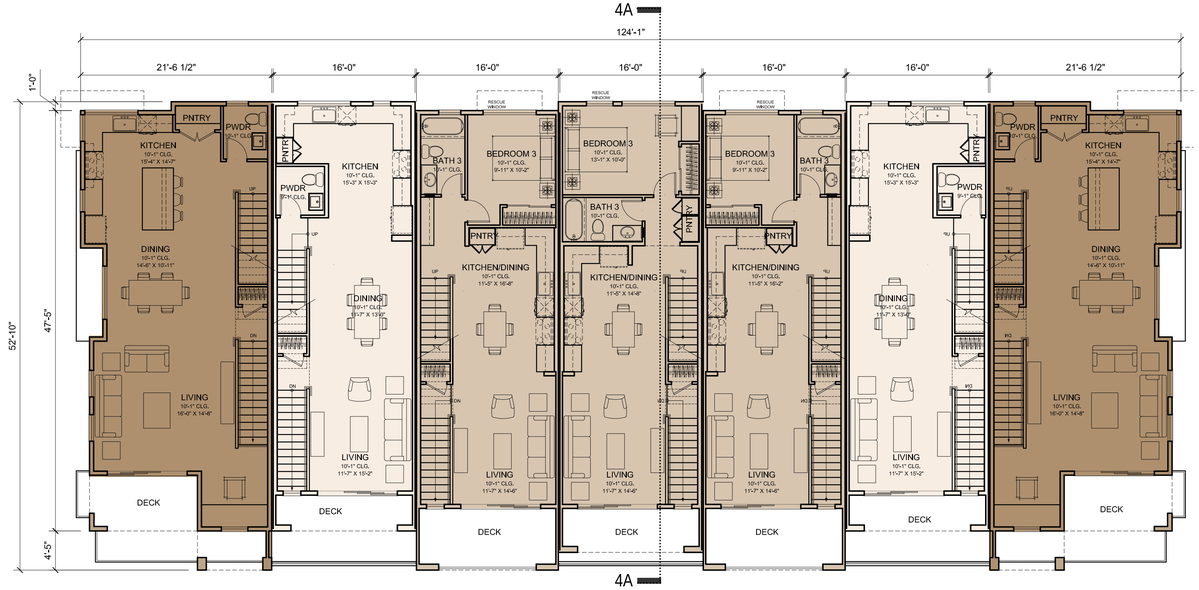
Job Number

TITLE
AFFORDABLE HOUSING: COLOR AND MATERIALS

SHEET NUMBER

A2.500



PLAN A1
4 BEDS/ 3.5 BATHS

PLAN B1
2 BEDS+DEN/ 2.5 BATHS

PLAN C1
3 BEDS+DEN/ 3 BATHS

PLAN C2
3 BEDS+DEN/ 3 BATHS

PLAN C1
3 BEDS+DEN/ 3 BATHS

PLAN B1
2 BEDS/ 2.5 BATHS

PLAN A1
4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"

LEGEND

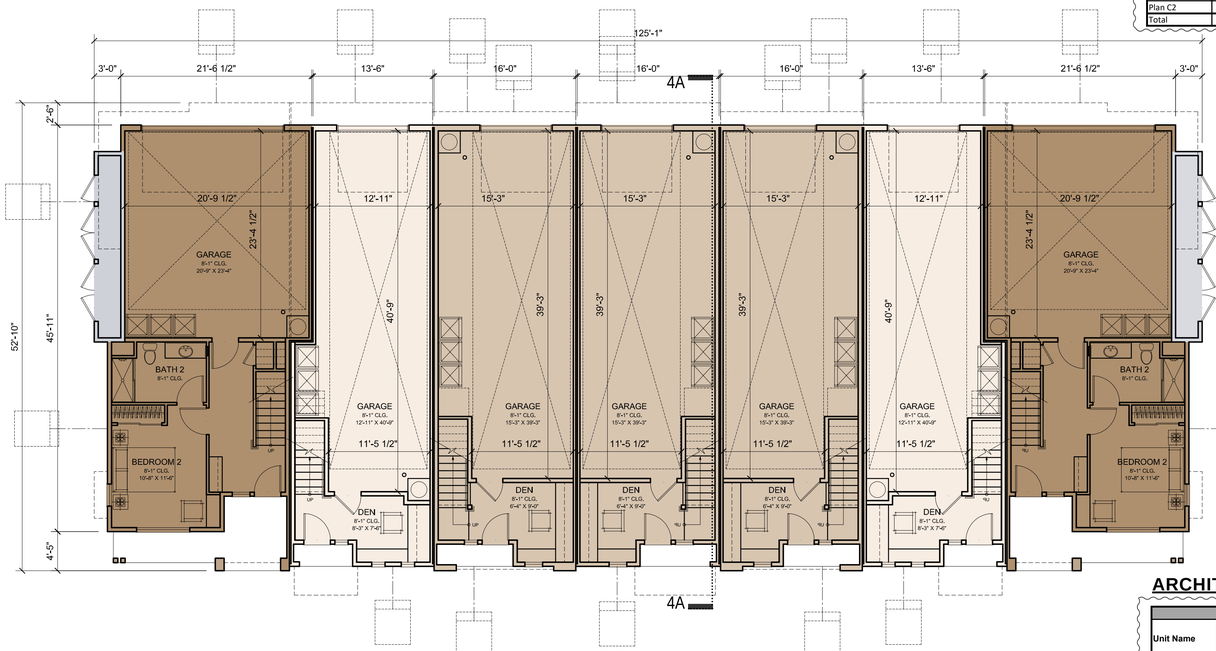
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

7

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A -7 PLEX - STYLE 1

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A1	4	4	2,052	2,230	2,905	150	2	4,104	4,460	5,810	2.5	5
Plan B1	2	3	1,404	1,529	2,227	90	2	2,808	3,058	4,454	1.5	3
Plan C1	3	3	1,474	1,611	2,330	99	2	2,948	3,222	4,660	1.5	3
Plan C2	3	3	1,494	1,627	2,346	72	1	1,494	1,627	2,346	1.5	1.5
Total							7	11,354	12,367	17,270		13



PLAN A1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,326 SF
NET AREA: 2,131 SF

PLAN B1
2 BEDS+DEN/ 2.5 BATHS
GROSS AREA: 1,632 SF
NET AREA: 1,487 SF

PLAN C1
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,705 SF
NET AREA: 1,552 SF

PLAN C2
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,721 SF
NET AREA: 1,569 SF

PLAN C1
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,705 SF
NET AREA: 1,552 SF

PLAN B1
2 BEDS+DEN/ 2.5 BATHS
GROSS AREA: 1,632 SF
NET AREA: 1,487 SF

PLAN A1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,326 SF
NET AREA: 2,131 SF

LEVEL 1
1/8" = 1'-0"

6

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN A1, B1 AND C2 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

2

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A -7 PLEX - STYLE 1

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A1	4	4	2,131	2,326	3,052	331	2	4,262	4,652	6,104	2.5	5
Plan B1	2	3	1,487	1,632	2,340	481	2	2,974	3,264	4,680	1.5	3
Plan C1	3	3	1,552	1,705	2,462	370	2	3,104	3,410	4,924	1.5	3
Plan C2	3	3	1,569	1,721	2,478	487	1	1,569	1,721	2,478	1.5	1.5
Total							7	11,909	13,047	18,186		13

0 4' 8' 16' 24'

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PROJECT

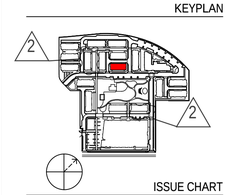
NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

GROSVENOR

KEYPLAN



ISSUE CHART

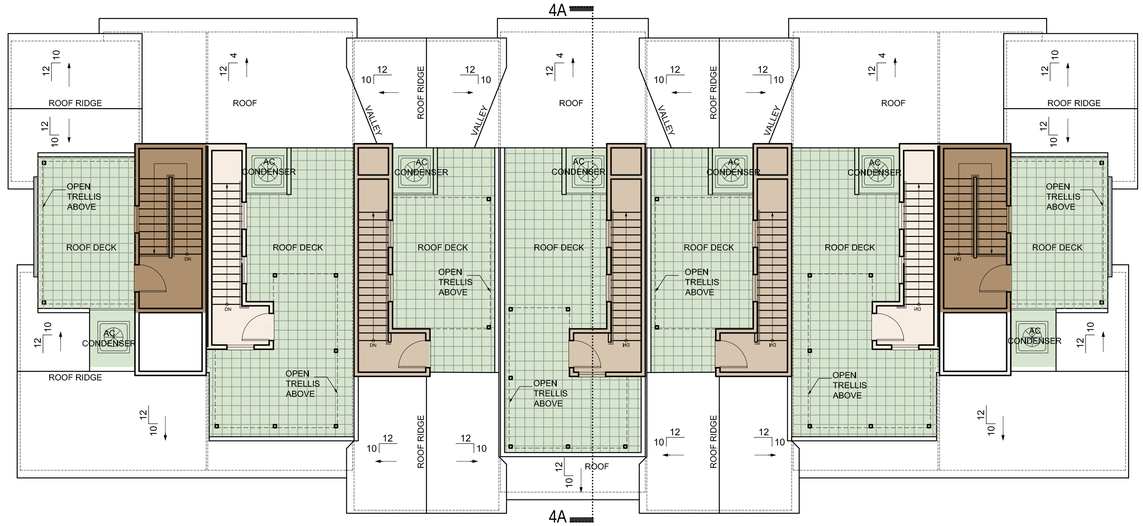
MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
04	ENTITLEMENT SET - REVISION 3	04/24/2024
05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
TOWNHOME A:
7-PLEX (STYLE 1)
LEVEL 1 & 2 PLANS

SHEET NUMBER

A3.1.1.100

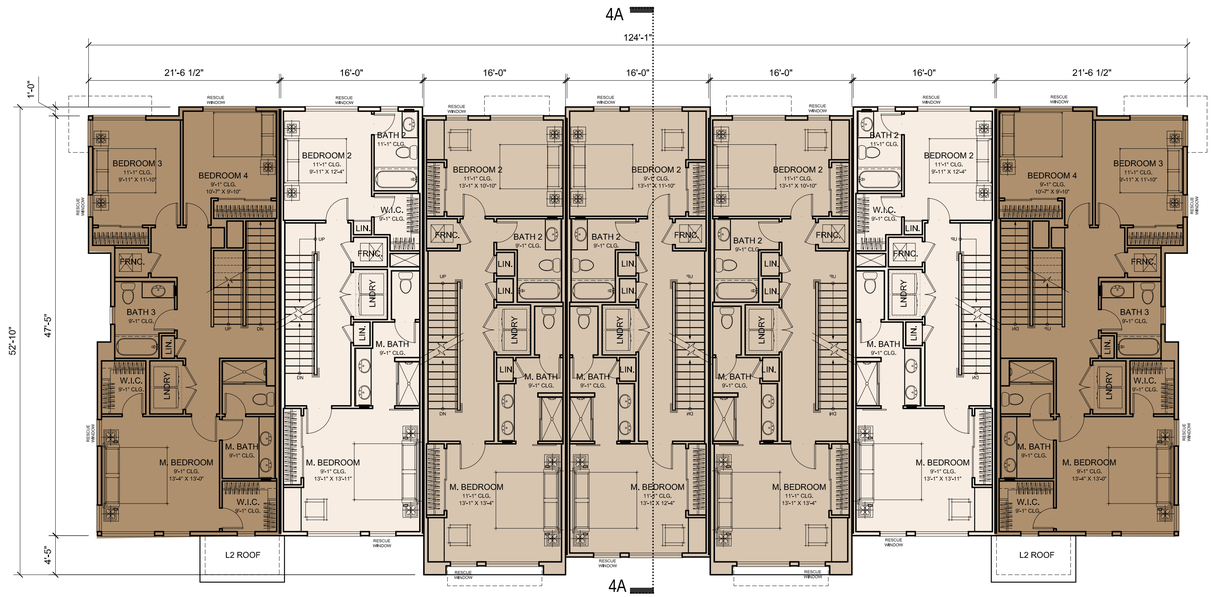


PLAN A1 4 BEDS/ 3.5 BATHS | **PLAN B1** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN C2** 3 BEDS+DEN/ 3 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN B1** 2 BEDS/ 2.5 BATHS | **PLAN A1** 4 BEDS/ 3.5 BATHS

LEVEL 4

1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL 7



PLAN A1 4 BEDS/ 3.5 BATHS | **PLAN B1** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN C2** 3 BEDS+DEN/ 3 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN B1** 2 BEDS/ 2.5 BATHS | **PLAN A1** 4 BEDS/ 3.5 BATHS

LEVEL 3

1/8" = 1'-0"

0 4' 8' 16' 24'

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

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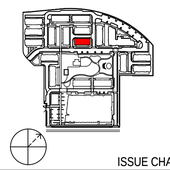
GROSVENOR

KEYPLAN



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Job Number

TITLE
TOWNHOME A: 7-PLEX (STYLE 1) LEVEL 3 & 4 PLANS

SHEET NUMBER

A3.1.1.101

1 FRONT ELEVATION
1/8" = 1'-0"

2 REAR ELEVATION
1/8" = 1'-0"

3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATION
1/8" = 1'-0"

4 SECTION A
1/8" = 1'-0"

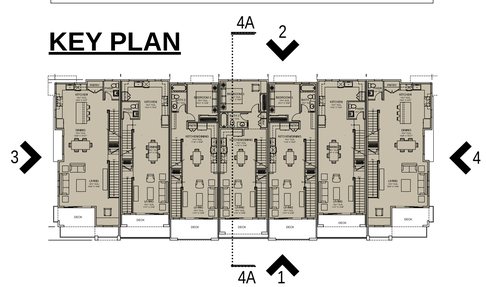
OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.
5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

MATERIALS KEY

1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	HORIZONTAL LAP SIDING
6	VERTICAL BOARD AND BATTEN SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
10	METAL AWNING
11	WOOD POST
12	METAL GUARDRAIL
13	GARAGE DOOR WITH GLASS
14	ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15	GARAGE LIGHT FIXTURE

KEY PLAN



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GROSVENOR

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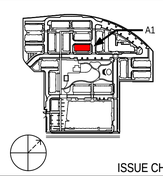

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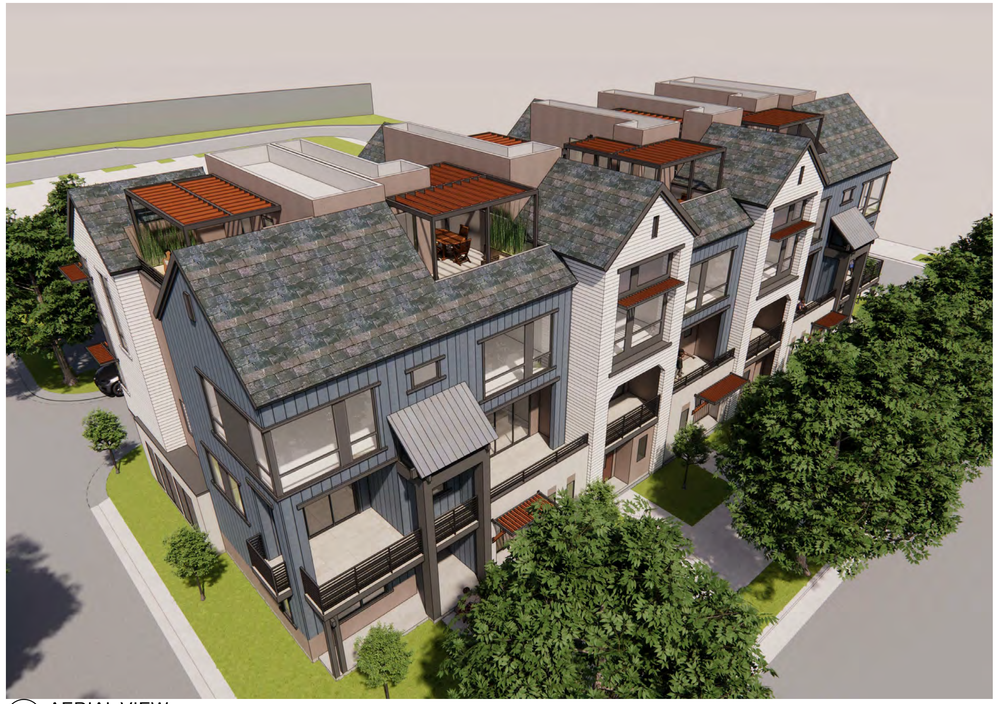
Job Number

TITLE
TOWNHOME A:
7-PLEX (STYLE 1)
ELEVATIONS + SECTION

SHEET NUMBER

A3.1.2.200

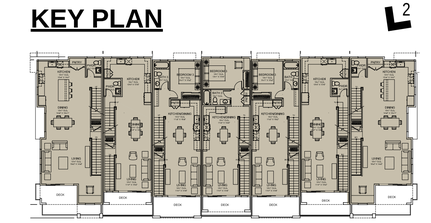


1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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PROJECT

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Los Gatos, CA 95032

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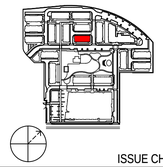
GROSVENOR

KEYPLAN



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Job Number

TITLE
TOWNHOME A
7-PLEX (STYLE 1)
RENDERINGS

SHEET NUMBER

A3.1.4.400

PAINT LIST

SW 7004
Snowbound
Interior / Exterior
Location Number: 256-C2

A SW 7004 SNOWBOUND

SW 7607
Santorini Blue
Interior / Exterior
Location Number: 279-C6

B SW 7607 SANTORINI BLUE

SW 9169
Chatura Gray
Interior / Exterior
Location Number: 242-C4

C SW 9169 CHATURA GRAY

SW 6223
Still Water
Interior / Exterior
Location Number: 219-C7

D SW 6223 STILL WATER

SW 6233
Samovar Silver
Interior / Exterior
Location Number: 222-C2

E SW 6233 SAMOVAR SILVER

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL LAP SIDING
6 VERTICAL BOARD AND BATTEN SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

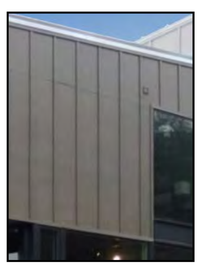
MATERIAL IMAGERY

2 3 COAT STUCCO WITH METAL REVEALS

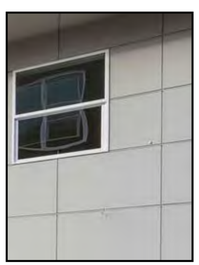
3 COMPOSITE SHINGLE ROOF

4 STANDING SEAM METAL ROOF

5 HORIZONTAL LAP SIDING

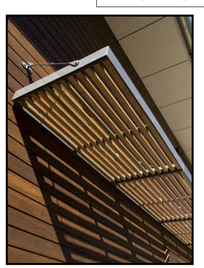


6 VERTICAL BOARD AND BATTEN SIDING



7 SMOOTH CEMENTIOUS PANEL

9 METAL TRELLIS



10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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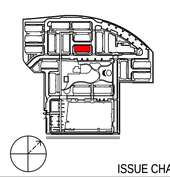

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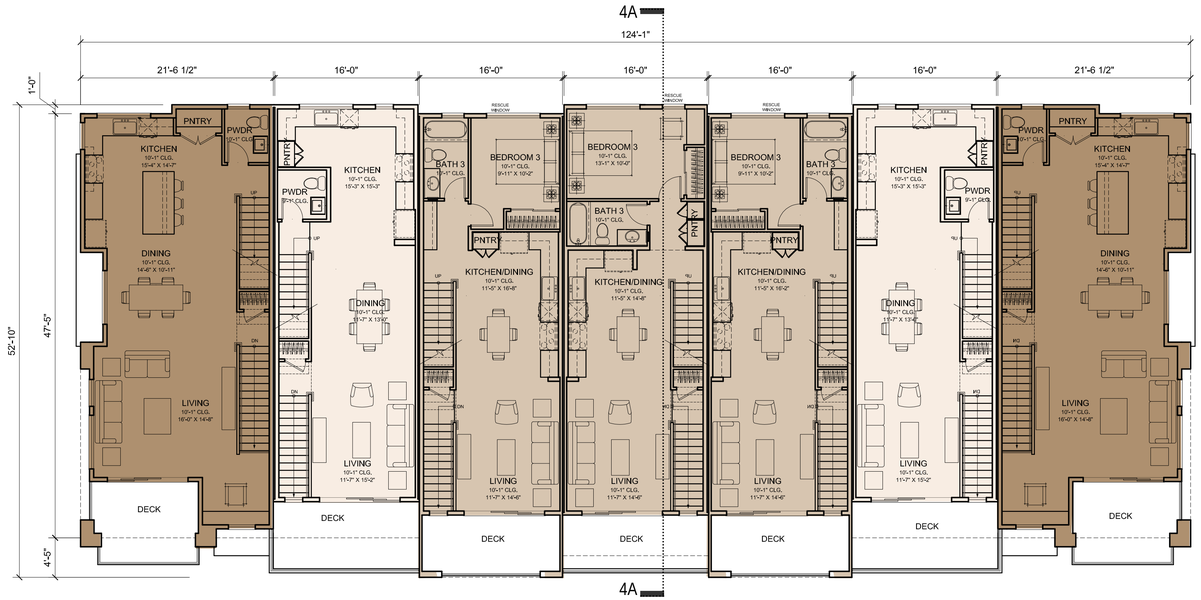
Job Number

TITLE
TOWNHOME A
7-PLEX (STYLE 1)
COLOR & MATERIALS

SHEET NUMBER

A3.1.5.500

2



PLAN A2
4 BEDS/ 3.5 BATHS

PLAN B2
2 BEDS+DEN/ 2.5 BATHS

PLAN C3
3 BEDS+DEN/ 3 BATHS

PLAN C4
3 BEDS+DEN/ 3 BATHS

PLAN C3
3 BEDS+DEN/ 3 BATHS

PLAN B2
2 BEDS/ 2.5 BATHS

PLAN A2
4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"

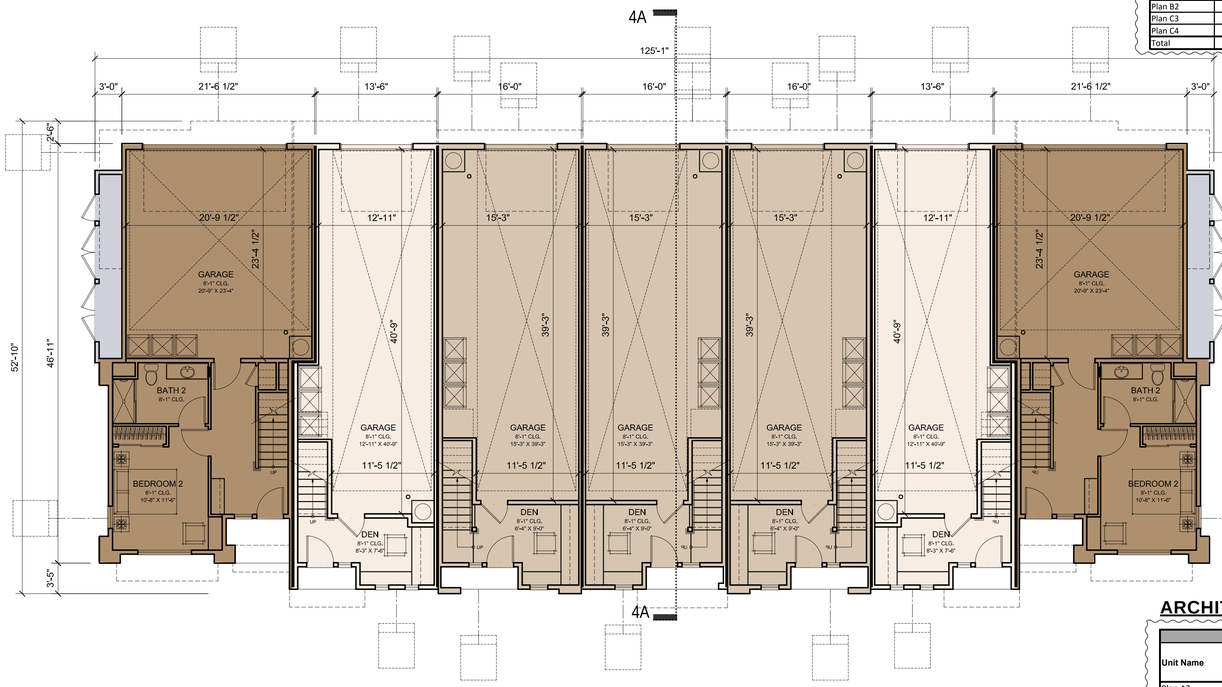
LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

7

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 7 PLEX - SYTLE 2												
Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A2	4	4	2,124	2,318	2,897	137	2	4,248	4,636	5,794	2.5	5
Plan B2	2	3	1,404	1,529	2,227	120	2	2,808	3,058	4,454	1.5	3
Plan C3	3	3	1,477	1,612	2,331	99	2	2,954	3,224	4,662	1.5	3
Plan C4	3	3	1,494	1,627	2,346	96	1	1,494	1,627	2,346	1.5	1.5
Total							7	11,504	12,545	17,256		13



PLAN A2
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,318 SF
NET AREA: 2,124 SF

PLAN B2
2 BEDS+DEN/ 2.5 BATHS
GROSS AREA: 1,632 SF
NET AREA: 1,487 SF

PLAN C3
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,705 SF
NET AREA: 1,552 SF

PLAN C4
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,721 SF
NET AREA: 1,569 SF

PLAN C3
3 BEDS+DEN/ 3 BATHS
GROSS AREA: 1,705 SF
NET AREA: 1,552 SF

PLAN B2
2 BEDS+DEN/ 2.5 BATHS
GROSS AREA: 1,632 SF
NET AREA: 1,487 SF

PLAN A2
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,318 SF
NET AREA: 2,124 SF

LEVEL 1
1/8" = 1'-0"

6

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN A2, B2 AND C4 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

2

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 7 PLEX - SYTLE 2												
Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
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Plan C3	3	3	1,552	1,706	2,463	371	2	3,104	3,412	4,926	1.5	3
Plan C4	3	3	1,569	1,721	2,478	480	1	1,569	1,721	2,478	1.5	1.5
Total							7	11,895	13,033	18,172		13

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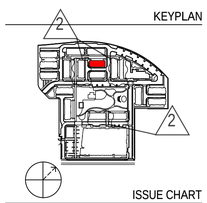

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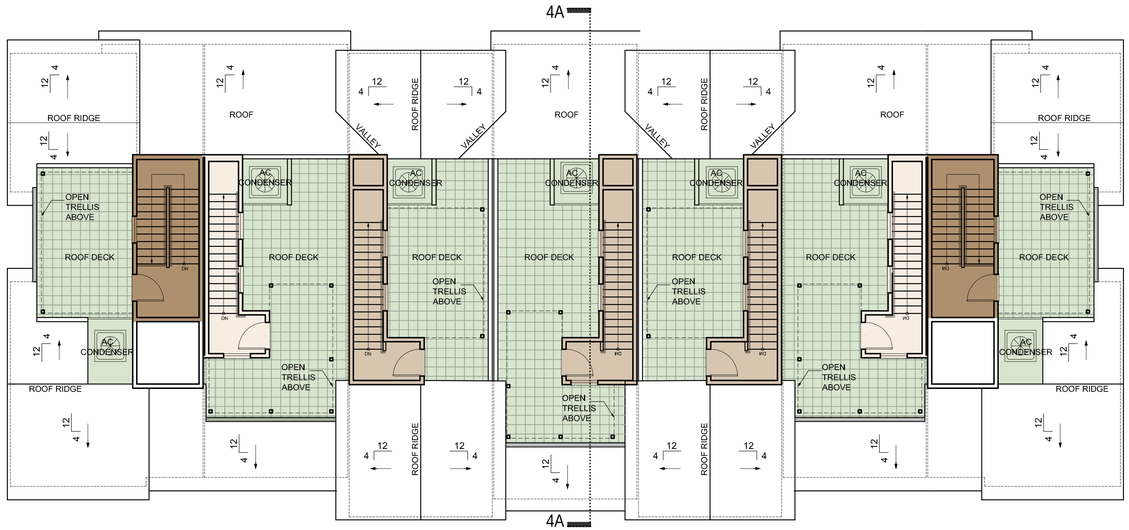
Job Number

TITLE
TOWNHOME A: 7-PLEX (STYLE 2) LEVEL 1 & 2 PLANS

SHEET NUMBER
A3.2.1.100

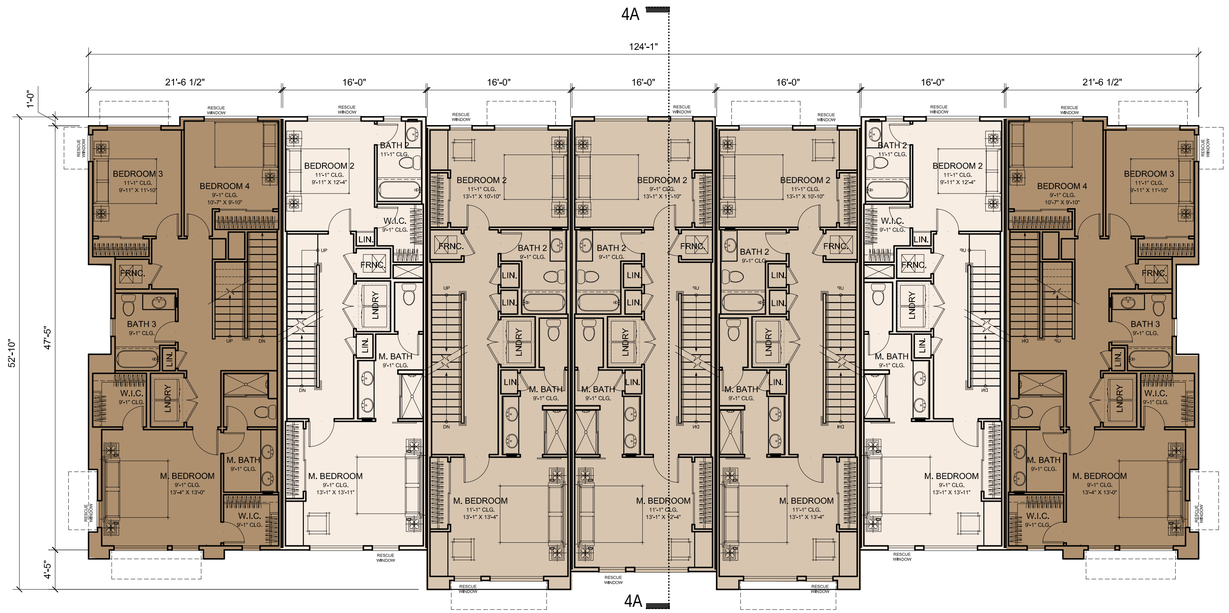


PLAN A2 4 BEDS/ 3.5 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN B2** 2 BEDS/ 2.5 BATHS | **PLAN A2** 4 BEDS/ 3.5 BATHS

LEVEL 4

1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL 7



PLAN A2 4 BEDS/ 3.5 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN B2** 2 BEDS/ 2.5 BATHS | **PLAN A2** 4 BEDS/ 3.5 BATHS

LEVEL 3

1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

0 4' 8' 16' 24'

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PROJECT

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North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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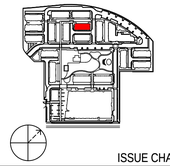
GROSVENOR

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
04	ENTITLEMENT SET - REVISION 3	04/24/2024
05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

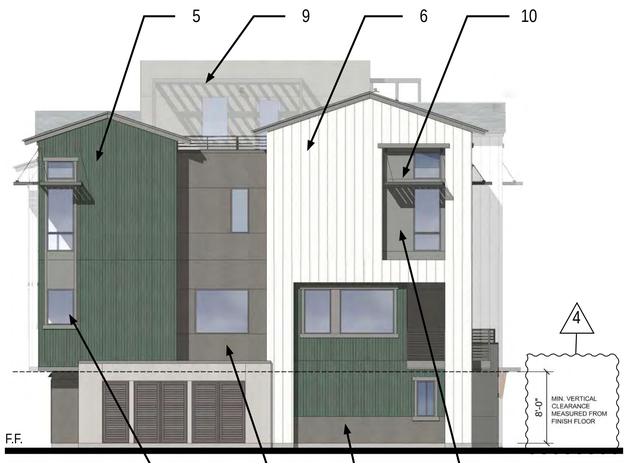
TITLE
TOWNHOME A:
7-PLEX (STYLE 2)
LEVEL 3 & 4 PLANS

SHEET NUMBER

A3.2.1.101

1 FRONT ELEVATION
1/8" = 1'-0"

2 REAR ELEVATION
1/8" = 1'-0"



3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATION
1/8" = 1'-0"

4 SECTION A
1/8" = 1'-0"

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

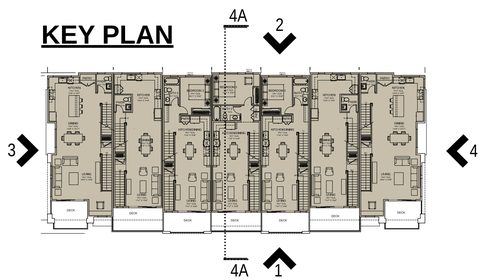
1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.
5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

6

MATERIALS KEY

1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	VERTICAL SIDING
6	VERTICAL BOARD AND BATTEN SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
10	METAL AWNING
11	WOOD POST
12	METAL GUARDRAIL
13	GARAGE DOOR WITH GLASS
14	ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15	GARAGE LIGHT FIXTURE

KEY PLAN



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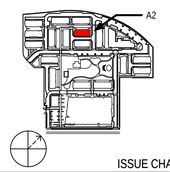

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07	ENTITLEMENT SET - REVISION 6	12/05/2025

Job Number

TITLE
TOWNHOME A
7-PLEX (STYLE 2)
ELEVATIONS + SECTION

SHEET NUMBER

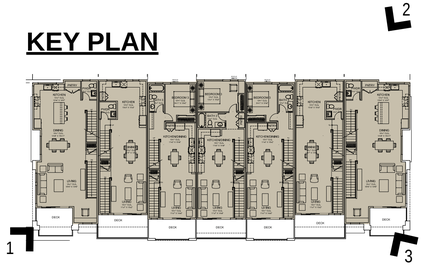
A3.2.2.200

1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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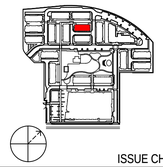

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Job Number

TITLE
TOWNHOME A: 7-PLEX (STYLE 2) RENDERINGS

SHEET NUMBER

A3.2.4.400

PAINT LIST

SW 7006
Extra White
Interior / Exterior
Location Number: 257-C1

A SW 7006 EXTRA WHITE

SW 6460
Kale Green
Interior / Exterior
Location Number: 159-C6

B SW 6460 KALE GREEN

SW 7744
Zeus
Interior / Exterior
Location Number: 286-C6

C SW 7744 ZEUS

SW 9143
Cadet
Interior / Exterior
Location Number: 222-C4

D SW 9143 CADET

SW 7632
Modern Gray
Interior / Exterior
Location Number: 283-C1

E SW 7632 MODERN GRAY

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 VERTICAL SIDING
6 VERTICAL BOARD AND BATTEN SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

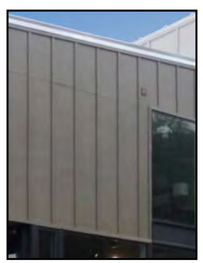
MATERIAL IMAGERY

2 3 COAT STUCCO WITH METAL REVEALS

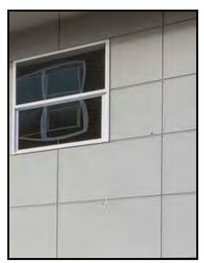
3 COMPOSITE SHINGLE ROOF

4 STANDING SEAM METAL ROOF

5 VERTICAL SIDING



6 VERTICAL BOARD AND BATTEN SIDING



7 SMOOTH CEMENTIOUS PANEL

9 METAL TRELLIS

10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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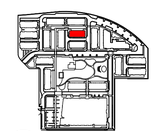

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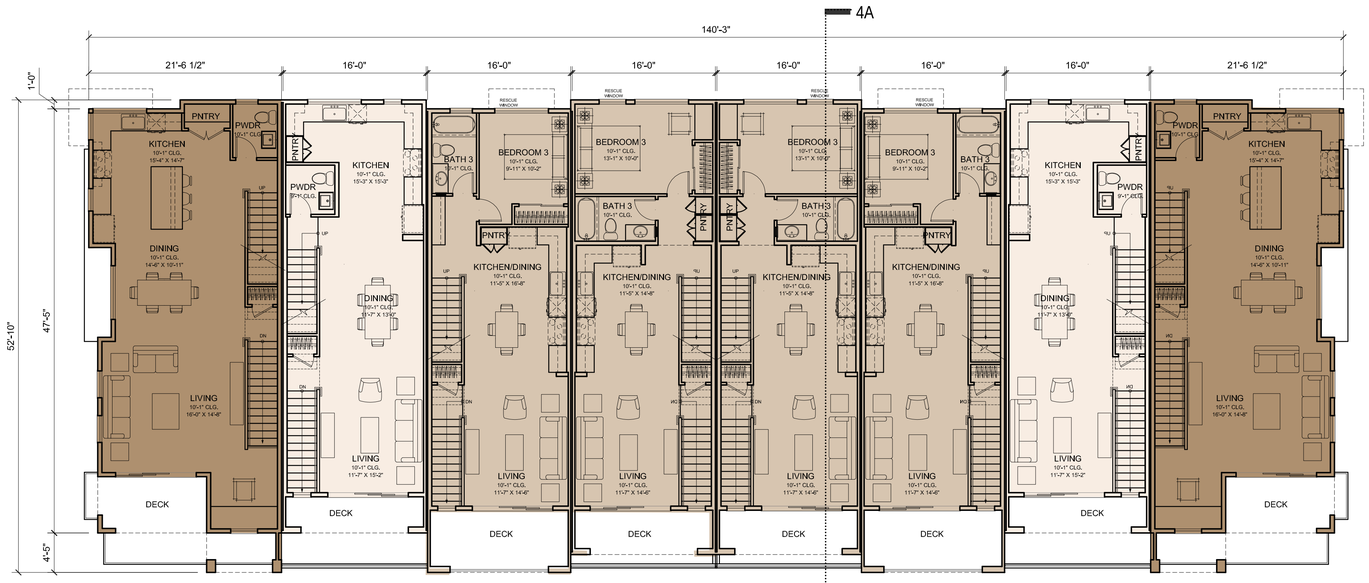
Job Number

TITLE
TOWNHOME A
7-PLEX (STYLE 2) RENDERINGS

SHEET NUMBER

A3.2.5.500

2



PLAN A1 — 4 BEDS/ 3.5 BATHS
PLAN B1 — 2 BEDS+DEN/ 2.5 BATHS
PLAN C1 — 3 BEDS+DEN/ 3 BATHS
PLAN C2 — 3 BEDS+DEN/ 3 BATHS
PLAN C2 — 3 BEDS+DEN/ 3 BATHS
PLAN C1 — 3 BEDS+DEN/ 3 BATHS
PLAN B1 — 2 BEDS+DEN/ 2.5 BATHS
PLAN A1 — 4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"

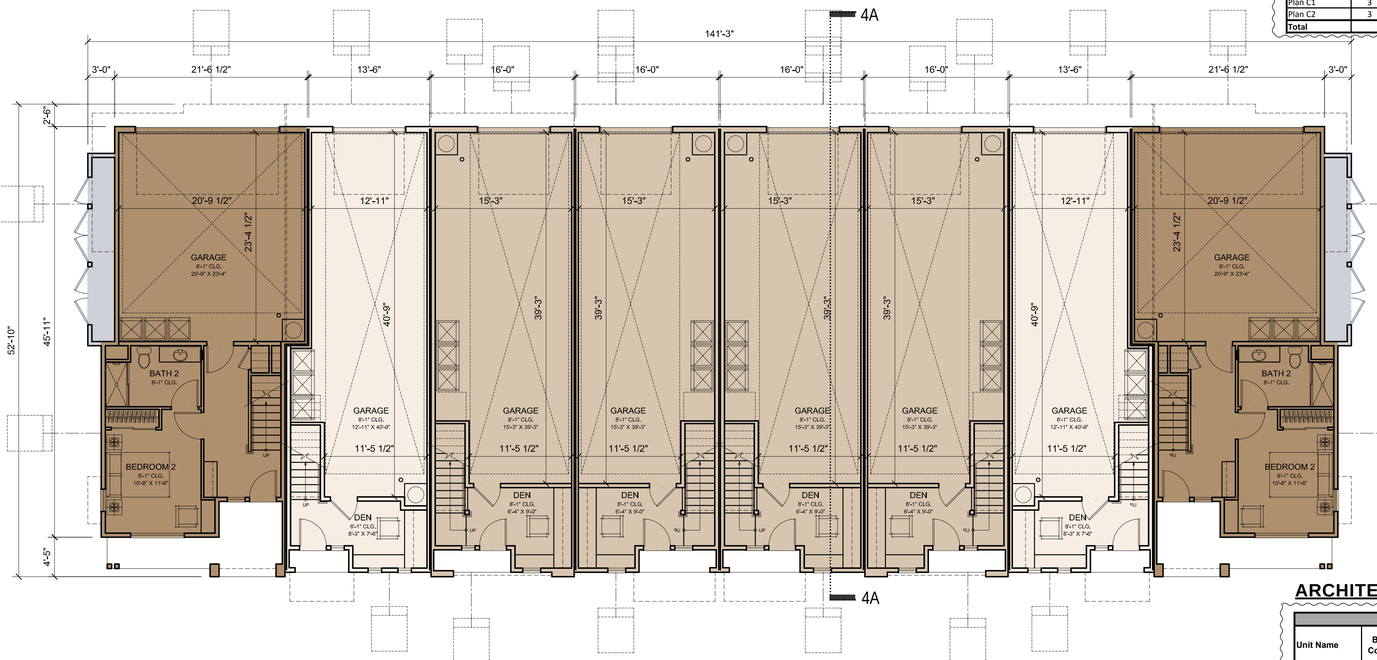
LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 8 PLEX - STYLE 1

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A1	4	4	2,052	2,230	2,905	150	2	4,104	4,460	5,810	2.5	5
Plan B1	2	3	1,404	1,529	2,227	90	2	2,808	3,058	4,454	1.5	3
Plan C1	3	3	1,474	1,611	2,330	99	2	2,948	3,222	4,660	1.5	3
Plan C2	3	3	1,494	1,627	2,346	72	2	2,988	3,254	4,692	1.5	3
Total							**8**	**12,848**	**13,994**	**19,616**		14



PLAN A1 — 4 BEDS/ 3.5 BATHS — GROSS AREA: 2,326 SF — NET AREA: 2,131 SF
PLAN B1 — 2 BEDS+DEN/ 2.5 BATHS — GROSS AREA: 1,632 SF — NET AREA: 1,487 SF
PLAN C1 — 3 BEDS+DEN/ 3 BATHS — GROSS AREA: 1,705 SF — NET AREA: 1,552 SF
PLAN C2 — 3 BEDS+DEN/ 3 BATHS — GROSS AREA: 1,721 SF — NET AREA: 1,569 SF
PLAN C2 — 3 BEDS+DEN/ 3 BATHS — GROSS AREA: 1,721 SF — NET AREA: 1,569 SF
PLAN C1 — 3 BEDS+DEN/ 3 BATHS — GROSS AREA: 1,705 SF — NET AREA: 1,552 SF
PLAN B1 — 2 BEDS+DEN/ 2.5 BATHS — GROSS AREA: 1,632 SF — NET AREA: 1,487 SF
PLAN A1 — 4 BEDS/ 3.5 BATHS — GROSS AREA: 2,326 SF — NET AREA: 2,131 SF

LEVEL 1
1/8" = 1'-0"

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN A1, B1 AND C2 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 8 PLEX - STYLE 1

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A1	4	4	2,131	2,326	3,052	331	2	4,262	4,652	6,104	2.5	5
Plan B1	2	3	1,487	1,632	2,340	481	2	2,974	3,264	4,680	1.5	3
Plan C1	3	3	1,552	1,705	2,462	370	2	3,104	3,410	4,924	1.5	3
Plan C2	3	3	1,569	1,721	2,478	487	2	3,138	3,442	4,956	1.5	3
Total							**8**	**13,478**	**14,768**	**20,664**		14

0 4' 8' 16' 24'

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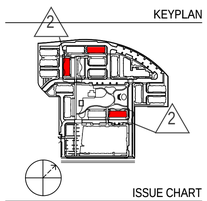

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Job Number

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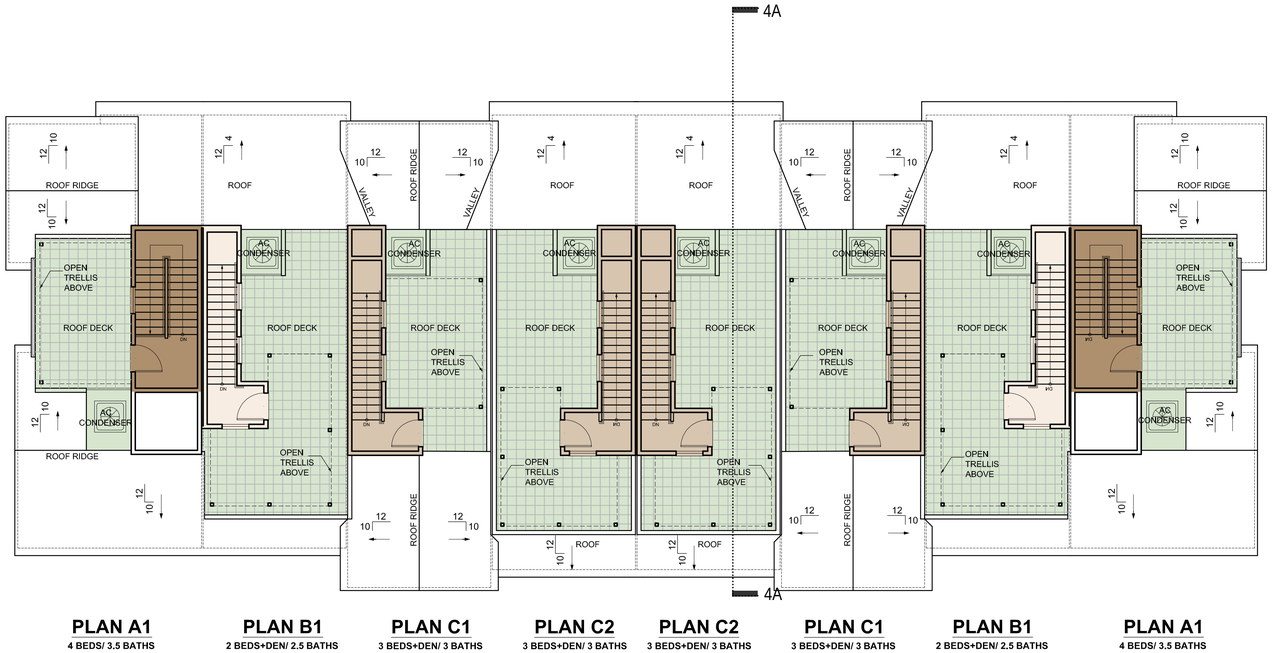
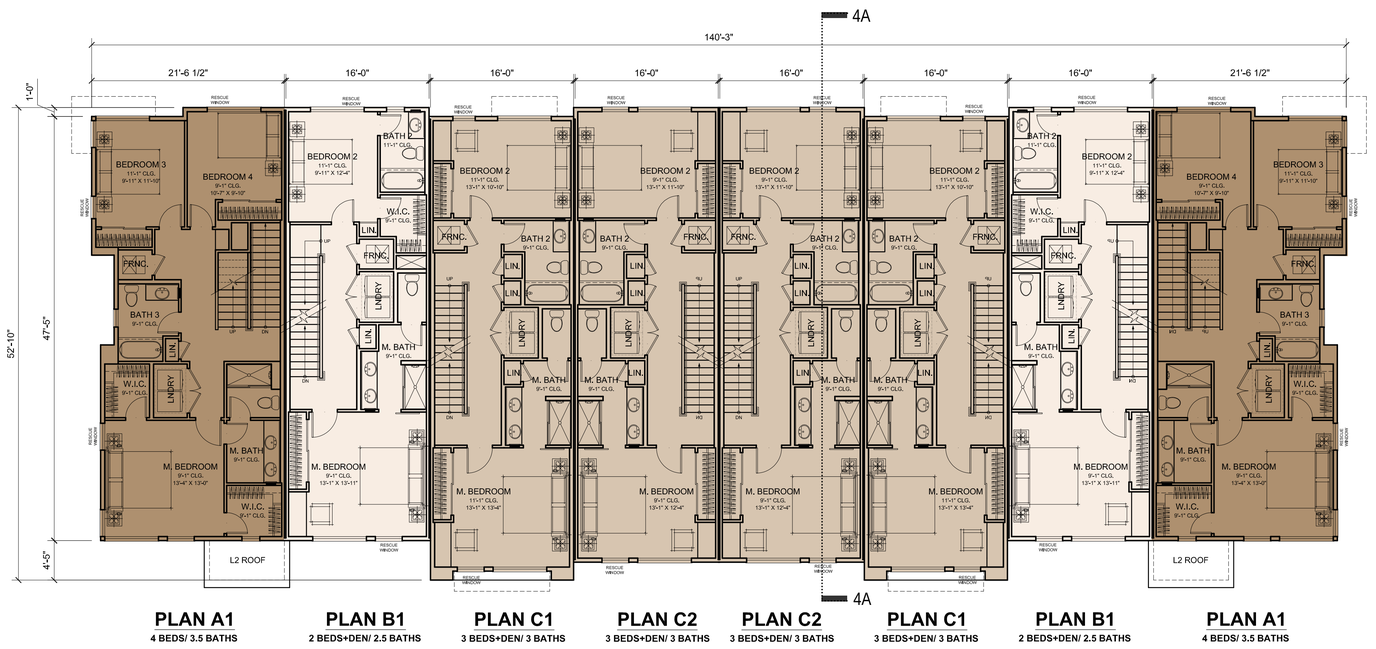
SHEET NUMBER
A3.3.1.100



PLAN A1 4 BEDS/ 3.5 BATHS | **PLAN B1** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN C2** 3 BEDS+DEN/ 3 BATHS | **PLAN C2** 3 BEDS+DEN/ 3 BATHS | **PLAN C1** 3 BEDS+DEN/ 3 BATHS | **PLAN B1** 2 BEDS+DEN/ 2.5 BATHS | **PLAN A1** 4 BEDS/ 3.5 BATHS

LEVEL 4
1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL



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LEVEL 3
1/8" = 1'-0"

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- 3 BED UNIT
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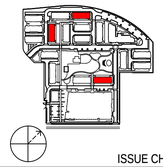
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
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04	ENTITLEMENT SET - REVISION 3	04/24/2024
05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	10/20/2025

Job Number

TITLE
TOWNHOME A:
8-PLEX (STYLE 1)
LEVEL 3 & 4 PLANS

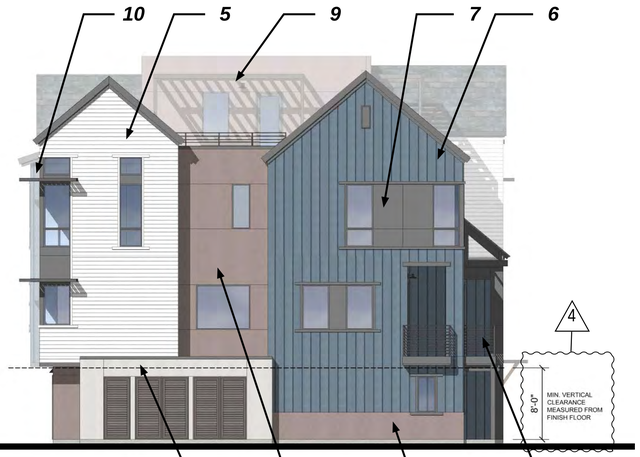
SHEET NUMBER

A3.3.1.101

1 FRONT ELEVATION
1/8" = 1'-0"

4 SECTION A
1/8" = 1'-0"

2 REAR ELEVATION
1/8" = 1'-0"



3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATION
1/8" = 1'-0"

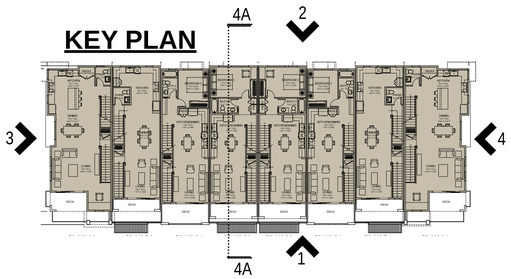
OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.
5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

MATERIALS KEY

1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	HORIZONTAL LAP SIDING
6	VERTICAL BOARD AND BATTEN SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
10	METAL AWNING
11	WOOD POST
12	METAL GUARDRAIL
13	GARAGE DOOR WITH GLASS
14	ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15	GARAGE LIGHT FIXTURE

KEY PLAN



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PROJECT

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Los Gatos, CA 95032

APPLICANT

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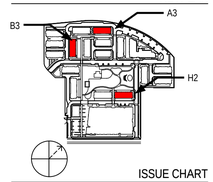
San Francisco, CA 94111

GROSVENOR

KEYPLAN



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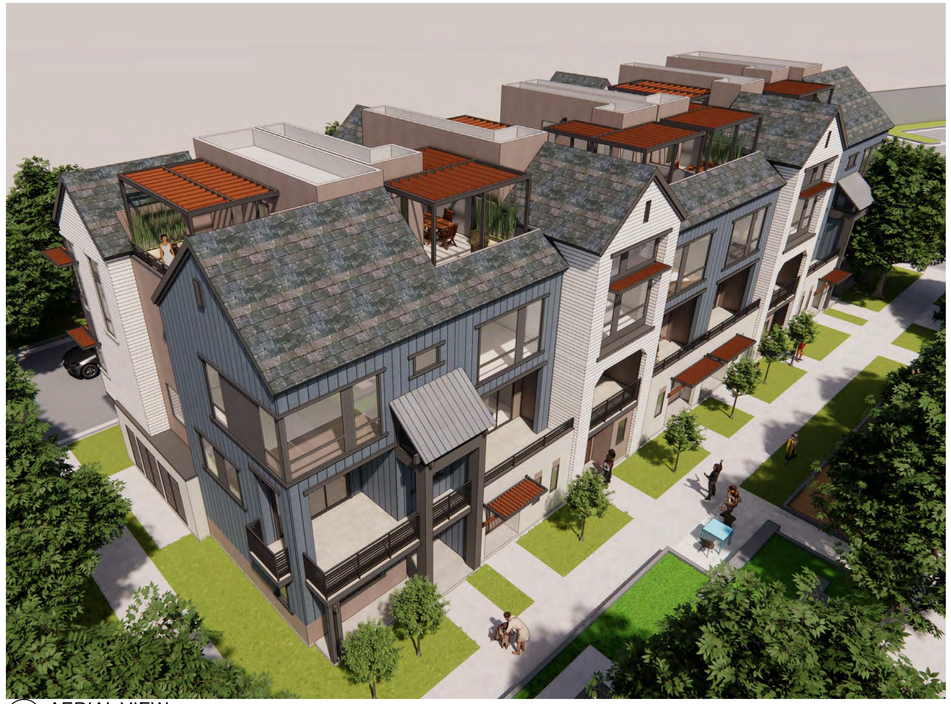
Job Number

TITLE
TOWNHOME A
8-PLEX (STYLE 1)
ELEVATIONS + SECTION

SHEET NUMBER

A3.3.2.200

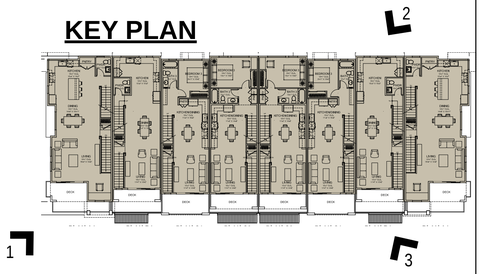


1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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GROSVENOR

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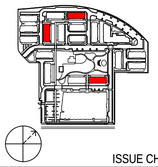

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Job Number

TITLE
TOWNHOME A
8-PLEX (STYLE 1)
PERSPECTIVES

SHEET NUMBER

A3.3.4.400

PAINT LIST

SW 7004
Snowbound
Interior / Exterior
Location Number: 256-C2

A SW 7004 SNOWBOUND

SW 7607
Santorini Blue
Interior / Exterior
Location Number: 279-C6

B SW 7607 SANTORINI BLUE

SW 9169
Chatura Gray
Interior / Exterior
Location Number: 242-C4

C SW 9169 CHATURA GRAY

SW 6223
Still Water
Interior / Exterior
Location Number: 219-C7

D SW 6223 STILL WATER

SW 6233
Samovar Silver
Interior / Exterior
Location Number: 222-C2

E SW 6233 SAMOVAR SILVER

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL SIDING
6 VERTICAL BOARD AND BATTEN SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

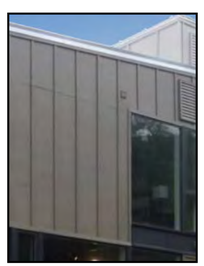
MATERIAL IMAGERY

2 3 COAT STUCCO WITH METAL REVEALS

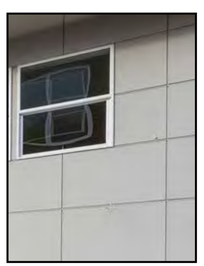
3 COMPOSITE SHINGLE ROOF

4 STANDING SEAM METAL ROOF

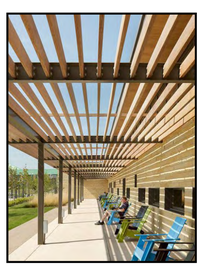
5 HORIZONTAL LAP SIDING



6 VERTICAL BOARD AND BATTEN SIDING



7 SMOOTH CEMENTIOUS PANEL



9 METAL TRELLIS

10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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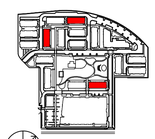

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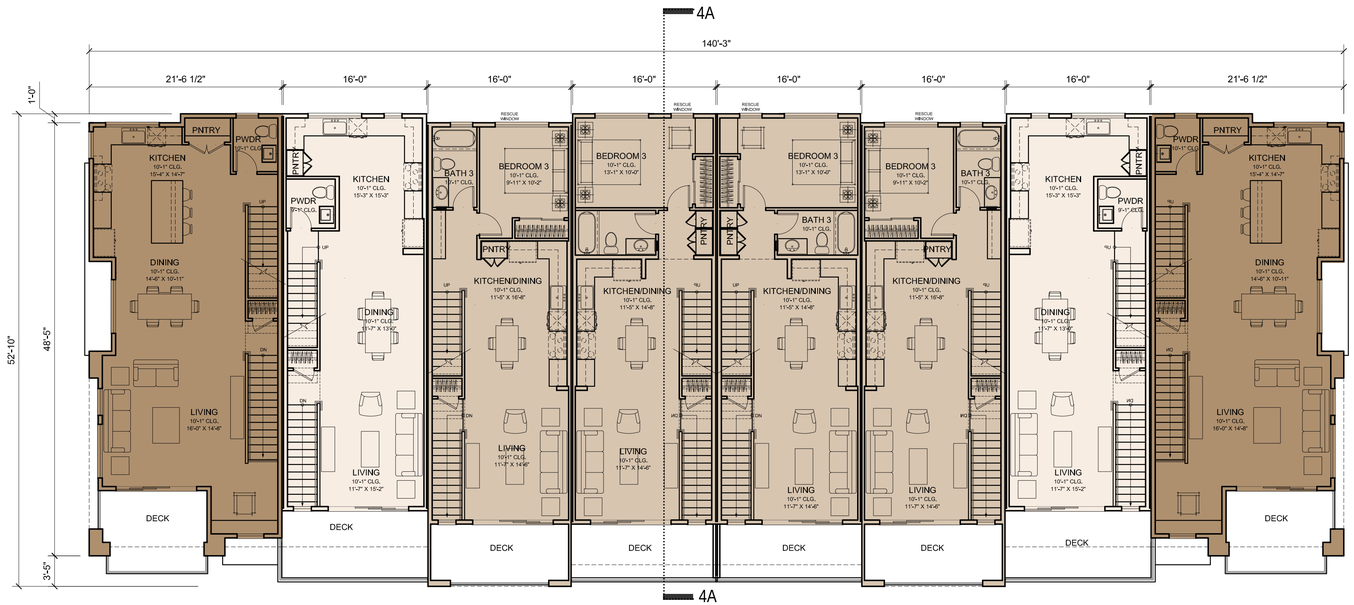
Job Number

TITLE
TOWNHOME A
8-PLEX (STYLE 1)
COLOR & MATERIALS

SHEET NUMBER

A3.3.5.500

2



PLAN A2 — 4 BEDS/ 3.5 BATHS
PLAN B2 — 2 BEDS+DEN/ 2.5 BATHS
PLAN C3 — 3 BEDS+DEN/ 3 BATHS
PLAN C4 — 3 BEDS+DEN/ 3 BATHS
PLAN C4 — 3 BEDS+DEN/ 3 BATHS
PLAN C3 — 3 BEDS+DEN/ 3 BATHS
PLAN B2 — 2 BEDS+DEN/ 2.5 BATHS
PLAN A2 — 4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"

LEGEND

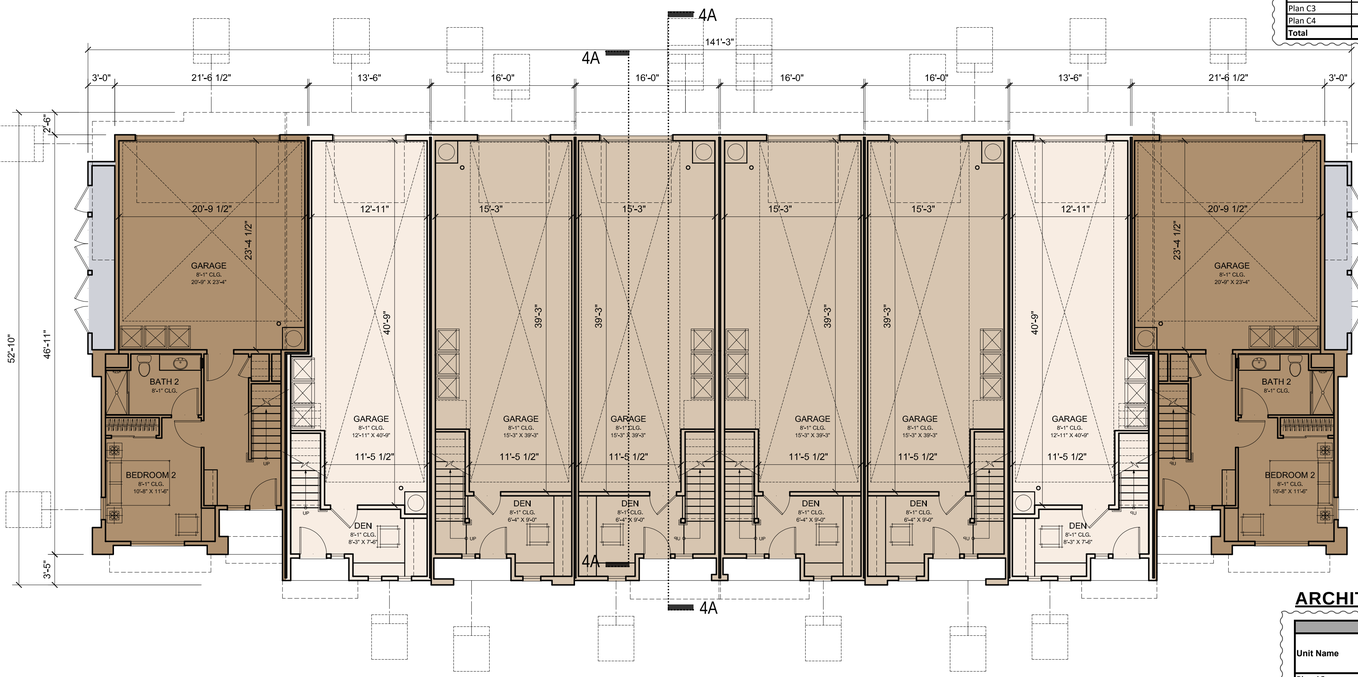
- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

7

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 8 PLEX - SYTLE 2

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A2	4	4	2,124	2,318	2,897	137	2	4,248	4,636	5,794	2.5	5
Plan B2	2	3	1,404	1,529	2,227	120	2	2,808	3,058	4,454	1.5	3
Plan C3	3	3	1,477	1,612	2,331	99	2	2,954	3,224	4,662	1.5	3
Plan C4	3	3	1,494	1,627	2,346	96	2	2,988	3,254	4,692	1.5	3
Total							**8**	**12,998**	**14,172**	**19,602**		14



PLAN A2 — 4 BEDS/ 3.5 BATHS; GROSS AREA: 2,318 SF; NET AREA: 2,124 SF
PLAN B2 — 2 BEDS+DEN/ 2.5 BATHS; GROSS AREA: 1,632 SF; NET AREA: 1,487 SF
PLAN C3 — 3 BEDS+DEN/ 3 BATHS; GROSS AREA: 1,705 SF; NET AREA: 1,552 SF
PLAN C4 — 3 BEDS+DEN/ 3 BATHS; GROSS AREA: 1,721 SF; NET AREA: 1,569 SF
PLAN C4 — 3 BEDS+DEN/ 3 BATHS; GROSS AREA: 1,721 SF; NET AREA: 1,569 SF
PLAN C3 — 3 BEDS+DEN/ 3 BATHS; GROSS AREA: 1,705 SF; NET AREA: 1,552 SF
PLAN B2 — 2 BEDS+DEN/ 2.5 BATHS; GROSS AREA: 1,632 SF; NET AREA: 1,487 SF
PLAN A2 — 4 BEDS/ 3.5 BATHS; GROSS AREA: 2,318 SF; NET AREA: 2,124 SF

LEVEL 1
1/8" = 1'-0"

6

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN A2, B2 AND C4 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

2

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME A - 8 PLEX - SYTLE 2

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan A2	4	4	2,124	2,318	3,044	318	2	4,248	4,636	6,088	2.5	5
Plan B2	2	3	1,487	1,632	2,340	478	2	2,974	3,264	4,680	1.5	3
Plan C3	3	3	1,552	1,706	2,463	371	2	3,104	3,412	4,926	1.5	3
Plan C4	3	3	1,569	1,721	2,478	480	2	3,138	3,442	4,956	1.5	3
Total							**8**	**13,464**	**14,754**	**20,650**		14

0 4' 8' 16' 24'

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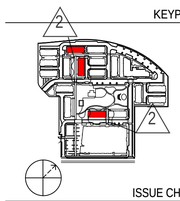

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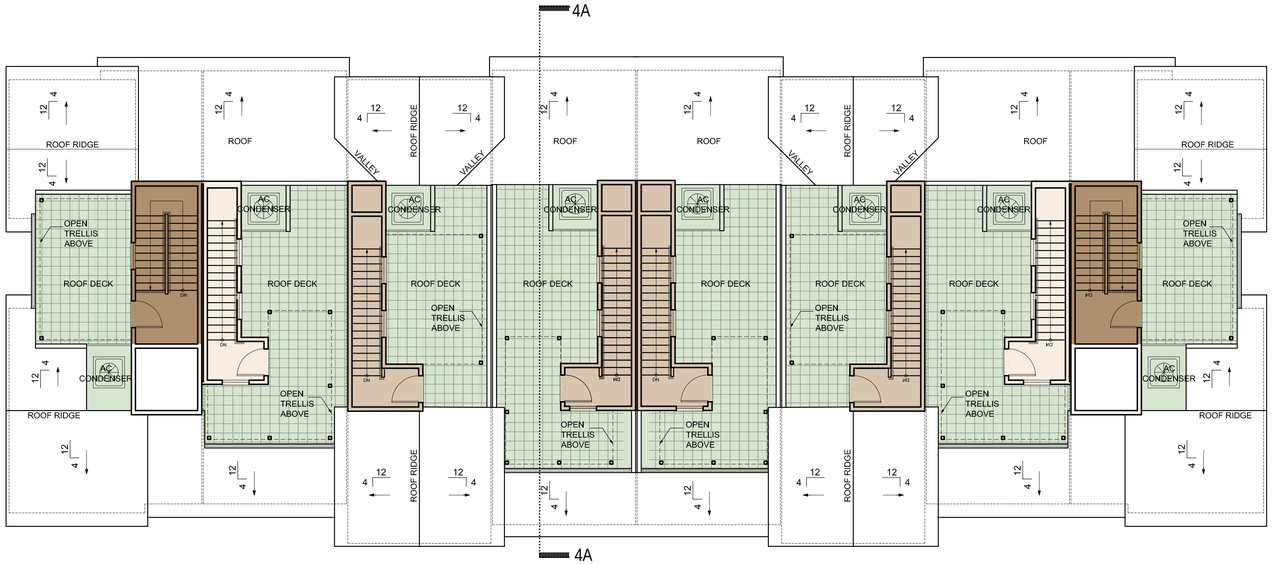
Job Number

TITLE
TOWNHOME A: 8-PLEX (STYLE 2) LEVEL 1 & 2 PLANS

SHEET NUMBER
A3.4.1.100

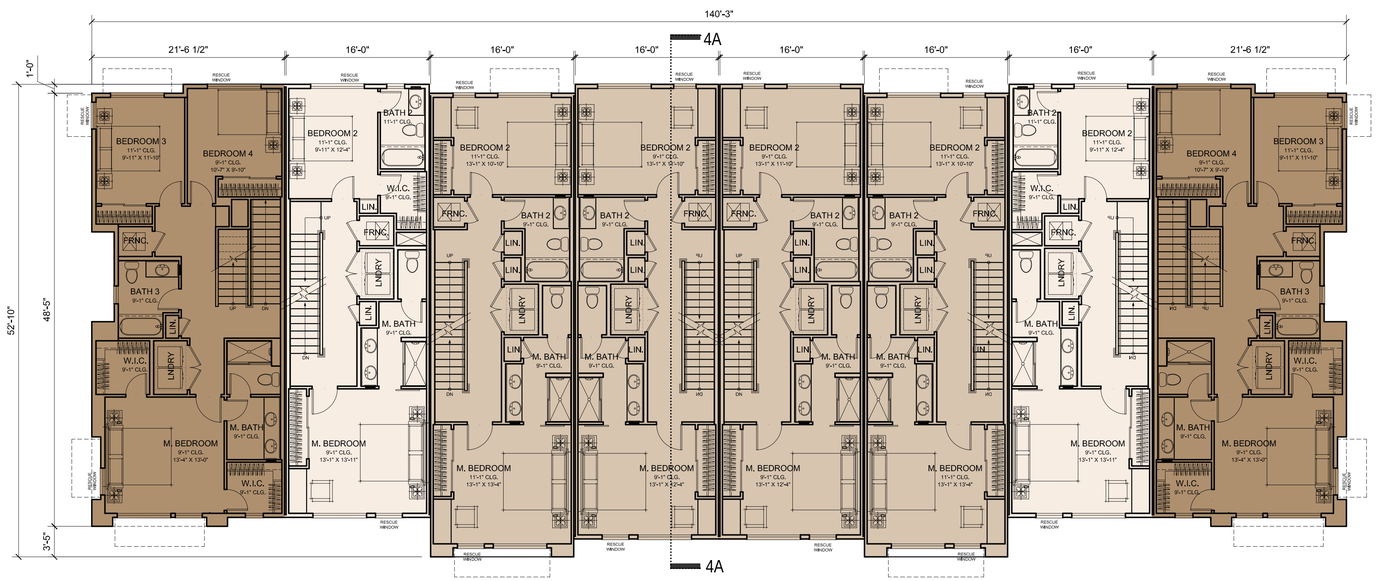


PLAN A2 4 BEDS/ 3.5 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN A2** 4 BEDS/ 3.5 BATHS

LEVEL 4

1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL 7



PLAN A2 4 BEDS/ 3.5 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C4** 3 BEDS+DEN/ 3 BATHS | **PLAN C3** 3 BEDS+DEN/ 3 BATHS | **PLAN B2** 2 BEDS+DEN/ 2.5 BATHS | **PLAN A2** 4 BEDS/ 3.5 BATHS

LEVEL 3

1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

0 4' 8' 16' 24'

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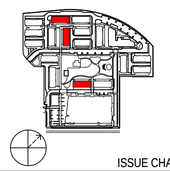

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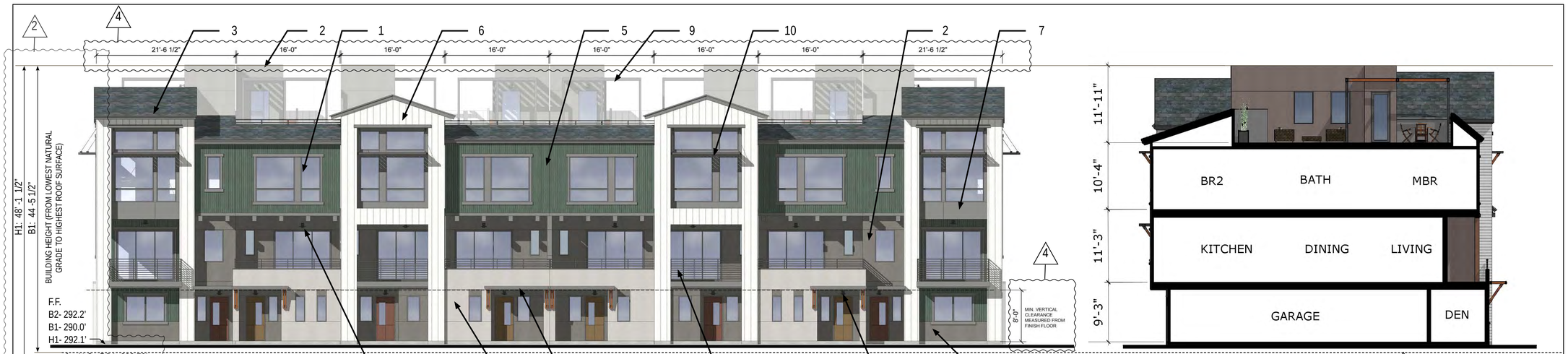
TOWNHOME A:
8-PLEX (STYLE 2)
LEVEL 3 & 4 PLANS

SHEET NUMBER

A3.4.1.101



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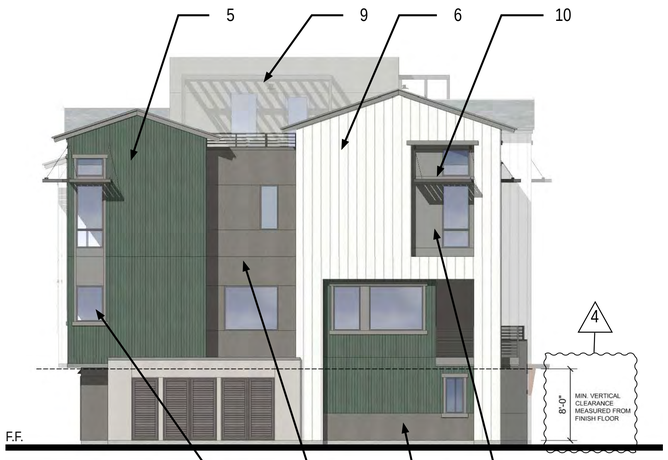
1/8" = 1'-0"



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4 SIDE ELEVATION
1/8" = 1'-0"

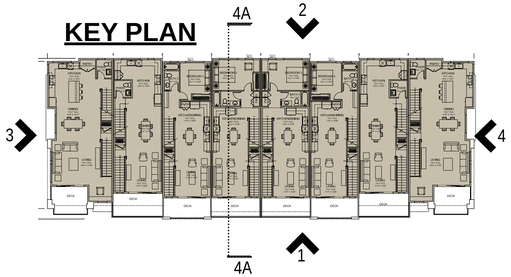
OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.
5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

MATERIALS KEY

1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	VERTICAL SIDING
6	VERTICAL BOARD AND BATTEN SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
10	METAL AWNING
11	WOOD POST
12	METAL GUARDRAIL
13	GARAGE DOOR WITH GLASS
14	ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15	GARAGE LIGHT FIXTURE

KEY PLAN



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PROJECT

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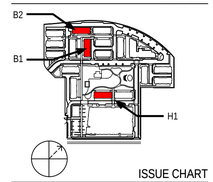
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

GROSVENOR

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
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05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
TOWNHOME A
8-PLEX (STYLE 2)
ELEVATIONS + SECTION

SHEET NUMBER

A3.4.2.200

1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN

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APPLICANT

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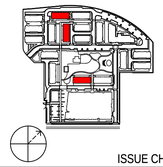
GROSVENOR

KEYPLAN



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07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
TOWNHOME A
8-PLEX (STYLE 2) RENDERINGS

SHEET NUMBER

A3.4.5.500

PAINT LIST

SW 7006
Extra White
Interior / Exterior
Location Number: 257-C1

A SW 7006 EXTRA WHITE

SW 6460
Kale Green
Interior / Exterior
Location Number: 159-C6

B SW 6460 KALE GREEN

SW 7744
Zeus
Interior / Exterior
Location Number: 286-C6

C SW 7744 ZEUS

SW 9143
Cadet
Interior / Exterior
Location Number: 222-C4

D SW 9143 CADET

SW 7632
Modern Gray
Interior / Exterior
Location Number: 283-C1

E SW 7632 MODERN GRAY

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 VERTICAL SIDING
6 VERTICAL BOARD AND BATTEN SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

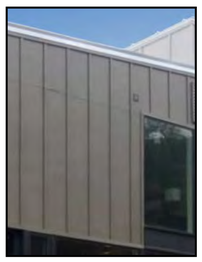
MATERIAL IMAGERY

2 3 COAT STUCCO WITH METAL REVEALS

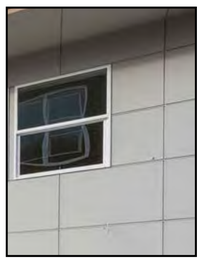
3 COMPOSITE SHINGLE ROOF

4 STANDING SEAM METAL ROOF

5 VERTICAL SIDING



6 VERTICAL BOARD AND BATTEN SIDING



7 SMOOTH CEMENTIOUS PANEL

9 METAL TRELLIS

10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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PROJECT

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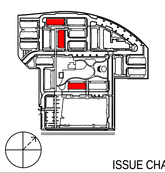
GROSVENOR

KEYPLAN



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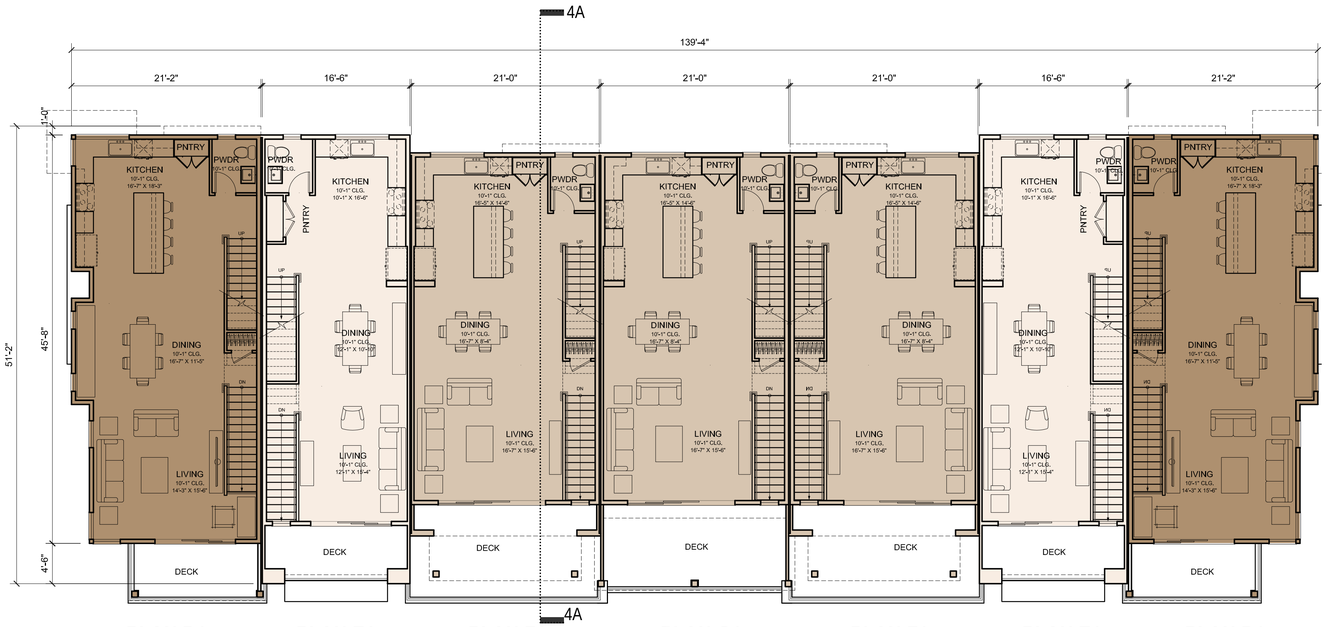
Job Number

TITLE
TOWNHOME A 8-PLEX (STYLE 2) RENDERINGS

SHEET NUMBER

A3.4.4.400

2



PLAN D1
4 BEDS/ 3.5 BATHS

PLAN E1
2 BEDS/ 2.5 BATHS

PLAN F1
4 BEDS/ 3.5 BATHS

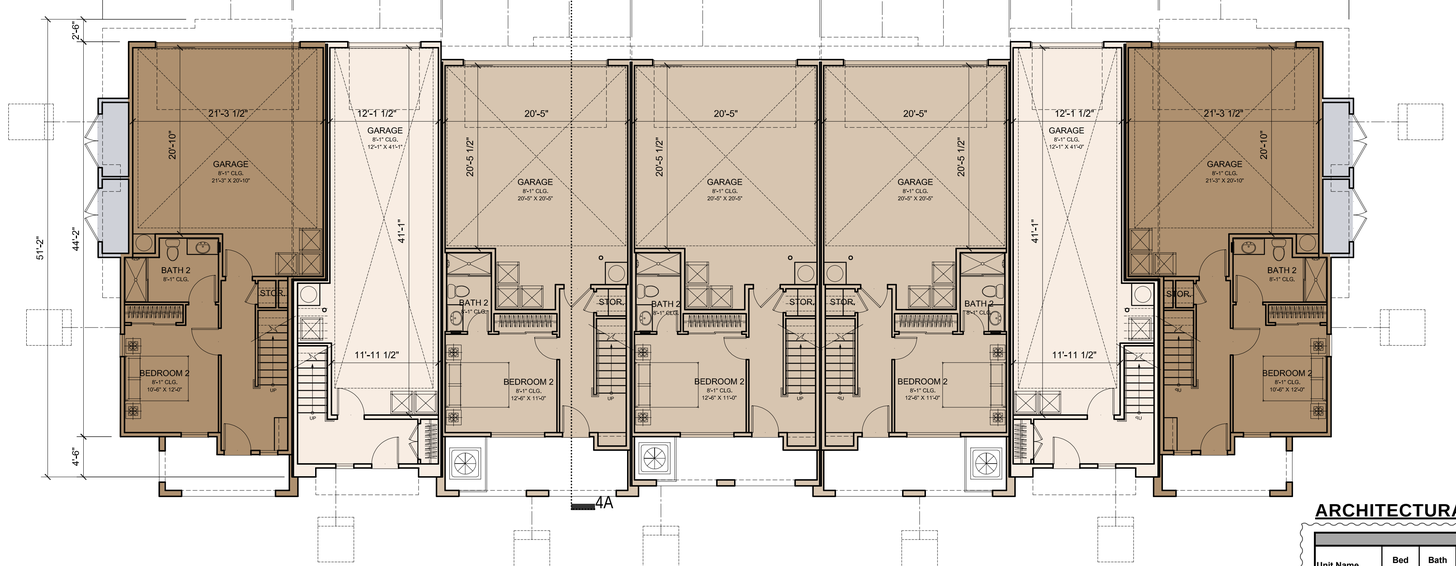
PLAN G1
3 BEDS/ 3.5 BATHS

PLAN F1
4 BEDS/ 3.5 BATHS

PLAN E1
2 BEDS/ 2.5 BATHS

PLAN D1
4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"



PLAN D1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

PLAN E1
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN F1
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN G1
3 BEDS/ 3.5 BATHS
GROSS AREA: 1,961 SF
NET AREA: 1,821 SF

PLAN F1
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN E1
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN D1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

LEVEL 1
1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 7 PLEX - STYLE 3

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D1	4	4	2,014	2,183	2,883	77	2	4,028	4,366	5,766	2.5	5
Plan E1	2	3	1,437	1,532	2,205	68	2	2,874	3,064	4,410	1.5	3
Plan F1	4	4	1,841	1,982	2,617	307	2	3,682	3,964	5,234	2.5	5
Plan G1	3	4	1,821	1,961	2,595	186	1	1,821	1,961	2,595	1.5	1.5
Total							**7**	**12,405**	**13,355**	**18,005**		15

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN D1, E1, F1 AND G1 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 7 PLEX - STYLE 3

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D1	4	4	2,103	2,291	3,028	323	2	4,206	4,582	6,056	2.5	5
Plan E1	2	3	1,510	1,654	2,350	346	2	3,020	3,308	4,700	1.5	3
Plan F1	4	4	1,841	1,982	2,617	307	2	3,682	3,964	5,234	2.5	5
Plan G1	3	4	1,821	1,961	2,595	186	1	1,821	1,961	2,595	1.5	1.5
Total							**7**	**12,729**	**13,815**	**18,585**		15

0 4' 8' 16' 24'

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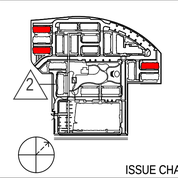
GROSVENOR

KEYPLAN



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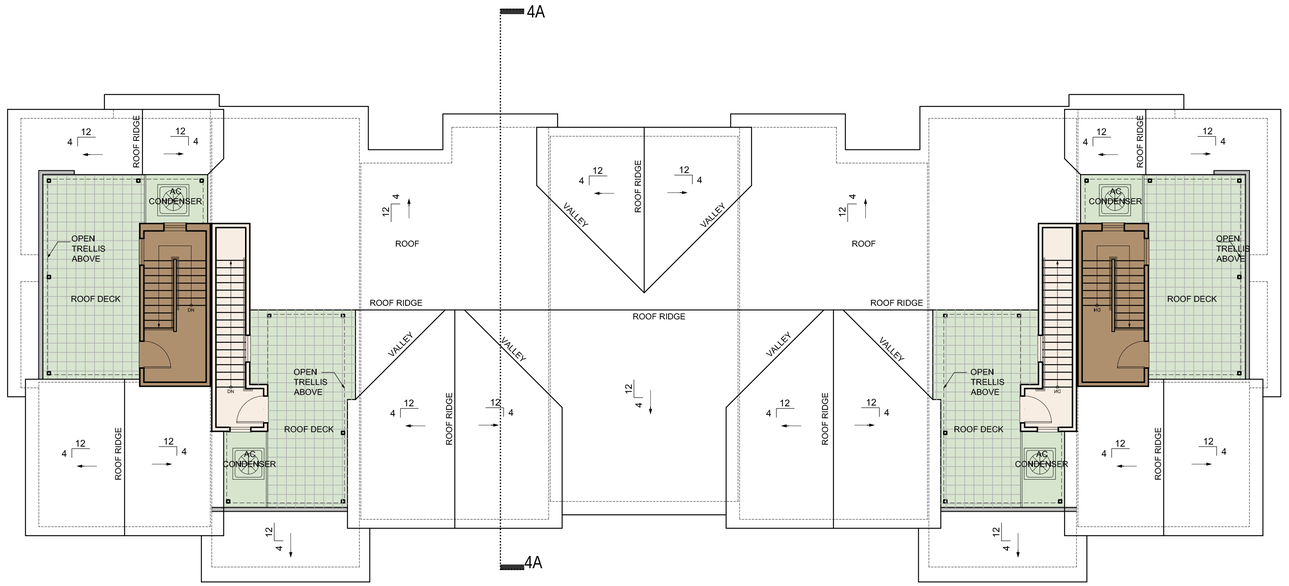
Job Number

TITLE
TOWNHOME B
7-PLEX (STYLE 3)
LEVEL 1 & 2 PLANS

SHEET NUMBER

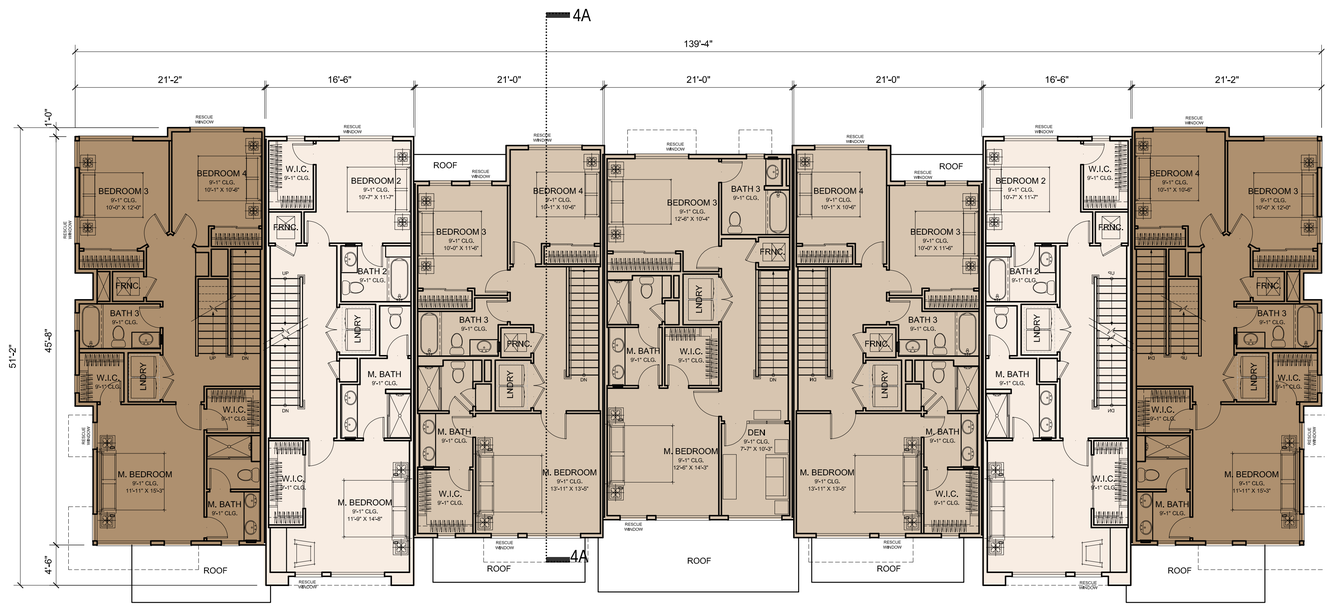
A3.5.1.100



PLAN D1 4 BEDS/ 3.5 BATHS | **PLAN E1** 2 BEDS/ 2.5 BATHS | **PLAN F1** 4 BEDS/ 3.5 BATHS | **PLAN G1** 3 BEDS/ 3.5 BATHS | **PLAN F1** 4 BEDS/ 3.5 BATHS | **PLAN E1** 2 BEDS/ 2.5 BATHS | **PLAN D1** 4 BEDS/ 3.5 BATHS

LEVEL 4
1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL 7



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LEVEL 3
1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- MECHANICAL

0 4' 8' 16' 24'

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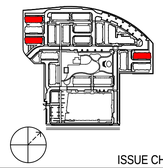

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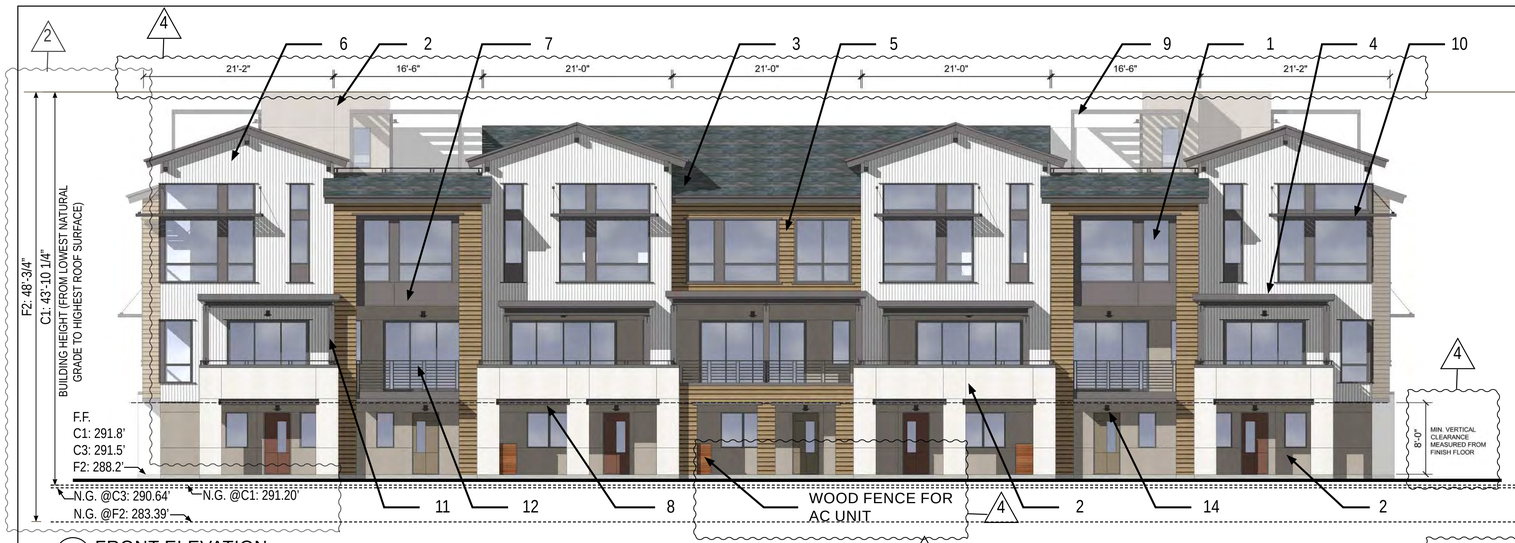
Job Number

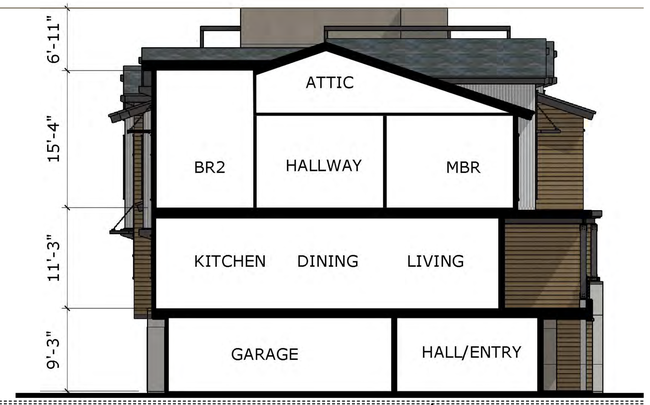
TITLE
TOWNHOME B:
7-PLEX (STYLE 3)
LEVEL 3 & 4 PLANS

SHEET NUMBER

A3.5.1.101



1 FRONT ELEVATION
1/8" = 1'-0"



4 SECTION A
1/8" = 1'-0"

2 REAR ELEVATION
1/8" = 1'-0"

3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATIONV
1/8" = 1'-0"

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.

5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

6

MATERIALS KEY

1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	HORIZONTAL LAP SIDING
6	VERTICAL CORRUGATED METAL SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
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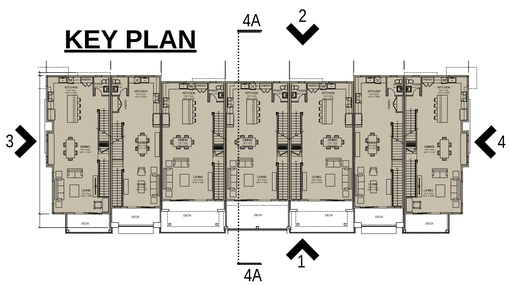

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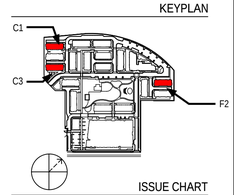
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
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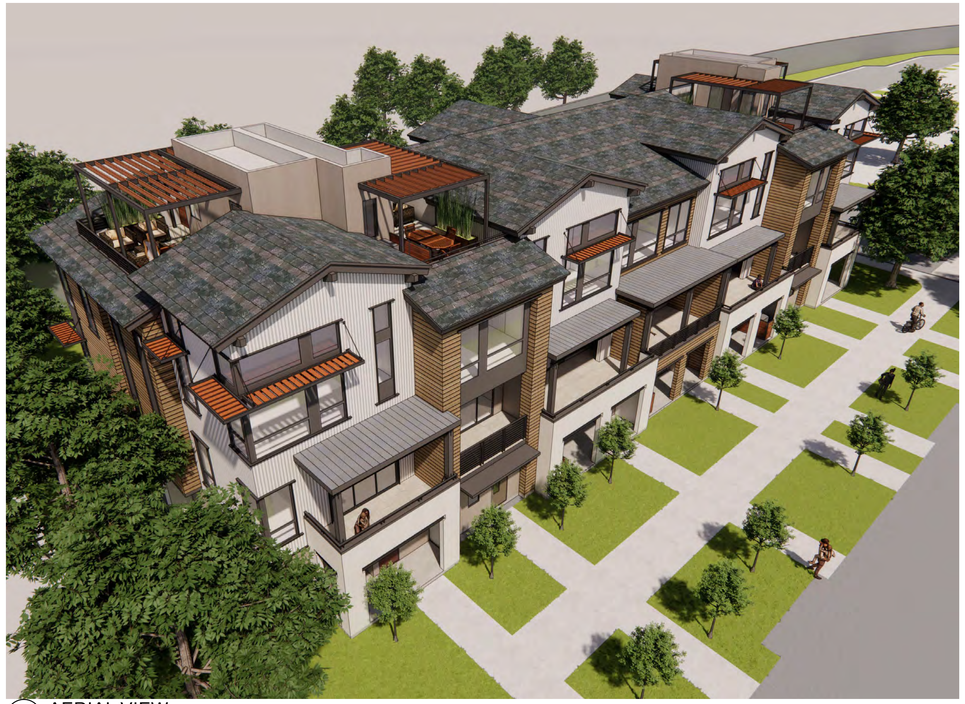
04	ENTITLEMENT SET - REVISION 3	04/24/2024
06	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	12/20/2023

Job Number

TITLE
TOWNHOME B: 7-PLEX (STYLE 3) ELEVATIONS + SECTION

SHEET NUMBER

A3.5.2.200

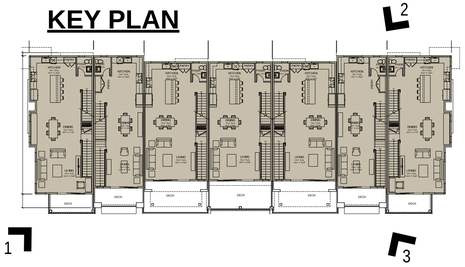


1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
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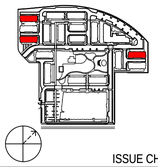
San Francisco, CA 94111

GROSVENOR

KEYPLAN



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Job Number

TITLE
TOWNHOME B: 7-PLEX (STYLE 3) RENDERINGS

SHEET NUMBER

A3.5.4.400

PAINT LIST

SW 7667
Zircon
Interior / Exterior
Location Number: 282-C1

A SW 7667 ZIRCON

SW 6117
Smokey Topaz
Interior / Exterior
Location Number: 291-C6

B SW 6117 SMOKEY TOPAZ

SW 9131
Cornwall Slate
Interior / Exterior
Location Number: 216-C4

C SW 9131 CORNALL SLATE

SW 7068
Grizzle Gray
Interior / Exterior
Location Number: 236-C6

D SW 7068 GRIZZLE GRAY

SW 6252
Ice Cube
Interior / Exterior
Location Number: 257-C3

E SW 6252 ICE CUBE

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL SIDING
6 VERTICAL CORRUGATED METAL SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

MATERIAL IMAGERY

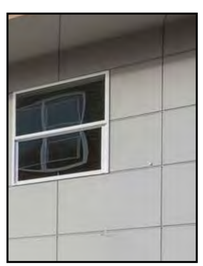
2 3 COAT STUCCO WITH METAL REVEALS

3 COMPOSITE SHINGLE ROOF

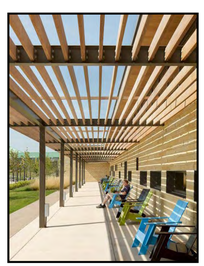
4 STANDING SEAM METAL ROOF

5 HORIZONTAL LAP SIDING

6 VERTICAL CORRUGATED METAL SIDING



7 SMOOTH CEMEN-TIOUS PANEL



9 METAL TRELLIS

10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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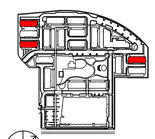
KEYPLAN



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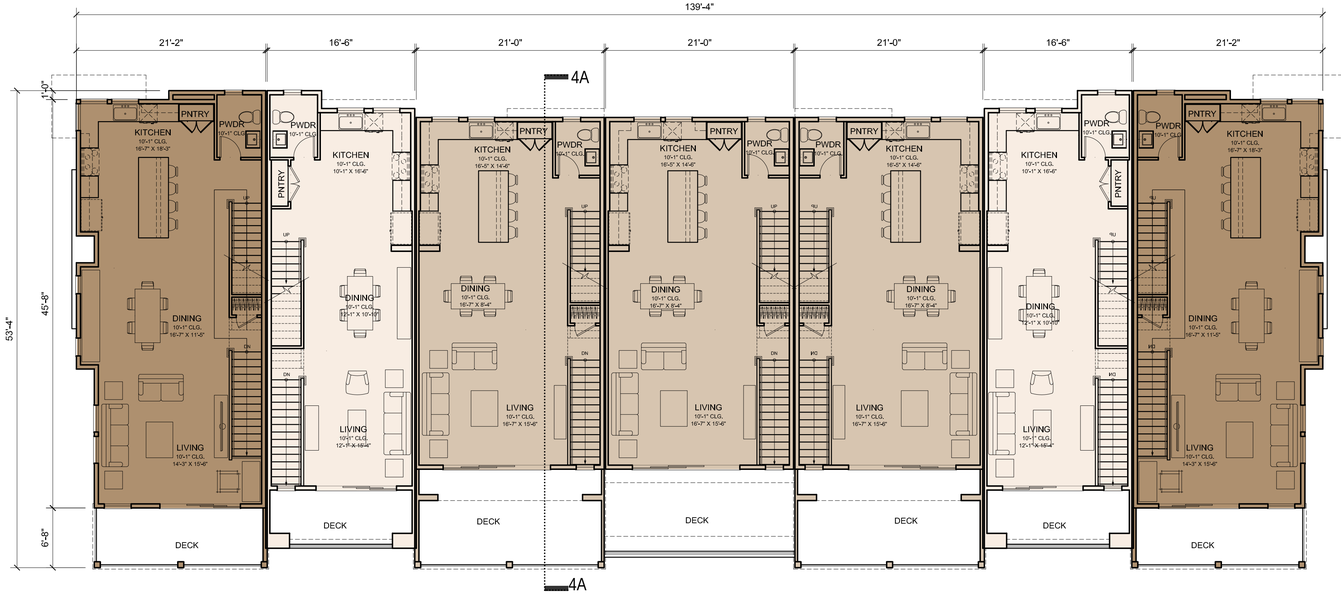
Job Number

TITLE
TOWNHOME B
7-PLEX (STYLE 3)
RENDERINGS

SHEET NUMBER

A3.5.5.500

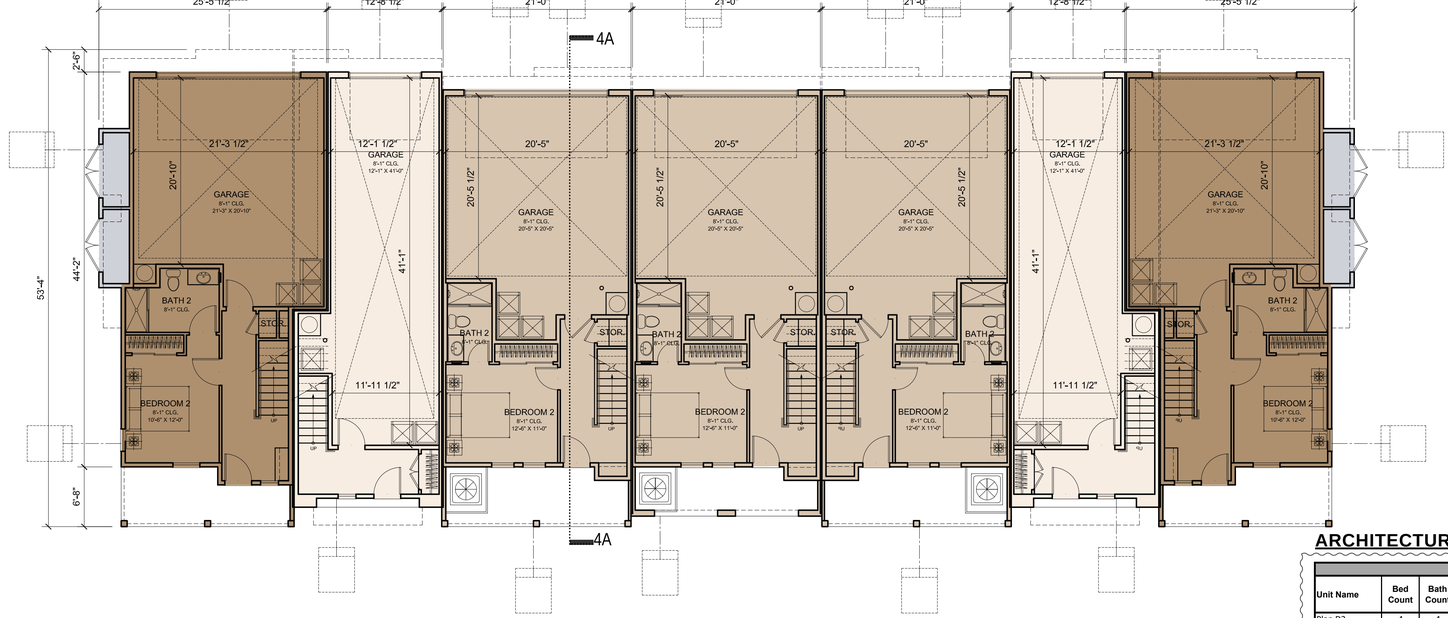
2



PLAN D2 4 BEDS/ 3.5 BATHS | **PLAN E2** 2 BEDS/ 2.5 BATHS | **PLAN F2** 4 BEDS/ 3.5 BATHS | **PLAN G2** 3 BEDS/ 3.5 BATHS | **PLAN F2** 4 BEDS/ 3.5 BATHS | **PLAN E2** 2 BEDS/ 2.5 BATHS | **PLAN D2** 4 BEDS/ 3.5 BATHS

LEVEL 2

1/8" = 1'-0"



PLAN D2
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

PLAN E2
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN F2
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN G2
3 BEDS/ 3.5 BATHS
GROSS AREA: 1,961 SF
NET AREA: 1,821 SF

PLAN F2
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN E2
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN D2
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

LEVEL 1

1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

7

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 7 PLEX - STYLE 4

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D2	4	4	2,018	2,188	2,888	181	2	4,036	4,376	5,776	2.5	5
Plan E2	2	3	1,442	1,535	2,208	69	2	2,884	3,070	4,416	1.5	3
Plan F2	4	4	1,841	1,982	2,617	281	2	3,682	3,964	5,234	2.5	5
Plan G2	3	4	1,821	1,961	2,595	192	1	1,821	1,961	2,595	1.5	1.5
Total							**7**	**12,423**	**13,371**	**18,021**		15

6

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN D2, E2, F2 AND G2 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

2

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 7 PLEX - STYLE 4

Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D2	4	4	2,107	2,296	3,033	421	2	4,214	4,592	6,066	2.5	5
Plan E2	2	3	1,510	1,654	2,350	353	2	3,020	3,308	4,700	1.5	3
Plan F2	4	4	1,841	1,982	2,617	281	2	3,682	3,964	5,234	2.5	5
Plan G2	3	4	1,821	1,961	2,595	192	1	1,821	1,961	2,595	1.5	1.5
Total							**7**	**12,737**	**13,825**	**18,595**		15

0 4' 8' 16' 24'

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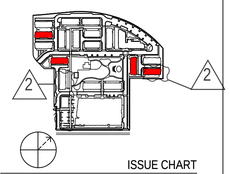
GROSVENOR

KEYPLAN



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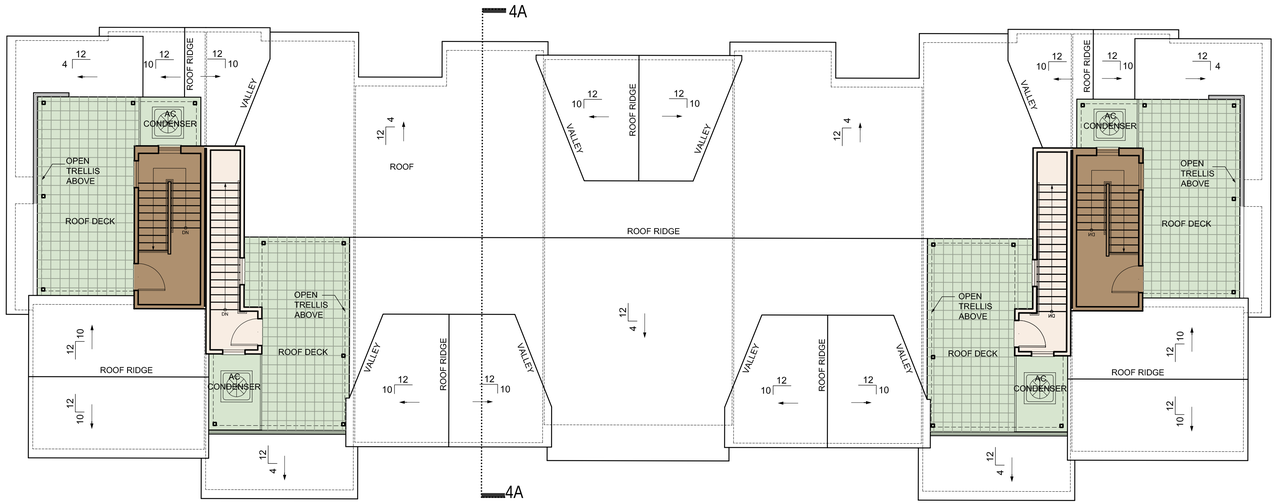
Job Number

TITLE
TOWNHOME B: 7-PLEX (STYLE 4) LEVEL 1 & 2 PLANS

SHEET NUMBER

A3.6.1.100

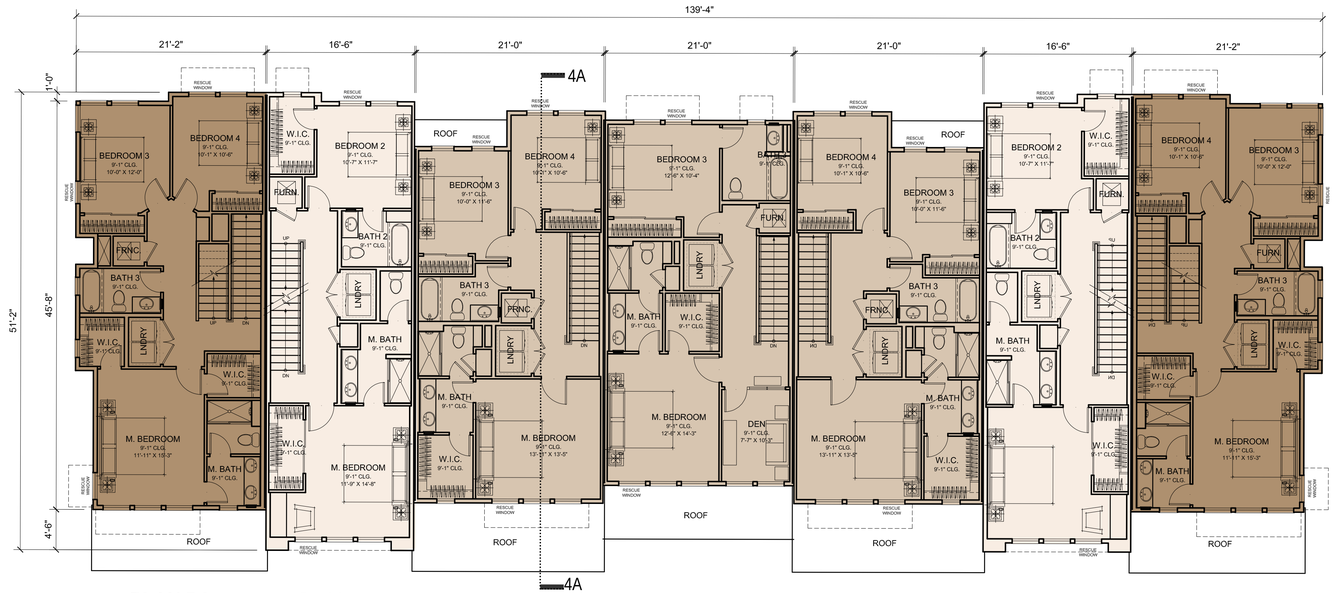


PLAN D2 4 BEDS/ 3.5 BATHS | **PLAN E2** 2 BEDS/ 2.5 BATHS | **PLAN F2** 4 BEDS/ 3.5 BATHS | **PLAN G2** 3 BEDS/ 3.5 BATHS | **PLAN F2** 4 BEDS/ 3.5 BATHS | **PLAN E2** 2 BEDS/ 2.5 BATHS | **PLAN D2** 4 BEDS/ 3.5 BATHS

LEVEL 4

1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL



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LEVEL 3

1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

0 4' 8' 16' 24'

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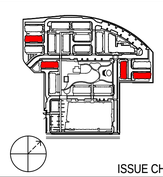

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Job Number

TITLE

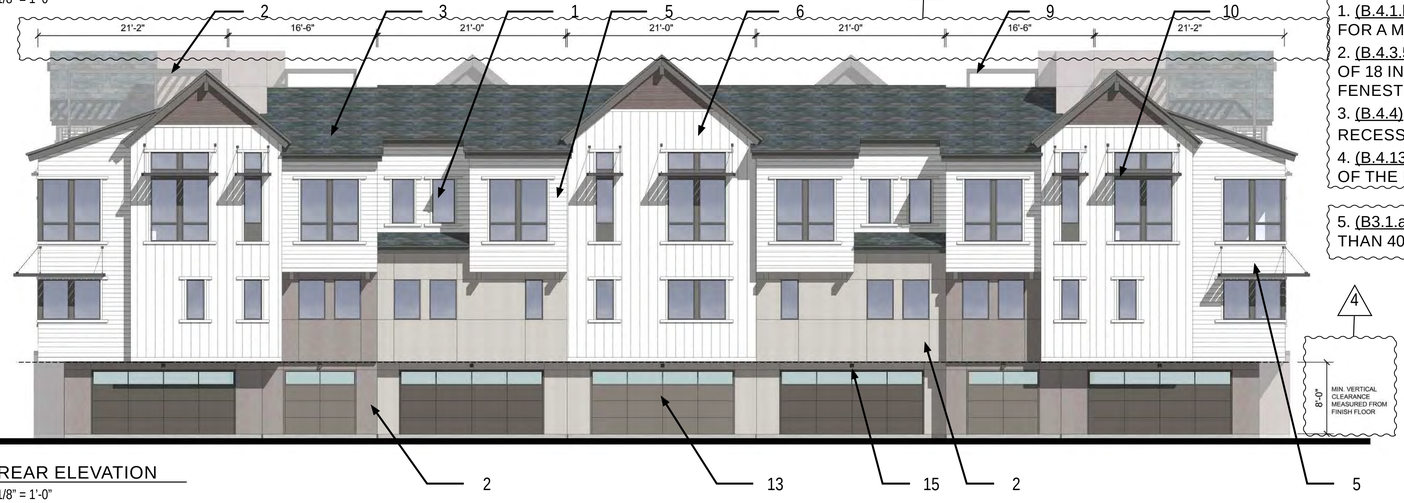
TOWNHOME B:
7-PLEX (STYLE 4)
LEVEL 3 & 4 PLANS

SHEET NUMBER

A3.6.1.101

1 FRONT ELEVATION
1/8" = 1'-0"

4 SECTION A
1/8" = 1'-0"



2 REAR ELEVATION
1/8" = 1'-0"

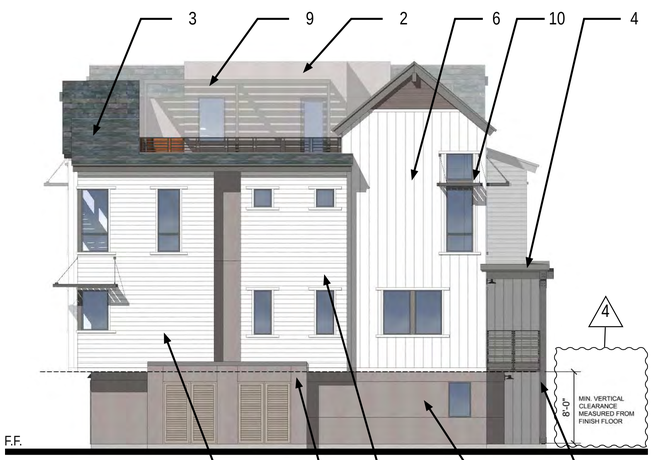
OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.

5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

MATERIALS KEY

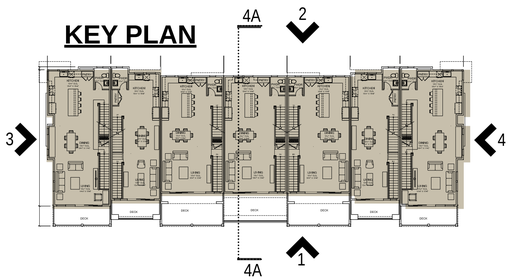
1	VINYL WINDOWS AND DOORS
2	3 COAT STUCCO WITH METAL REVEALS
3	COMPOSITE SHINGLE ROOF
4	STANDING SEAM METAL ROOF
5	HORIZONTAL SIDING
6	VERTICAL BOARD AND BATTEN SIDING
7	SMOOTH CEMENTIOUS PANEL
8	METAL BEAM
9	METAL TRELLIS
10	METAL AWNING
11	WOOD POST
12	METAL GUARDRAIL
13	GARAGE DOOR WITH GLASS
14	ENTRY, DECK AND ROOF DECK FIXTURE
15	GARAGE LIGHT FIXTURE



3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATION
1/8" = 1'-0"

KEY PLAN



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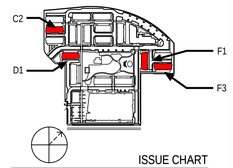

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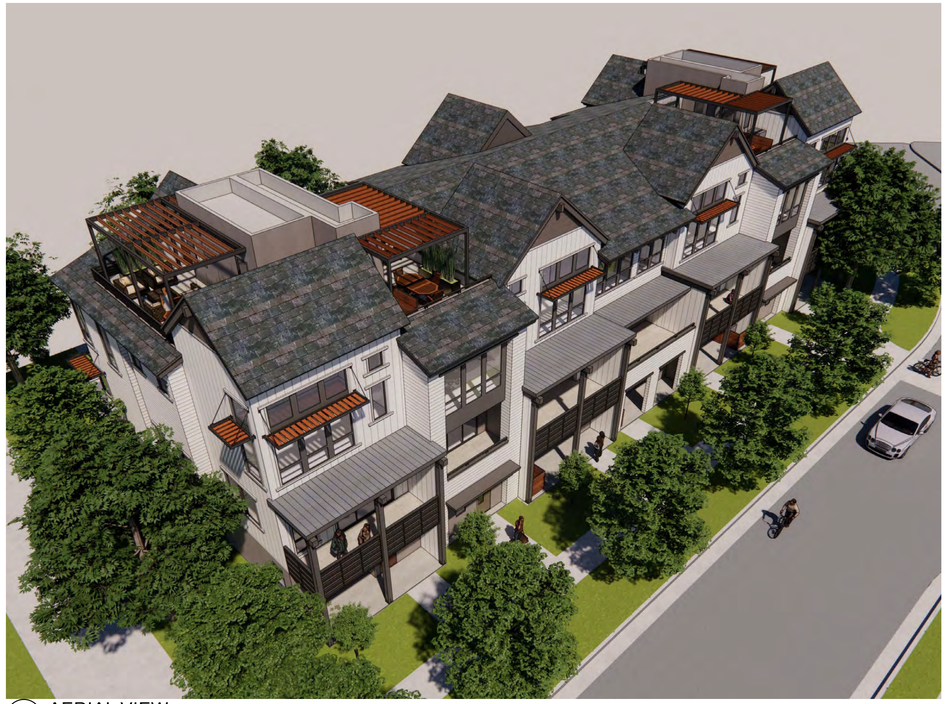
Job Number

TITLE
TOWNHOME B: 7-PLEX (STYLE 4) ELEVATIONS

SHEET NUMBER

A3.6.2.200

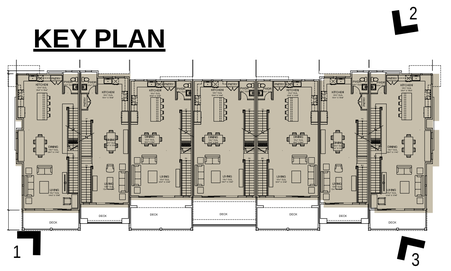


1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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MASTERPLAN AND LANDSCAPE ARCHITECT
PERKINS & WILL
2 Bryant Street, Suite 300
San Francisco, CA 94105

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

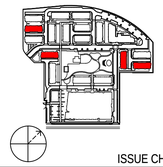
NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

GROSVENOR

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
04	ENTITLEMENT SET - REVISION 3	04/24/2024
05	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
TOWNHOME B
7-PLEX (STYLE 4)
RENDERINGS

SHEET NUMBER

A3.6.4.400

PAINT LIST

SW 7005
Pure White
Interior / Exterior
Location Number: 255-C1

A SW 7005 PURE WHITE

SW 7670
Gray Shingle
Interior / Exterior
Location Number: 282-C6

B SW 7670 GRAY SHINGLE

SW 7061
Night Owl
Interior / Exterior
Location Number: 237-C6

C SW 7061 NIGHT OWL

SW 7641
Colonnade Gray
Interior / Exterior
Location Number: 283-C2

D SW 7641 COLONNADE GRAY

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL SIDING
6 VERTICAL BOARD AND BATTEN SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

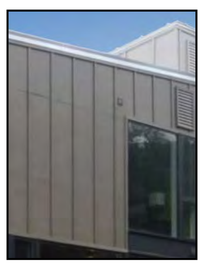
MATERIAL IMAGERY

2 3 COAT STUCCO WITH METAL REVEALS

3 COMPOSITE SHINGLE ROOF

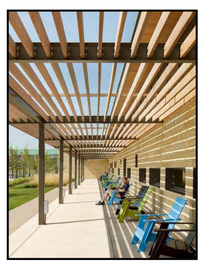
4 STANDING SEAM METAL ROOF

5 HORIZONTAL LAP SIDING



6 VERTICAL BOARD AND BATTEN SIDING

7 SMOOTH CEMENTIOUS PANEL



9 METAL TRELLIS

10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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GROSVENOR

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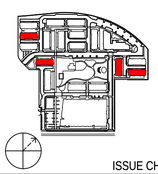

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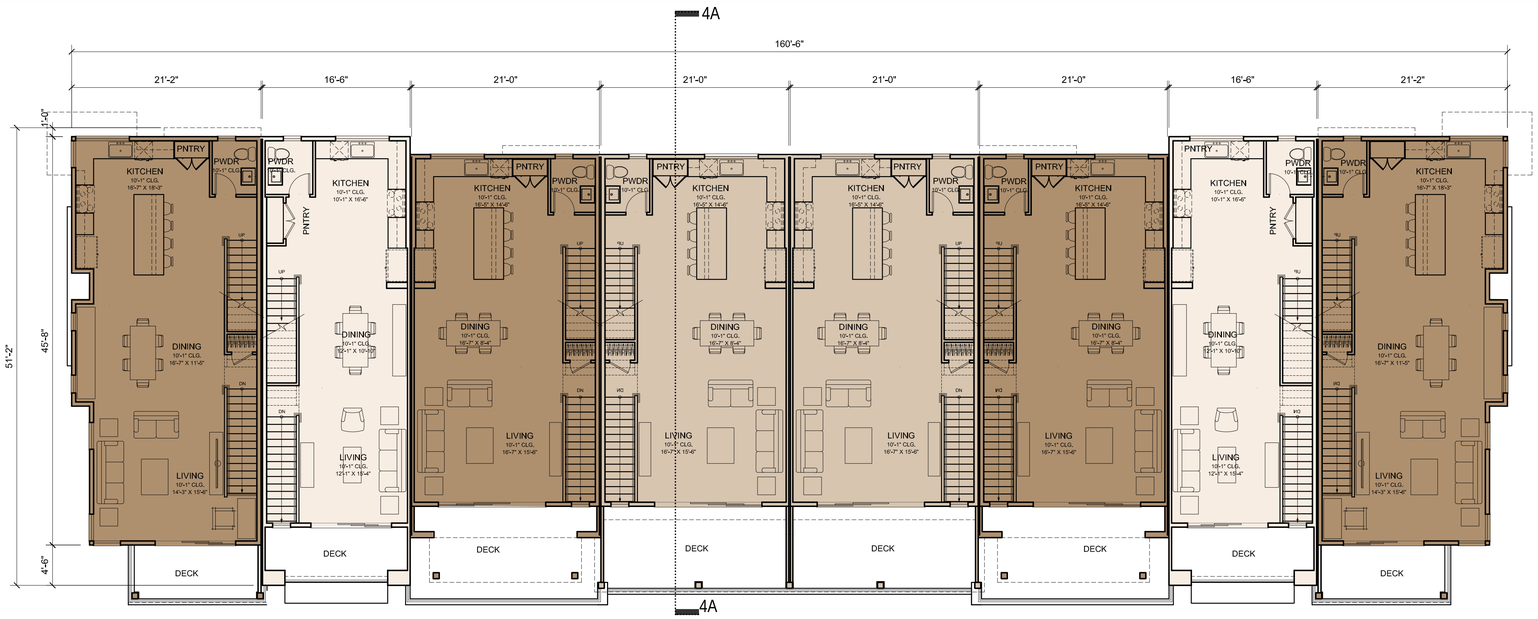
Job Number

TITLE
TOWNHOME B
7-PLEX (STYLE 4)
COLOR & MATERIALS

SHEET NUMBER

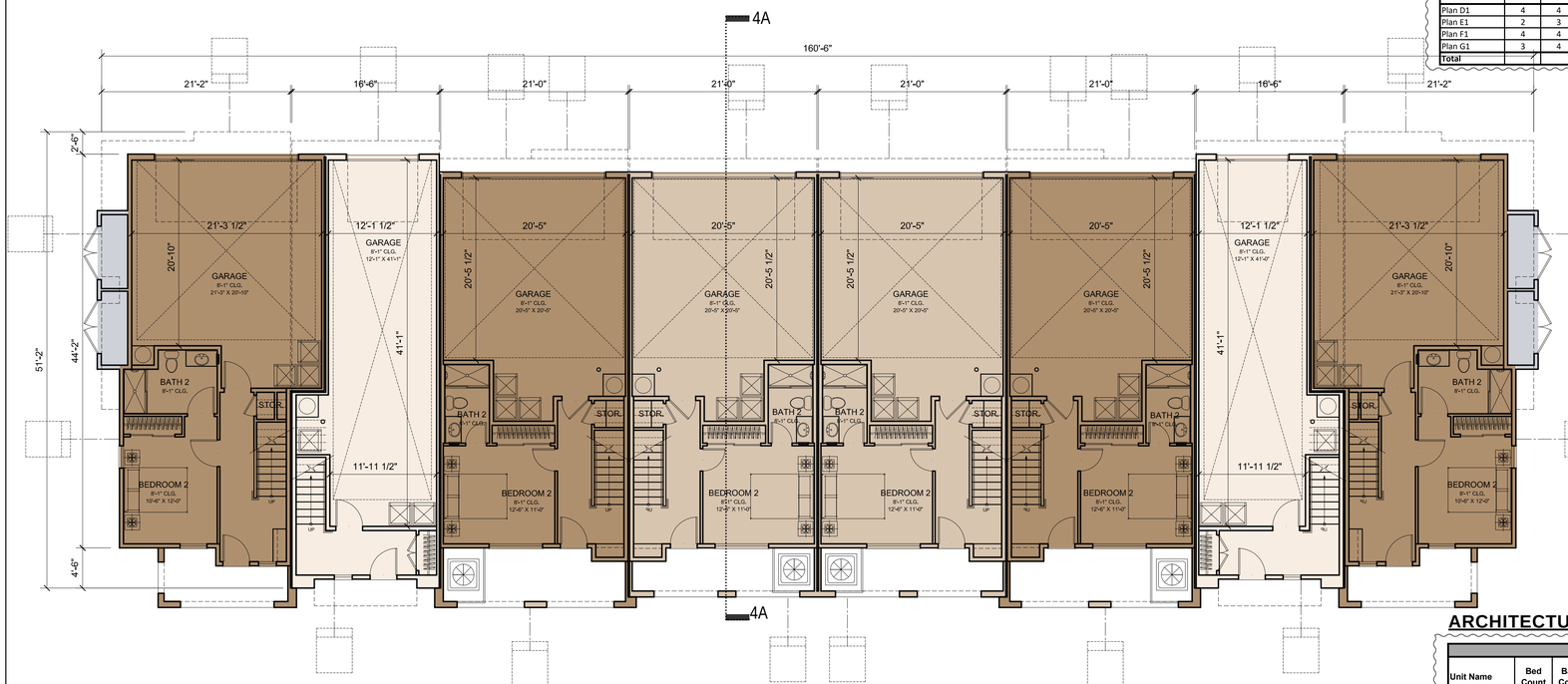
A3.6.5.500

2



PLAN D1 — 4 BEDS/ 3.5 BATHS
PLAN E1 — 2 BEDS/ 2.5 BATHS
PLAN F1 — 4 BEDS/ 3.5 BATHS
PLAN G1 — 3 BEDS/ 3.5 BATHS
PLAN G1 — 3 BEDS/ 3.5 BATHS
PLAN F1 — 4 BEDS/ 3.5 BATHS
PLAN E1 — 2 BEDS/ 2.5 BATHS
PLAN D1 — 4 BEDS/ 3.5 BATHS

LEVEL 2
1/8" = 1'-0"



PLAN D1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

PLAN E1
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN F1
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN G1
3 BEDS/ 3.5 BATHS
GROSS AREA: 1,961 SF
NET AREA: 1,821 SF

PLAN G1
3 BEDS/ 3.5 BATHS
GROSS AREA: 1,961 SF
NET AREA: 1,821 SF

PLAN F1
4 BEDS/ 3.5 BATHS
GROSS AREA: 1,982 SF
NET AREA: 1,841 SF

PLAN E1
2 BEDS/ 2.5 BATHS
GROSS AREA: 1,654 SF
NET AREA: 1,510 SF

PLAN D1
4 BEDS/ 3.5 BATHS
GROSS AREA: 2,291 SF
NET AREA: 2,103 SF

LEVEL 1
1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

ARCHITECTURAL DATA - WITH NO ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 8 PLEX - SYTLE 3												
Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D1	4	4	2,014	2,183	2,883	77	2	4,028	4,366	5,766	2.5	5
Plan E1	2	3	1,437	1,532	2,205	68	2	2,874	3,064	4,410	1.5	3
Plan F1	4	4	1,841	1,982	2,617	307	2	3,682	3,964	5,234	2.5	5
Plan G1	3	4	1,821	1,961	2,595	186	2	3,642	3,922	5,190	1.5	3
Total							**8**	**14,226**	**15,316**	**20,600**		16

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. ((B1.1.c) RECESSED FACADE PLANE HAVE ACCOMMODATED A BUILDING ENTRY WITH A MIN. GROUND PLANE AREA OF 24 SQ.FT. ENTRIES OF PLAN D1, E1, F1 AND G1 HAVE MIN. 24 SQ.FT GROUND PLANE AREA.

ARCHITECTURAL DATA - WITH ROOF DECK OPTION

Architectural Data - Townhome Calculations - TOWNHOME B - 8 PLEX - SYTLE 3												
Unit Name	Bed Count	Bath Count	Net Living Area / Unit (Sq. Ft.)	Gross Floor Area / Unit (Sq. Ft.)	Construction Area / Unit (Sq. Ft.)	Private Rec Space / Unit (Sq. Ft.)	Unit Count / Bldg	Net Living Area / Bldg (Sq. Ft.)	Gross Floor Area / Bldg (Sq. Ft.)	Construction Area / Bldg (Sq. Ft.)	Parking Req.'d Per Unit	Total Parking Req'd
Plan D1	4	4	2,103	2,291	3,028	323	2	4,206	4,582	6,056	2.5	5
Plan E1	2	3	1,510	1,654	2,350	346	2	3,020	3,308	4,700	1.5	3
Plan F1	4	4	1,841	1,982	2,617	307	2	3,682	3,964	5,234	2.5	5
Plan G1	3	4	1,821	1,961	2,595	186	2	3,642	3,922	5,190	1.5	3
Total							**8**	**14,550**	**15,776**	**21,180**		16

0 4' 8' 16' 24'

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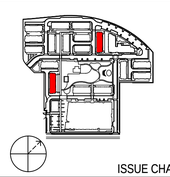
GROSVENOR

KEYPLAN



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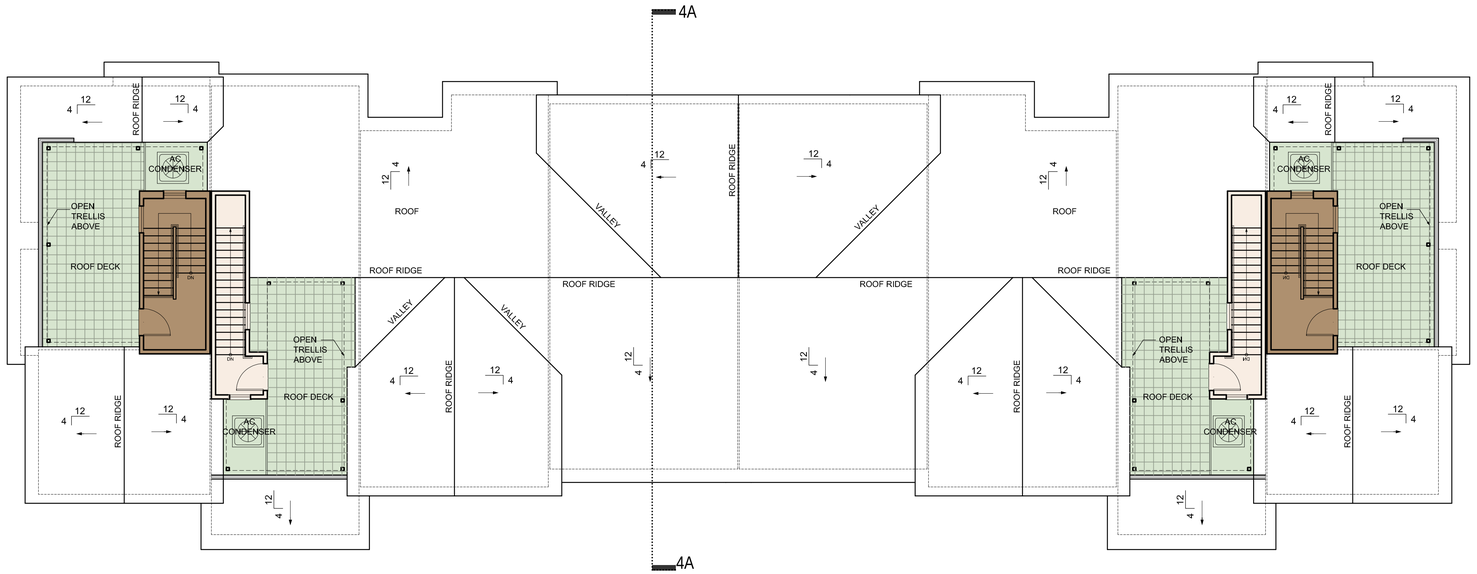
Job Number

TITLE
TOWNHOME B
8-PLEX (STYLE 3)
LEVEL 1 & 2 PLANS

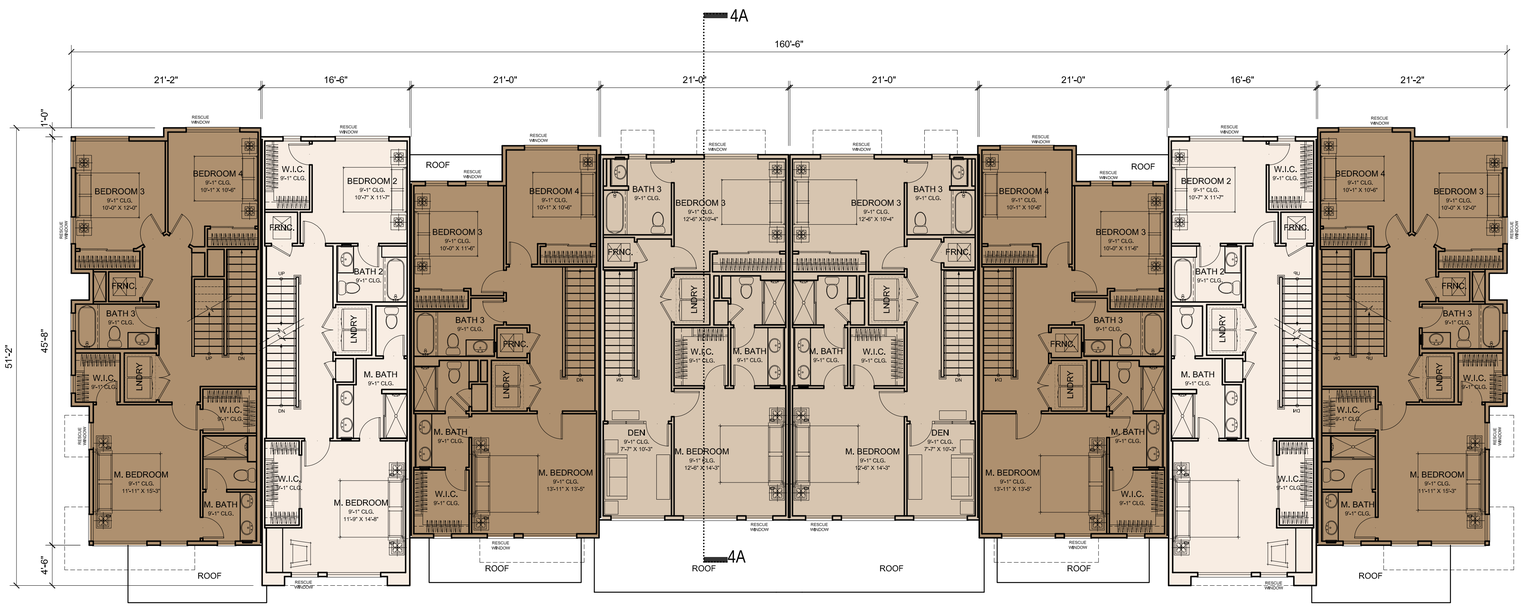
SHEET NUMBER
A3.7.1.100



PLAN D1 4 BEDS/ 3.5 BATHS | **PLAN E1** 2 BEDS/ 2.5 BATHS | **PLAN F1** 4 BEDS/ 3.5 BATHS | **PLAN G1** 3 BEDS/ 3.5 BATHS | **PLAN G1** 3 BEDS/ 3.5 BATHS | **PLAN F1** 4 BEDS/ 3.5 BATHS | **PLAN E1** 2 BEDS/ 2.5 BATHS | **PLAN D1** 4 BEDS/ 3.5 BATHS

LEVEL 4
1/8" = 1'-0"

ROOF DECKS ARE OPTIONAL



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LEVEL 3
1/8" = 1'-0"

LEGEND

- 2 BED UNIT
- 3 BED UNIT
- 4 BED UNIT
- PRIVATE ROOF DECK
- UTILITY

0 4' 8' 16' 24'

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PROJECT

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Los Gatos, CA 95032

APPLICANT

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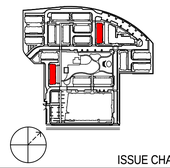
GROSVENOR

KEYPLAN



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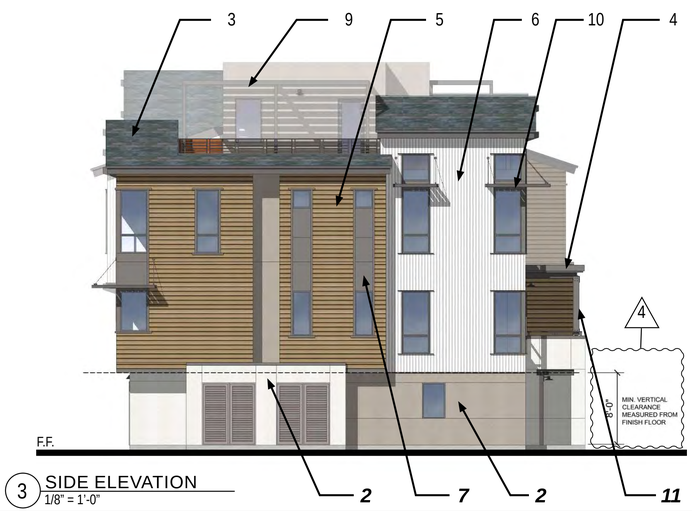
Job Number

TITLE
TOWNHOME B:
8-PLEX (STYLE 3)
LEVEL 3 & 4 PLANS

SHEET NUMBER
2
A3.7.1.101

1 FRONT ELEVATION
1/8" = 1'-0"

2 REAR ELEVATION
1/8" = 1'-0"



3 SIDE ELEVATION
1/8" = 1'-0"

4 SIDE ELEVATIONV
1/8" = 1'-0"

4 SECTION A
1/8" = 1'-0"

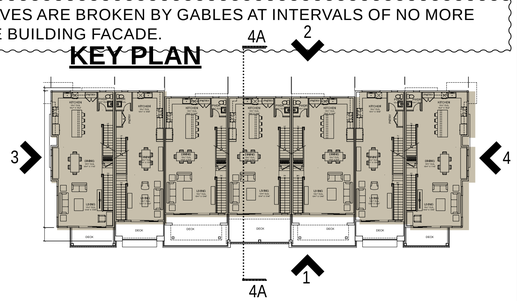
MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL LAP SIDING
6 VERTICAL CORRUGATED METAL SIDING
7 SMOOTH CEMENTIOUS PANEL
8 METAL BEAM
9 METAL TRELLIS
10 METAL AWNING
11 WOOD POST
12 METAL GUARDRAIL
13 GARAGE DOOR WITH GLASS
14 ENTRY, DECK AND ROOF DECK FIXTURE
15 GARAGE LIGHT FIXTURE

OBJECTIVE DESIGN STANDARDS COMPLIANCE NOTES:

1. (B.4.1.b) FRONT ELEVTION 3RD LEVEL PROJECTIONS HAVE A MIN. DEPTH OF 2 FEET FOR A MIN. OF 20% LENGTH OF THE FACADE.
2. (B.4.3.5) FRONT ELEVATION 3RD LEVEL BOX WINDOW WALLS PROJECTING A MIN. OF 18 INCHES FROM THE FACADE PLANE AND COMPRISING A MIN. OF 20% OF THE FENESTRATION ON THE UPPER FLOORS OF THE FACADE.
3. (B.4.4) REAR ELEVATION ENTIRE GROUND LEVEL WITH GARAGE DOORS IS RECESSED MIN. 16 INCHES FROM UPPER LEVEL FACADE PLANE.
4. (B.4.13) CONTINUOUS BLANK FACADES ON ANY FLOOR LEVEL DO NOT EXCEED 25% OF THE ENTIRE FACADE LENGTH.
5. (B3.1.a) HORIZONTAL EAVES ARE BROKEN BY GABLES AT INTERVALS OF NO MORE THAN 40 FEET ALONG THE BUILDING FACADE.

KEY PLAN



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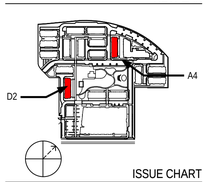

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Job Number

TITLE
TOWNHOME B: 8-PLEX (STYLE 3) ELEVATIONS + SECTION

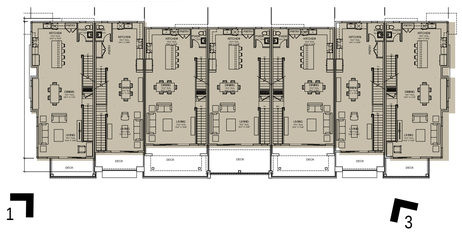
SHEET NUMBER
2 **A3.7.2.200**

1 AERIAL VIEW

2 GARAGE VIEW

3 FRONT VIEW

KEY PLAN



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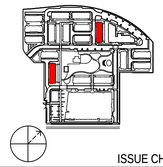

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Job Number

TITLE
TOWNHOME B: 8-PLEX (STYLE 3) RENDERINGS

SHEET NUMBER

2 **A3.7.4.400**

PAINT LIST

SW 7667
Zircon
Interior / Exterior
Location Number: 282-C1

A SW 7667 ZIRCON

SW 6117
Smokey Topaz
Interior / Exterior
Location Number: 291-C6

B SW 6117 SMOKEY TOPAZ

SW 9131
Cornwall Slate
Interior / Exterior
Location Number: 216-C4

C SW 9131 CORNALL SLATE

SW 7068
Grizzle Gray
Interior / Exterior
Location Number: 236-C6

D SW 7068 GRIZZLE GRAY

SW 6252
Ice Cube
Interior / Exterior
Location Number: 257-C3

E SW 6252 ICE CUBE

MATERIALS KEY

1 VINYL WINDOWS AND DOORS
2 3 COAT STUCCO WITH METAL REVEALS
3 COMPOSITE SHINGLE ROOF
4 STANDING SEAM METAL ROOF
5 HORIZONTAL SIDING
6 VERTICAL CORRUGATED METAL SIDING
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15 GARAGE LIGHT FIXTURE

MATERIAL IMAGERY

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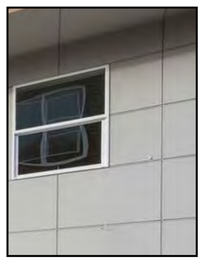
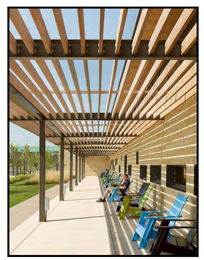
5 HORIZONTAL LAP SIDING

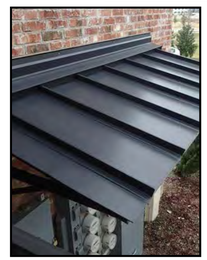
6 VERTICAL CORRUGATED METAL SIDING



7 SMOOTH CEMENTIOUS PANEL



9 METAL TRELLIS



10 METAL AWNING

14 ENTRY, DECK AND ROOF DECK LIGHT FIXTURE
15 GARAGE LIGHT FIXTURE

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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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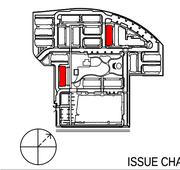
GROSVENOR

KEYPLAN



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06	ENTITLEMENT SET - REVISION 5	11/22/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number

TITLE
TOWNHOME B
8-PLEX (STYLE 3)
RENDERINGS

SHEET NUMBER

2
A3.7.5.500

PARKING CALCULATIONS

RESIDENTIAL PARKING REQUIREMENT

State Density Bonus Parking Requirement:
Upon the developer's request, the city or county may not require more than the following parking ratios for a density bonus project.
The State Density Bonus parking requirements are inclusive of parking for persons with disabilities and guest parking.

USE	UNIT TYPE	UNIT QUANTITY	STALL PER UNIT		STALLS REQUIRED	STALLS PROVIDED
Residential	Studio	13	1		13.0	
	1 Bedroom	130	1		130.0	
	2 Bedroom	107	1.5		160.5	
	3 Bedroom	5	1.5		7.5	
Total	Total	255			311.0	312

GUEST PARKING REQUIREMENT

State Density Bonus Parking Requirement:
The State Density Bonus parking requirements are inclusive of parking for persons with disabilities and guest parking.

TYPE	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
Guest Spaces	State Density Bonus	The State Density Bonus parking requirements are inclusive of parking for persons with disabilities and guest parking.	0	25

RESIDENTIAL ACCESSIBLE PARKING REQUIREMENT

2022 UBC Sec. 1109A.4, 1109A.5 and 1109A.8.6:

TYPE	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
296 Assigned Spaces	Sec. 1109A.4	At least 2 percent of the assigned parking spaces serving covered multifamily dwelling units shall be accessible in each type of parking facility.	6	6
25 Guest Spaces (Unassigned)	Sec. 1109A.5	At least 5 percent of the parking spaces shall be accessible and provide access to grade-level entrances of covered multifamily dwellings and facilities.	1.3	2
Van Accessible	Sec. 1109A.8.6	One in every eight accessible spaces, but not less than one, shall be van accessible.	1	1

RESIDENTIAL ELECTRIC VEHICLE PARKING REQUIREMENT

2022 California Green Building Code with Los Gatos Amendments Sec. 4.106.4.2 and 4.106.4.2.1
Requirements apply to parking spaces that are assigned or leased to individual dwelling units, as well as unassigned residential parking.
Visitor or common area parking is not included.

TYPE	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
EVCS with Level 2 EV Ready	Sec. 4.106.4.2.1	Forty percent (40%) of dwelling units with parking spaces shall be EVCS with Level 2 EV Ready.	125	125
Level 1 EV Ready	Sec. 4.106.4.2.1	Sixty percent (60%) of dwelling units with parking spaces shall be provided with at minimum a Level 1 EV Ready space.	187	187
TOTAL	Sec. 4.106.4.2.1	The total number of EV spaces should be one-hundred percent (100%) of dwelling units or one-hundred percent (100%) of parking spaces, whichever is less.	312	312

RESIDENTIAL ACCESSIBLE EVCS PARKING REQUIREMENT

2022 California Green Building Code with Los Gatos Amendments Sec. 4.106.4.2.1
EVCS shall comply with the accessibility provisions for EV chargers in the California Building Code, Chapter 11B.
2022 CBC Table 11B-228.3.2.1 and 11B-812.9

EVCS SPACES PROVIDED	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
125	Table 11B-228.3.2.1	Van Accessible EVCS: 1, plus 1 for each 300, or fraction thereof, over 100	2	2
125	Table 11B-228.3.2.1	Standard Accessible EVCS: 3, plus 1 for each 60, or fraction thereof, over 100	4	4
125	Table 11B-228.3.2.1	Ambulatory: 3, plus 1 for each 50, or fraction thereof, over 100	4	4

COMMERCIAL PARKING REQUIREMENT

North 40 Specific Plan 2.5.8(a):
Non-Residential Use: The number of off-street parking spaces shall be consistent with parking required in Downtown as required within Division 4 of the Zoning Ordinance.

Los Gatos Zoning Ordinance Division 4 Parking Sec. 29.10.150(b)(1):
Retail and commercial stores shops, restaurants, bars, taverns and nightclubs: One (1) parking space for each three hundred (300) square feet of gross floor area.

Los Gatos Zoning Ordinance Division 4 Parking Sec. 29.10.150(d):
Handicapped spaces provided in compliance with State or local regulation shall be counted in determining the number of spaces provided in meeting the requirements of this chapter.

COMMERCIAL AREA	REQUIREMENT	REQUIRED	PROVIDED
7,874 gsf	1 stall per 300 gsf of use	26.2	26

COMMERCIAL ACCESSIBLE PARKING REQUIREMENT

2022 CBC Table 11B-208.2 and 11B-208.2.4

SPACED PROVIDED	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
26	Table 11B-208.2	For between 26-50 parking spaces provided, 2 accessible parking spaces are required.	2	2
Van Parking Space	11B-208.2.4	For every six or fraction of six parking spaces required by Section 11B-208.2 to comply with Section 11B-502, at least one shall be a van parking space.	1	1

COMMERCIAL ELECTRIC VEHICLE PARKING REQUIREMENT

2022 California Green Building Code with Los Gatos Amendments Sec. 5.106.5.3.3.1
Automatic Load-Management Systems (ALMS) shall be permitted to reduce load when multiple vehicles are charging.

TYPE	REQUIREMENT		REQUIRED	PROVIDED
EVCS with Level 2 EV Ready	Sec. 5.106.5.3.3.1	Ten percent (10%) of parking spaces provided shall be EVCS with Level 2 EV Ready.	2.6	3
Level 2 EV Capable	Sec. 5.106.5.3.3.1	Ten percent (10%) of parking spaces provided shall be Level 2 EV Capable.	2.6	3

COMMERCIAL ACCESSIBLE EVCS PARKING REQUIREMENT

2022 CBC Table 11B-228.3.2.1 and 11B-812.9

EVCS SPACES PROVIDED	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
3	Table 11B-228.3.2.1	For between 1-4 EVCS spaces provided, 1 van accessible EVCS is required.	1	1

LOADING SPACE REQUIREMENT

Los Gatos Zoning Ordinance Division 4 Parking Sec. 29.10.160(a)

USE	REFERENCE	REQUIREMENT	REQUIRED	PROVIDED
Retail and Commercial	Sec. 29.10.160(a)	One space per 10,000 sf of use, plus one additional space for each 20,000 sf of floor area.	1	1
Residential Moving	NA	Not Required: Optional	0	1
Minimum Size	Sec. 29.10.160(a)	10 feet wide, 30 feet long and 15 feet high		

BICYCLE PARKING REQUIREMENT

Los Gatos Objective Design Standards A.2 and A.3

USE	REQUIREMENT		REQUIRED	PROVIDED
Residential	ODS A.3(3.2)	One long-term bicycle parking space per dwelling unit (Class I)	255	255
Residential	ODS A.2(2.2)	One short-term bicycle parking space per dwelling unit (Class II)	255	58
Commercial	ODS A.2(2.2)	One short-term bicycle parking space per 2,000 square feet of non-residential floor area (Class II)	4	8

PARKING SUMMARY

USE	PARKING TYPE	STALL TYPE	EV TYPE	STALL COUNT LEVEL 1	LEVEL B	D4 STREET	TOTAL
RESIDENTIAL	SELF-PARK	STANDARD	EVCS WITH LEVEL 2 EV READY	3	8		11
	SELF-PARK	ACCESSIBLE	EVCS WITH LEVEL 2 EV READY	1	4		5
	SELF-PARK	VAN ACCESSIBLE	EVCS WITH LEVEL 2 EV READY	1			1
	SELF-PARK	EV ACCESSIBLE	EVCS WITH LEVEL 2 EV READY		4		4
	SELF-PARK	EV VAN ACCESSIBLE	EVCS WITH LEVEL 2 EV READY		2		2
	SELF-PARK	EV AMBULATORY	EVCS WITH LEVEL 2 EV READY		4		4
	PUZZLE LIFT	2 STACKER	EVCS WITH LEVEL 2 EV READY	28	70		98
	PUZZLE LIFT	2 STACKER	LEVEL 1 EV READY		158		158
	PUZZLE LIFT	3 STACKER	LEVEL 1 EV READY		29		29
SUBTOTAL				33	279		312
GUEST	SELF-PARK	STANDARD		13	4	6	23
	SELF-PARK	VAN ACCESSIBLE		1		1	2
SUBTOTAL				14	4	7	25
COMMERCIAL	SELF-PARK	STANDARD		17			17
	SELF-PARK	STANDARD	EVCS LEVEL 2 EV READY	3			3
	SELF-PARK	STANDARD	LEVEL 2 EV CAPABLE	3			3
	SELF-PARK	ACCESSIBLE		1			1
	SELF-PARK	VAN ACCESSIBLE		1			1
	SELF-PARK	EV VAN ACCESSIBLE		1			1
SUBTOTAL				26			26
TOTAL				73	283	7	363

PROGRAM SUMMARY

AREA SUMMARY

Level	Residential Unit GSF	Residential Amenity GSF	Back of House GSF	Commercial GSF	Parking GSF	Mech. GSF	Total Floor Area GSF
MP						4,115	4,115
7	37,538	960					38,498
6	49,528						49,528
5	50,356						50,356
4	50,356						50,356
3	51,500						51,500
2	48,126	3,062					51,188
1	6,802	8,780	9,833	7,874	37,087	1,564	71,940
B		3,531			68,900	1,627	74,058
TOTAL	294,206	16,333	9,833	7,874	105,987	7,306	441,539

UNIT SUMMARY

Level	ST / JR 1	1 BR	2 BR	3 BR	Total Units
MP					
7	1	15	14	1	31
6	2	24	18		44
5	2	23	18	1	44
4	2	23	18	1	44
3	2	23	19	1	45
2	4	21	16	1	42
1		1	4		5
B					
TOTAL	13	130	107	5	255
TOTAL BEDROOMS	13	130	214	15	372
UNIT TYPES	ST / JR 1	1 BR	2 BR	3 BR	Total
ACTUAL UNIT MIX	5.1%	51.0%	42.0%	2.0%	100.0%
TARGET UNIT MIX	2.0%	48.0%	47.0%	3.0%	100.0%
TARGET UNIT SIZE	585	759	1,220	1,540	

RESIDENTIAL EFFICIENCY

Level	Residential GSF	Residential RSF	Efficiency %	Average Unit Size
MP				
7	37,538	31,158	83.0%	1,005
6	49,528	42,591	86.0%	968
5	50,356	43,366	86.1%	986
4	50,356	43,366	86.1%	986
3	51,500	44,570	86.5%	990
2	48,126	40,778	84.7%	971
1	6,802	5,746	84.5%	1,149
B				
TOTAL	294,206	251,575	85.5%	987

Unit Area Calculation Methodology (RSF):
Unit areas are based on the following measurement boundaries:

-Center line of demising walls between units.
-Exterior side of exterior wall.
-Corridor side of corridor wall.
-Unit side of walls abutting common are

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PROJECT

NORTH 40 PHASE II
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Los Gatos, CA 95032

APPLICANT

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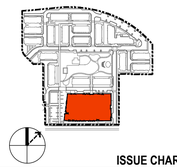
KEYPLAN



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Job Number 492028.000

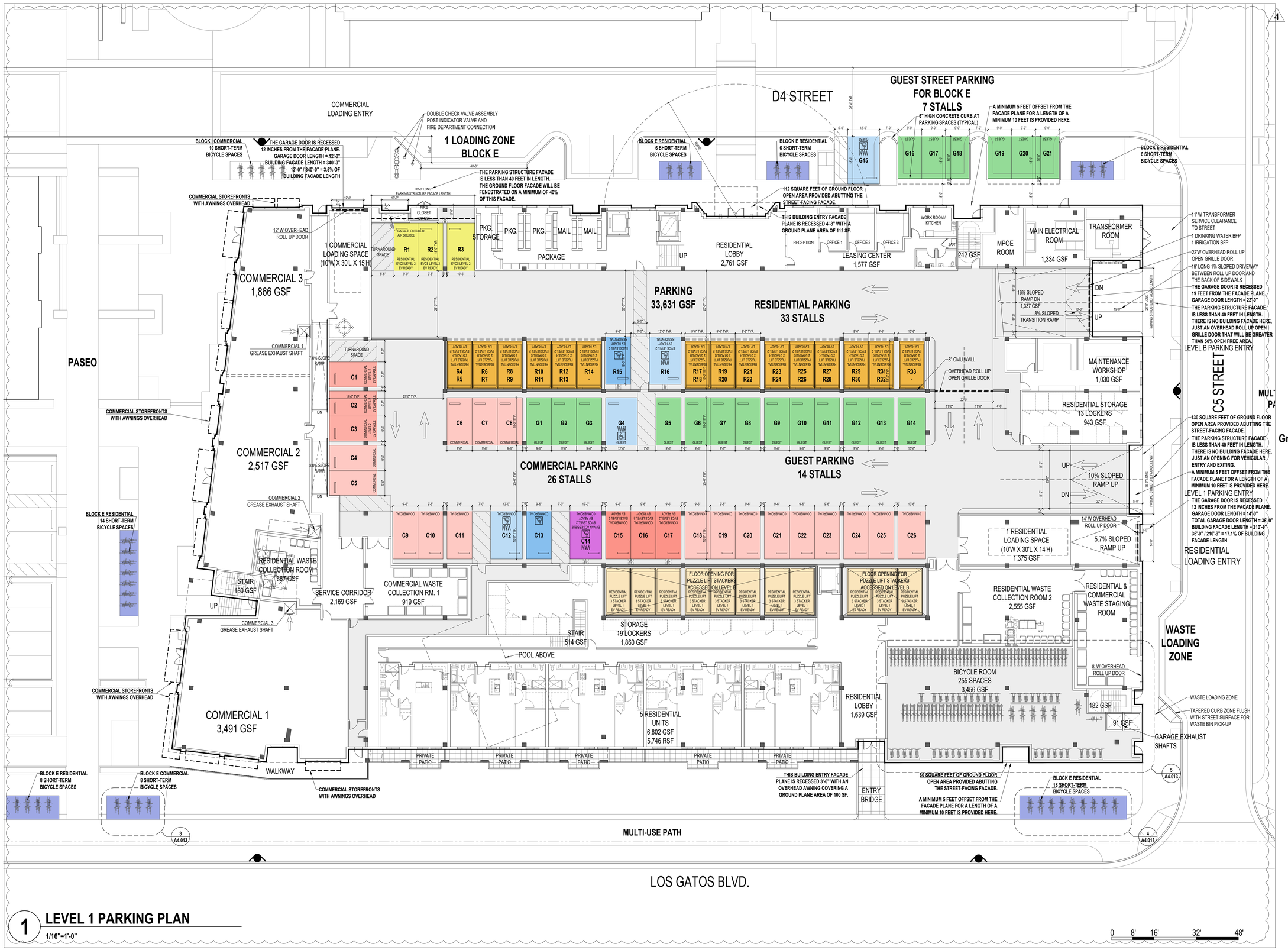
TITLE

MULTI-FAMILY BLDG. & PARKING SUMMARY

SHEET NUMBER

A4.010

EXHIBIT 15



1 LEVEL 1 PARKING PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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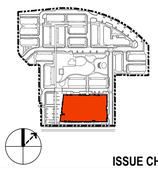
KEYPLAN



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TITLE

MULTI-FAMILY LEVEL 1 PARKING PLAN

SHEET NUMBER

A4.011

1 LEVEL B PARKING PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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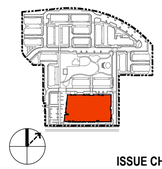

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TITLE

MULTI-FAMILY LEVEL B PARKING PLAN

SHEET NUMBER

A4.012

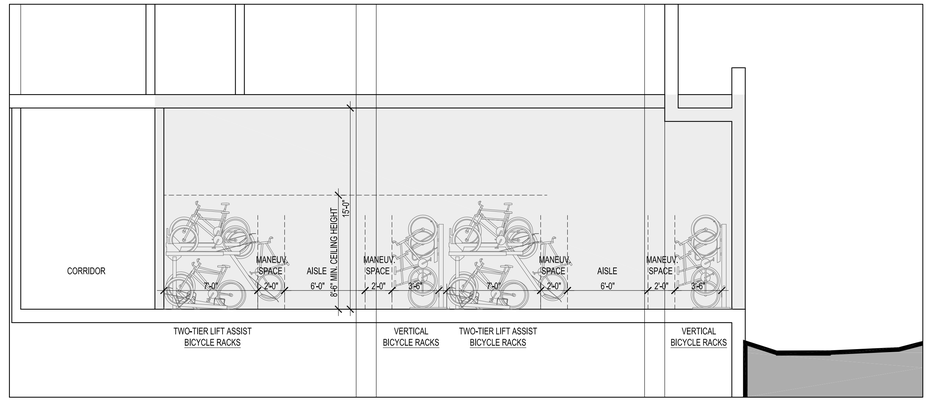
CIRCULAR BICYCLE RACKS

VERTICAL BICYCLE RACKS

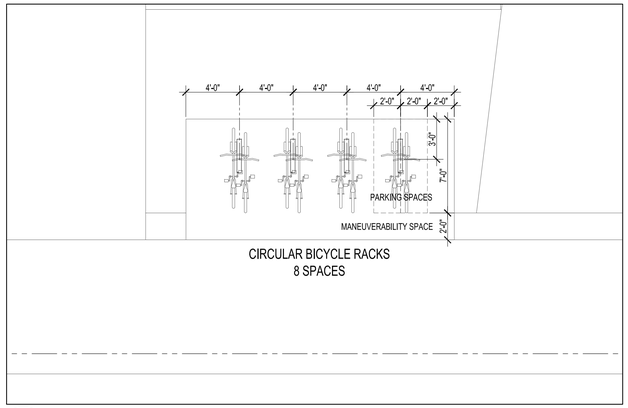
WORKSTAND AND PUMP

TWO-TIER LIFT ASSIST BICYCLE RACKS

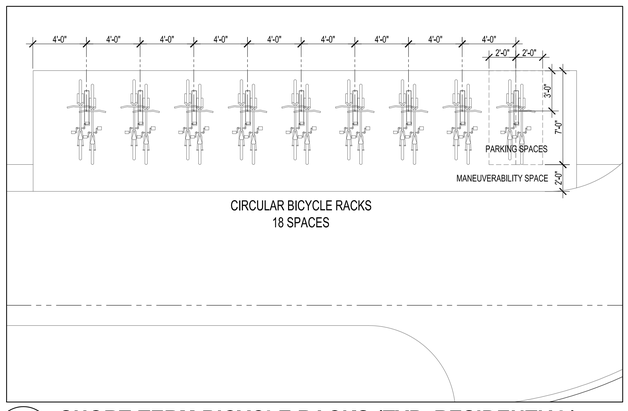
1 BICYCLE RACK TYPE IMAGES
MANUF.: GROUND CONTROL SYSTEMS



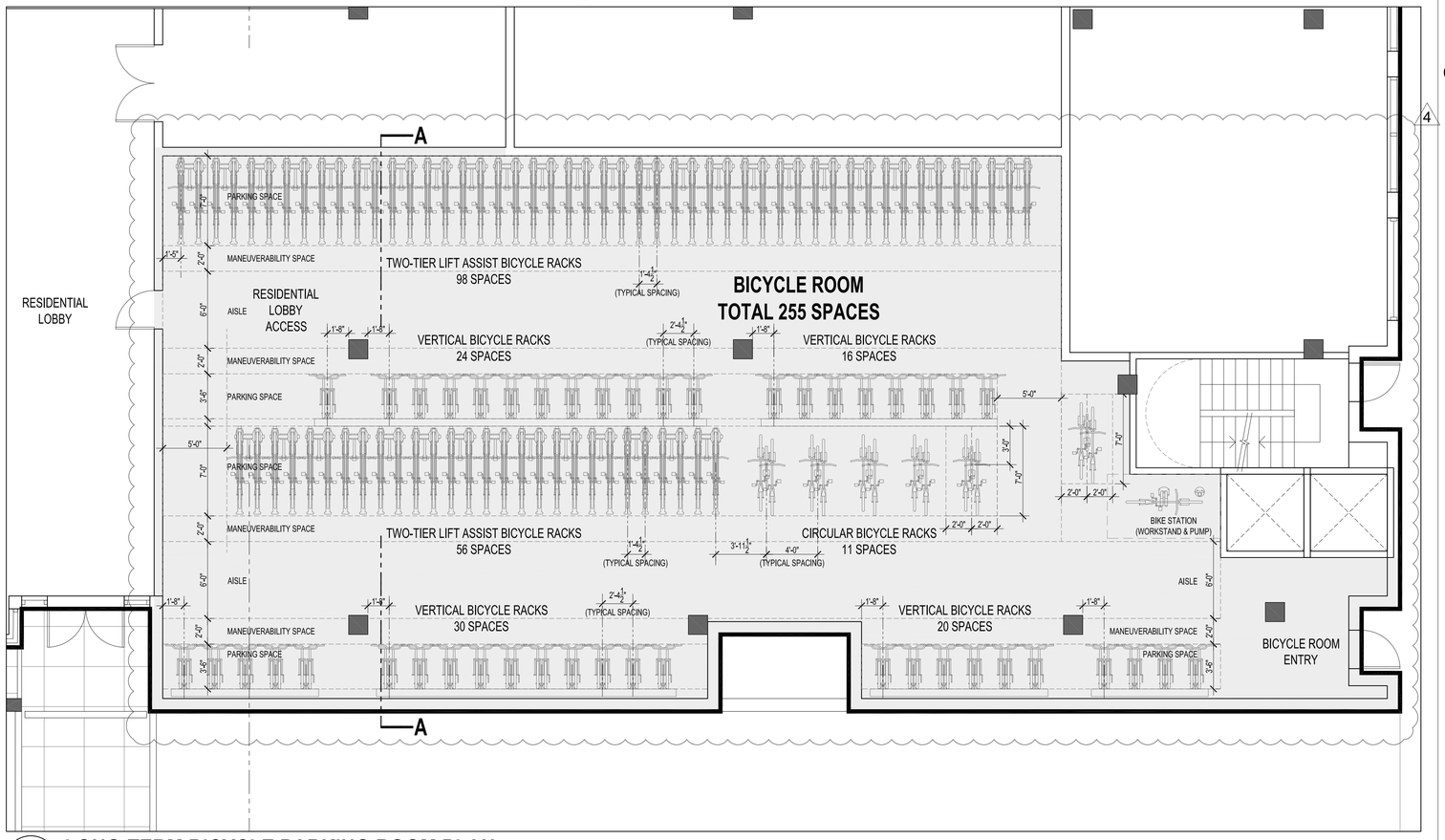
2 BICYCLE ROOM SECTION A-A
3/16"=1'-0"



3 SHORT-TERM BICYCLE RACKS (COMMERCIAL)
3/16"=1'-0"



4 SHORT-TERM BICYCLE RACKS (TYP. RESIDENTIAL)
3/16"=1'-0"



5 LONG-TERM BICYCLE PARKING ROOM PLAN
3/16"=1'-0"

0 2.66' 5.33' 10.66' 16'

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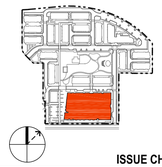

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MULTI-FAMILY BICYCLE PARKING PLANS

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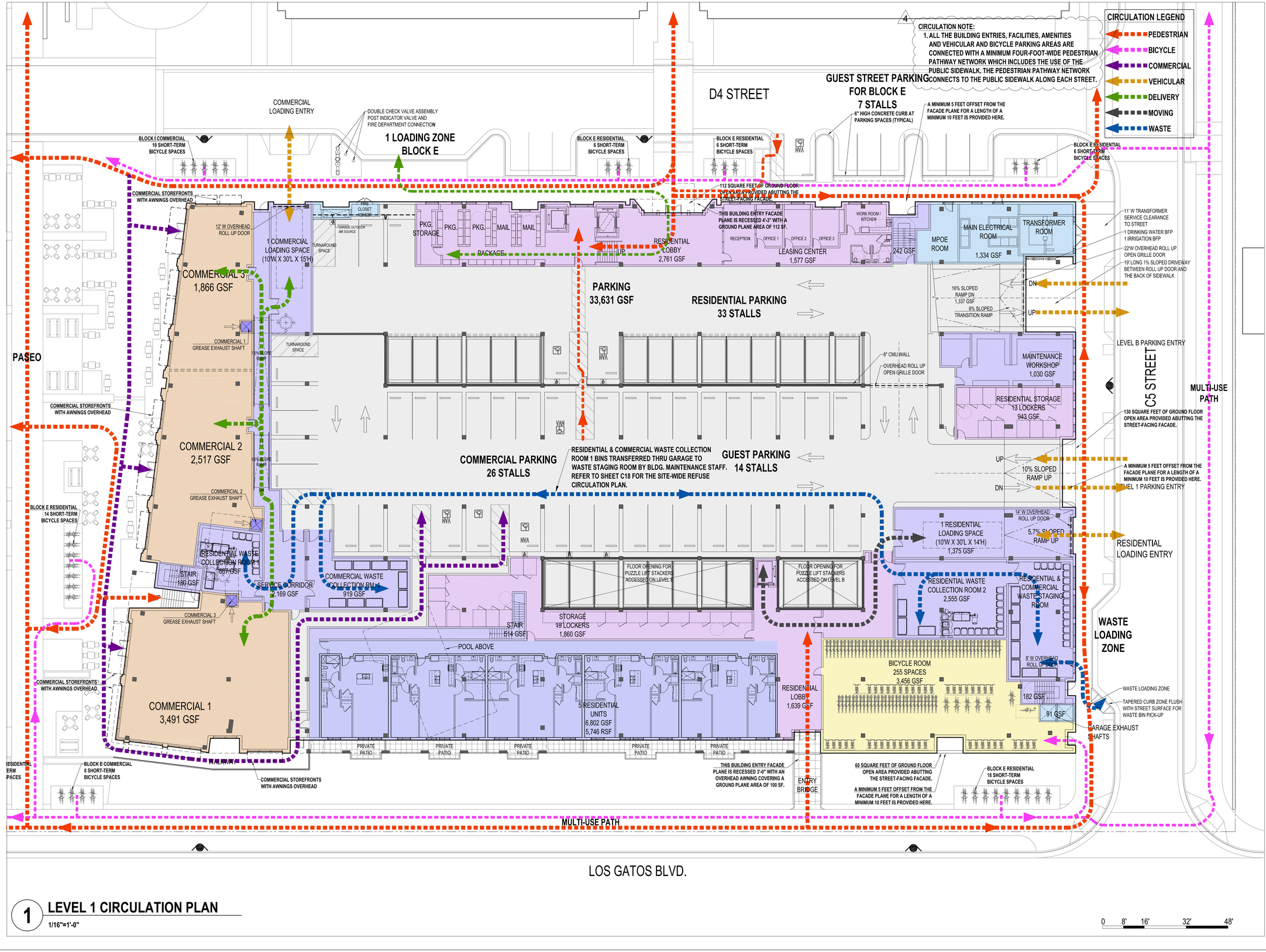
A4.013



1 LEVEL 1 CIRCULATION PLAN

1/16"=1'-0"

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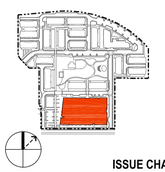
KEYPLAN



ISSUE CHART

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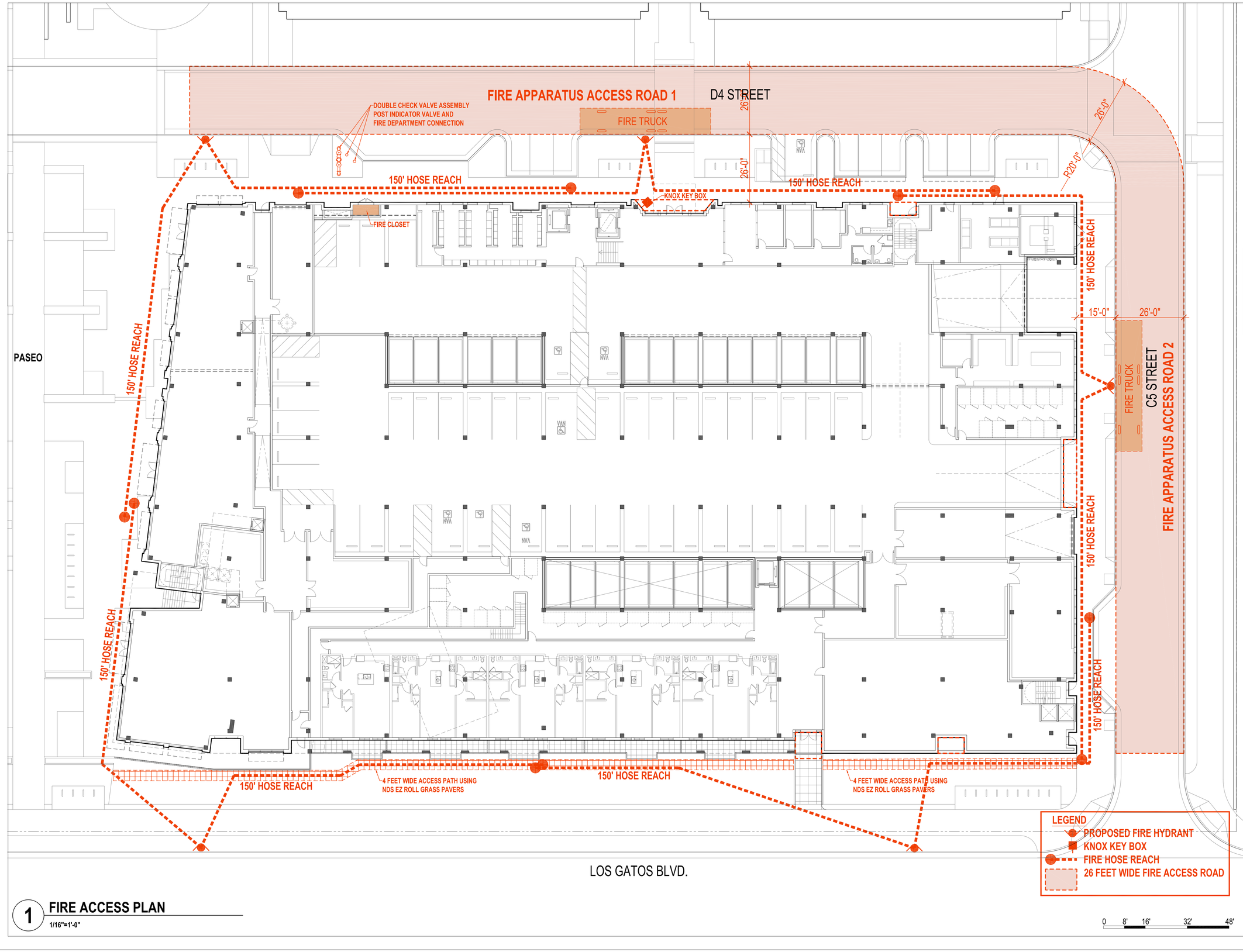
Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 1 CIRCULATION PLAN

SHEET NUMBER

A4.020



1 FIRE ACCESS PLAN

1/16"=1'-0"

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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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KEYPLAN

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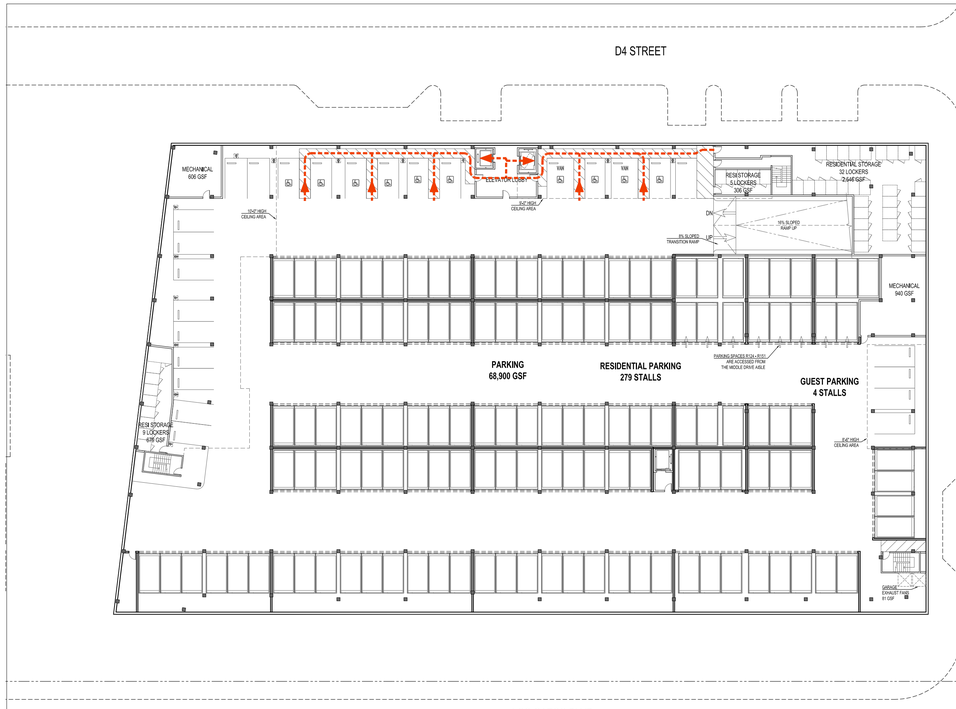
TITLE

MULTI-FAMILY FIRE ACCESS PLAN

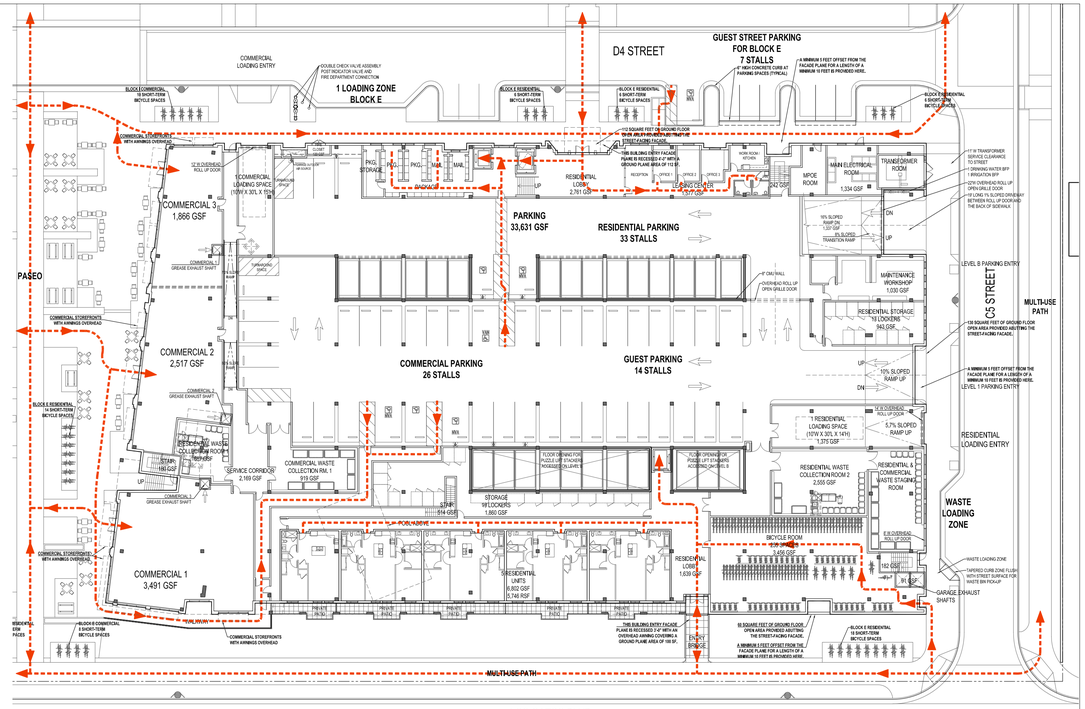
SHEET NUMBER

A4.021



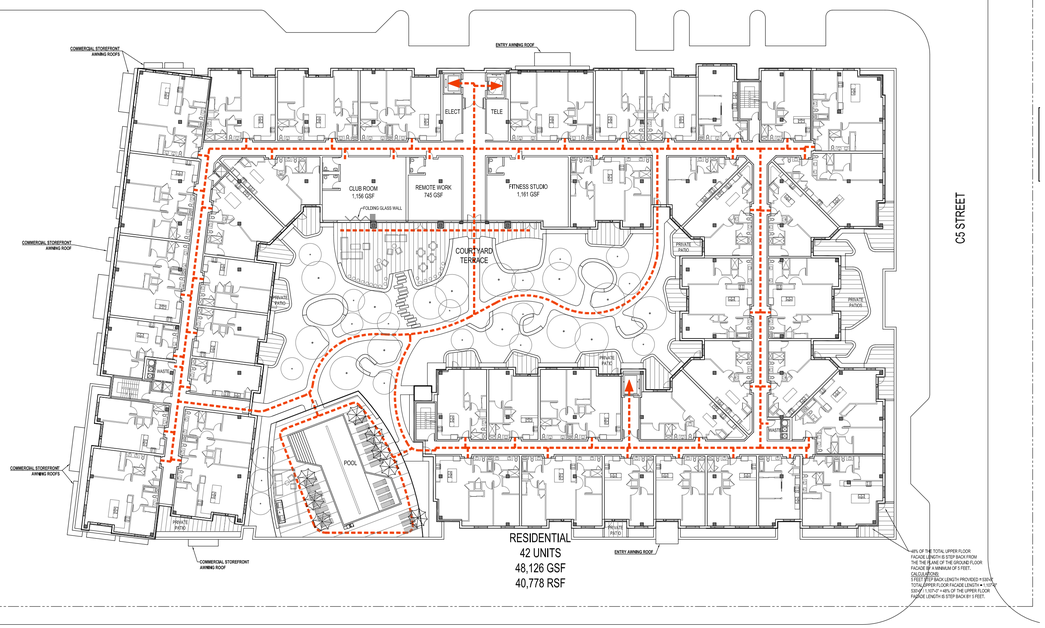
1 LEVEL B ACCESSIBILITY PLAN

1/32"=1'-0"



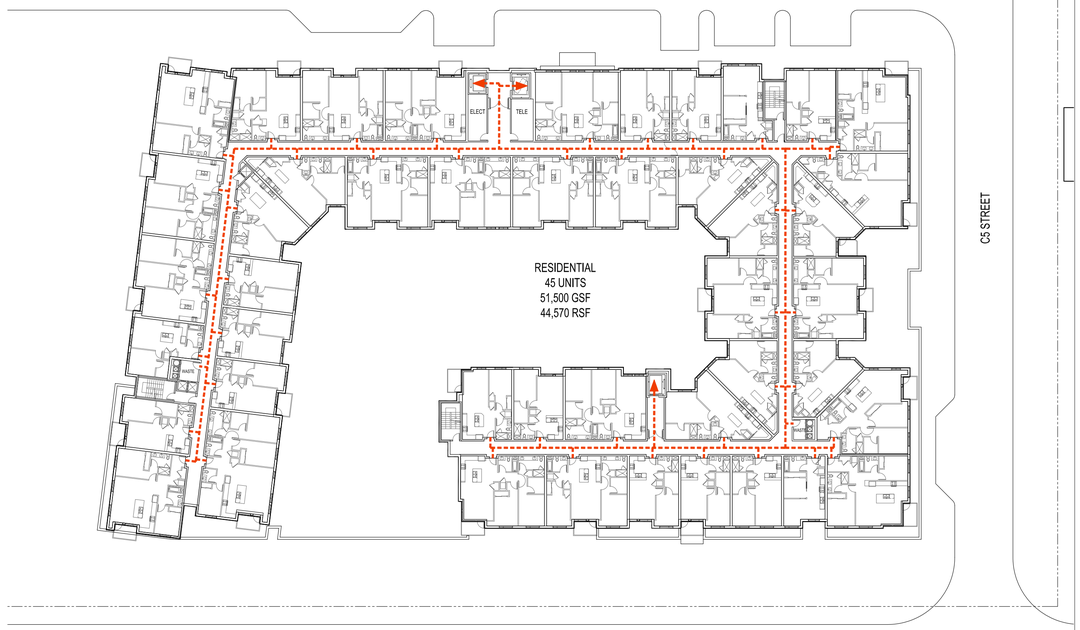
2 LEVEL 1 ACCESSIBILITY PLAN

1/32"=1'-0"



3 LEVEL 2 ACCESSIBILITY PLAN

1/32"=1'-0"



4 LEVEL 3 ACCESSIBILITY PLAN

1/32"=1'-0"

0 16' 32' 64' 96'

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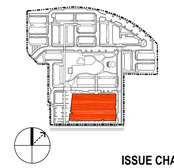

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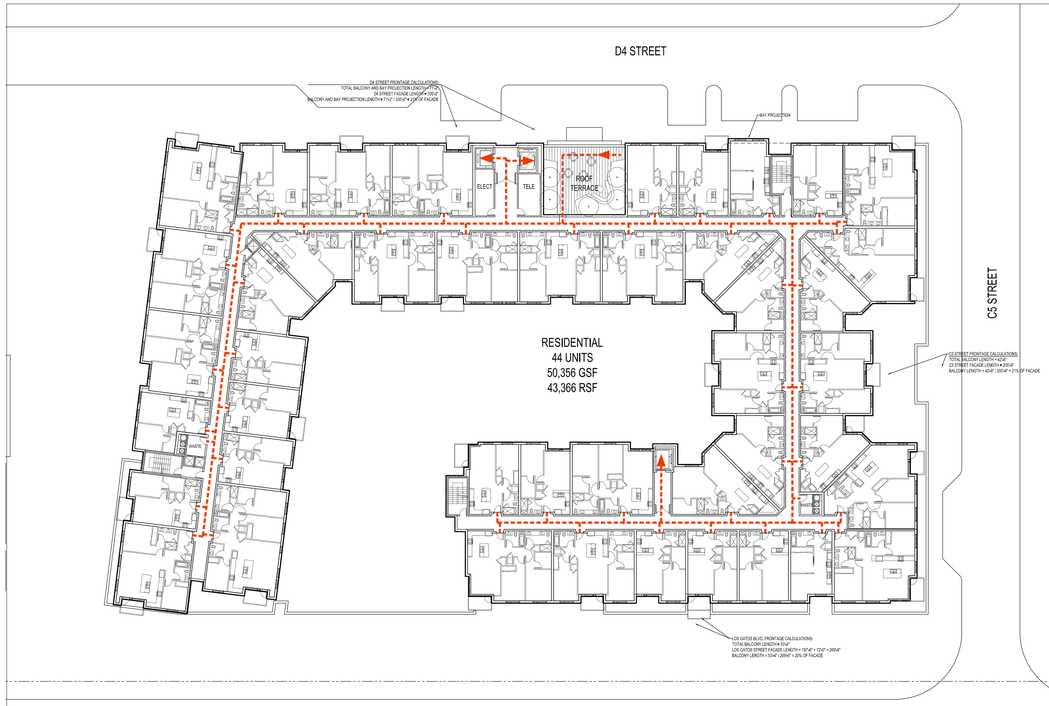
TITLE

MULTI-FAMILY ACCESSIBILITY PLANS

SHEET NUMBER

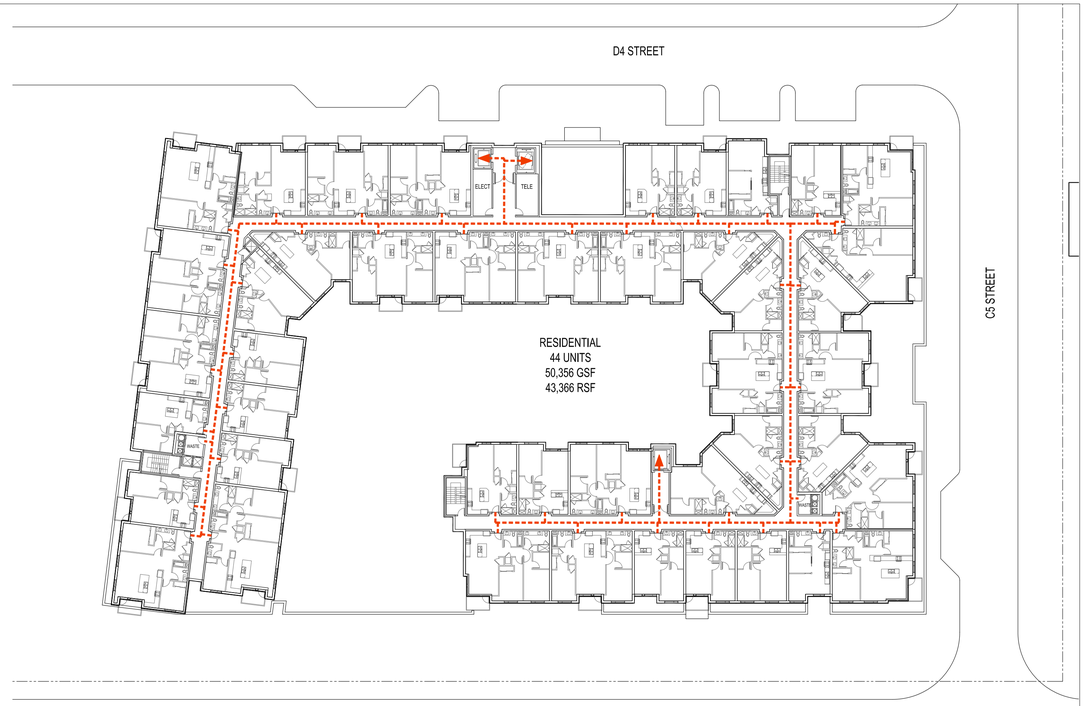
A4.022

TITLEBLOCK 20240116



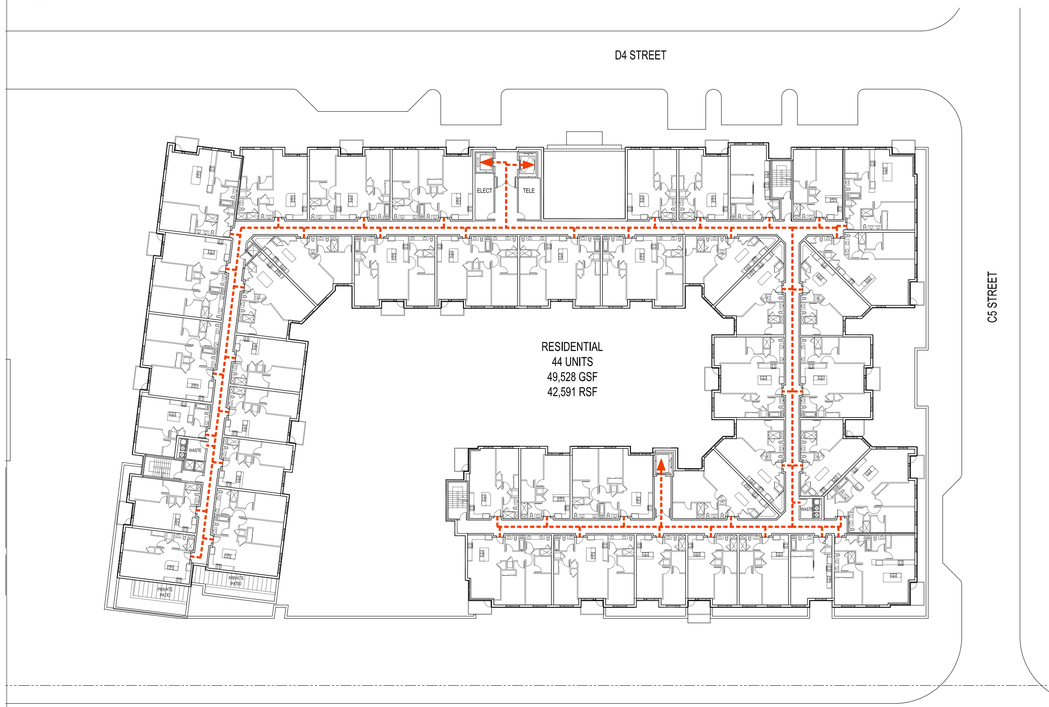
1 LEVEL 4 ACCESSIBILITY PLAN

1/32"=1'-0"



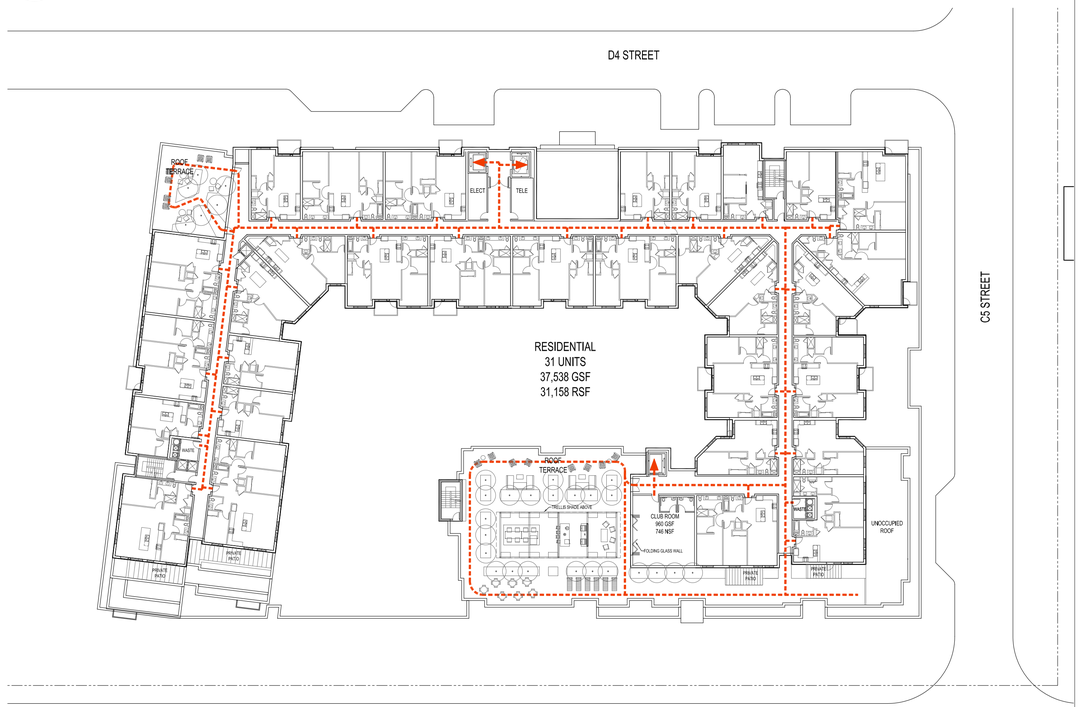
2 LEVEL 5 ACCESSIBILITY PLAN

1/32"=1'-0"



3 LEVEL 6 ACCESSIBILITY PLAN

1/32"=1'-0"



4 LEVEL 7 ACCESSIBILITY PLAN

1/32"=1'-0"

0 16' 32' 64' 96'

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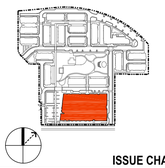
KEYPLAN



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TITLE

MULTI-FAMILY ACCESSIBILITY PLANS

SHEET NUMBER

A4.023

TITLEBLOCK 20240116

OPEN SPACE REQUIRED

NORTH 40 SPECIFIC PLAN - 2.7.2

OPEN SPACE TYPE	REQUIREMENT	TOTAL UNITS	SF REQUIRED
Common Open Space	200 square feet / unit of Common Open Space is required for multi-family residential other than condominiums.	255	51,000

OBJECTIVE DESIGN STANDARDS - A11

OPEN SPACE TYPE	REQUIREMENT	TOTAL UNITS	SF REQUIRED
Community Recreation Space (Residential)	Minimum of 100 square feet per residential unit. The minimum dimensions are 10 feet by six feet.	255	25,500

OPEN SPACE TYPE	REQUIREMENT	COMMERCIAL SF	SF REQUIRED
Community Recreation Space (Commercial)	Minimum of 2% (two percent) of the non-residential square footage. The minimum dimensions are 10 feet by six feet.	7,874	157

OPEN SPACE TYPE	REQUIREMENT	TOTAL UNITS	UNITS REQUIRED
Private Recreation Space	Each dwelling unit above the ground floor shall have a minimum of 60 square feet of usable private recreation space. The minimum horizontal dimension is six feet in any direction and a minimum area of 60 square feet. The minimum vertical clearance require	255	255

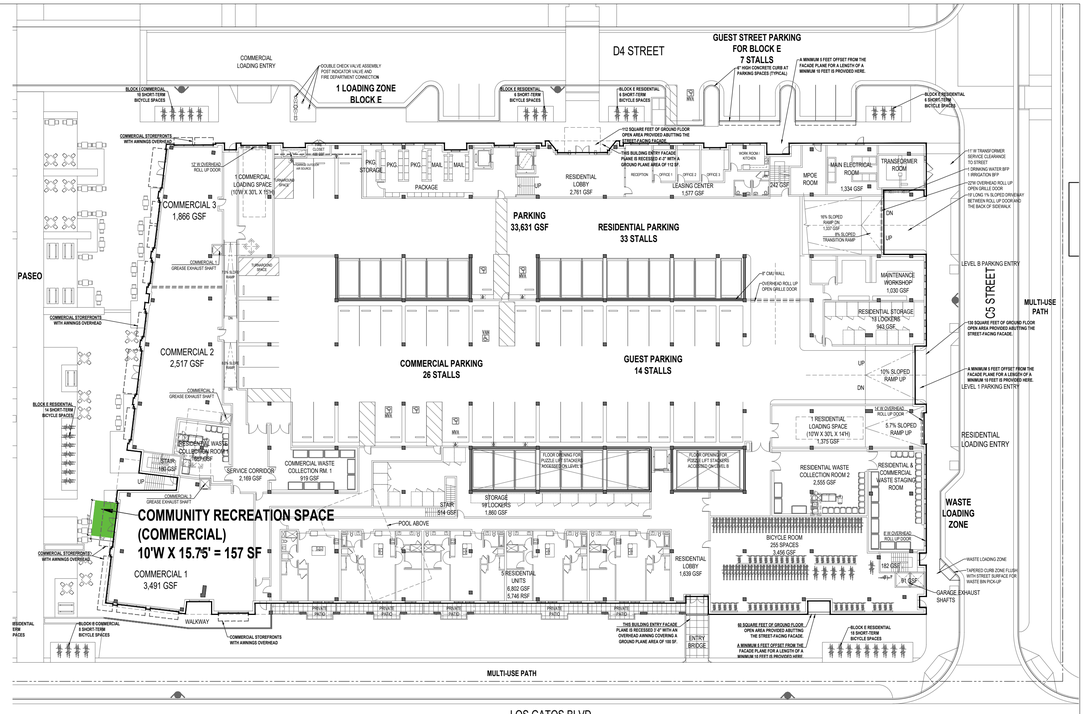
OPEN SPACE PROVIDED

	Provided Site-Wide		Provided on Building E1		
Level	Common Open Space SF	Community Recreation Space SF (Residential)	Community Recreation Space SF (Commercial)	Private Recreation Space (No. of Units)	OPTIONAL Community Recreation Space SF
7				15	7,656
6				23	
5				24	
4				22	1,085
3				21	
2				21	16,759
1	51,000	25,500	157		
TOTAL	51,000	25,500	157	126	25,500

NOTE:
REFER TO SHEET G11 FOR OPEN SPACE PROVIDED SITE-WIDE.

AN OPTIONAL 25,500 SF OF COMMUNITY RECREATION SPACE IS PROVIDED ON BUILDING E1 TO COMPENSATE FOR THE SHORTFALL IN REQUIRED PRIVATE RECREATION SPACE.

1 OPEN SPACE CALCULATION SUMMARY



2 LEVEL 1 OPEN SPACE PLAN

1/32"=1'-0"

3 LEVEL 2 OPEN SPACE PLAN

1/32"=1'-0"

4 LEVEL 3 OPEN SPACE PLAN

1/32"=1'-0"

0 16' 32' 64' 96'

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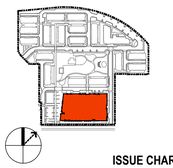
KEYPLAN



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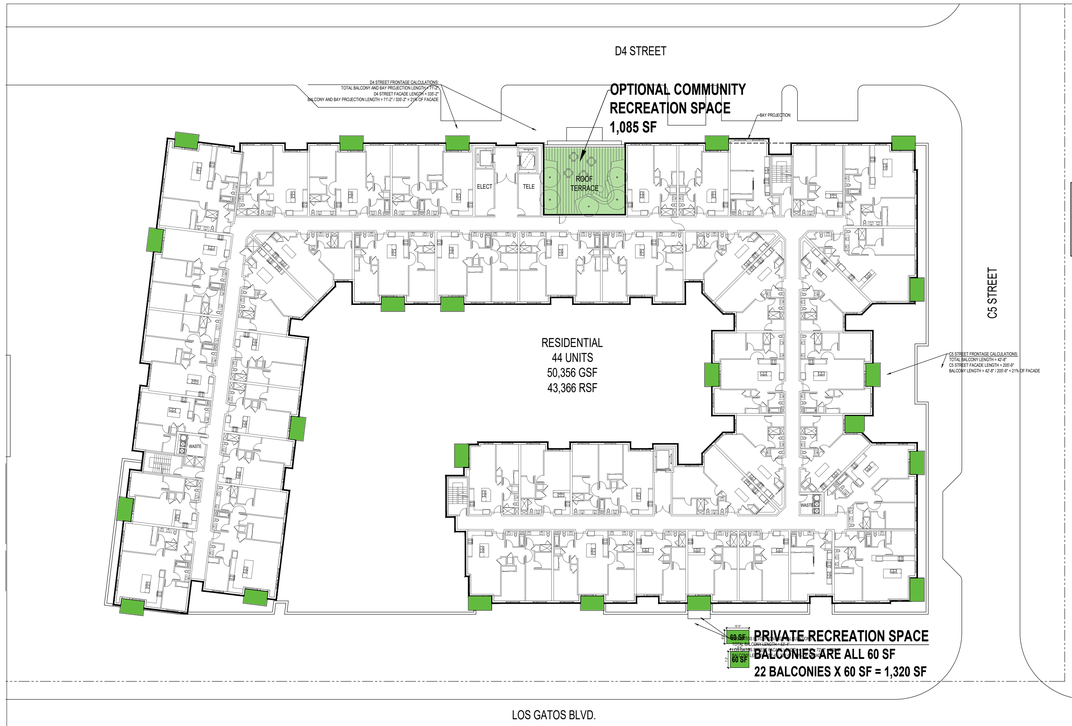
TITLE

MULTI-FAMILY OPEN SPACE PLANS

SHEET NUMBER

A4.030



1 LEVEL 4 OPEN SPACE PLAN

1/32"=1'-0"

2 LEVEL 5 OPEN SPACE PLAN

1/32"=1'-0"

3 LEVEL 6 OPEN SPACE PLAN

1/32"=1'-0"

4 LEVEL 7 OPEN SPACE PLAN

1/32"=1'-0"

0 16' 32' 64' 96'

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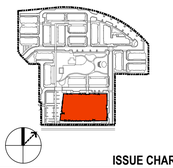

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TITLE

MULTI-FAMILY OPEN SPACE PLANS

SHEET NUMBER

A4.031

1 BASEMENT PARKING PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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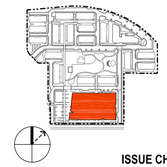

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TITLE

MULTI-FAMILY LEVEL B PLAN

SHEET NUMBER

A4.100

D4 STREET

COMMERCIAL LOADING ENTRY

DOUBLE CHECK VALVE ASSEMBLY POST INDICATOR VALVE AND FIRE DEPARTMENT CONNECTION

1 LOADING ZONE BLOCK E

BLOCK I COMMERCIAL 10 SHORT-TERM BICYCLE SPACES

BLOCK E RESIDENTIAL 6 SHORT-TERM BICYCLE SPACES

GUEST STREET PARKING FOR BLOCK E 7 STALLS

6" HIGH CONCRETE CURB AT PARKING SPACES (TYPICAL)

A MINIMUM 5 FEET OFFSET FROM THE FACADE PLANE FOR A LENGTH OF A MINIMUM 10 FEET IS PROVIDED HERE.

290.00' BOTTOM OF CURB (LOWEST FINISHED GRADE ELEVATION FOR FIRE DEPT. VEHICLE ACCESS)

BLOCK E RESIDENTIAL 6 SHORT-TERM BICYCLE SPACES

286.12' (LOWEST NATURAL GRADE ELEVATION)
291.12' (LOWEST FINISHED GRADE ELEVATION)

COMMERCIAL STOREFRONTS WITH AWNINGS OVERHEAD

12' W OVERHEAD ROLL UP DOOR

292.70' FF

COMMERCIAL 3
1,866 GSF

1 COMMERCIAL LOADING SPACE (10'W X 30'L X 15'H)

TRASH CLOSET 139 GSF

GARAGE OUTDOOR AIR SOURCE

TURNAROUND SPACE

R1 RESIDENTIAL EVCS LEVEL 2 EV READY

R2 RESIDENTIAL EVCS LEVEL 2 EV READY

R3 RESIDENTIAL EVCS LEVEL 2 EV READY

PKG. STORAGE

PKG.

PKG.

MAIL

MAIL

PACKAGE

296.60' FF

UP

RESIDENTIAL LOBBY 2,761 GSF

291.60' FF

112 SQUARE FEET OF GROUND FLOOR OPEN AREA PROVIDED ABUTTING THE STREET-FACING FACADE.

THIS BUILDING ENTRY FACADE PLANE IS RECESSED 4'-3" WITH A GROUND PLANE AREA OF 112 SF.

RECEPTION

OFFICE 1

OFFICE 2

OFFICE 3

LEASING CENTER 1,577 GSF

WORK ROOM / KITCHEN

242 GSF

MPOE ROOM

MAIN ELECTRICAL ROOM 1,334 GSF

TRANSFORMER ROOM

11' W TRANSFORMER SERVICE CLEARANCE TO STREET

1 DRINKING WATER BFP
1 IRRIGATION BFP

22'W OVERHEAD ROLL UP OPEN GRILLE DOOR

19' LONG 1% SLOPED DRIVEWAY BETWEEN ROLL UP DOOR AND THE BACK OF SIDEWALK

PARKING 33,631 GSF
296.60' FF

RESIDENTIAL PARKING 33 STALLS

16% SLOPED RAMP DN 1,337 GSF

8% SLOPED TRANSITION RAMP

DN

UP

PASEO

COMMERCIAL 1 GREASE EXHAUST SHAFT

70% SLOPE RAMP

R4 R5 R6 R7 R8 R9 R10 R11 R12 R13 R14 - R15 R16 R17 R18 R19 R20 R21 R22 R23 R24 R25 R26 R27 R28 R29 R30 R31 R32 R33 -

C1 C2 C3 C4 C5

COMMERCIAL STOREFRONTS WITH AWNINGS OVERHEAD

COMMERCIAL 2
295.00' FF 2,517 GSF

DN 295.00'

295.00'

50% SLOPE RAMP

COMMERCIAL 2 GREASE EXHAUST SHAFT

DN 296.60'

C6 C7 C8 G1 G2 G3 G4 VAN G5 G6 G7 G8 G9 G10 G11 G12 G13 G14

COMMERCIAL PARKING 26 STALLS
296.60' FF

GUEST PARKING 14 STALLS

6" CMU WALL

OVERHEAD ROLL UP OPEN GRILLE DOOR

MAINTENANCE WORKSHOP 1,030 GSF

RESIDENTIAL STORAGE 13 LOCKERS 943 GSF

LEVEL B PARKING ENTRY

C5 STREET

MULTI-USE PATH

130 SQUARE FEET OF GROUND FLOOR OPEN AREA PROVIDED ABUTTING THE STREET-FACING FACADE.

A MINIMUM 5 FEET OFFSET FROM THE FACADE PLANE FOR A LENGTH OF A MINIMUM 10 FEET IS PROVIDED HERE.

LEVEL 1 PARKING ENTRY

UP 296.60' FF

10% SLOPED RAMP UP

DN

BLOCK E RESIDENTIAL 14 SHORT-TERM BICYCLE SPACES

RESIDENTIAL WASTE COLLECTION ROOM 1 667 GSF

STAIR 180 GSF

296.60' FF

SERVICE CORRIDOR 2,169 GSF 296.60' FF

COMMERCIAL WASTE COLLECTION RM. 1 919 GSF 296.60' FF

C9 C10 C11 C12 VAN C13 C14 VAN C15 C16 C17 C18 C19 C20 C21 C22 C23 C24 C25 C26

296.60' FF

1 RESIDENTIAL LOADING SPACE (10'W X 30'L X 14'H) 1,375 GSF

14' W OVERHEAD ROLL UP DOOR

5.7% SLOPED RAMP UP

RESIDENTIAL LOADING ENTRY

FLOOR OPENING FOR PUZZLE LIFT STACKERS ACCESSED ON LEVEL 6

RESIDENTIAL PUZZLE LIFT 3 STACKER LEVEL 1 EV READY

STORAGE 19 LOCKERS 1,860 GSF

STAIR 514 GSF

RESIDENTIAL WASTE COLLECTION ROOM 2 2,555 GSF

RESIDENTIAL & COMMERCIAL WASTE STAGING ROOM

WASTE LOADING ZONE

COMMERCIAL 3 GREASE EXHAUST SHAFT

296.60' FF

POOL ABOVE

BICYCLE ROOM 255 SPACES 3,456 GSF

8' W OVERHEAD ROLL UP DOOR

COMMERCIAL STOREFRONTS WITH AWNINGS OVERHEAD

COMMERCIAL 1 3,491 GSF

RESIDENTIAL LOBBY 1,639 GSF

182 GSF

91 GSF

WASTE LOADING ZONE

TAPERED CURB ZONE FLUSH WITH STREET SURFACE FOR WASTE BIN PICK-UP

GARAGE EXHAUST SHAFTS

PRIVATE PATIO

WALKWAY

BLOCK E COMMERCIAL 8 SHORT-TERM BICYCLE SPACES

COMMERCIAL STOREFRONTS WITH AWNINGS OVERHEAD

367'-0"

THIS BUILDING ENTRY FACADE PLANE IS RECESSED 3'-0" WITH AN OVERHEAD AWNING COVERING A GROUND PLANE AREA OF 100 SF.

ENTRY BRIDGE

60 SQUARE FEET OF GROUND FLOOR OPEN AREA PROVIDED ABUTTING THE STREET-FACING FACADE.

A MINIMUM 5 FEET OFFSET FROM THE FACADE PLANE FOR A LENGTH OF A MINIMUM 10 FEET IS PROVIDED HERE.

BLOCK E RESIDENTIAL 16 SHORT-TERM BICYCLE SPACES

MULTI-USE PATH

LOS GATOS BLVD.

C B A

1 LEVEL 1 AND PARKING PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
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GROSVENOR

KEYPLAN

ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
04	ENTITLEMENT SET - REVISION 3	04/24/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 1 PLAN

SHEET NUMBER

A4.101

D4 STREET

C5 STREET

LOS GATOS BLVD.

COMMERCIAL STOREFRONT AWNING ROOFS

COMMERCIAL STOREFRONT AWNING ROOF

ENTRY AWNING ROOF

CLUB ROOM 1,156 GSF

FOLDING GLASS WALL

REMOTE WORK 745 GSF

FITNESS STUDIO 1,161 GSF

ELECT

TELE

COURTYARD TERRACE

PRIVATE PATIO

PRIVATE PATIOS

WASTE

POOL

RESIDENTIAL
42 UNITS
48,126 GSF
40,778 RSF

48% OF THE TOTAL UPPER FLOOR FACADE LENGTH IS STEP BACK FROM THE THE PLANE OF THE GROUND FLOOR FACADE BY A MINIMUM OF 5 FEET.
CALCULATIONS:
5 FEET STEP BACK LENGTH PROVIDED = 530'-9"
TOTAL UPPER FLOOR FACADE LENGTH = 1,107'-3"
530'-9" / 1,107'-3" = 48% OF THE UPPER FLOOR FACADE LENGTH IS STEP BACK BY 5 FEET.

0 8' 16' 32' 48'

1 LEVEL 2 PLAN

1/16"=1'-0"

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Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 2 PLAN

SHEET NUMBER

A4.102

1 LEVEL 3 PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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PROJECT

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Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 3 PLAN

SHEET NUMBER

A4.103

1 LEVEL 4 PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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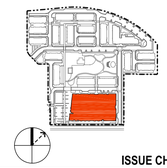
KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 4 PLAN

SHEET NUMBER

A4.104

D4 STREET

RESIDENTIAL
44 UNITS
50,356 GSF
43,366 RSF

ELECT

TELE

WASTE

WASTE

C5 STREET

LOS GATOS BLVD.

1 LEVEL 5 PLAN
1/16"=1'-0"

0 8' 16' 32' 48'

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Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 5 PLAN

SHEET NUMBER

A4.105

1 LEVEL 6 PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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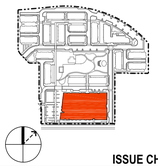
KEYPLAN



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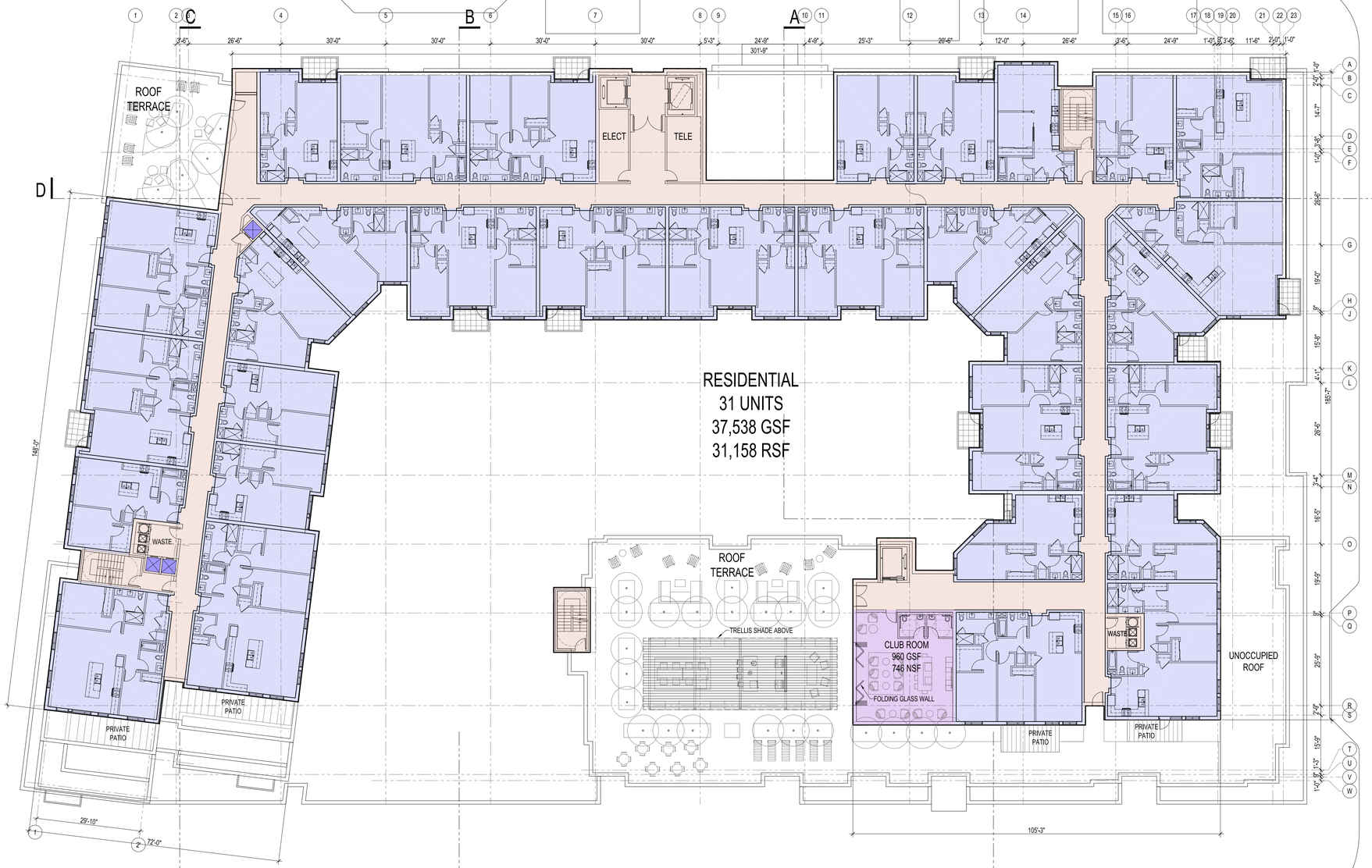
TITLE

MULTI-FAMILY LEVEL 6 PLAN

SHEET NUMBER

A4.106

D4 STREET



1 LEVEL 7 PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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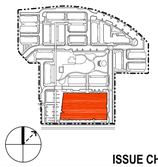

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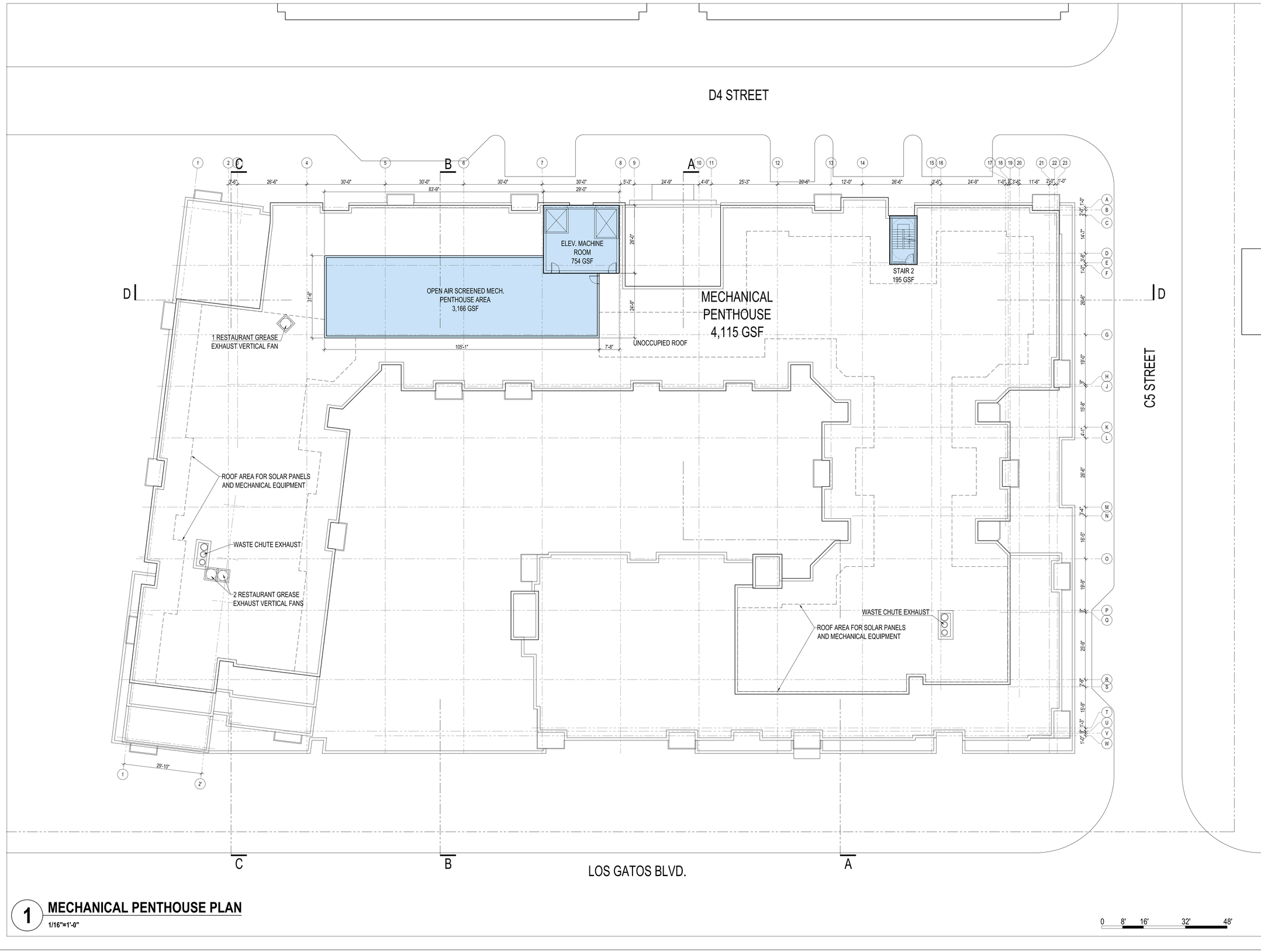
Job Number 492028.000

TITLE

MULTI-FAMILY LEVEL 7 PLAN

SHEET NUMBER

A4.107



1 MECHANICAL PENTHOUSE PLAN

1/16"=1'-0"

0 8' 16' 32' 48'

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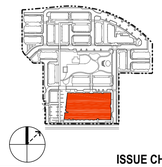
KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY MECH. PENTHOUSE PLAN

SHEET NUMBER

A4.108

1 ROOF PLAN

1/16"=1'-0"

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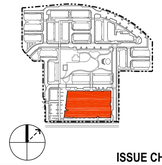

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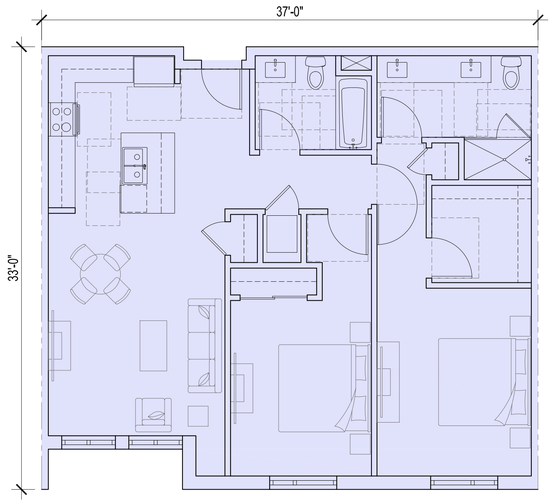
TITLE

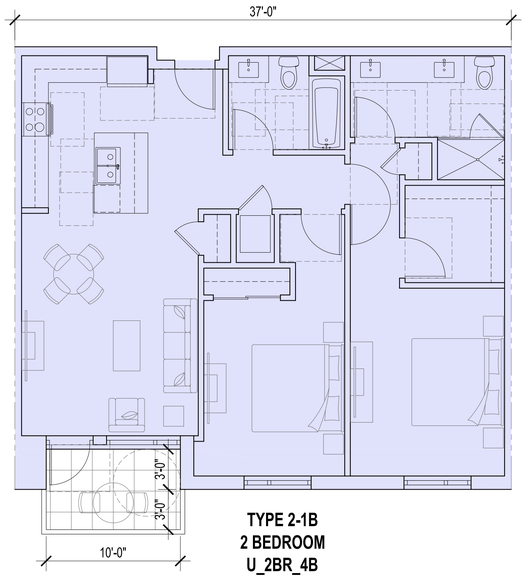
MULTI-FAMILY ROOF PLAN

SHEET NUMBER

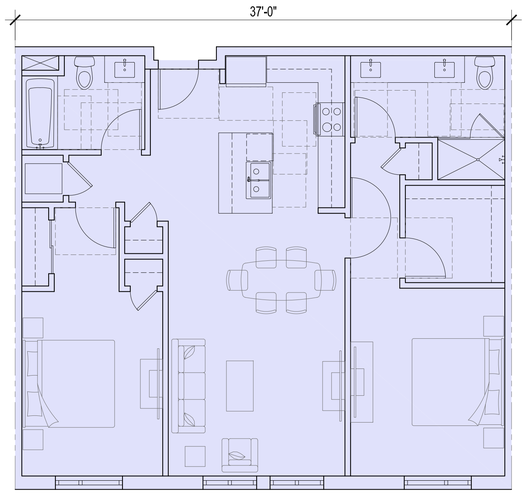
A4.109



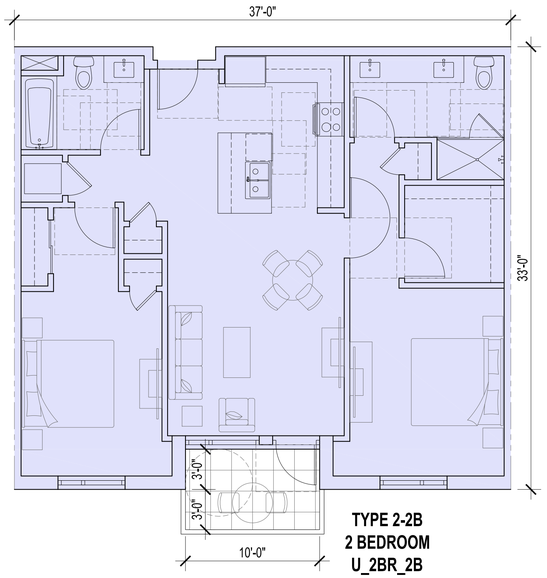
TYPE 2-1
2 BEDROOM
U_2BR_1A
1,186 GSF



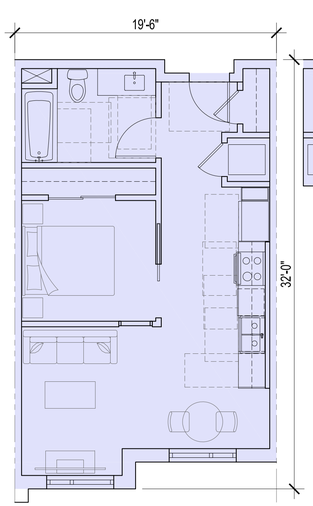
TYPE 2-1B
2 BEDROOM
U_2BR_4B
1,186 GSF



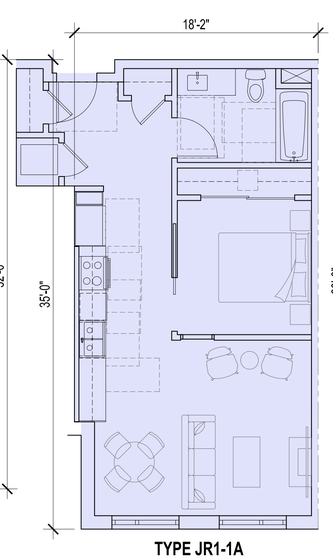
TYPE 2-2
2 BEDROOM
U_2BR_2
1,216 GSF



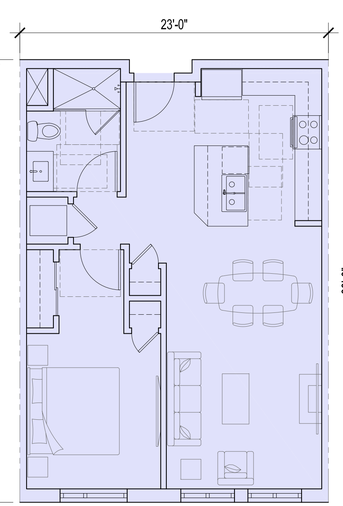
TYPE 2-2B
2 BEDROOM
U_2BR_2B
1,186 GSF



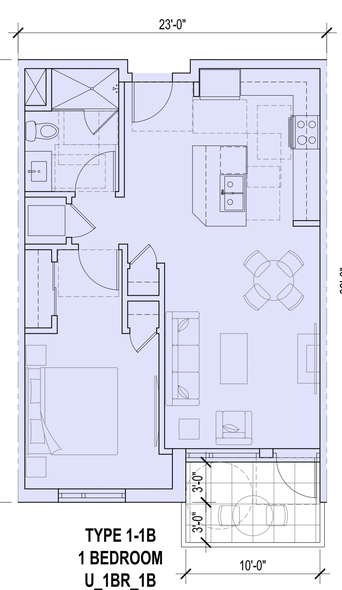
TYPE JR1-3
JUNIOR 1 BEDROOM
U_JR1_3
598 GSF



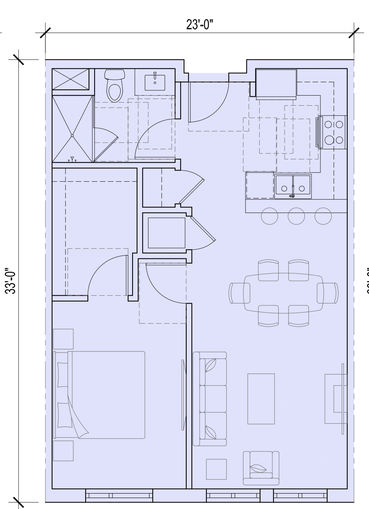
TYPE JR1-1A
JUNIOR 1 BEDROOM
U_JR1_1A
667 GSF



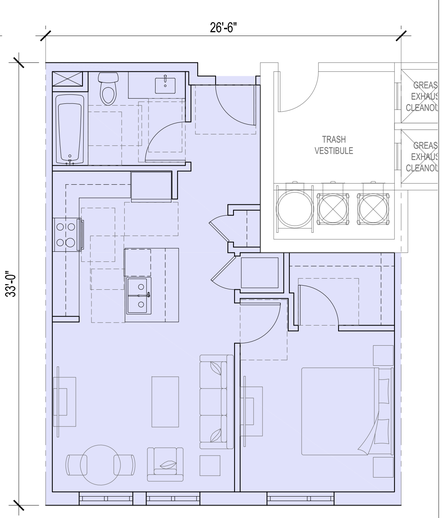
TYPE 1-1
1 BEDROOM
U_1BR_1
754 GSF



TYPE 1-1B
1 BEDROOM
U_1BR_1B
724 GSF



TYPE 1-2
1 BEDROOM
U_1BR_2
754 GSF



TYPE 1-3
1 BEDROOM
U_1BR_3
721 GSF

1 TYPICAL UNIT PLANS

3/16"=1'-0"

0 2.5' 5' 10' 15'

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PROJECT

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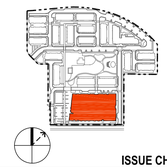
KEYPLAN



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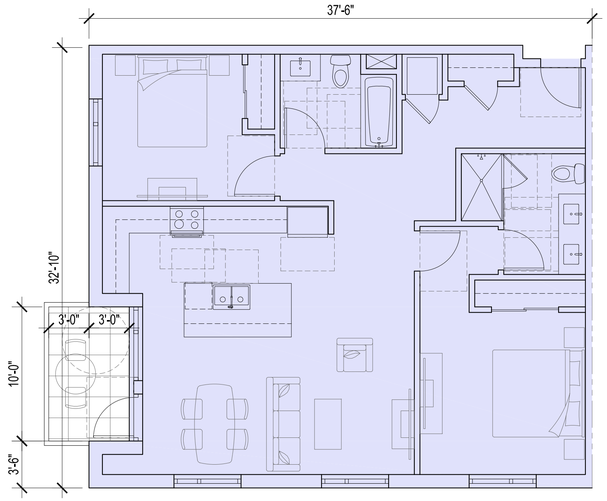
Job Number 492028.000

TITLE

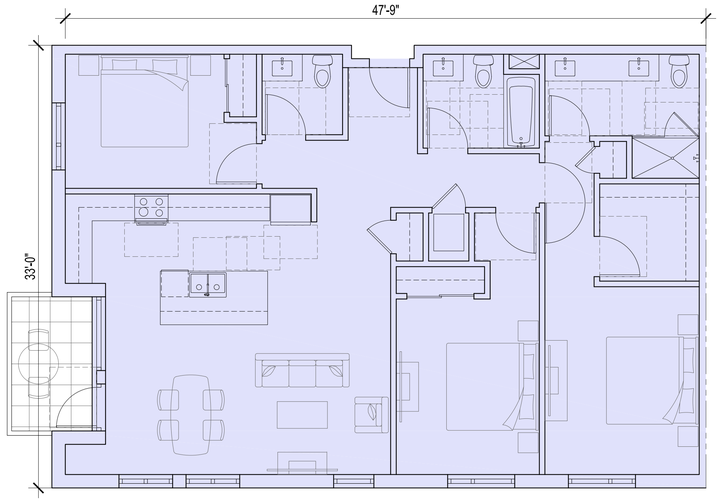
MULTI-FAMILY TYPICAL UNIT PLANS

SHEET NUMBER

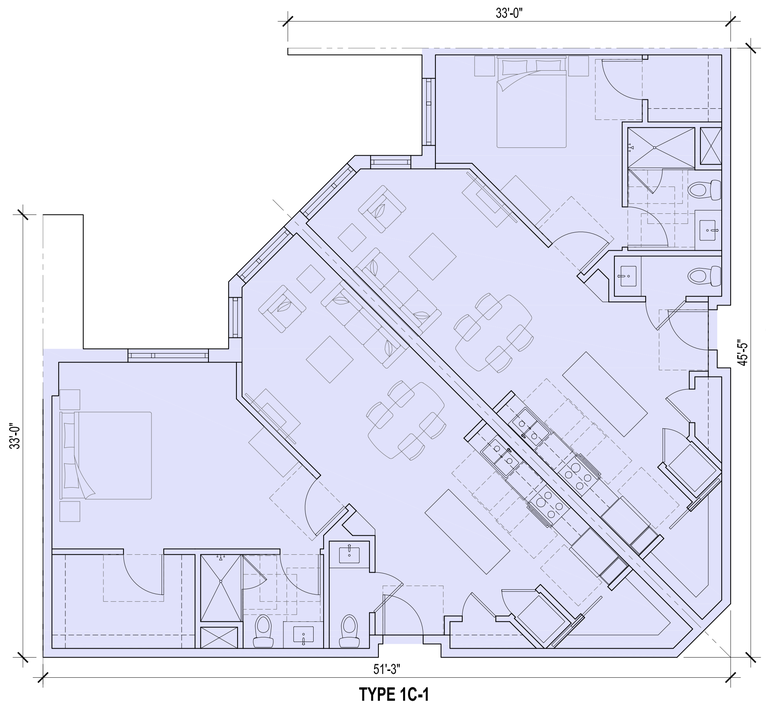
A4.110



TYPE 2-3
2 BEDROOM
U_2BR_1D
1,202 GSF

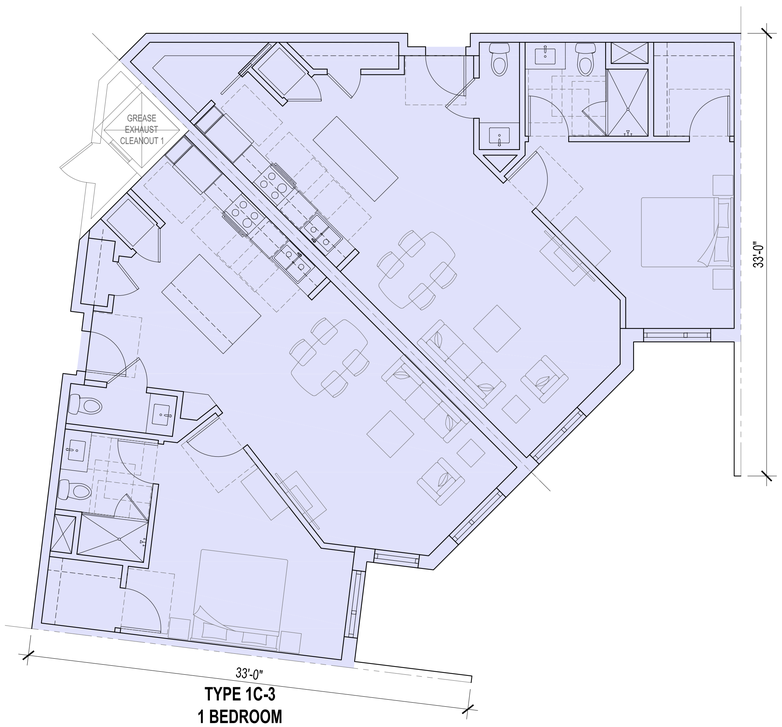


TYPE 3-1
3 BEDROOM
U_3BR_1
1,574 GSF



TYPE 1C-2
1 BEDROOM
U_1BR_C2
853 GSF

TYPE 1C-1
1 BEDROOM
U_1BR_C6
987 GSF



TYPE 1C-4
1 BEDROOM
U_1BR_C5
930 GSF

TYPE 1C-3
1 BEDROOM
U_1BR_C3
864 GSF

1 TYPICAL UNIT PLANS

3/16"=1'-0"

0 2.5' 5' 10' 15'

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PIVOTAL AEI
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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
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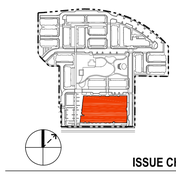
GROSVENOR

KEYPLAN



ISSUE CHART

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01	ENTITLEMENT SET	09/14/2023
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07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number 492028.000

TITLE

MULTI-FAMILY TYPICAL UNIT PLANS

SHEET NUMBER

A4.111

ELEVATION NOTE:

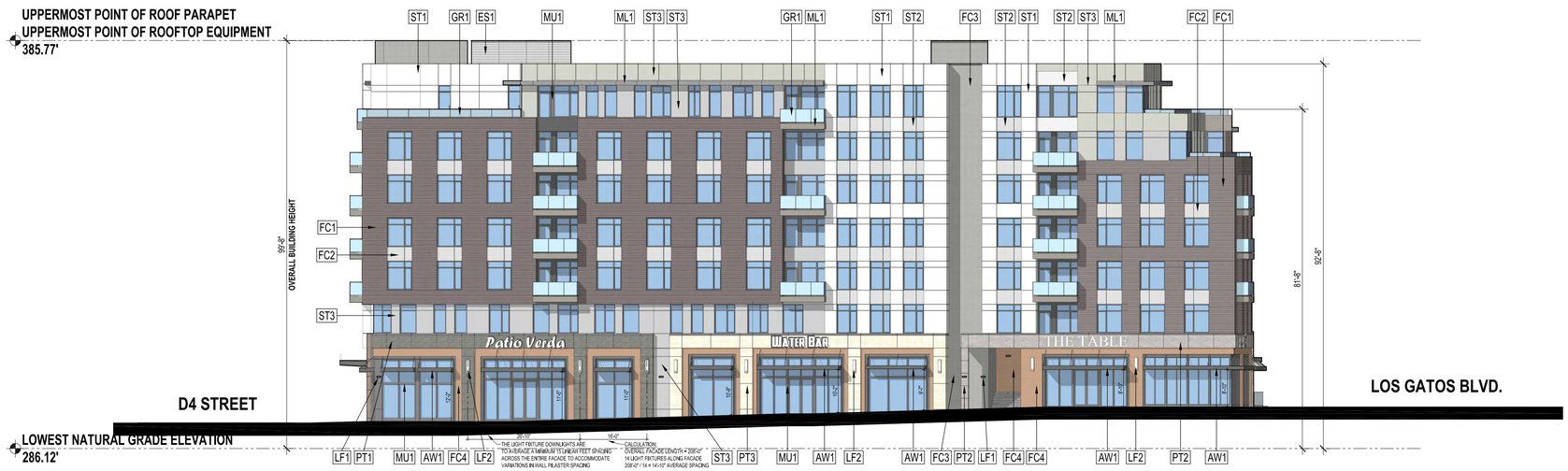
1. **AT LEAST TWO DIFFERENT FACADE MATERIALS, EACH COVERING A MINIMUM OF 20% OF THE STREET-FACING FACADES WILL BE USED.**

MATERIALS KEY

FC1	FIBER CEMENT PANEL-COLOR 1
FC2	FIBER CEMENT PANEL-COLOR 2
FC3	FIBER CEMENT PANEL-COLOR 3
FC4	FIBER CEMENT PANEL-COLOR 4
ST1	STUCCO-COLOR 1
ST2	STUCCO-COLOR 2
ST3	STUCCO-COLOR 3
ST4	STUCCO-COLOR 4
ST5	STUCCO-COLOR 5
PT1	PORCELAIN TILE-COLOR 1
PT2	PORCELAIN TILE-COLOR 2
PT3	PORCELAIN TILE-COLOR 3
PT4	PORCELAIN TILE-COLOR 4
AW1	AWNING
MU1	MULLION
GR1	GLASS RAILING
ML1	METAL-LIKE CLADDING
ES1	EQUIPMENT SCREEN
LF1	LIGHT FIXTURE-WALL SCONCE 1
LF2	LIGHT FIXTURE-WALL SCONCE 2

1 **SOUTH ELEVATION**

1/16"=1'-0"



2 **WEST ELEVATION**

1/16"=1'-0"

0 8' 16' 32' 48'

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PROJECT

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North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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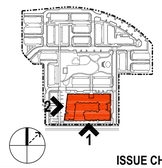
GROSVENOR

KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY SOUTH & WEST ELEVATIONS

SHEET NUMBER

A4.200

ELEVATION NOTE:

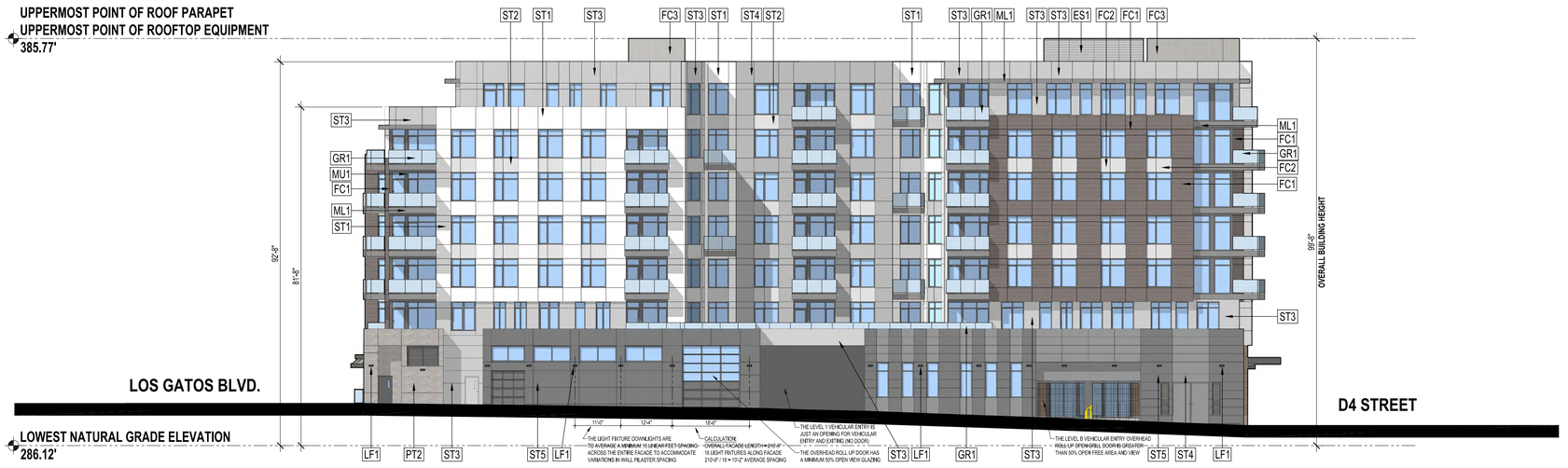
1. **AT LEAST TWO DIFFERENT FACADE MATERIALS, EACH COVERING A MINIMUM OF 20% OF THE STREET-FACING FACADES WILL BE USED.**

MATERIALS KEY

FC1	FIBER CEMENT PANEL-COLOR 1
FC2	FIBER CEMENT PANEL-COLOR 2
FC3	FIBER CEMENT PANEL-COLOR 3
FC4	FIBER CEMENT PANEL-COLOR 4
ST1	STUCCO-COLOR 1
ST2	STUCCO-COLOR 2
ST3	STUCCO-COLOR 3
ST4	STUCCO-COLOR 4
ST5	STUCCO-COLOR 5
PT1	PORCELAIN TILE-COLOR 1
PT2	PORCELAIN TILE-COLOR 2
PT3	PORCELAIN TILE-COLOR 3
PT4	PORCELAIN TILE-COLOR 4
AW1	AWNING
MU1	MULLION
GR1	GLASS RAILING
ML1	METAL-LIKE CLADDING
ES1	EQUIPMENT SCREEN
LF1	LIGHT FIXTURE-WALL SCONCE 1
LF2	LIGHT FIXTURE-WALL SCONCE 2

1 NORTH ELEVATION

1/16"=1'-0"



2 EAST ELEVATION

1/16"=1'-0"

0 8' 16' 32' 48'

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PROJECT

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North 40 Phase II
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APPLICANT

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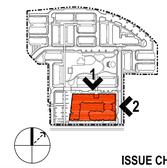
GROSVENOR

KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY NORTH & EAST ELEVATIONS

SHEET NUMBER

A4.201

1 COURTYARD SOUTH ELEVATION

1/16"=1'-0"

2 COURTYARD WEST ELEVATION

1/16"=1'-0"

3 COURTYARD EAST ELEVATION

1/16"=1'-0"

4 COURTYARD NORTH ELEVATION

1/16"=1'-0"

MATERIALS KEY

FC1	FIBER CEMENT PANEL-COLOR 1
FC2	FIBER CEMENT PANEL-COLOR 2
FC3	FIBER CEMENT PANEL-COLOR 3
FC4	FIBER CEMENT PANEL-COLOR 4
ST1	STUCCO-COLOR 1
ST2	STUCCO-COLOR 2
ST3	STUCCO-COLOR 3
ST4	STUCCO-COLOR 4
ST5	STUCCO-COLOR 5
PT1	PORCELAIN TILE-COLOR 1
PT2	PORCELAIN TILE-COLOR 2
PT3	PORCELAIN TILE-COLOR 3
PT4	PORCELAIN TILE-COLOR 4
AW1	AWNING
MU1	MULLION
GR1	GLASS RAILING
ML1	METAL-LIKE CLADDING
ES1	EQUIPMENT SCREEN
LF1	LIGHT FIXTURE-WALL SCONCE 1
LF2	LIGHT FIXTURE-WALL SCONCE 2

0 8' 16' 32' 48'

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PROJECT

NORTH 40 PHASE II
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Los Gatos, CA 95032

APPLICANT

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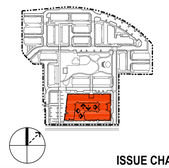
GROSVENOR

KEYPLAN



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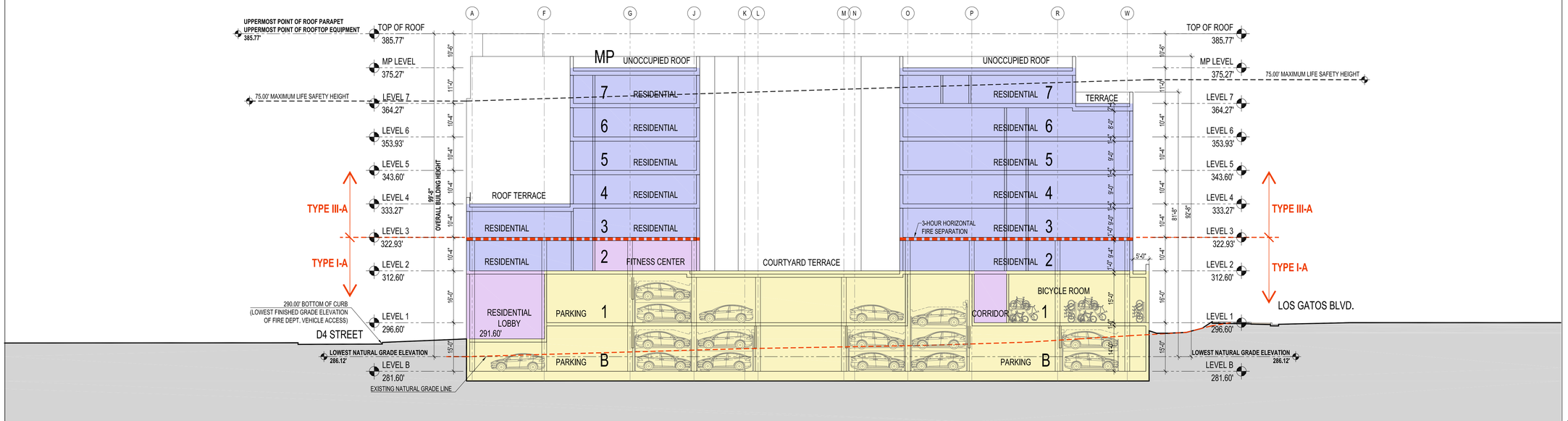
Job Number 492028.000

TITLE

MULTI-FAMILY COURTYARD ELEVATIONS

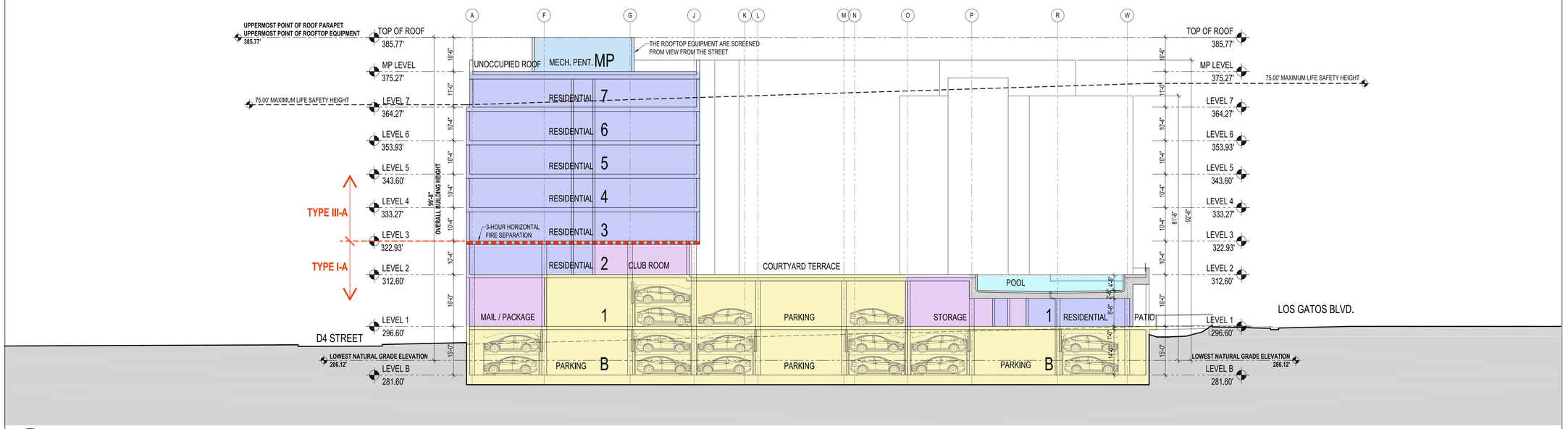
SHEET NUMBER

A4.202



1 BUILDING SECTION A-A

1/16"=1'-0"



2 BUILDING SECTION B-B

1/16"=1'-0"

0 8' 16' 32' 48'

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PROJECT

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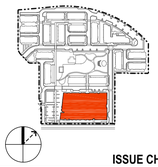
GROSVENOR

KEYPLAN



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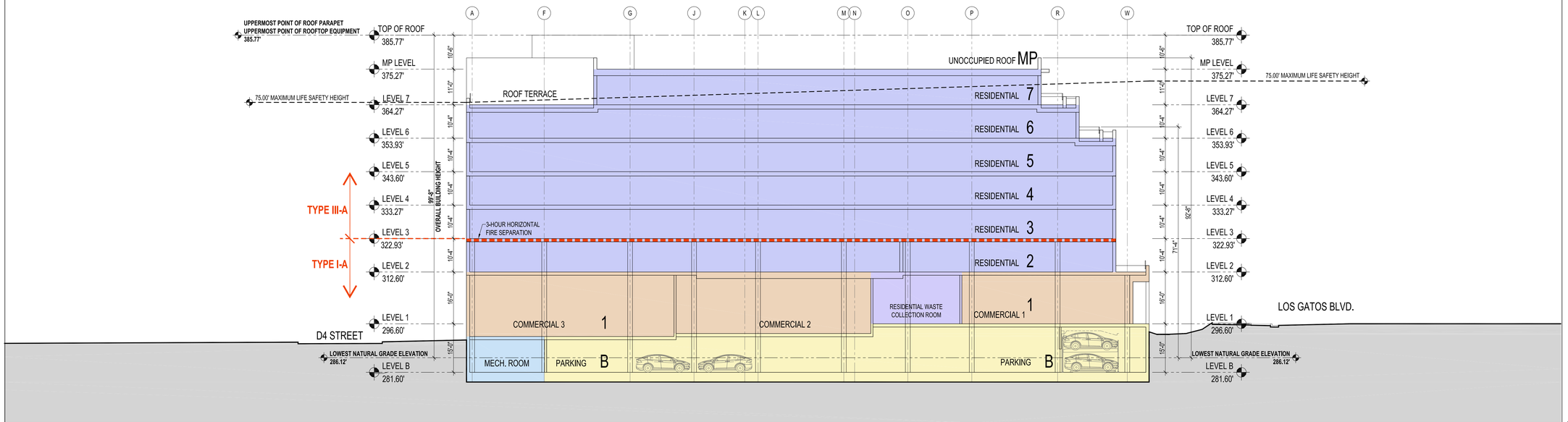
Job Number 492028.000

TITLE

MULTI-FAMILY BUILDING SECTIONS

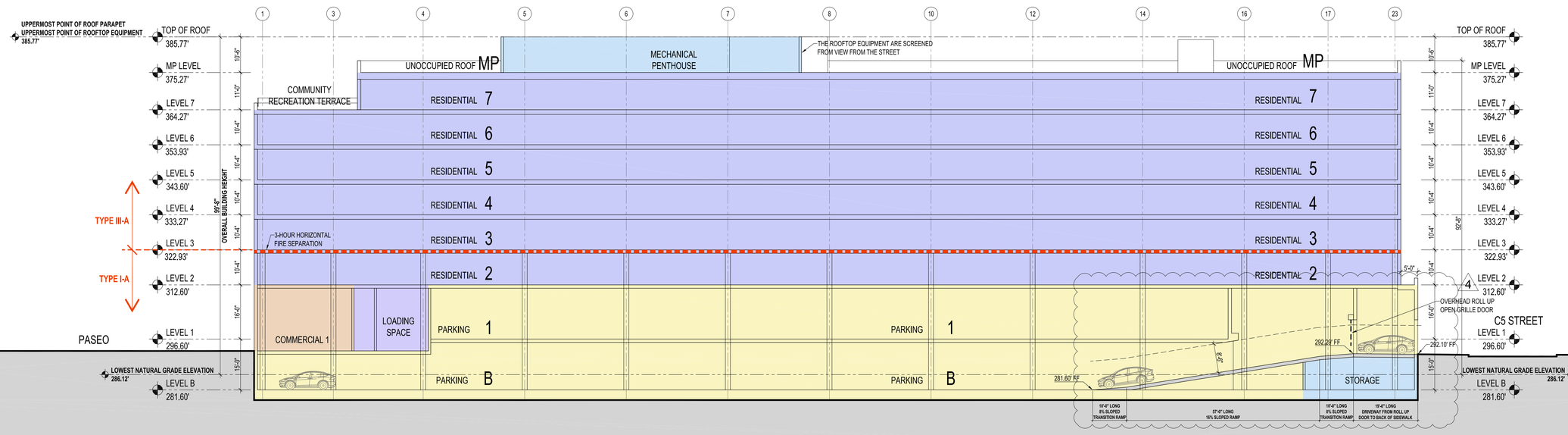
SHEET NUMBER

A4.300



1 BUILDING SECTION C-C

1/16"=1'-0"



2 BUILDING SECTION D-D

1/16"=1'-0"

0 8' 16' 32' 48'

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PROJECT

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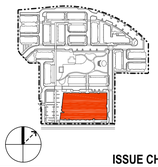
KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY BUILDING SECTIONS

SHEET NUMBER

A4.301

1 LOS GATOS BLVD. AND THE PASEO VIEW

2 THE PASEO VIEW

3 THE PASEO FACADE LOOKING UP VIEW

4 D4 STREET AND THE PASEO VIEW

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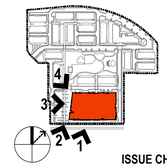
KEYPLAN



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Job Number 492028.000

TITLE

MULTI-FAMILY FACADE RENDERINGS

SHEET NUMBER

A4.400

1 D4 STREET RESIDENTIAL ENTRY VIEW

2 C5 STREET AND D4 STREET VIEW

3 LOS GATOS BLVD. AND C5 STREET VIEW

4 LOS GATOS BLVD. VIEW

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PROJECT

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APPLICANT

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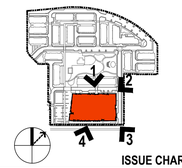
KEYPLAN



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Job Number 492028.000

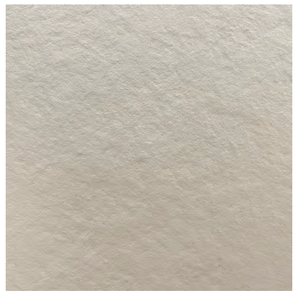
TITLE

MULTI-FAMILY FACADE RENDERINGS

SHEET NUMBER

A4.401

FC1
FIBER CEMENT PANEL



FC2
FIBER CEMENT PANEL

FC3
FIBER CEMENT PANEL

FC4
FIBER CEMENT PANEL

AW1
AWNING

MU1
MULLION

SW 7014
Eider White
Interior / Exterior
Location Number: 256-C5

ST1
STUCCO

SW 7016
Mindful Gray
Interior / Exterior
Location Number: 244-C2

ST2
STUCCO

SW 7017
Dorian Gray
Interior / Exterior
Location Number: 244-C3

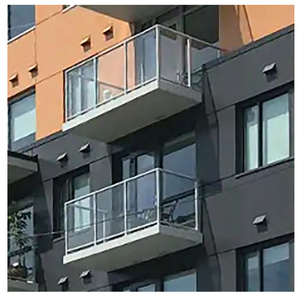
ST3
STUCCO

SW 7018
Dovetail
Interior / Exterior
Location Number: 244-C5

ST4
STUCCO

SW 7019
Gauntlet Gray
Interior / Exterior
Location Number: 244-C6

ST5
STUCCO

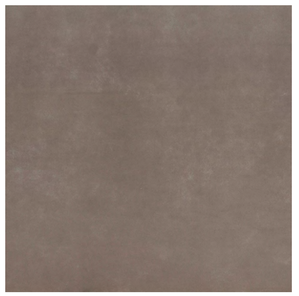


GR1
GLASS RAILING

PT1
PORCELAIN TILE

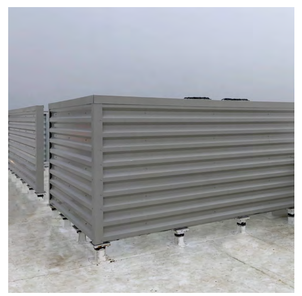
PT2
PORCELAIN TILE

PT3
PORCELAIN TILE



PT4
PORCELAIN TILE

ML1
METAL-LIKE CLADDING



ES1
EQUIPMENT SCREEN

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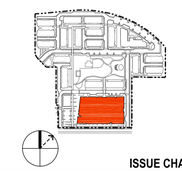
KEYPLAN



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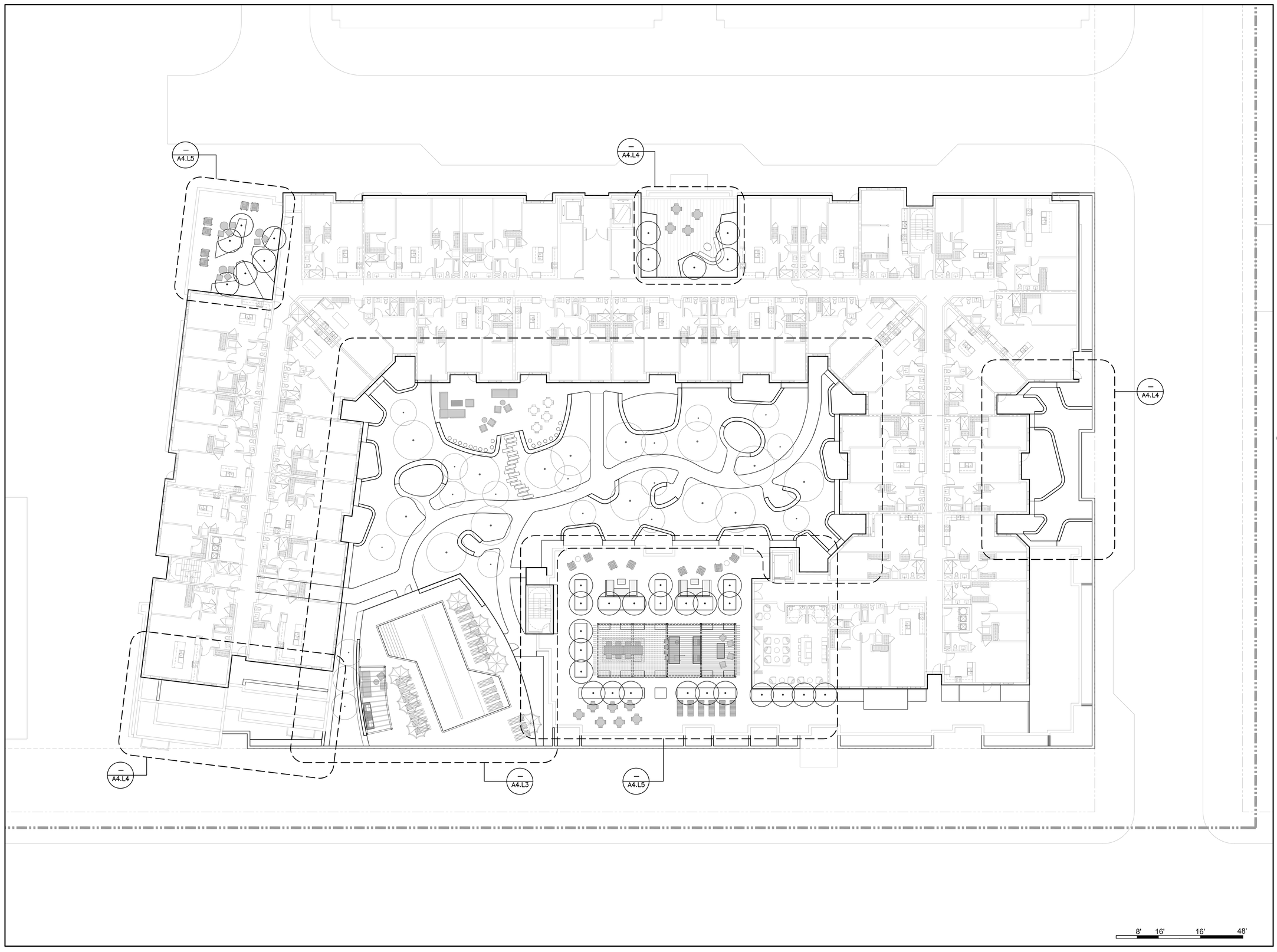
Job Number 492028.000

TITLE

MULTI-FAMILY MATERIAL PALETTE

SHEET NUMBER

A4.500



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Job Number 492028.000

TITLE
LANDSCAPE KEY PLAN

SHEET NUMBER
A4.L1

MATERIALS SCHEDULE

PAVING

LEVEL 2 COURTYARD

TAG	SYMBOL	TYPE	DESCRIPTION
P1		CIP CONCRETE –PEDESTRIAN	CAST–IN PLACE CONCRETE, TOP–CAST/EXPOSED AGGREGATE FINISH
P2		POOL DECK PAVING	CAST–IN PLACE CONCRETE POOL DECK OR PEDESTAL PAVERS PENDING FINAL POOL DESIGN
P3		PEDESTAL PAVERS	PRECAST CONCRETE OR PORCELAIN PEDESTAL PAVERS
P4		PRECAST 'STEPPING STONE' PAVERS	PRECAST CONCRETE PAVERS
P5		GRAVEL BAND	DECORATIVE GRAVEL BAND FOR WINDOW WASHING ACCESS AND DRAINAGE
P6		ARTIFICIAL TURF	ARTIFICIAL TURF AT FLEXIBLE–USE LEVEL 2 COURTYARD SPACES

LEVEL 4 TERRACE

P1		PEDESTAL PAVERS	PRECAST CONCRETE OR PORCELAIN PEDESTAL PAVERS

LEVEL 7 ROOF

P1		PEDESTAL PAVERS	PRECAST CONCRETE OR PORCELAIN PEDESTAL PAVERS
P2		PEDESTAL PAVERS	PRECAST CONCRETE OR PORCELAIN PEDESTAL PAVERS

SITE ELEMENTS

LEVEL 2 COURTYARD

TAG	TYPE	DESCRIPTION
E1	BUILT IN SEAT WALL	CIP CONCRETE WALL WITH WOOD SEAT. AT PRIVATE PATIOS.
E2	BUILT IN SEAT WALL	CIP CONCRETE WALL WITH WOOD SEAT. AT LEVEL 2 COURTYARD.
E3	BUILT IN BAR COUNTER	BAR COUNTER AT LEVEL 2 GATHERING SPACE
E4	FF&E FURNISHINGS	FINAL FURNISHINGS TBD
E5	SWIMMING POOL	
E6	TRELLIS	STEEL AND ALUMINUM TRELLIS AND SHADE STRUCTURE AT POOL DECK
E7	COUNTER WITH ELECTRIC GRILLS	BUILT–IN COUNTER WITH ELECTRIC GRILL TOPS AT POOL DECK
E6	POOL FENCE WITH GATES	MIN. 5' HIGH FENCE AND GATES
E9	PRIVATE PATIO	
E10	LEVEL 2 GATHERING SPACE	
E11	FLEXIBLE–USE TURF AREA / OUTDOOR FITNESS AREA	
E12	POOL EQUIPMENT ENCLOSURE	

LEVEL 4 TERRACE

TAG	TYPE	DESCRIPTION
E1	BANQUETTE WITH BENCH SEATING	BUILT–IN SEATING AREA WITH BACKED SEATING ELEMENT
E2	FF&E FURNISHINGS	FINAL FURNISHINGS TBD

LEVEL 7 ROOF

TAG	TYPE	DESCRIPTION
E1	STEEL PLANTER	RAISED PLANTERS WITH STEEL WALLS
E2	TRELLIS	STEEL AND ALUMINUM TRELLIS AND SHADE STRUCTURE
E3	KITCHEN COUNTER	BUILT IN COUNTER TOP
E4	ELECTRIC GRILLS COUNTER	BUILT–IN COUNTER WITH ELECTRIC GRILL TOPS
E5	TV PARTITION WALL	PARTITION WITH OUTDOOR TV WALL
E6	FF&E FURNISHINGS	FINAL FURNISHINGS TBD

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TITLE
MATERIALS SCHEDULE

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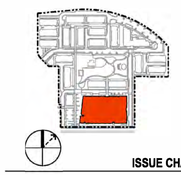

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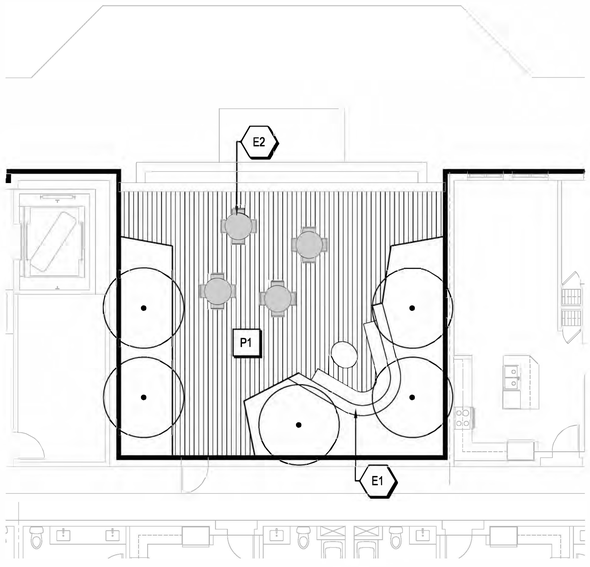
TITLE

MATERIALS PLAN LEVEL 02

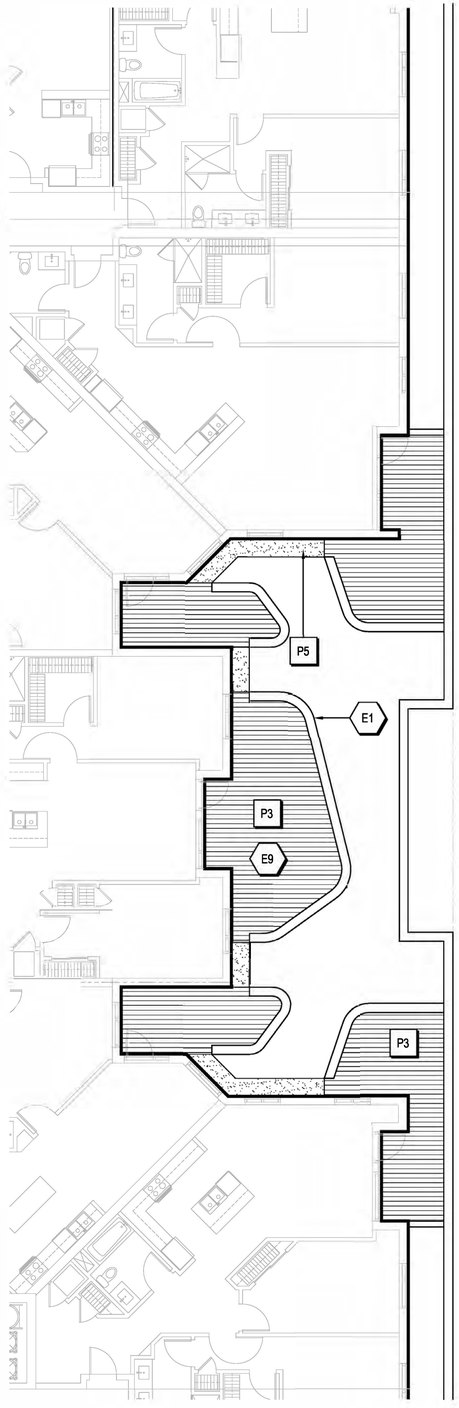
SHEET NUMBER

A4.L3

3 LEVEL 6&7 PRIVATE TERRACES — SCALE: 1/8"=1'-0"



2 LEVEL 4 TERRACE — SCALE: 1/8"=1'-0"



4' 8' 16' 24'

1 LEVEL 2 PRIVATE TERRACES — SCALE: 1/8"=1'-0"

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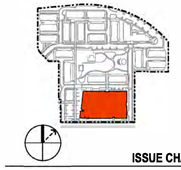

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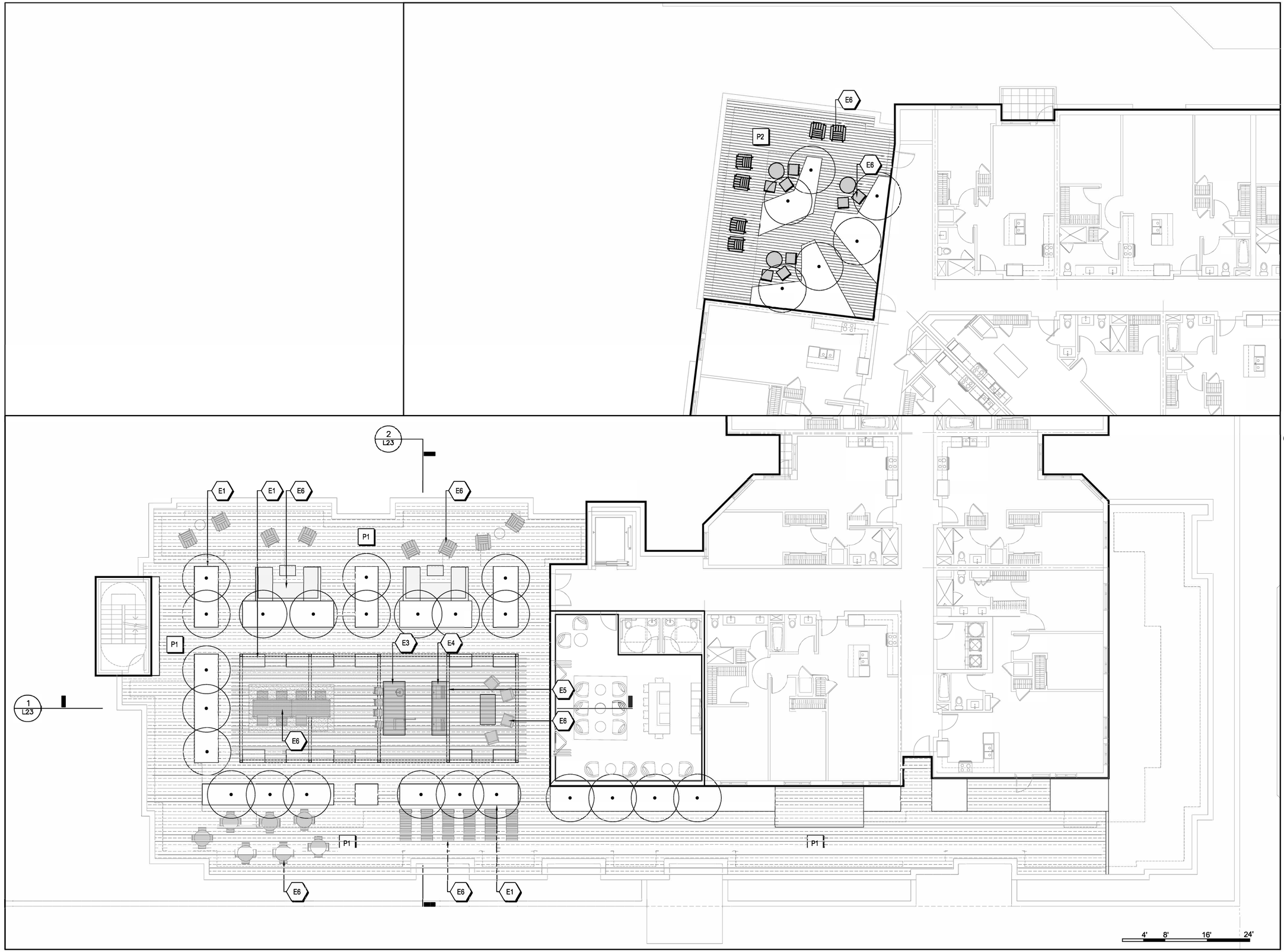
TITLE
MATERIALS PLAN TERRACES

SHEET NUMBER
A4.L4



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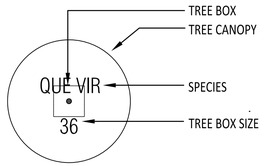
TITLE
MATERIALS PLAN LEVEL 7

SHEET NUMBER

A4.L5

TREE SCHEDULE



TREES

SYMBOL	LATIN NAME	COMMON NAME		SIZE
MAG GRA 24	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA		24" BOX
CER OCC 24	CERCUS OCCIDENTALIS	WESTERN REDBUD		24" BOX
LAU NOB 24	LAURUS NOBILIS	SWEET BAY		24" BOX
LAG NAT 24	LAGERSTROEMIA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE		24" BOX
QUE VIR 24	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK		24" BOX
				36" BOX

2

2

TREE PLANTING NOTES

1. FINAL TREE SELECTION AND LAYOUT SHALL BE REFINED BASED ON THE FOLLOWING SELECTION CRITERIA:
   a. SOILS AND HORTICULTURAL SUITABILITY
   b. WIND TOLERANCE
   c. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) REQUIREMENTS
   d. AESTHETIC QUALITY
   e. ECOLOGICAL VALUE/HABITAT AND ENVIRONMENTAL CONSIDERATIONS.
   f. SUN & SHADE

WATER EFFICIENT LANDSCAPING ORDINANCE (WELO)

1. THE PLANTING DESIGN WILL COMPLY WITH THE CRITERIA FOR THE WATER CONSERVATION IN LANDSCAPING ORDINANCE
2. ALL LANDSCAPE PLANTING AREAS SHALL INCLUDE A 3 INCH MINIMUM LAYER OF MULCH PER SPECIFICATIONS.
3. PROVIDE DRIP IRRIGATION TO ALL PLANTING AREAS. PROVIDE COPPER SUPPLY LINES AND CONTROL WIRE CONDUIT TO EACH PLANTER.

IRRIGATION NOTES

1. Primary irrigation for all planting areas will be sub-surface drip or bubbler based irrigation, with drip tubes at 18-inches on center.
2. Moisture sensors shall be provided in each planting zone/micro-climate.
3. Provide quick couplers at every 100 feet of mainline
4. Locate controllers in mechanical rooms.
5. Location of valves and other components shall be consolidated to reduce visual impact.
6. PVC lateral pipes will serve the sub-surface system from copper mainline(s) from the building.
7. Coordinate irrigation penetrations with MEP and Waterproofing engineers.

SOIL NOTES

1. ALL ON-STRUCTURE GROUNDCOVER PLANTING SHALL HAVE 8-24" DEPTH OF IMPORTED SOIL MIX ENGINEERED FOR ON STRUCTURE PLANTING.

2. TREE PLANTING ON STRUCTURE SHALL HAVE A MINIMUM DEPTH OF 30" IMPORTED SOIL MIX.

3. ALL PLANT AREAS SHALL HAVE A MINIMUM OF 3" ORGANIC MULCH.

PLANTING SCHEDULE

SYMBOL	TAG	SCIENTIFIC NAME	BOTANICAL NAME	SIZE
LEVEL 2 COURTYARD PLANTING				
	PA-01	ACHILLEA MILLEFOLIUM 'PAPRIKA'	YARROW 'PAPRIKA'	1 GAL
		ARCHTOSTAPHYLOS 'POINT REYES'	POINT REYES MANZANITA	1 GAL
		ARCHTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	15 GAL
		EPLOBIUM CANUM 'MARIN PINK'	PINK CALIFORNIA FUCHSIA	1 GAL
		CALAMAGROSTIS FOLIOSA	MENDOCINO REED GRASS	1 GAL
		CISTUS X HYBRIDUS	WHITE ROCKROSE	1 GAL
		CISTUS X SKANBERGII	PINK ROCKROSE	1 GAL
		ERIOGONUM GRANDE 'RUBESCENS'	SAN MIGUEL ISLAND BUCKWHEAT	1 GAL
		FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL
		FRANGULA CALIFORNICA	COFFEEBERRY	5 GAL
		IRIS 'PACIFIC COAST HYBRIDS'	PACIFIC COAST IRIS	1 GAL
		MIMULUS AURANTIACUS	STICKY MONKEYFLOWER	1 GAL
		PENSTEMON HETEROPHYLLUS 'BLUE SPRINGS'	PACIFIC COAST IRIS	1 GAL
		RIBES SANGUINEUM GLUTINOSUM	PINK FLOWERING CURRANT	15 GAL
		SALVIA CHAMAEDRYOIDES	GERMANDER SAGE	1 GAL
		SALVIA CLEVLANDII	CLEVELAND SAGE	1 GAL
		SALVIA GREGII	AUTUMN SAGE	1 GAL
		SALVIA SONOMOMENSIS	CREEPING SAGE	1 GAL
		WESTRINGIA FRUTICOSA 'MUNDI'	LOW COAST ROSEMARY	1 GAL
LEVEL 4 TERRACE PLANTING				
	PA-02	ACHILLEA MILLEFOLIUM	YARROW	1 GAL
		CAREX DIVULSA	GREY SEDGE	1 GAL
		HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL
		IRIS 'PACIFIC COAST HYBRIDS'	PACIFIC COAST IRIS	1 GAL
		FRANGULA CALIFORNICA 'EVE CASE'	DWARF COFFEEBERRY	1 GAL
LEVEL 7 TERRACE PLANTING				
	PA-03	ACHILLEA 'MOONSHINE'	'MOONSHINE' YARROW	1 GAL
		DIANELLA 'CASSA BLUE'	BLUE FLAX LILLY	1 GAL
		SALVIA CHAMAEDRYOIDES	GERMANDER SAGE	1 GAL
		WESTRINGIA FRUTICOSA 'MUNDI'	LOW COAST ROSEMARY	1 GAL
ROOF DECK + BALCONY PLANTING				
	PA-04	AEONIUM CANARIENSE	GIANT VELVET ROSE	1 GAL
		ALOE STRIATA	CORAL ALOE	5 GAL
		ALOE 'BUSH BABY YELLOW'	YELLOW ALOE	1 GAL
		DIANELLA 'CASSA BLUE'	CASSA BLUE DIANELLA	1 GAL
		ECHEVERIA ELEGANS	MEXICAN SNOWBALL	1 GAL
		EUPHORBIA MYRSINITES	MYRTLE SPURGE	1 GAL
		EUPHORBIA X MARTINII	RED SPURGE	1 GAL
		OSCULARIA DELTOIDES	DELTOID-LEAVED DEWPLANT	1 GAL
		ROSMARINUS OFFICINALIS 'PROSTRATUS'	TRAILING ROSEMARY	1 GAL
		SEDUM REFLEXUM 'BLUE SPRUCE'	BLUE SPRUCE STONE CROP	1 GAL

PLANTING NOTES

1. FINAL PLANT SELECTION AND LAYOUT SHALL BE REFINED BASED ON THE FOLLOWING SELECTION CRITERIA:
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   C) AESTHETIC QUALITY
   D) ECOLOGICAL VALUE/HABITAT AND ENVIRONMENTAL CONSIDERATIONS,
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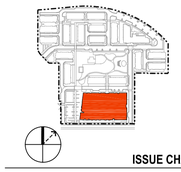

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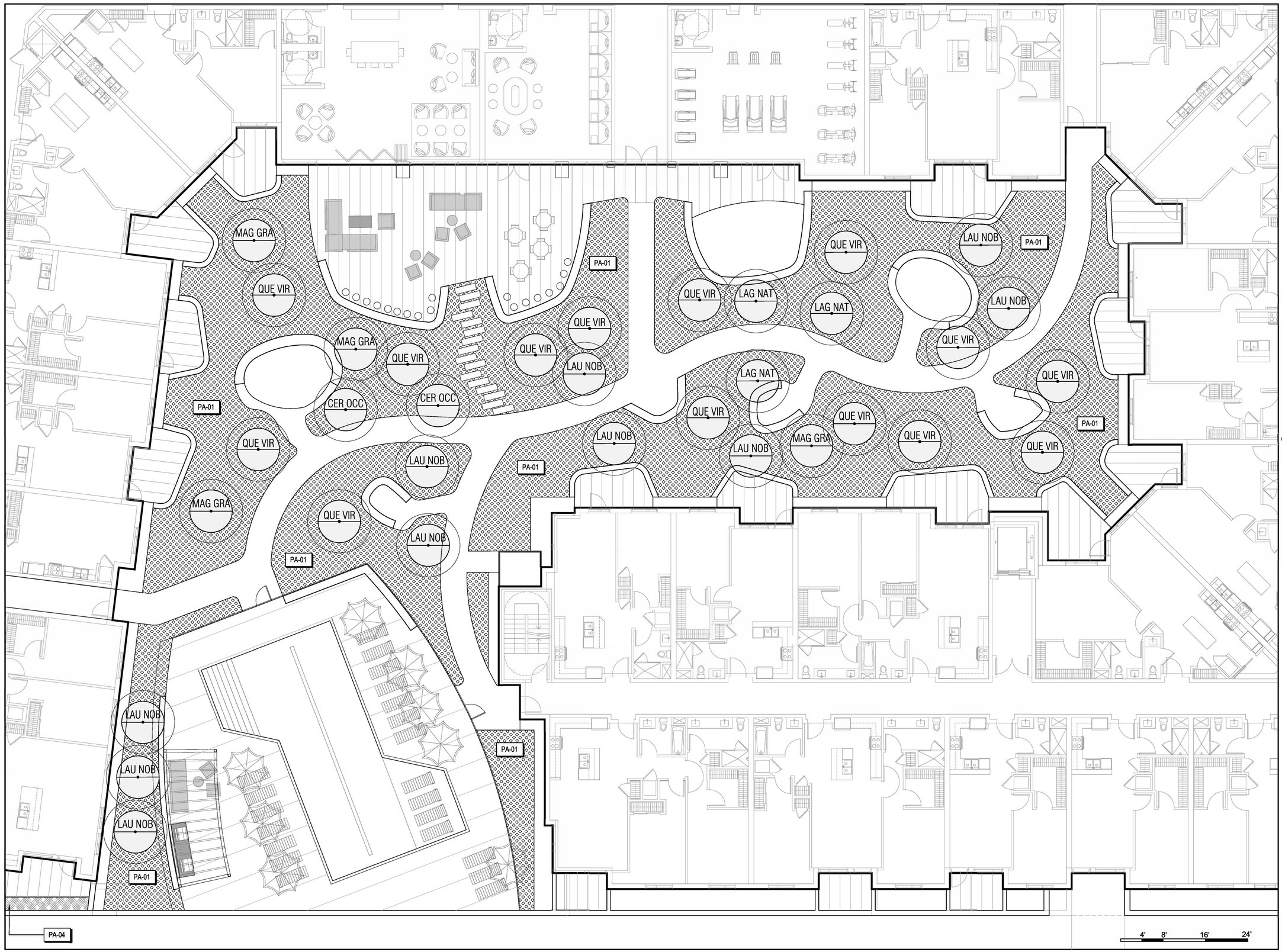

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04	ENTITLEMENT SET - REVISION 3	04/24/2024
07	ENTITLEMENT SET - REVISION 6	03/05/2025

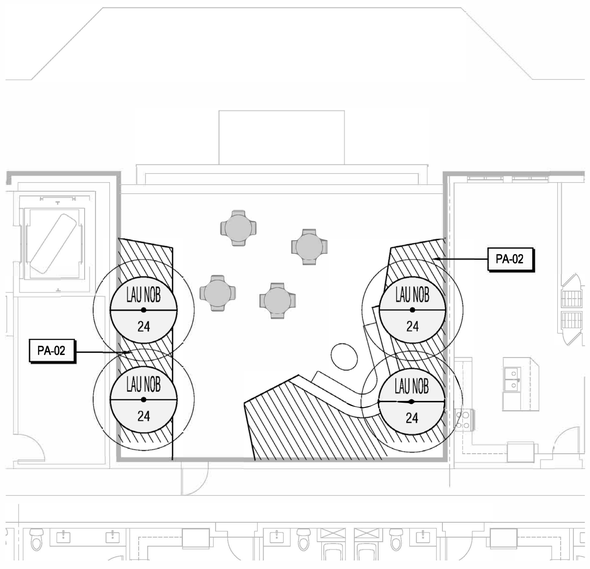
Job Number 492028.000

TITLE
PLANTING PLAN
LEVEL 02

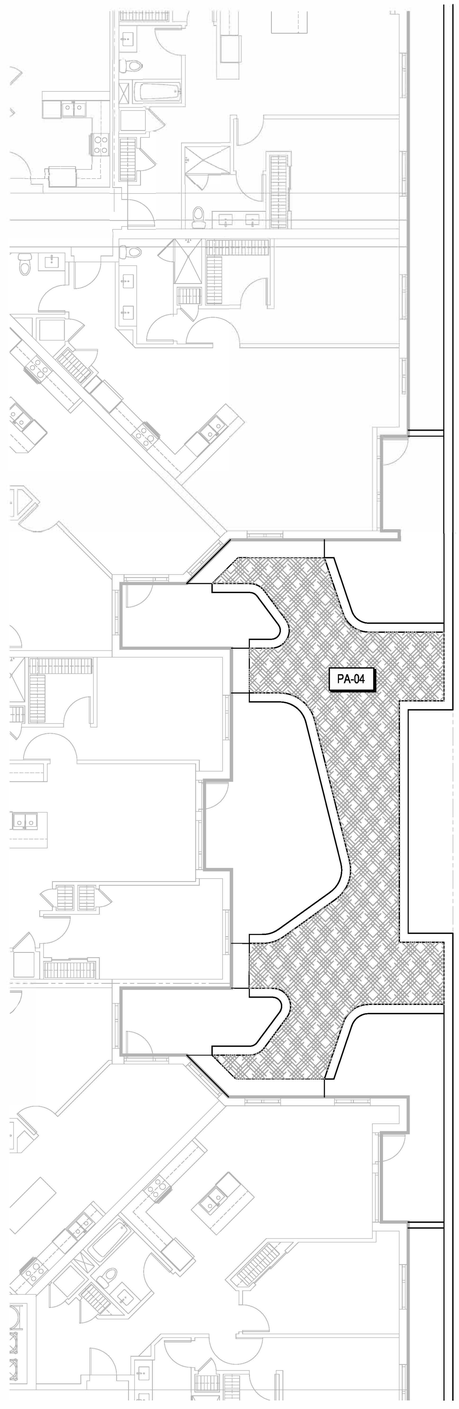
SHEET NUMBER

A4.L7

3 | LEVEL 6 & 7 PRIVATE PATIOS | SCALE: 1/8"=1'-0"



2 | LEVEL 4 COMMUNITY TERRACE - PLANTING | SCALE: 1/8"=1'-0"



1 | LEVEL 2 PRIVATE PATIOS - EAST | SCALE: 1/8"=1'-0"

4' 8' 16' 24'

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PROJECT

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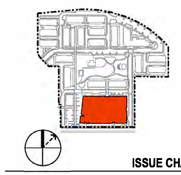
GROSVENOR

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
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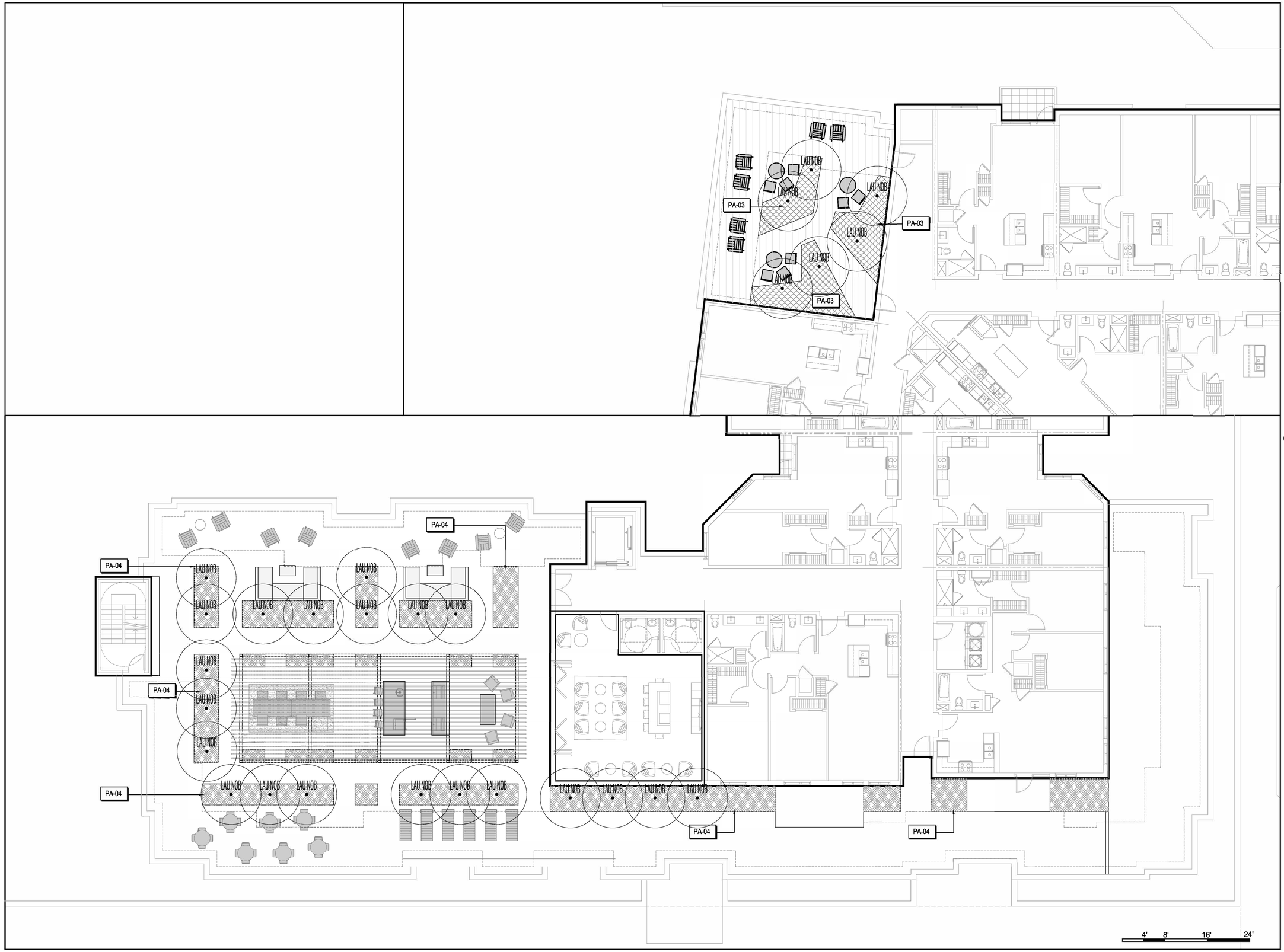
07	ENTITLEMENT SET - REVISION 6	03/05/2025

Job Number 492028.000

TITLE
PLANTING PLAN TERRACES

SHEET NUMBER
A4.L8



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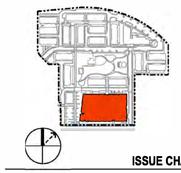
KEYPLAN



ISSUE CHART

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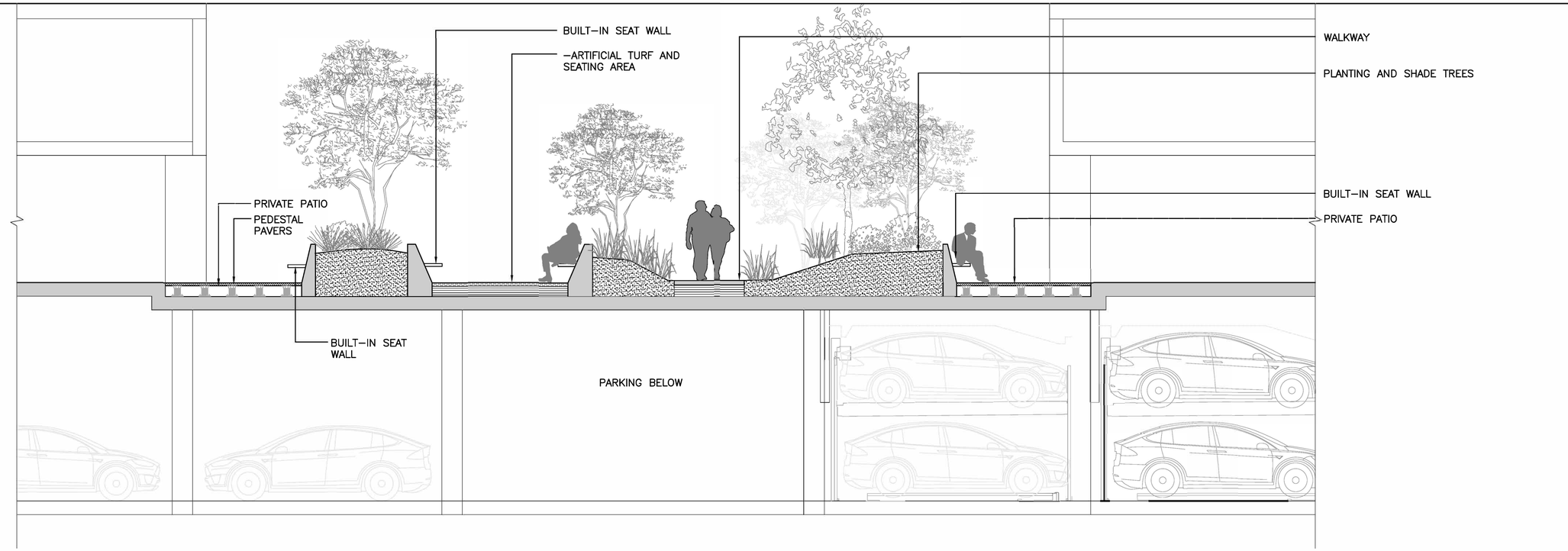
07	ENTITLEMENT SET - REVISION 6	03/05/2025

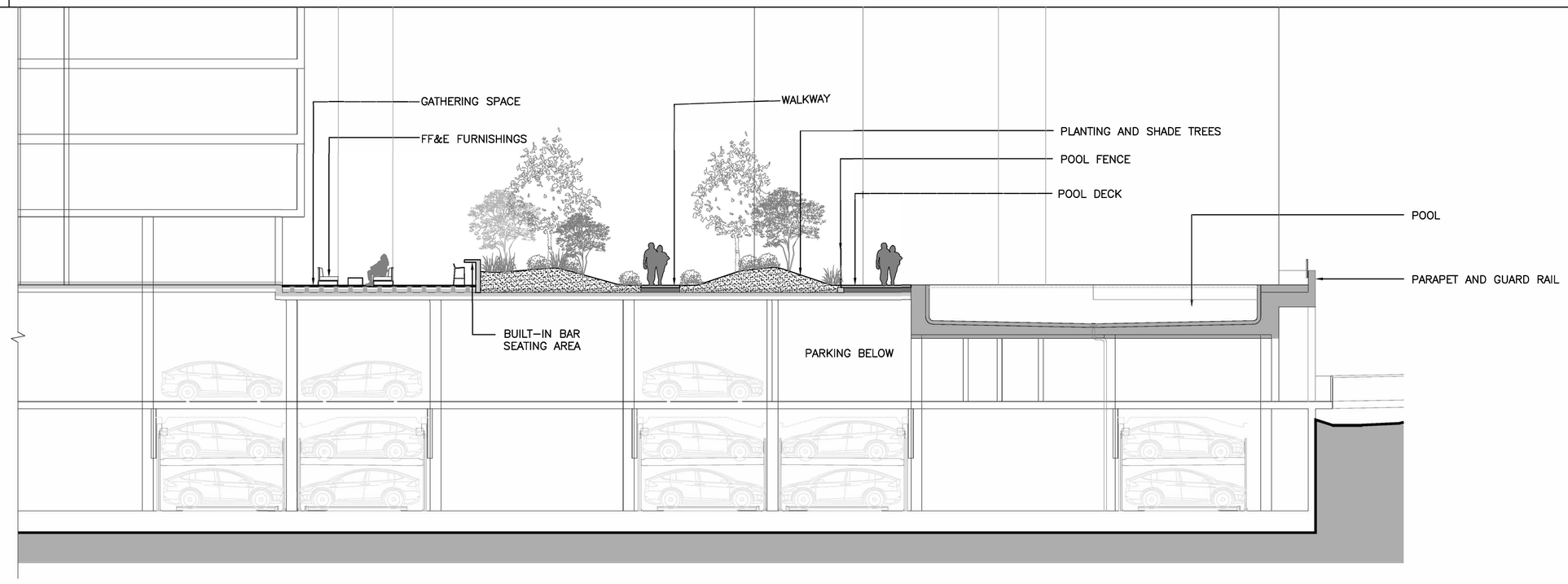
Job Number 492028.000

TITLE
PLANTING PLAN LEVEL 7

SHEET NUMBER
A4.L9



2 LEVEL 2 COUTYARD SECTION B — SCALE: 1/4"=1'-0"



1 LEVEL 2 COURTYARD SECTION A — SCALE: 1/8"=1'-0"

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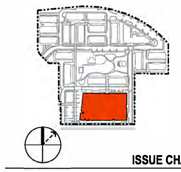
KEYPLAN



ISSUE CHART

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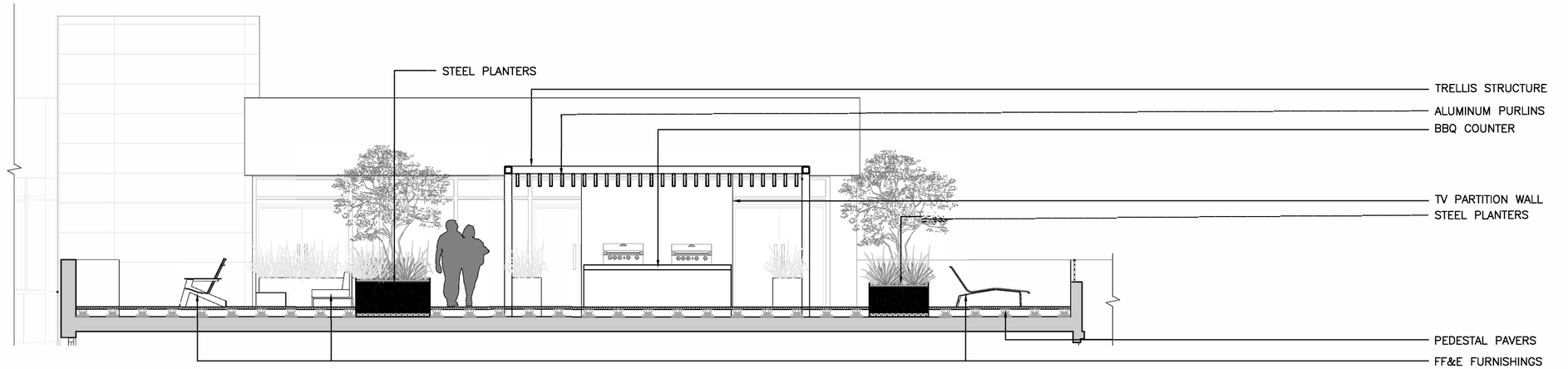
Job Number 492028.000

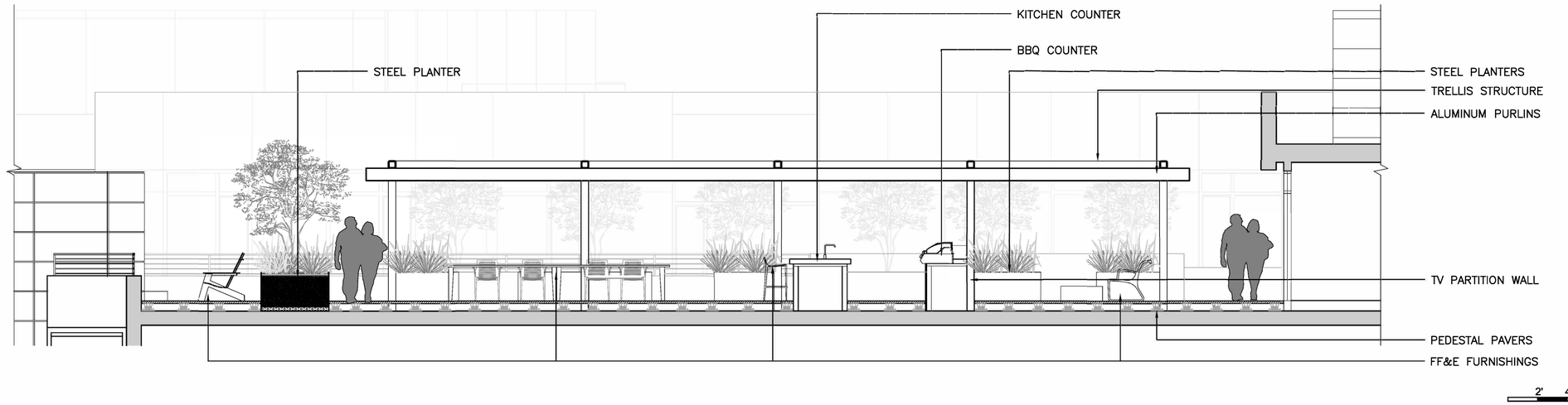
TITLE
LEVEL 2 SECTIONS

SHEET NUMBER

A4.L10



2 | LEVEL 7 - ROOF TERRACE - EAST/WEST | SCALE: 1/4"=1'-0"



1 | LEVEL 7 - ROOF TERRACE - NORTH/SOUTH | SCALE: 1/4"=1'-0"

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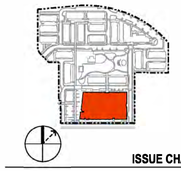
KEYPLAN



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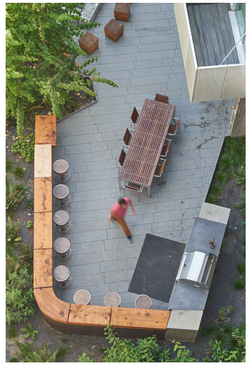
Job Number 492028.000

TITLE
LEVEL 7 SECTIONS

SHEET NUMBER
A4.L11

LEVEL 2 COURTYARD: MATERIALS AND SITE ELEMENTS PRECEDENT IMAGES

COMMUNITY GATHERING SPACE AND REMOTE WORKING SPACE

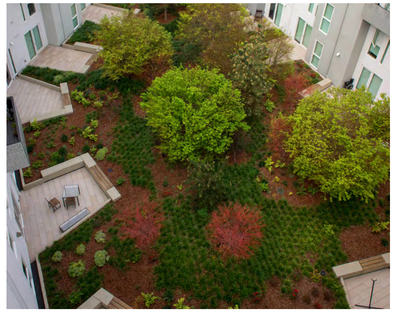

OUTDOOR BAR SEATING

FLEXIBLE-USE TURF AREA - COMMUNITY SPACE

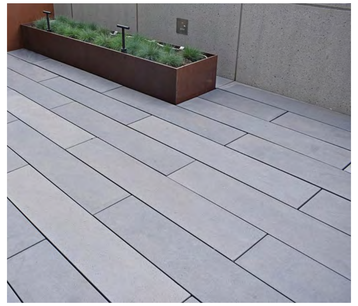
GARDEN WITH SEATING AND SHADE TREES

SWIMMING POOL

COMMUNITY SEATING AREAS

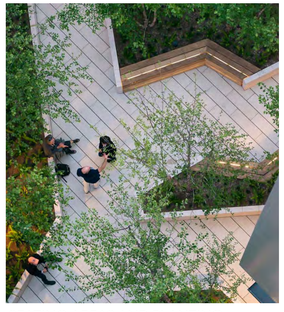

PRIVATE PATIOS

PRIVATE PATIOS


PEDESTAL PAVERS

CAST IN PLACE CONCRETE

LEVELS 4 & 7 COMMUNITY TERRACES: MATERIALS AND SITE ELEMENTS PRECEDENT IMAGES


SEATING AREAS AND PLANTING

SEATING NOOK / BANQUETTE

SEATING NOOK / BANQUETTE

COMMUNITY GATHERING SPACE

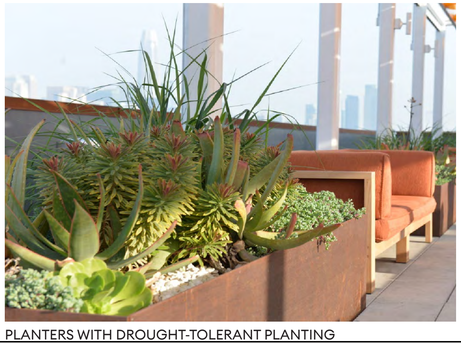
PEDESTAL PAVERS

LEVEL 7 ROOF DECK: MATERIALS AND SITE ELEMENTS PRECEDENT IMAGES

DINING AREA AND ELECTRIC OUTDOOR GRILLS

SHADE TRELLIS WITH COMMUNITY LOUNGE SPACE

ROOFTOP LOUNGE SPACE


PLANTERS WITH DROUGHT-TOLERANT PLANTING

PEDESTAL PAVERS

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Los Gatos, CA 95032

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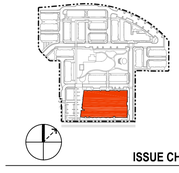
KEYPLAN



ISSUE CHART

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Job Number 492028.000

TITLE
MATERIALS AND SITE ELEMENTS PRECEDENT IMAGES

SHEET NUMBER
A4.L12

LEVEL 2 COURTYARD: PLANTING

Manzanita arctostaphylos 'Howard Mcminn'

Frangula californica 'Eve Case'

Westringia fruticosa Mundi

Arctostaphylos 'Point Reyes'

Salvia clevlandii

Salvia chamaedryoides

Salvia sonomensis

Penstemon heterophyllus

Cistus purpureus

Cistus x hybridus 'White Rock Rose'

Achillea millefolium

Iris 'Canyon Snow'

Eriogonum grande var. rubescens

Eplobpium canum

Mimulus aurantiacus

Calamagrostis foliosa

Festuca californica

LEVEL 4 TERRACE: PLANTING

Frangula californica

Heuchera maxima

Carex divulsa

Iris 'Canyon Snow'

LEVEL 7 TERRACE: PLANTING

Westringia fruticosa Mundi

Dianella Cassa Blue

Yarrow 'Moonshine'

Salvia chamaedryoides

LEVEL 7 ROOF DECK: PLANTING

Aeonium species

Aloe 'Bush Baby'

Euphorbia myrsinites

Dianella Cassa Blue

Aloe Striata

Euphorbia x martinii

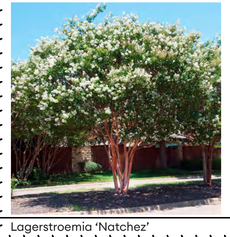
Sedum reflexum 'Blue Spruce'

Rosmarinus officinalis 'prostratus'

Echevaria

TREES

Quercus virginiana


Lagerstroemia 'Natchez'

Magnolia grandiflora 'Little Gem'

Cercis occidentalis

Laurus nobilis

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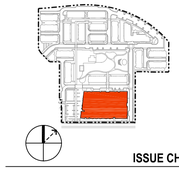

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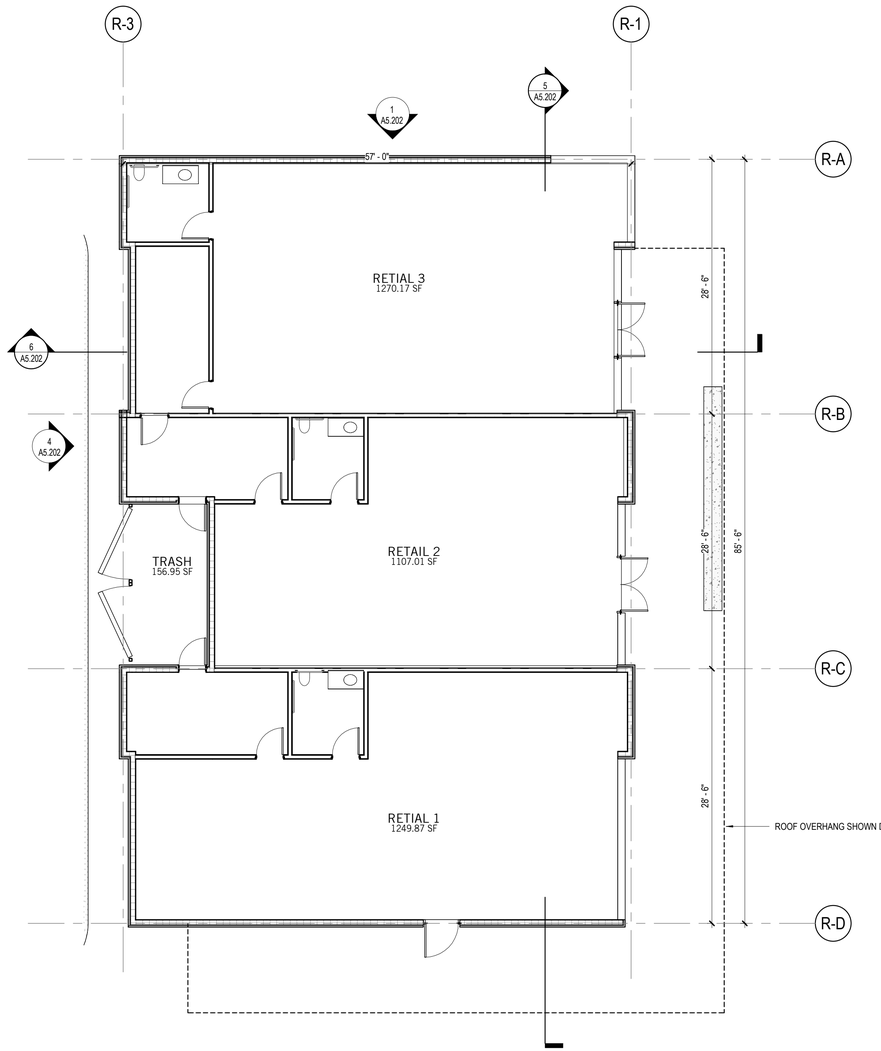
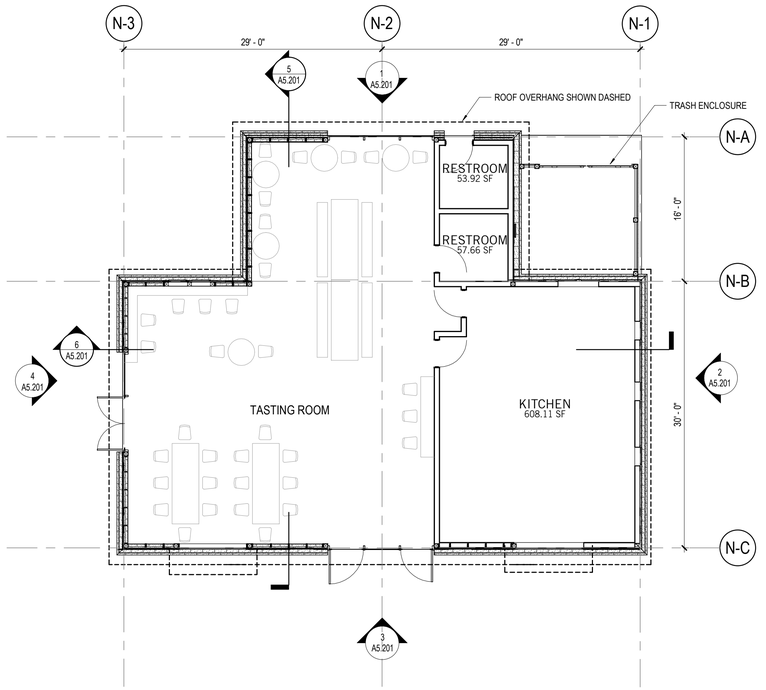
Job Number 492028.000

TITLE
PLANT PALETTES

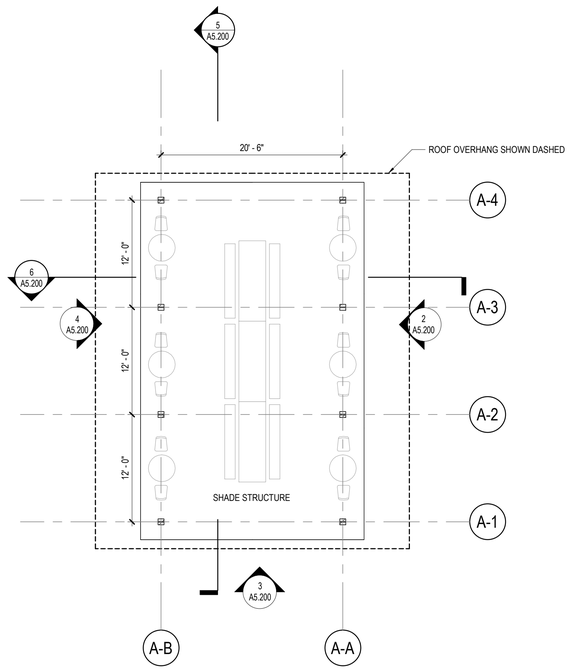
SHEET NUMBER
A4.L13



3 BLOCK I RETAIL - LEVEL 01
1/8" = 1'-0"



2 BUILDING J - LEVEL 01
1/8" = 1'-0"



1 PAVILION A - LEVEL 01
1/8" = 1'-0"

0 4' 8' 16' 24'

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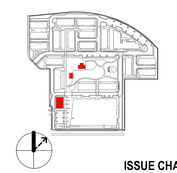
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

BUILDING J, RETAIL AND PAVILION PLANS

SHEET NUMBER

A5.100

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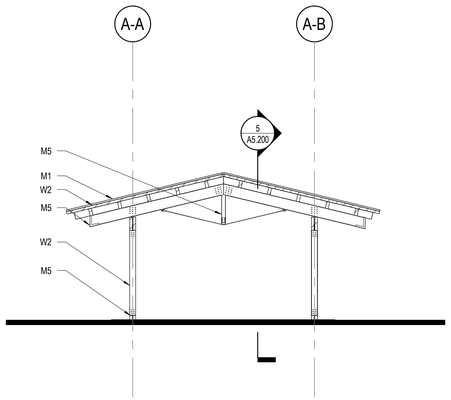
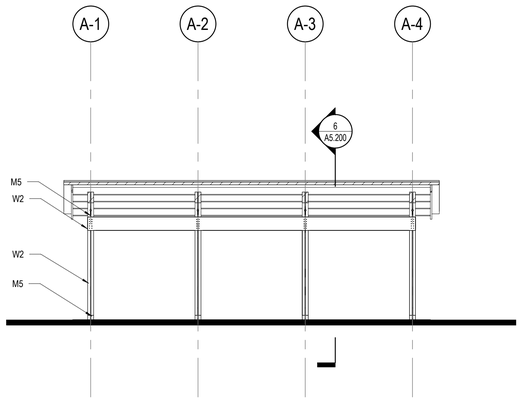
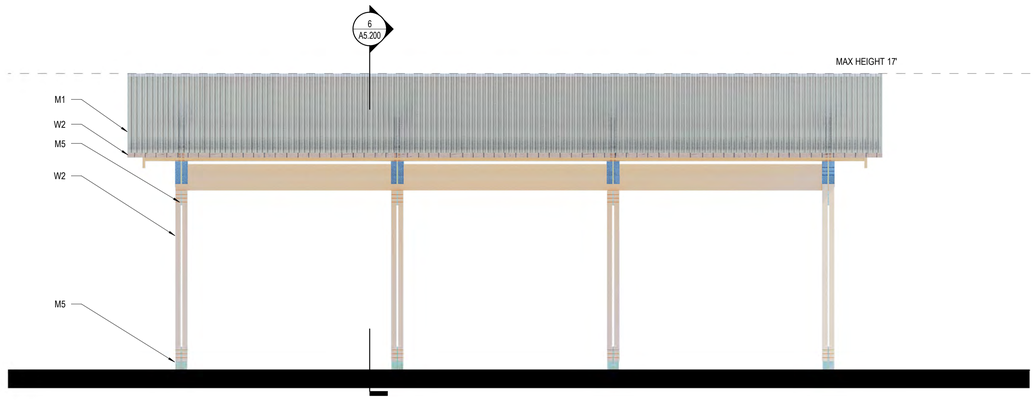
3/5/2025 3:23:56 PM Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Site_R22.rvt



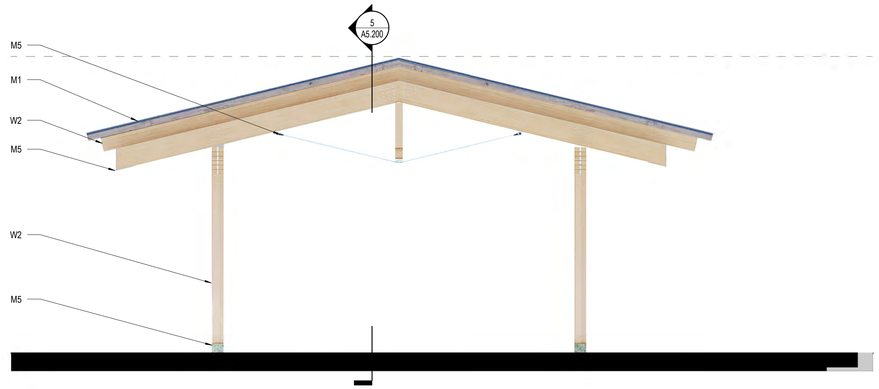
6 PAVILION A - EW SECTION
1/8" = 1'-0"



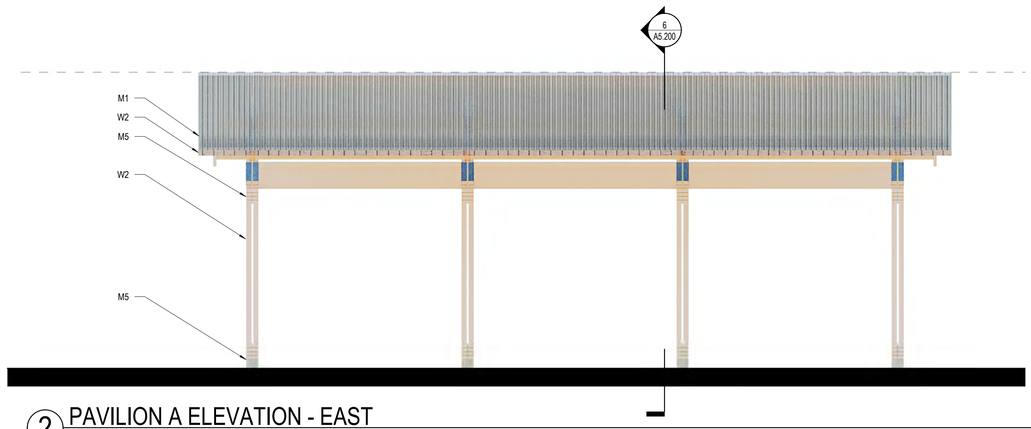
5 PAVILION A - NS SECTION
1/8" = 1'-0"



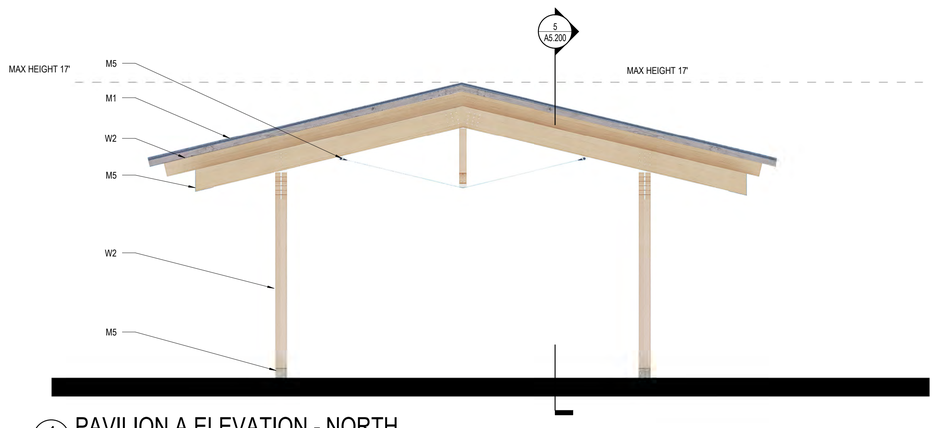
4 PAVILION A ELEVATION - WEST
1/4" = 1'-0"



3 PAVILION A ELEVATION - SOUTH
1/4" = 1'-0"



2 PAVILION A ELEVATION - EAST
1/4" = 1'-0"



1 PAVILION A ELEVATION - NORTH
1/4" = 1'-0"

0 2' 4' 8' 12'

MATERIAL KEY

D1	DRYWALL (PTD)
W1	WOOD SIDING (PTD)
W2	WESTERN RED CEDAR
W3	STRUCTURAL FRAMING
W4	PLYWOOD
M1	STANDING SEAM METAL
M2	GALVANIZED CORUGATED STEEL
M3	CASCADE COIL METAL SHADE
M4	ANNODIZED ALUMINUM STOREFRONT
M5	STEEL
G1	STOREFRONT GLAZING
C1	COLOR INTEGRATED CONCRETE
S1	MASONRY

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GIACALONE DESIGN
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Pleasanton, CA 94588

ASSOCIATED TOWNHOME AND AFFORDABLE HOUSING ARCHITECT
DAHLIN GROUP
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Pleasanton, CA 94588

ASSOCIATED MULTI-FAMILY ARCHITECT
HELLER MANUS ARCHITECTS
600 Montgomery Street, Suite 1250
San Francisco, CA 94111

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

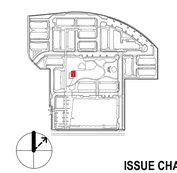
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

PAVILION A ELEVATIONS & SECTIONS

SHEET NUMBER

A5.200

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3/5/2025 3:24:04 PM Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Site_R22.rvt

MATERIAL KEY

D1	DRYWALL (PTD)
W1	WOOD SIDING (PTD)
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W3	STRUCTURAL FRAMING
W4	PLYWOOD
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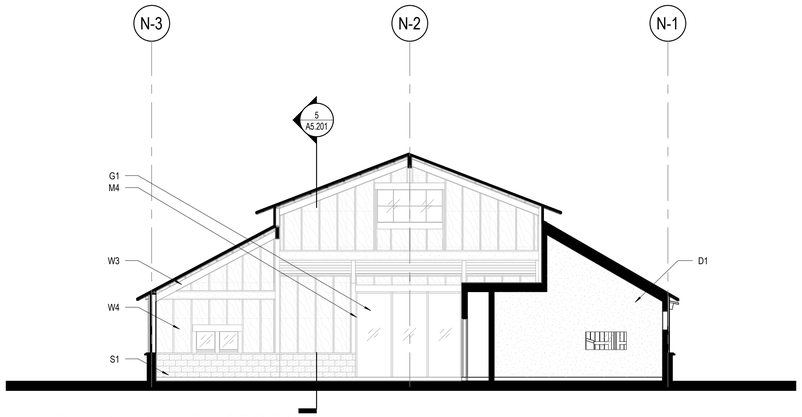
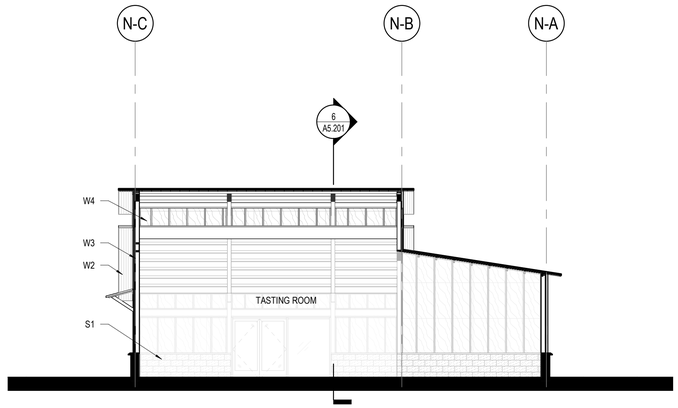
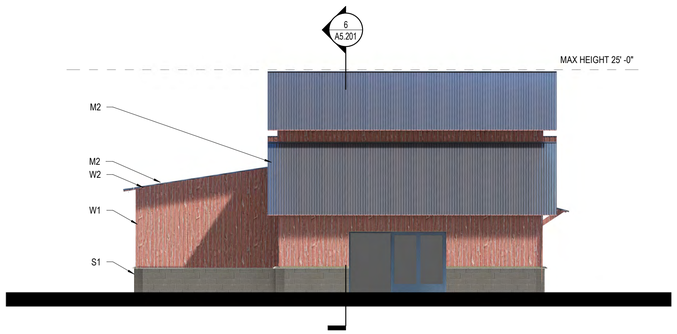
M4	ANNODIZED ALUMINUM STOREFRONT
M5	STEEL
G1	STOREFRONT GLAZING
C1	COLOR INTEGRATED CONCRETE
S1	MASONRY



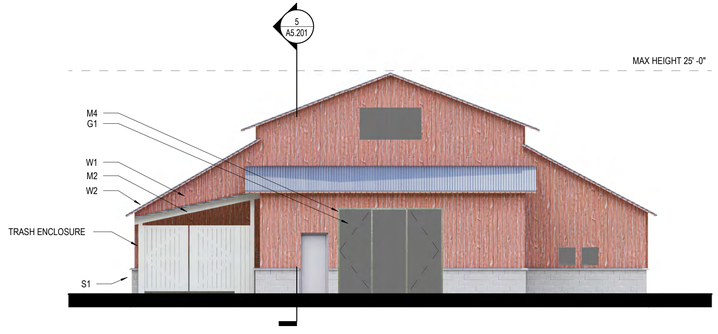
6 BUILDING J - EW SECTION
1/8" = 1'-0"



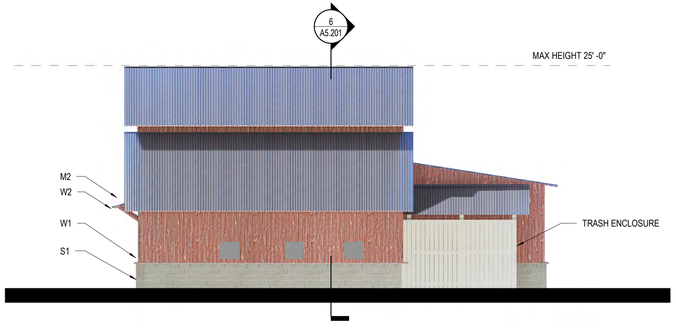
5 BUILDING J - NS SECTION
1/8" = 1'-0"



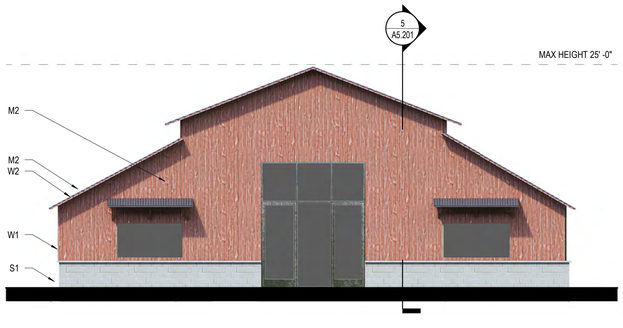
4 BUILDING J ELEVATION - WEST
1/8" = 1'-0"



3 BUILDING J ELEVATION - SOUTH
1/8" = 1'-0"



2 BUILDING J ELEVATION - EAST
1/8" = 1'-0"



1 BUILDING J ELEVATION - NORTH
1/8" = 1'-0"

0 4' 8' 16' 24'

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GIACALONE DESIGN
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HELLER MANUS ARCHITECTS
600 Montgomery Street, Suite 1250
San Francisco, CA 94111

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

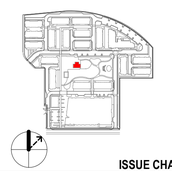
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

BUILDING J ELEVATIONS & SECTIONS

SHEET NUMBER

A5.201

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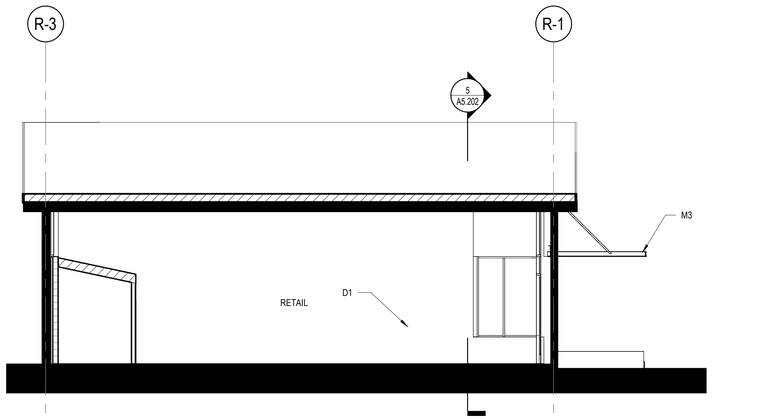
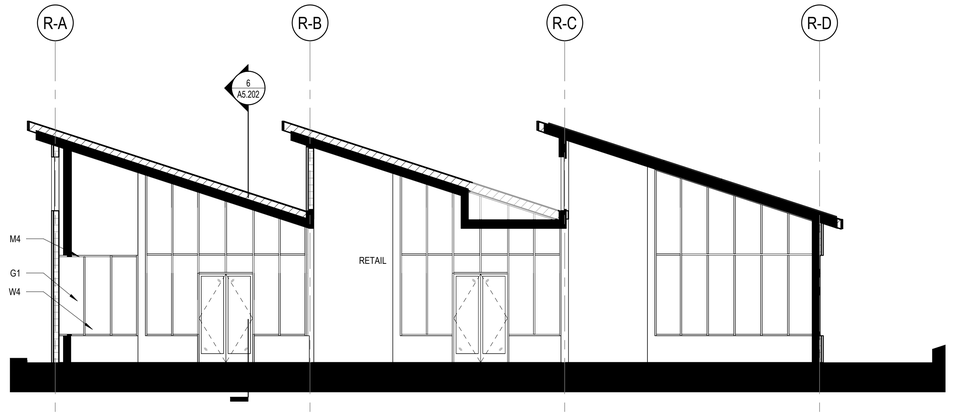


6 RETAIL - NS SECTION
1/8" = 1'-0"



5 RETAIL - EW SECTION
1/8" = 1'-0"

MATERIAL KEY

D1	DRYWALL (PTD)
W1	WOOD SIDING (PTD)
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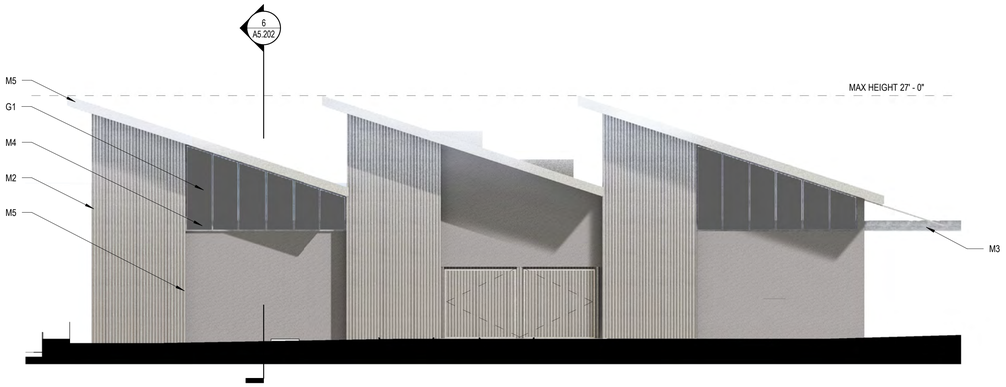
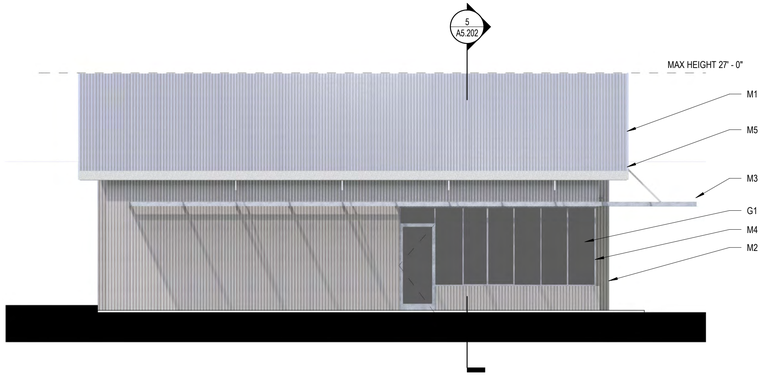
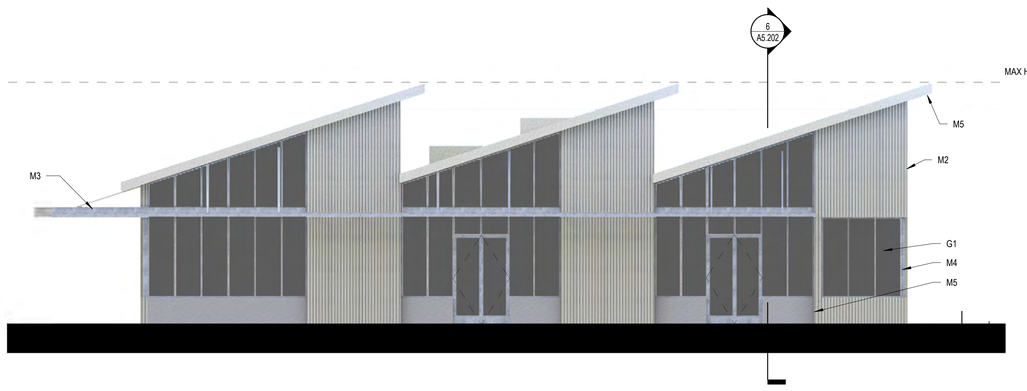
S1	MASONRY



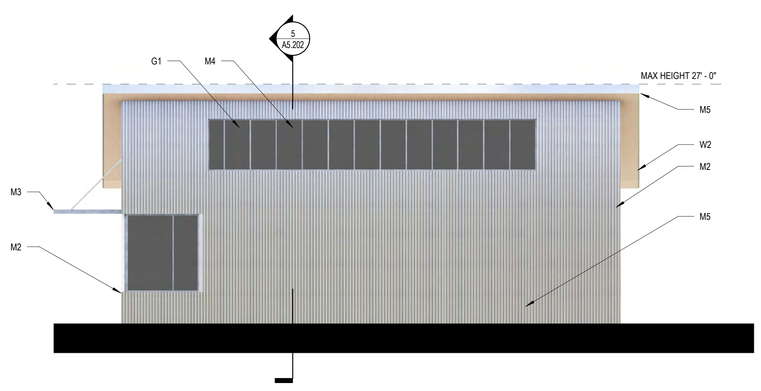
4 RETAIL ELEVATION - WEST
1/8" = 1'-0"



3 RETAIL ELEVATION - SOUTH
1/8" = 1'-0"



2 RETAIL ELEVATION - EAST
1/8" = 1'-0"



1 RETAIL ELEVATION - NORTH
1/8" = 1'-0"

0 4' 8' 16' 24'

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LIGHTING DESIGN
PIVOTAL AEI
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Chicago, IL 60603

PROJECT

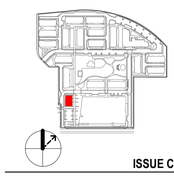
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
BLOCK I RETAIL ELEVATIONS & SECTIONS

SHEET NUMBER
A5.202

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BUILDING J

PAVILION A

RETAIL - BLOCK I

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LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

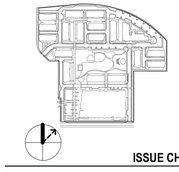
PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT
Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
PAVILION A, BUILDING J, AND BLOCK I RENDERINGS

SHEET NUMBER
A5.300

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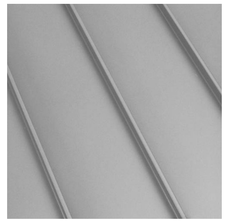
MATERIALS

RED BARN WOOD SIDING

WESTERN RED CEDAR



STANDINMG SEAM METAL

GALVANIZED CORUGATE STEEL

GALVANIZED STEEL

MATERIAL KEY

D1	DRYWALL (PTD)
W1	WOOD SIDING (PTD)
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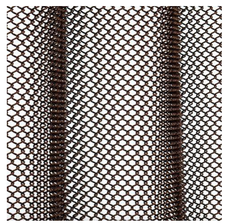

CASCADE COIL METAL SHADE

ANNODIZED ALUMINUM STOREFRONT

INTEGRATED COLOR CONCRETE

MASONRY STONE

PLYWOOD

DRYWALL (PTD)

Perkins&Will

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PROJECT

NORTH 40 PHASE II
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Los Gatos, CA 95032

GROSVENOR

APPLICANT

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One California Street, Suite 3000
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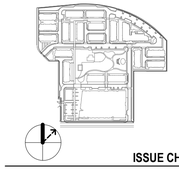
KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
BUILDING J, AND PAVILION A COLOR SCHEME

SHEET NUMBER
A5.400

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Sheet List Table	
Sheet Number	Sheet Title
C1	PHASE II COVER SHEET
C2	PHASE II PARCEL LAYOUT PLAN
C3	PHASE II EXISTING CONDITIONS
C4	PHASE II DIMENSIONAL SITE PLAN
C5	PHASE II STREET CROSS SECTION LOCATIONS
C6	PHASE II STREET CROSS SECTIONS AND DETAILS
C7	PHASE II PRELIMINARY GRADING PLAN
C8	PHASE II PRELIMINARY GRADING PLAN
C9	PHASE II PRELIMINARY GRADING PLAN
C10	PHASE II PRELIMINARY GRADING PLAN
C11	PHASE II PRELIMINARY GRADING PLAN
C12	PHASE II PRELIMINARY GRADING PLAN
C13	PHASE II PRELIMINARY GRADING PLAN SECTIONS AND DETAILS
C14	PHASE II PRELIMINARY UTILITY PLAN
C15	PHASE II STORMWATER MANAGEMENT CONCEPT
C16	PHASE II TREE DISPOSITION PLAN
C17	PHASE II FIRE ACCESS PLAN
C18	PHASE II REFUSE CIRCULATION PLAN
C19	PHASE II PRELIMINARY PARKING PLAN
C20	PHASE II OFFSITE LOS GATOS BLVD ROADWAY IMPROVEMENTS
C21	PHASE II INTERIM EROSION CONTROL PLAN
C22	PHASE II SIGNING & STRIPING PLAN

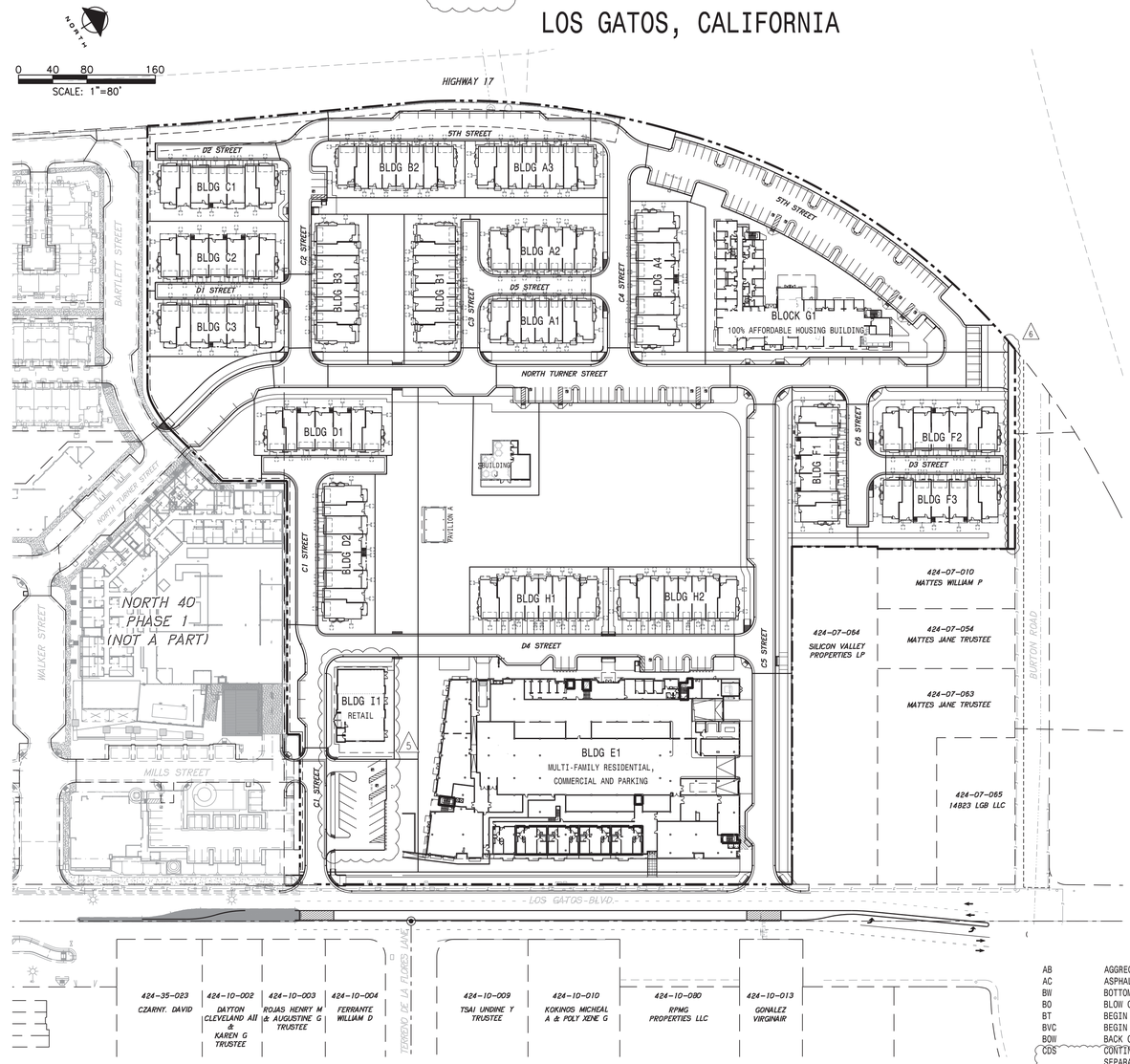
VESTING TENTATIVE MAP

FOR CONDOMINIUM PURPOSES

LOS GATOS NORTH 40 PHASE II

6 79 LOTS 450 RESIDENTIAL UNITS 20,000± SF COMMERCIAL

LOS GATOS, CALIFORNIA



LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / BOUNDARY
		RIGHT OF WAY
		CENTERLINE
		FACE OF CURB
		SIDEWALK/MULTIUSE PATH
		IRREVOCABLE OFFER OF DEDICATION (6)
		ROAD STRIPING
		HANDICAP SPACE STRIPING
	SS	SANITARY SEWER & MANHOLE
	SD	STORM DRAIN & INLET
		STORM MANHOLE
	W	WATER LINE
		WATER TRANSMISSION LINE
		JOINT TRENCH (E=ELECTRIC, G-GAS, T-TELEPHONE, C=CABLE)
		GRADING LIMITS
		ELECTRIC TRANSFORMER
		FIRE HYDRANT
		EASEMENT LINE SEE CALL OUTS FOR TYPE
		CALTRANS ACCESS PROHIBITED
		EXISTING CONTOUR
		EXISTING TREE/BRUSH
×288.1		EXISTING SPOT ELEVATION (5)
289.14 TR 12IN 343		PROTECTED TREE WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN
		TREE PROTECTIVE FENCING
289.14 TR 12IN 343		NON PROTECTED TREE WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN
289.14 TR 12IN 343		TREE TO BE REMOVED
		PROPOSED LIGHTING
		DRAINAGE MANAGEMENT AREA
		INLET PROTECTION
		STRAW WATTLES
		TEMPORARY BARRIER FENCE
		OVERLAND RELEASE
		GRAVEL CONSTRUCTION ENTRANCE/EXIT
		DRAINAGE ROUTE
		RETAINING OR BASEMENT WALLS PER HEIGHTS/GRADE SHOWN
	B	SECTION PER LOCATIONS SHOWN

GENERAL NOTES:

1. PROPERTY OWNER: YUKI FARMS; ETPH LP; GROSVENOR USA LIMITED

2. APPLICANT/DEVELOPER:
DEVELOPER: GROSVENOR
CONTACT: WHITNEY CHRISTOPOULOS
ONE CALIFORNIA ST. # 2500
SAN FRANCISCO, CA 94111
PHONE: (415) 268-4071
E:WHITNEY.CHRISTOPOULOS@GROSVENOR.COM

3. CIVIL ENGINEER:
CONTACT: MACKAY & SOMPS CIVIL ENGINEERS, INC.
JACQUELYN BAYS
5142 FRANKLIN DR., SUITE B
PLEASANTON, CA 94588
PHONE: (925) 225-0690
E: JBAYS@MSCE.COM

4. ASSESSOR'S PARCEL NUMBER: 424-07-009, 424-07-052, 424-07-053, 424-07-081, 424-07-094, 424-07-095, 424-07-115, 424-07-116

5. EXISTING USE: AGRICULTURAL / RESIDENTIAL

6: PROPOSED USE: RESIDENTIAL & NON RESIDENTIAL USES PER NORTH 40 SPECIFIC PLAN

7. EXISTING ZONING: NORTH 40 SPECIFIC PLAN

8. PROPOSED ZONING: PER NORTH 40 SPECIFIC PLAN

9. SITE AREA: 15.67 ACRES ± (GROSS)

10. TOTAL NUMBER OF PROPOSED UNITS: TOTAL NUMBER OF LOTS: 71
TOTAL RESIDENTIAL UNITS: 450
COMMERCIAL CONDO SPACE: 20,000± SF

11. WATER SUPPLY: SAN JOSE WATER COMPANY

12. SANITARY SEWER DISPOSAL: WEST VALLEY SANITARY DISTRICT

13. GAS AND ELECTRIC: PACIFIC GAS & ELECTRIC

14: STORM DRAIN: TOWN OF LOS GATOS

15: TELEPHONE: AT&T

16: CABLE: COMCAST

17: FIRE PROTECTION: SANTA CLARA COUNTY FIRE DEPARTMENT

18. AREA SUBJECT TO INDUNDATION: NONE

19. ALL STREETS AND ALLEYS EXCEPT LOS GATOS BLVD. TO BE PRIVATE & MAINTAINED BY HOA. STREETS AND ALLEYS TO BE DESIGNED PER NORTH 40 SPECIFIC PLAN AND TOWN STANDARDS OR AS OTHERWISE SHOWN ON THIS MAP. SPECIFIC PLAN TO PREVAIL WHEN DIFFERENT.

20. STORM WATER QUALITY IMPROVEMENTS AND HYDROMODIFICATION SHALL BE DESIGNED PER BAY AREA MUNICIPAL REGIONAL PERMIT AND SCVURPPP HANDBOOK.

21. ALL EXISTING STRUCTURES TO BE REMOVED.

22. ALL EXISTING SEPTIC SYSTEMS, LEACH FIELDS AND WATER WELLS TO BE ABANDONED PER COUNTY REQUIREMENTS.

23. ALL EXISTING OVERHEAD UTILITIES TO BE REMOVED OR UNDERGROUNDED.

24. EXISTING SAN JOSE WATER COMPANY TRANSMISSION PIPE TO BE REMOVED OR ABANDONED PER SJWC REQUIREMENTS.

25. **THE PROJECT IS EXPECTED TO BE PHASED. MULTIPLE FINAL MAPS MAY BE FILED ON THE PROPERTY SHOWN ON THIS VESTING TENTATIVE MAP IN ACCORDANCE WITH ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT.**

26. UTILITY IMPROVEMENTS SHALL BE OWNED & MAINTAINED BY THE FOLLOWING.

WATER: SAN JOSE WATER COMPANY

SEWER: PUBLIC AND PRIVATE SYSTEMS. PUBLIC PORTION BY WEST VALLEY SANITATION DISTRICT

STORM DRAIN: PUBLIC AND PRIVATE SYSTEMS. PUBLIC PORTION BY TOWN OF LOS GATOS

ABBREVIATIONS (3)

AB	AGGREGATE BASE	FH	FIRE HYDRANT	SD	STORM DRAIN
AC	ASPHALT CONCRETE	FL	FLOW LINE	SDMH	STORM DRAIN MANHOLE
BW	BOTTOM OF WALL	FUT	FUTURE	SF	SQUARE FEET
BO	BLOW OFF VALVE	GL	GARAGE LIP	SHT	SHEET
BT	BEGIN CURB TRANSITION	GB	GRADE BREAK	SS	SANITARY SEWER
BVC	BEGIN VERTICAL CURVE	GR	GRATE	SSE	SANITARY SEWER EASEMENT
BOW	BACK OF WALK	HP	HIGH POINT	SSMH	SANITARY SEWER MANHOLE
CDS	CONTINUOUS DEFLECTION SEPARATION DEVICE OR APPROVED EQUAL (A STORM WATER DEVICE INTENDED FOR POLLUTANT AND DEBRIS REMOVAL) (3)	IMP	IMPROVEMENTS	STD	STANDARD
		INTX	INTERSECTION	TC	TOP OF CURB
		INV	INVERT	TWC	TOP OF WEDGE CURB
		IRR	IRRIGATION	TW	TOP OF WALL
		LF	LINEAR FEET	W	WATER
CG	CURB & GUTTER	LP	LOW POINT	WLE	WATERLINE EASEMENT
C/L	CENTERLINE	LS	LANDSCAPE	WM	WATER METER
CONC	CONCRETE	MH	MANHOLE	WS	WATER SERVICE
DI	DROP INLET	MTC	MEDIAN TOP OF CURB	BNDY	BOUNDARY
EG	EXISTING GROUND	NTS	NOT TO SCALE	BG	BACK OF GARAGE
EL	ELEVATION	PAE	PUBLIC ACCESS EASEMENT	DTC	DEPRESSED TOP OF CURB
EP	EDGE OF PAVEMENT	PCC	POINT OF COMPOUND CURVE	DDCV	DOUBLE DETECTOR CHECK VALVE
ESMT	EASEMENT	PL	PROPERTY LINE	FDC	FIRE DEPARTMENT CONNECTION
EX	EXISTING	PRC	POINT OF REVERSE CURVE	PIV	POST INDICATOR VALVE
FF	FINISH FLOOR	PUE	PUBLIC UTILITY EASEMENT		
		PVMT	PAVEMENT		
		R/W	RIGHT OF WAY		

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Chicago, IL 60603

PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

6

APPLICANT

Grosvenor-Property Americas
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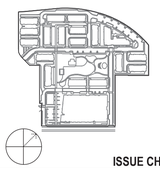
KEYPLAN



ISSUE CHART

MARK	ISSUE:	DATE:
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
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05	ENTITLEMENT SET - REVISION 4	09/23/2024
06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

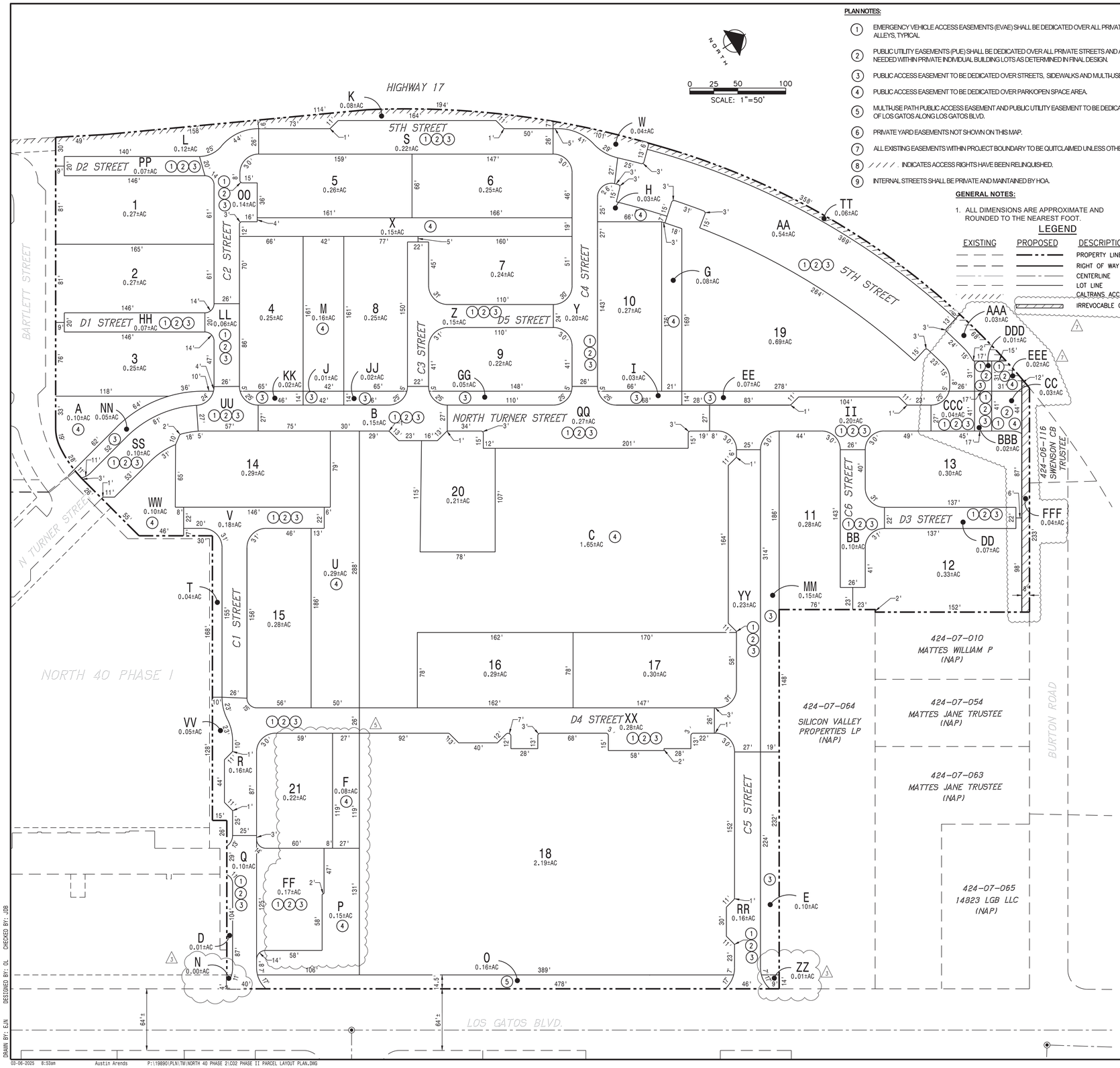
TITLE
PHASE II COVER SHEET

SHEET NUMBER
C1 (7)

DRAWN BY: EJN DESIGNED BY: DL CHECKED BY: JOB

03-06-2025 8:53am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C01 PHASE II COVER SHEET.DWG

EXHIBIT 16



PLAN NOTES:

1. EMERGENCY VEHICLE ACCESS EASEMENTS (EVAE) SHALL BE DEDICATED OVER ALL PRIVATE STREETS AND ALLEYS, TYPICAL.
2. PUBLIC UTILITY EASEMENTS (PUE) SHALL BE DEDICATED OVER ALL PRIVATE STREETS AND ALLEYS AND AS NEEDED WITHIN PRIVATE INDIVIDUAL BUILDING LOTS AS DETERMINED IN FINAL DESIGN.
3. PUBLIC ACCESS EASEMENT TO BE DEDICATED OVER STREETS, SIDEWALKS AND MULTI-USE PATHS.
4. PUBLIC ACCESS EASEMENT TO BE DEDICATED OVER PARK/OPEN SPACE AREA.
5. MULTI-USE PATH PUBLIC ACCESS EASEMENT AND PUBLIC UTILITY EASEMENT TO BE DEDICATED TO TOWN OF LOS GATOS ALONG LOS GATOS BLVD.
6. PRIVATE YARD EASEMENTS NOT SHOWN ON THIS MAP.
7. ALL EXISTING EASEMENTS WITHIN PROJECT BOUNDARY TO BE QUITCLAIMED UNLESS OTHERWISE NOTED.
8. ////. INDICATES ACCESS RIGHTS HAVE BEEN RELINQUISHED.
9. INTERNAL STREETS SHALL BE PRIVATE AND MAINTAINED BY HOA.

GENERAL NOTES:

1. ALL DIMENSIONS ARE APPROXIMATE AND ROUNDED TO THE NEAREST FOOT.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / BOUNDARY
		RIGHT OF WAY
		CENTERLINE
		LOT LINE
		CALTRANS ACCESS PROHIBITED
		IRREVOCABLE OFFER OF DEDICATION

PARCEL AREA TABLE

PARCEL #	AREA (AC)	DESIGNATION	UNIT COUNT
1	0.27	RESIDENTIAL	7
2	0.27	RESIDENTIAL	7
3	0.25	RESIDENTIAL	7
4	0.25	RESIDENTIAL	8
5	0.26	RESIDENTIAL	8
6	0.25	RESIDENTIAL	8
7	0.24	RESIDENTIAL	7
8	0.25	RESIDENTIAL	8
9	0.22	RESIDENTIAL	7
10	0.27	RESIDENTIAL	8
11	0.28	RESIDENTIAL	7
12	0.33	RESIDENTIAL	7
13	0.30	RESIDENTIAL	7
14	0.29	RESIDENTIAL	7
15	0.28	RESIDENTIAL	8
16	0.29	RESIDENTIAL	8
17	0.30	RESIDENTIAL	8
18	2.19	MULTI-FAMILY RESIDENTIAL AND COMMERCIAL	255
19	0.69	AFFORDABLE MULTI-FAMILY RESIDENTIAL	68
20	0.21	RED BARN (RETAIL)	N/A
21	0.22	RETAIL	N/A
A	0.10	OPEN SPACE	N/A
AA	0.54	5TH STREET	N/A
AAA	0.03	OPEN SPACE	N/A
B	0.15	NORTH TURNER STREET	N/A
BB	0.10	C6 STREET	N/A
BBB	0.02	NORTH TURNER STREET PARKING	N/A
C	1.65	MEADOW PARK	N/A
CC	0.03	OPENSPACE	N/A
CCC	0.04	NORTH TURNER STREET	N/A
D	0.01	OPEN SPACE	N/A
DD	0.07	D3 STREET	N/A
DDD	0.01	NORTH TURNER STREET PARKING	N/A
E	0.10	OPEN SPACE	N/A
EE	0.07	OPEN SPACE	N/A
EEE	0.02	OPEN SPACE	N/A
F	0.08	OPEN SPACE	N/A
FF	0.17	PARKING	N/A
FFF	0.04	IRREVOCABLE OFFER OF DEDICATION	N/A
G	0.08	OPEN SPACE	N/A
GG	0.05	OPEN SPACE	N/A
H	0.03	OPEN SPACE	N/A
HH	0.07	D1 STREET	N/A
I	0.03	OPEN SPACE	N/A
II	0.20	NORTH TURNER STREET	N/A
J	0.01	OPEN SPACE	N/A
JJ	0.02	OPEN SPACE	N/A
K	0.08	OPEN SPACE	N/A
KK	0.02	OPEN SPACE	N/A
L	0.12	OPEN SPACE	N/A
LL	0.06	C2 STREET	N/A
M	0.16	OPEN SPACE	N/A
MM	0.15	OPEN SPACE	N/A
N	0.00	OPEN SPACE	N/A
NN	0.05	OPEN SPACE	N/A
O	0.16	OPEN SPACE	N/A
OO	0.14	C2 STREET	N/A
P	0.15	OPEN SPACE	N/A
PP	0.07	D2 STREET	N/A
Q	0.10	C1 STREET	N/A
QQ	0.27	NORTH TURNER STREET	N/A
R	0.16	C1 STREET AND D4 STREET	N/A
RR	0.16	C5 STREET	N/A
S	0.22	5TH STREET	N/A
SS	0.10	NORTH TURNER STREET	N/A
T	0.04	OPEN SPACE	N/A
TT	0.06	OPEN SPACE	N/A
U	0.29	OPEN SPACE	N/A
UU	0.05	NORTH TURNER STREET	N/A
V	0.18	C1 STREET	N/A
VV	0.05	OPEN SPACE	N/A
W	0.04	OPEN SPACE	N/A
WW	0.10	OPEN SPACE	N/A
X	0.15	OPEN SPACE	N/A
XX	0.28	D4 STREET	N/A
Y	0.20	C4 STREET	N/A
YY	0.23	C5 STREET	N/A
Z	0.15	C3 STREET AND D5 STREET	N/A
ZZ	0.01	OPEN SPACE	N/A

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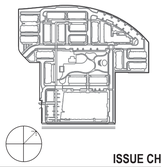
PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



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07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE

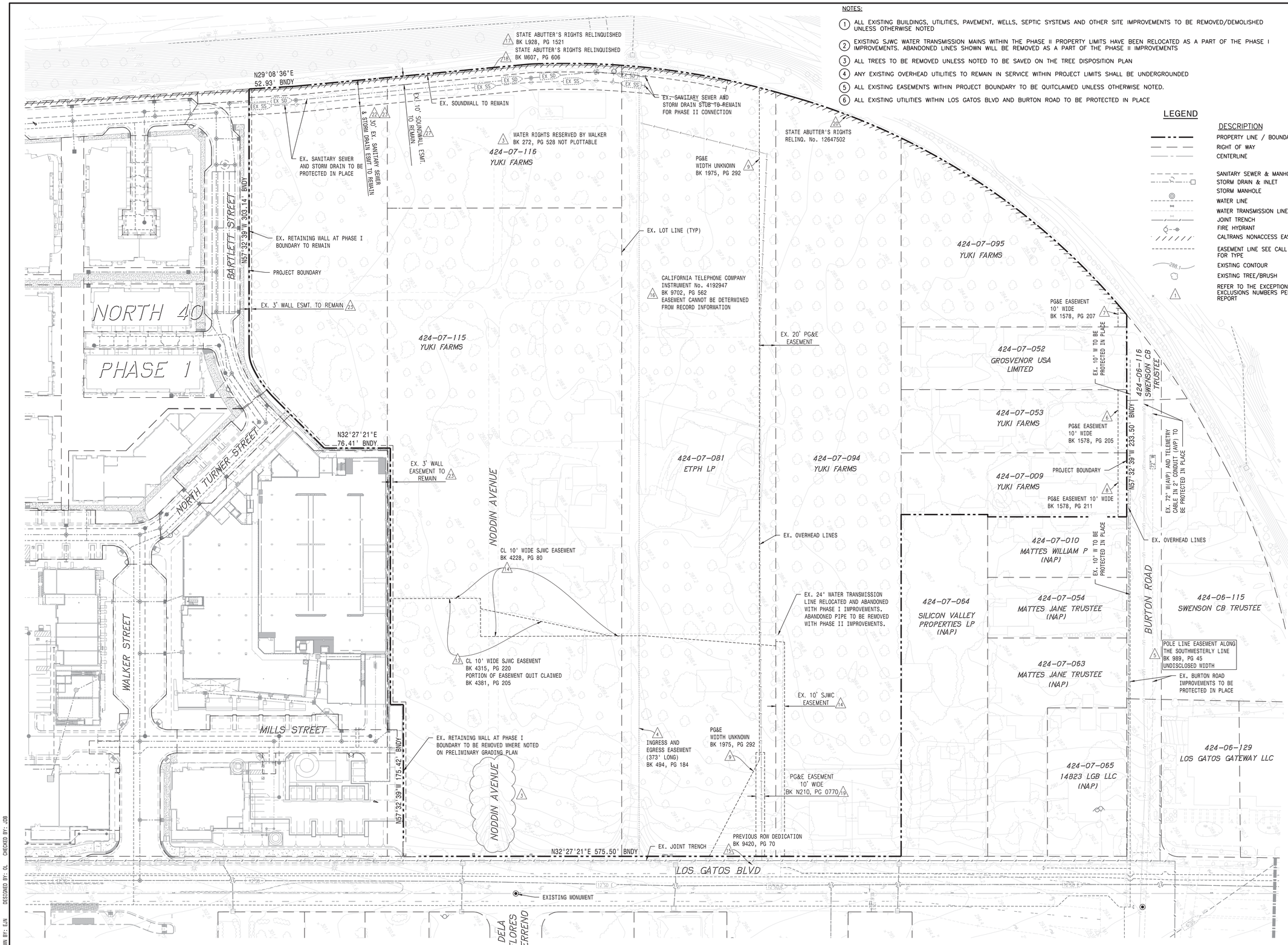
PHASE II PARCEL LAYOUT PLAN

SHEET NUMBER

C2

DESIGNED BY: OL CHECKED BY: JOB
DRAWN BY: EJN

03-06-2025 8:53am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C02 PHASE II PARCEL LAYOUT PLAN.DWG



NOTES:

1. ALL EXISTING BUILDINGS, UTILITIES, PAVEMENT, WELLS, SEPTIC SYSTEMS AND OTHER SITE IMPROVEMENTS TO BE REMOVED/DEMOLISHED UNLESS OTHERWISE NOTED
2. EXISTING SJWC WATER TRANSMISSION MAINS WITHIN THE PHASE II PROPERTY LIMITS HAVE BEEN RELOCATED AS A PART OF THE PHASE I IMPROVEMENTS. ABANDONED LINES SHOWN WILL BE REMOVED AS A PART OF THE PHASE II IMPROVEMENTS
3. ALL TREES TO BE REMOVED UNLESS NOTED TO BE SAVED ON THE TREE DISPOSITION PLAN
4. ANY EXISTING OVERHEAD UTILITIES TO REMAIN IN SERVICE WITHIN PROJECT LIMITS SHALL BE UNDERGROUNDED
5. ALL EXISTING EASEMENTS WITHIN PROJECT BOUNDARY TO BE QUITCLAIMED UNLESS OTHERWISE NOTED.
6. ALL EXISTING UTILITIES WITHIN LOS GATOS BLVD AND BURTON ROAD TO BE PROTECTED IN PLACE

LEGEND

DESCRIPTION
PROPERTY LINE / BOUNDARY
RIGHT OF WAY
CENTERLINE
SANITARY SEWER & MANHOLE
STORM DRAIN & INLET
STORM MANHOLE
WATER LINE
WATER TRANSMISSION LINE
JOINT TRENCH
FIRE HYDRANT
CALTRANS NONACCESS EASEMENT
EASEMENT LINE SEE CALL OUTS FOR TYPE
EXISTING CONTOUR
EXISTING TREE/BRUSH
REFER TO THE EXCEPTIONS AND EXCLUSIONS NUMBERS PER TITLE REPORT

0 25 50 100
SCALE: 1"=50'

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PROJECT

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APPLICANT

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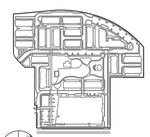
KEYPLAN



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06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE

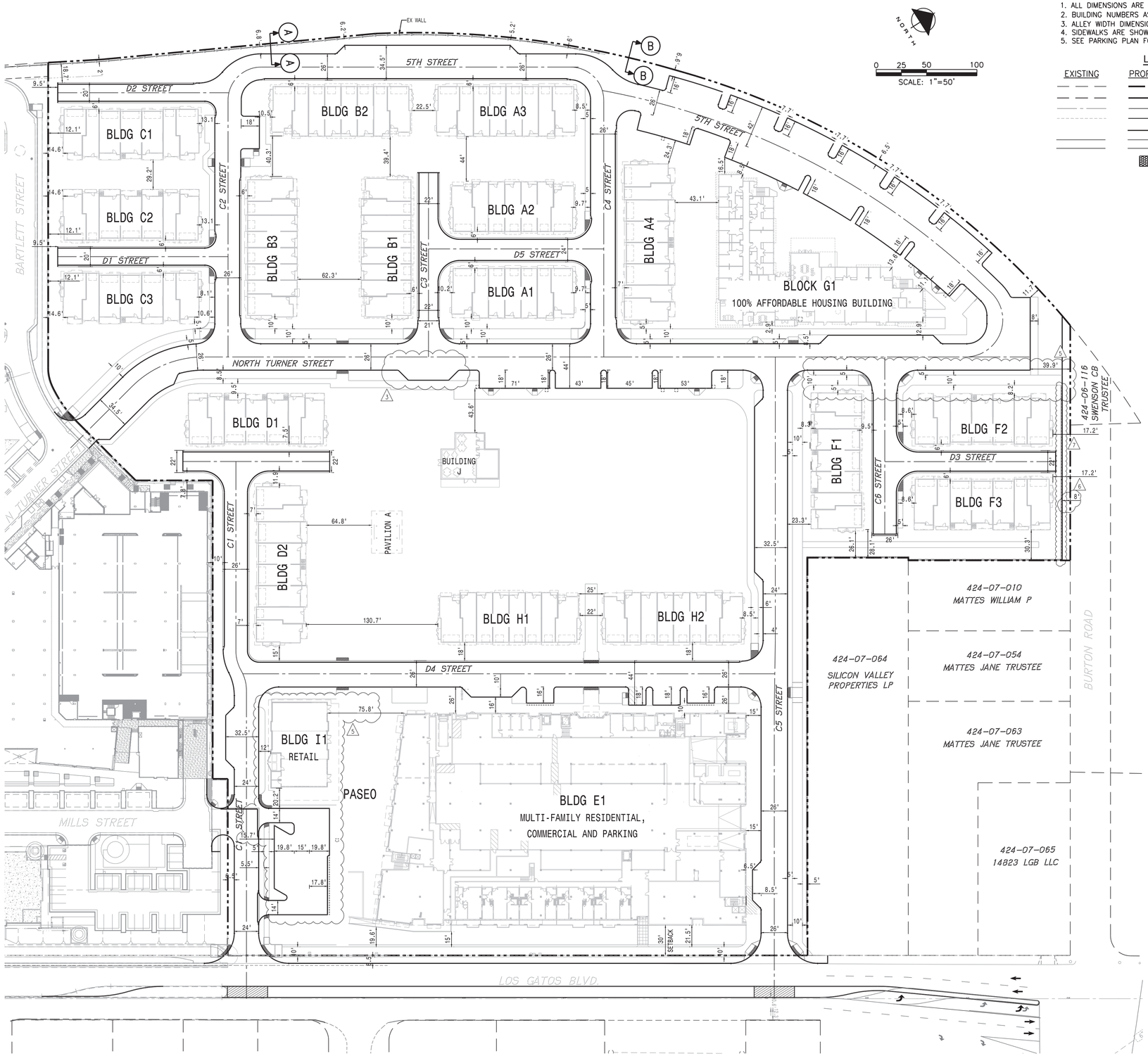
PHASE II EXISTING CONDITIONS

SHEET NUMBER

C3 / 2

DRAWN BY: EJN DESIGNED BY: DL CHECKED BY: JOB

03-06-2025 8:53am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C03 PHASE II EXISTING CONDITIONS.DWG

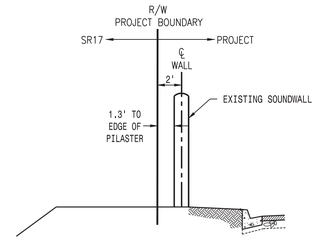


GENERAL NOTES:

1. ALL DIMENSIONS ARE APPROXIMATE AND ROUNDED TO THE NEAREST FOOT
2. BUILDING NUMBERS AS SHOWN MAY REPRESENT SINGLE STRUCTURES AND/OR CLUSTERS OF STRUCTURES
3. ALLEY WIDTH DIMENSIONS MEASURED FROM BACK OF CURB TO BACK OF CURB DUE TO ROLLED/WEDGE CURB TYPE
4. SIDEWALKS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. REFER TO SEPARATE LANDSCAPE PLAN FOR MORE DETAIL
5. SEE PARKING PLAN FOR PARKING DIMENSIONS AND DETAILS

LEGEND

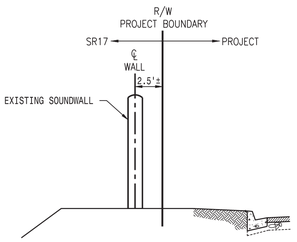
EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / BOUNDARY
		RIGHT OF WAY
		CENTERLINE
		FACE OF CURB
		BUILDING SETBACK LINE PER SPECIFIC PLAN
		SIDEWALK
		MULTIUSE PATH
		TURF BLOCK OR OTHER ACCEPTABLE SURFACE PER SCCFD REFER TO LANDSCAPE PLAN



NOTE: REFER TO LANDSCAPING PLANS FOR PLANTING

SECTION A
EXISTING SOUNDWALL CONDITION A (A)

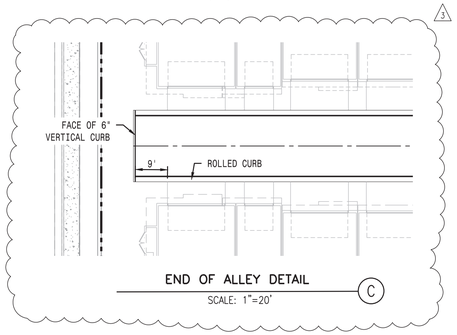
(NTS)



NOTE: REFER TO LANDSCAPING PLANS FOR PLANTING

SECTION B
EXISTING SOUNDWALL CONDITION B (B)

(NTS)



END OF ALLEY DETAIL (C)

SCALE: 1"=20'

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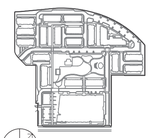
KEYPLAN



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06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE

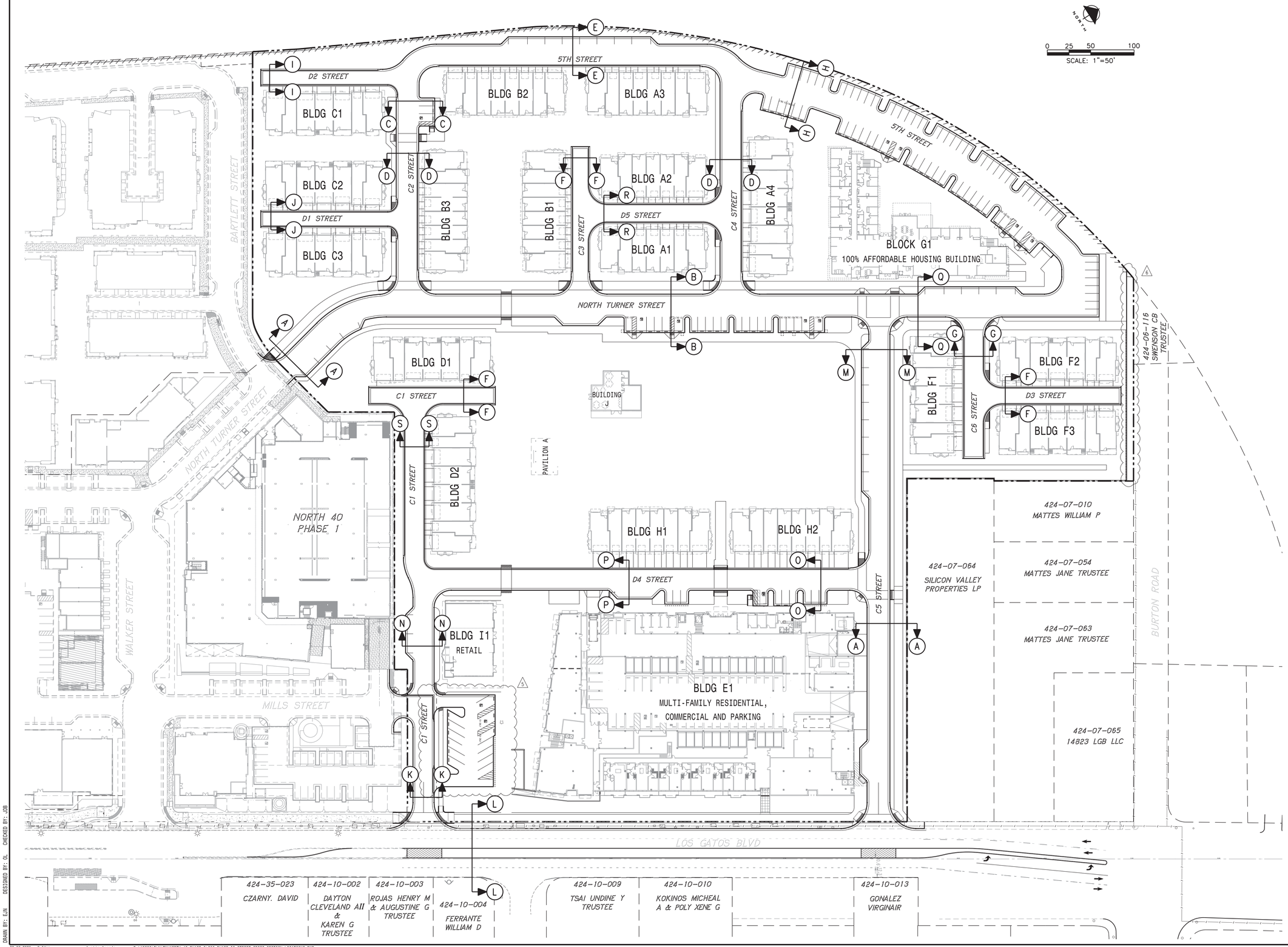
PHASE II DIMENSIONAL SITE PLAN

SHEET NUMBER

C4 (3)

DRAWN BY: EJN DESIGNED BY: GL CHECKED BY: JDB

03-06-2025 8:54am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C04 PHASE II DIMENSIONAL SITE PLAN.DWG



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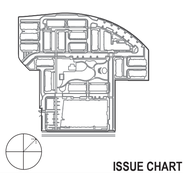

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MARK	ISSUE	DATE
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02	ENTITLEMENT SET - REVISION 1	01/16/2024
03	ENTITLEMENT SET - REVISION 2	03/13/2024
04	ENTITLEMENT SET - REVISION 3	06/05/2024
05	ENTITLEMENT SET - REVISION 4	09/23/2024
06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

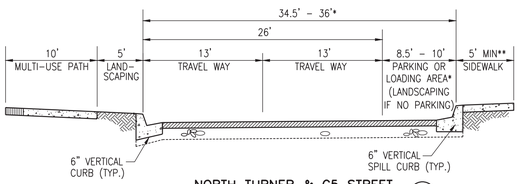
Job Number

TITLE
PHASE II STREET CROSS SECTION LOCATIONS

SHEET NUMBER
C5
6

DRAWN BY: EJH DESIGNED BY: GL CHECKED BY: JDB

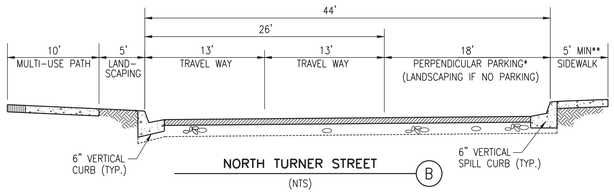
03-06-2025 8:54am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\COS PHASE II STREET CROSS SECTION LOCATIONS.DWG



NORTH TURNER & C5 STREET (A)

(NTS)

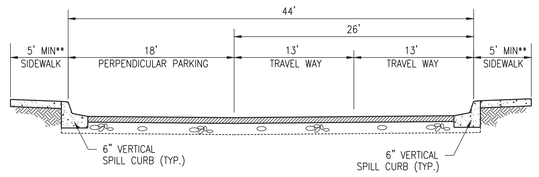
* REFER TO PLAN VIEW FOR PARKING/LOADING LOCATIONS. LOADING AREAS ARE 10' WIDE.
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.
SEE PLAN VIEW FOR ADDITIONAL PEDESTRIAN PAVEMENT WIDTH AT BLDG E FRONTAGE



NORTH TURNER STREET (B)

(NTS)

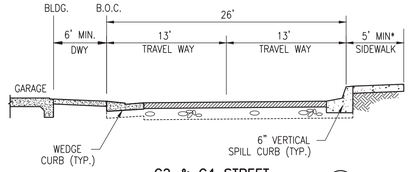
* REFER TO PLAN VIEW FOR PARKING LOCATIONS
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.



C2 STREET (C)

(NTS)

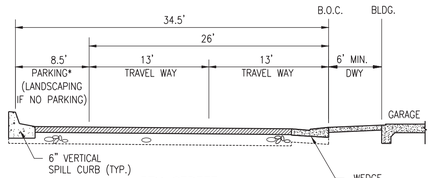
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.



C2 & C4 STREET (D)

(NTS)

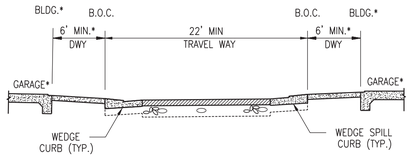
*5' MIN SWLK AS MEASURED FROM BACK OF CURB.



5TH STREET (E)

(FROM C2 STREET TO C4 STREET)
(NTS)

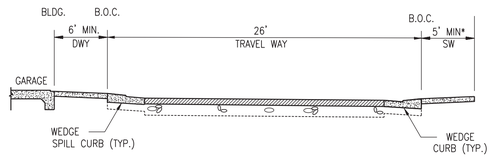
* REFER TO PLAN VIEW FOR PARKING LOCATIONS



C1, C3 & D3 STREETS (F)

(NTS)

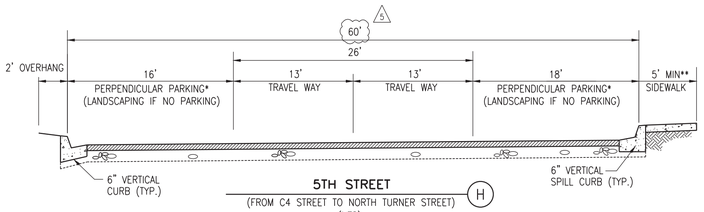
*SINGLE LOADED ALLEY AT STREETS C1 & C3. BUILDING AND DRIVEWAY ON ONLY ONE SIDE OF ALLEY AT THESE LOCATIONS.



C6 STREET (G)

(NTS)

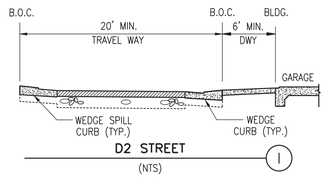
*5' MIN SWLK AS MEASURED FROM BACK OF CURB.



5TH STREET (H)

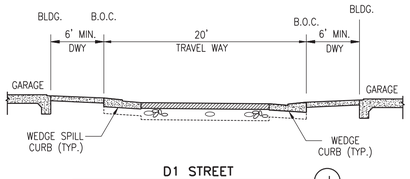
(FROM C4 STREET TO NORTH TURNER STREET)
(NTS)

* REFER TO PLAN VIEW FOR PARKING LOCATIONS
**5' MIN SWLK AS MEASURED FROM BACK OF CURB. SEE LANDSCAPE PLANS FOR ADDITIONAL PEDESTRIAN PAVEMENT WIDTH AT BLDG G1 FRONTAGE



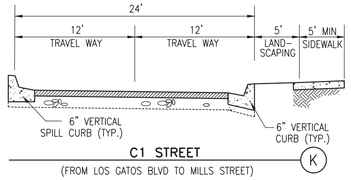
D2 STREET (I)

(NTS)



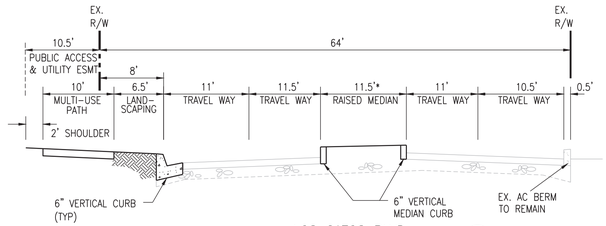
D1 STREET (J)

(NTS)



C1 STREET (K)

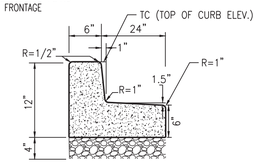
(FROM LOS GATOS BLVD TO MILLS STREET)
(NTS)



LOS GATOS BLVD (L)

(NTS)

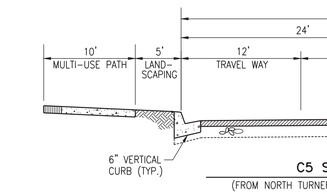
*EASEMENT WIDTH VARIES WHERE MEDIAN CONVERGES WITH BURTON/SAMARITAN INTERSECTION



6" VERTICAL CURB

(NTS)

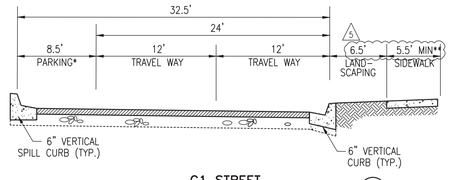
*NOTE:
VERTICAL CURB TO COMPLY WITH TOWN STD PLAN ST-210.



C5 STREET (M)

(FROM NORTH TURNER STREET TO D4 STREET)
(NTS)

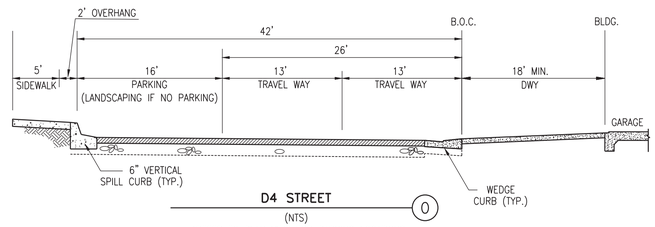
* REFER TO PLAN VIEW FOR PARKING LOCATIONS
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.



C1 STREET (N)

(FROM MILLS STREET TO D4 STREET)
(NTS)

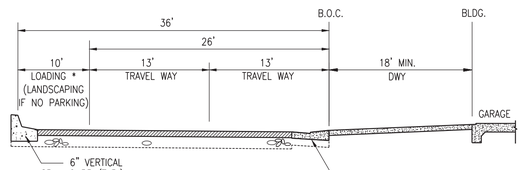
*REFER TO PLAN VIEW FOR PARKING LOCATIONS
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.



D4 STREET (O)

(NTS)

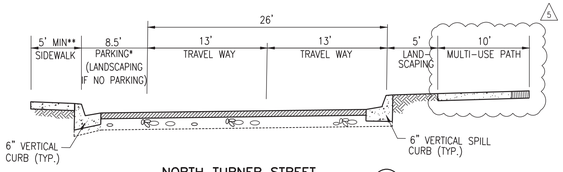
*REFER TO PLAN VIEW FOR PARKING LOCATIONS



D4 STREET (P)

(NTS)

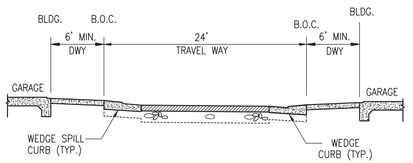
* REFER TO PLAN VIEW FOR LOADING LOCATIONS



NORTH TURNER STREET (Q)

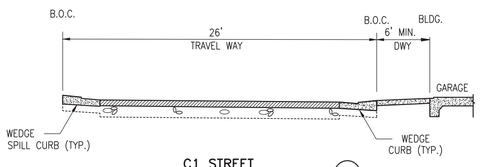
(NTS)

*REFER TO PLAN VIEW FOR PARKING LOCATIONS
**5' MIN SWLK AS MEASURED FROM BACK OF CURB.



D5 STREET (R)

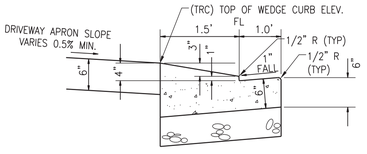
(NTS)



C1 STREET (S)

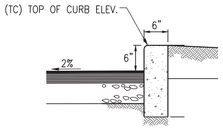
(NTS)

*5' MIN SWLK AS MEASURED FROM BACK OF CURB.



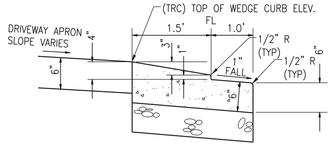
WEDGE CURB

(NTS)



6" VERTICAL MEDIAN CURB

(NTS)



SPILL WEDGE CURB

(NTS)

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
5142 Franklin Drive Suite B
Pleasanton, CA 94588
www.mscb.com

CONSULTANTS

ASSOCIATED MULTI-FAMILY ARCHITECT
HELLER MANUS ARCHITECTS
600 Montgomery Street,Suite 1250
San Francisco, CA 94111

DRY UTILITY DESIGN
GIACALONE DESIGN
5820 Stoneridge Mall Rd. Suite 345
Pleasanton, CA 94588

ASSOCIATED TOWNHOME AND AFFORDABLE HOUSING ARCHITECT
DAHLIN GROUP
5865 Owens Drive
Pleasanton, CA 94588

MASTERPLAN AND LANDSCAPE ARCHITECT
PERKINS & WILL
2 Bryant Street, Suite 300
San Francisco, CA 94105

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

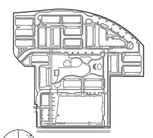
PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
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07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

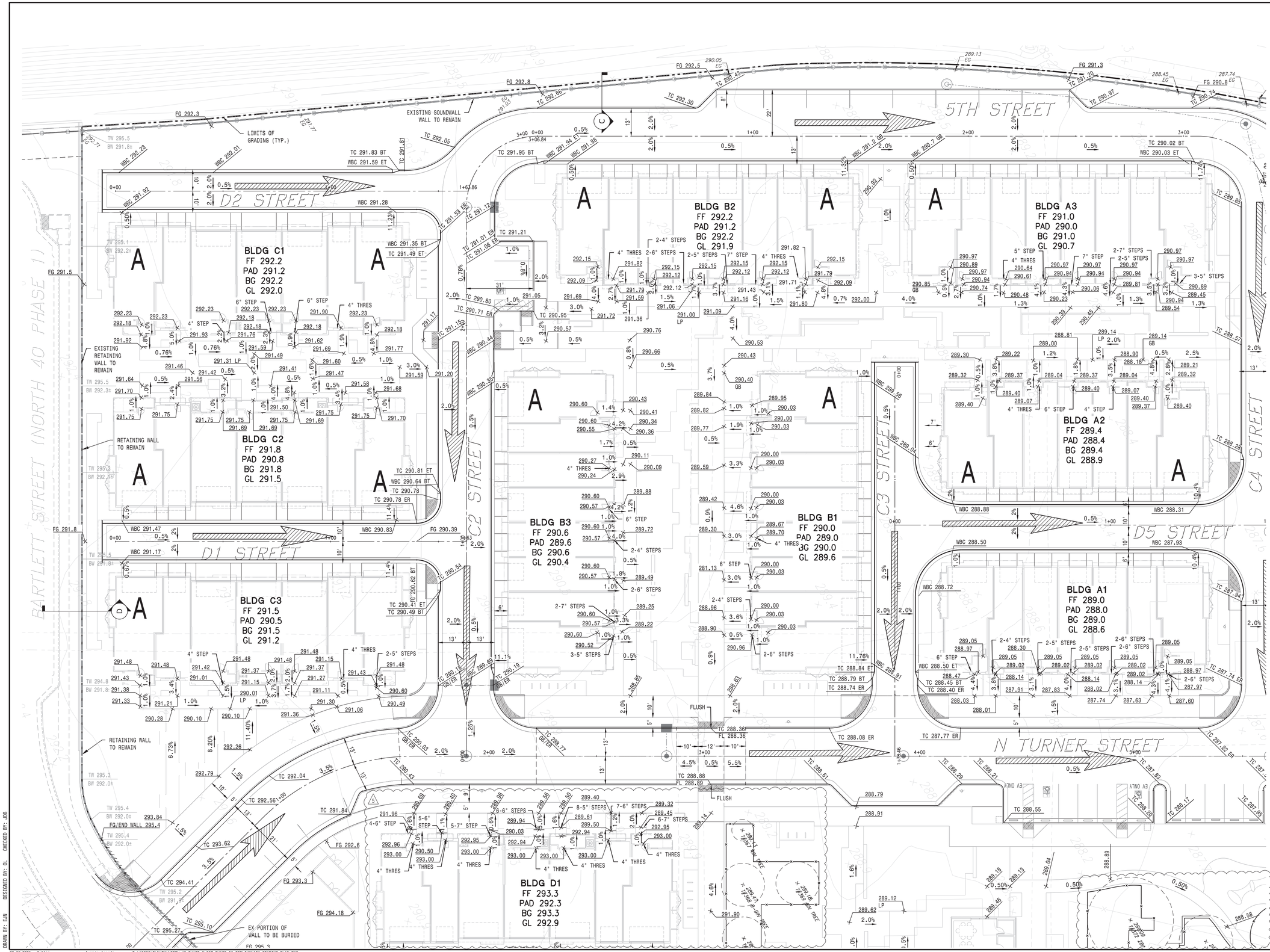
TITLE

PHASE II STREET CROSS SECTIONS AND DETAILS

SHEET NUMBER

C6 (5)

DRAWN BY: EJN DESIGNED BY: DL CHECKED BY: JOB



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LIGHTING DESIGN
PIVOTAL AEI
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Chicago, IL 60603

PROJECT

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Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

0 10 20 40
SCALE: 1"=20'

KEYPLAN

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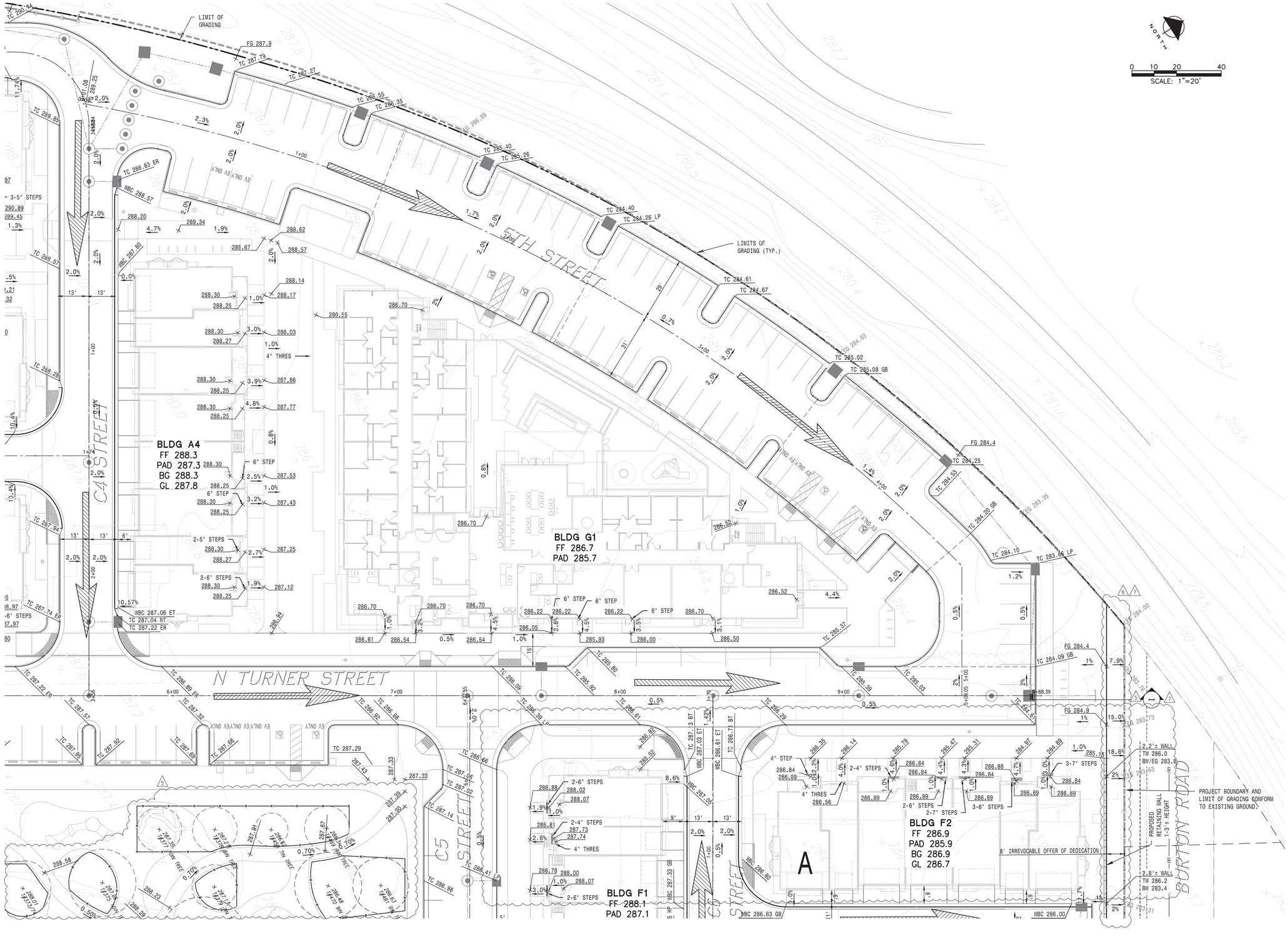
07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE
PHASE II PRELIMINARY GRADING PLAN

SHEET NUMBER
C7

DRAWN BY: EJN DESIGNED BY: GIL CHECKED BY: JOB


LIMIT OF GRADING
FG 287.9
TC 287.79
TC 287.27
TC 286.55
TC 286.35
EG 286.89
TC 285.40
TC 285.26
TC 284.40
TC 284.26 LP
LIMITS OF GRADING (TYP.)
TC 284.61
TC 284.67
EG 284.63
TC 285.02
TC 285.08 GB
FG 284.4
TC 284.25
TC 284.53
TC 284.20 GB
EG 283.35
TC 284.10
TC 283.86 LP
TC 289.85
TC 289.08
TC 289.25
TC 288.83 ER
WBC 288.57
3-5' STEPS
TC 288.57
TC 288.26
TC 287.94
TC 287.74 ER
WBC 287.06 ET
TC 287.04 RT
TC 287.22 ER
TC 287.92 ER
TC 287.57
TC 287.92
TC 287.95
TC 287.69
TC 287.65
TC 287.29
TC 286.89 ER
TC 286.92
TC 286.88
TC 286.66
TC 287.06
TC 287.09
TC 287.14
TC 286.98
TC 288.41 LP
TC 286.80
TC 286.82
TC 286.61
TC 286.39 LP
TC 285.80
TC 285.92
TC 286.02
TC 285.37
TC 286.38
TC 285.03
TC 286.29
TC 286.61
TC 288.39
FG 284.9
FG 284.00
FG 283.73
FG 283.31
FG 283.63
N TURNER STREET
C4 STREET
C5 STREET
BURTON ROAD
BLDG A4
FF 288.3
PAD 287.3
BG 288.3
GL 287.8
BLDG G1
FF 286.7
PAD 285.7
BLDG F1
FF 288.1
PAD 287.1
BLDG F2
FF 286.9
PAD 285.9
BG 286.9
GL 286.7
A
EV ONLY
6" STEP
2-5' STEPS
2-6' STEPS
4" THRES
2-6" STEPS
2-4" STEPS
4" STEP
3-7' STEPS
2-7" STEPS
3-6" STEPS
TC 287.29
287.43
287.33
287.30
TC 287.13 BT
TC 287.00 ET
WBC 286.61' ET
TC 286.77 BT
WBC 287.05
WBC 286.80
WBC 286.63 GB
WBC 286.00
8' IRREVOCABLE OFFER OF DEDICATION
PROPOSED RETAINING WALL 1-3 ± HEIGHT
2.2'± WALL
TW 286.0
BW/EG 283.8
2.8'± WALL
TW 286.2
BW 283.4
PROJECT BOUNDARY AND LIMIT OF GRADING CONFORM TO EXISTING GROUND.
TC 286.58
TC 286.01
TC 287.74
TC 287.27
TC 287.15
TC 286.48
TC 286.63
TC 287.67
TC 286.67
TC 286.70
TC 286.52
TC 286.70
TC 286.84
TC 286.70
TC 286.61
TC 286.54
TC 286.54
TC 286.05
TC 285.93
TC 286.00
TC 286.50
TC 286.52
TC 288.20
TC 289.34
TC 288.62
TC 286.67
TC 288.57
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TC 286.70
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TC 286.89
TC 286.89
TC 286.89
TC 286.84
TC 286.89
TC 286.89
TC 286.89
TC 286.89
TC 286.89

BLDG G1
FF 286.7
PAD 285.7

BLDG F1
FF 288.1
PAD 287.1
BG 288.1
GL 287.9

BLDG F2
FF 286.9
PAD 285.9
BG 286.9
GL 286.7

BLDG F3
FF 287.2
PAD 286.2
BG 287.2
GL 287.0

BLDG H2
FF 291.2
PAD 290.2
BG 291.2
GL 290.8

C4 STREET
N TURNER STREET
C5 STREET
D3 STREET
D4 STREET

8' IRREVOCABLE OFFER OF DEDICATION

PROPOSED RETAINING WALL 2-4'± HEIGHT

PROJECT BOUNDARY AND LIMIT OF GRADING CONFORM TO EXISTING GROUND

LIMITS OF GRADING (TYP.)

PROPOSED RETAINING WALL 3'± HEIGHT

3'± WALL TW 288.4 BW/EG 285.4

1.8'± WALL TW 287.2 BW/EG 285.4

3.5'± WALL TW 287.6 BW/EG 284.1

2.2'± WALL TW 286.0 BW/EG 283.8

2.8'± WALL TW 286.2 BW 283.4

2.0'± WALL TW 286.1 BW 284.1

2.5'± WALL

PROPOSED RETAINING WALL 2-4'± HEIGHT

SCALE: 1"=20'

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San Francisco, CA 94105

LIGHTING DESIGN
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Chicago, IL 60603

PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

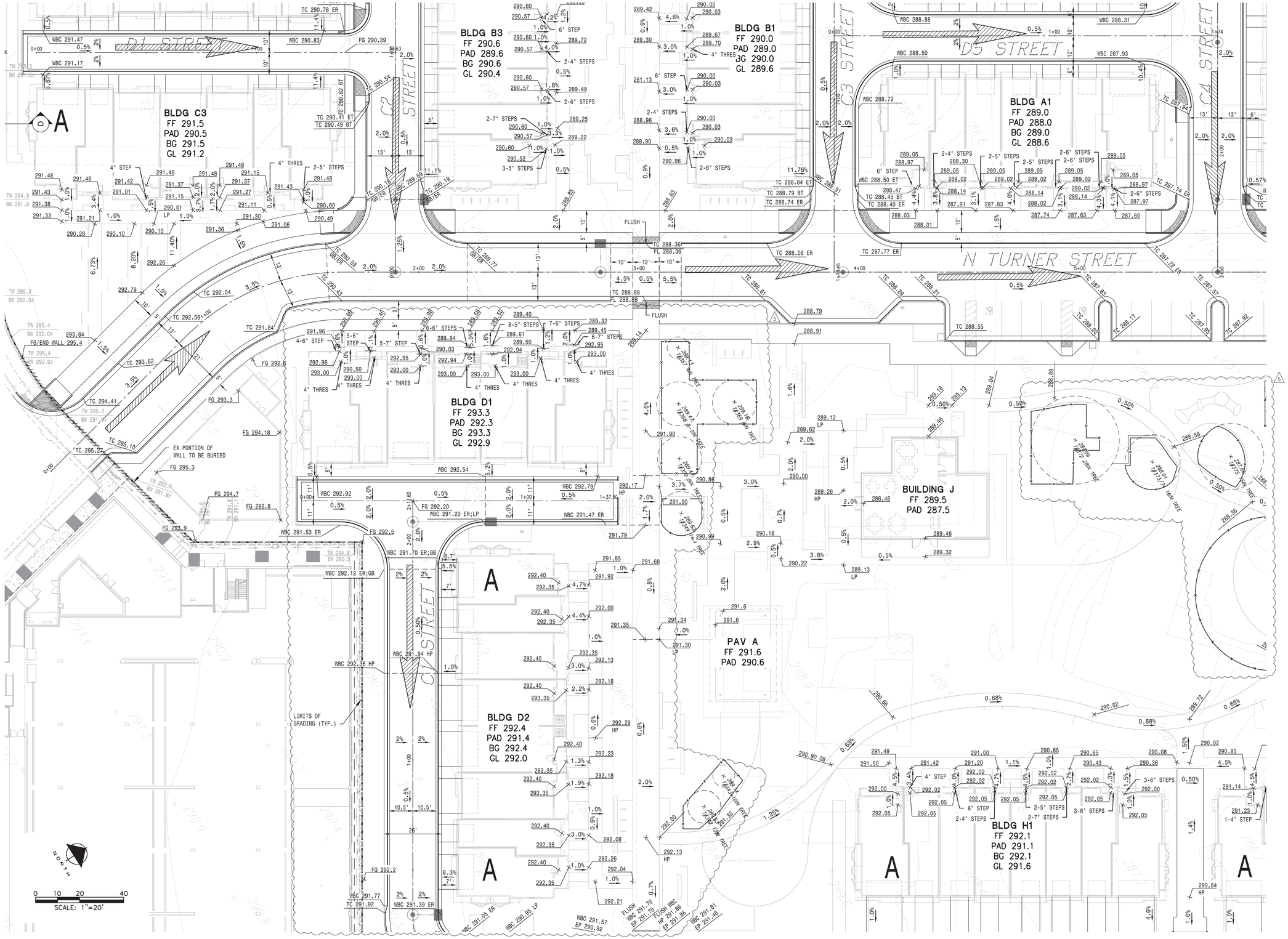
Job Number

TITLE
PHASE II PRELIMINARY GRADING PLAN

SHEET NUMBER
C9
7

DRAWN BY: EJN DESIGNED BY: GL CHECKED BY: JOB

03-06-2025 8:55am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C09 PHASE II PRELIMINARY GRADING PLAN.DWG



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San Francisco, CA 94105

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

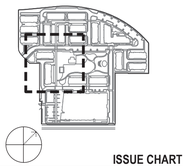
PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
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Job Number

TITLE

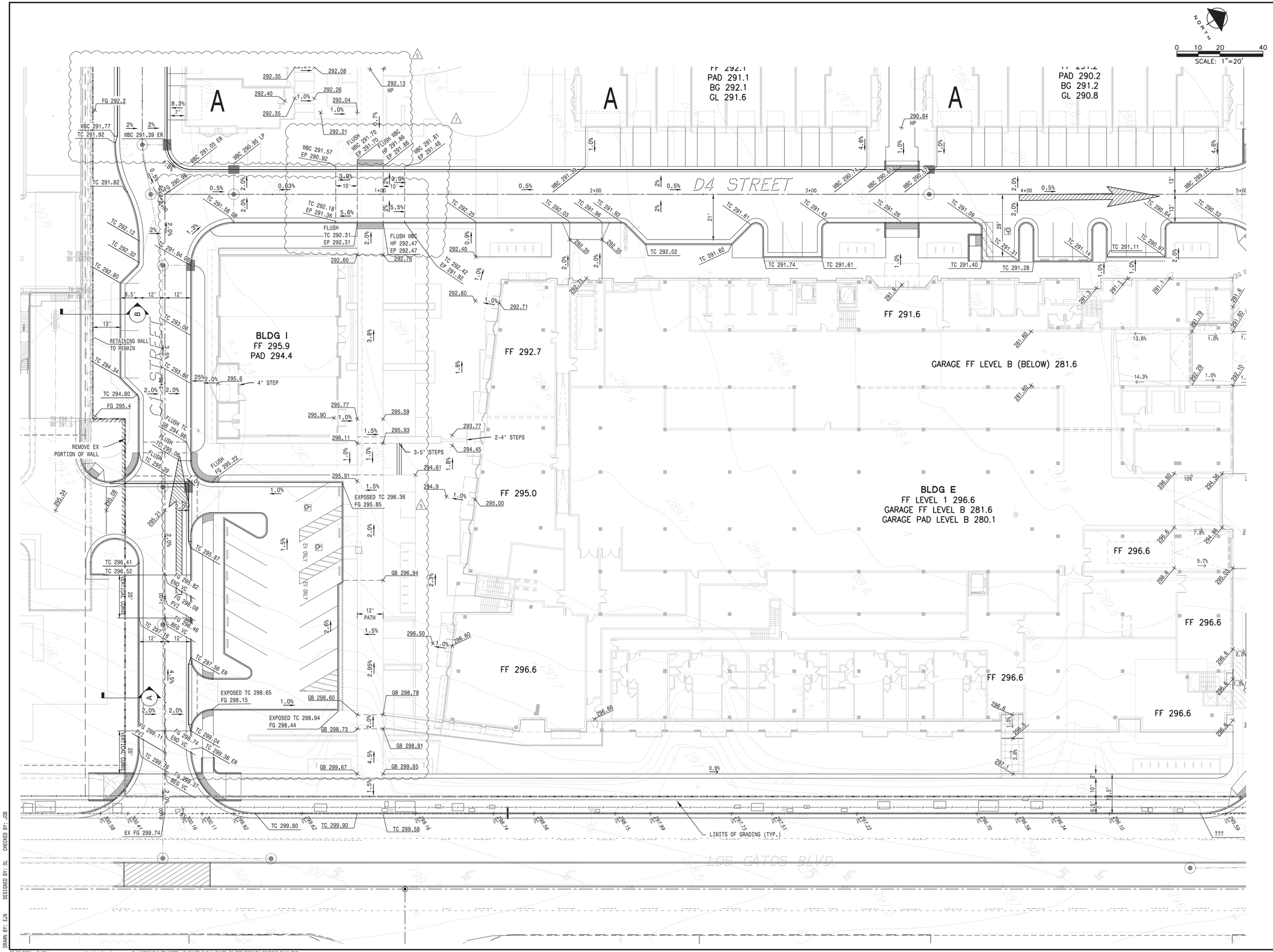
PHASE II PRELIMINARY GRADING PLAN

SHEET NUMBER

C10 (5)

DRAWN BY: EJN DESIGNED BY: GL CHECKED BY: JOB

03-06-2025 8:55am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C10 PHASE II PRELIMINARY GRADING PLAN.DWG



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PROJECT

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San Francisco, CA 94111

KEYPLAN

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Job Number

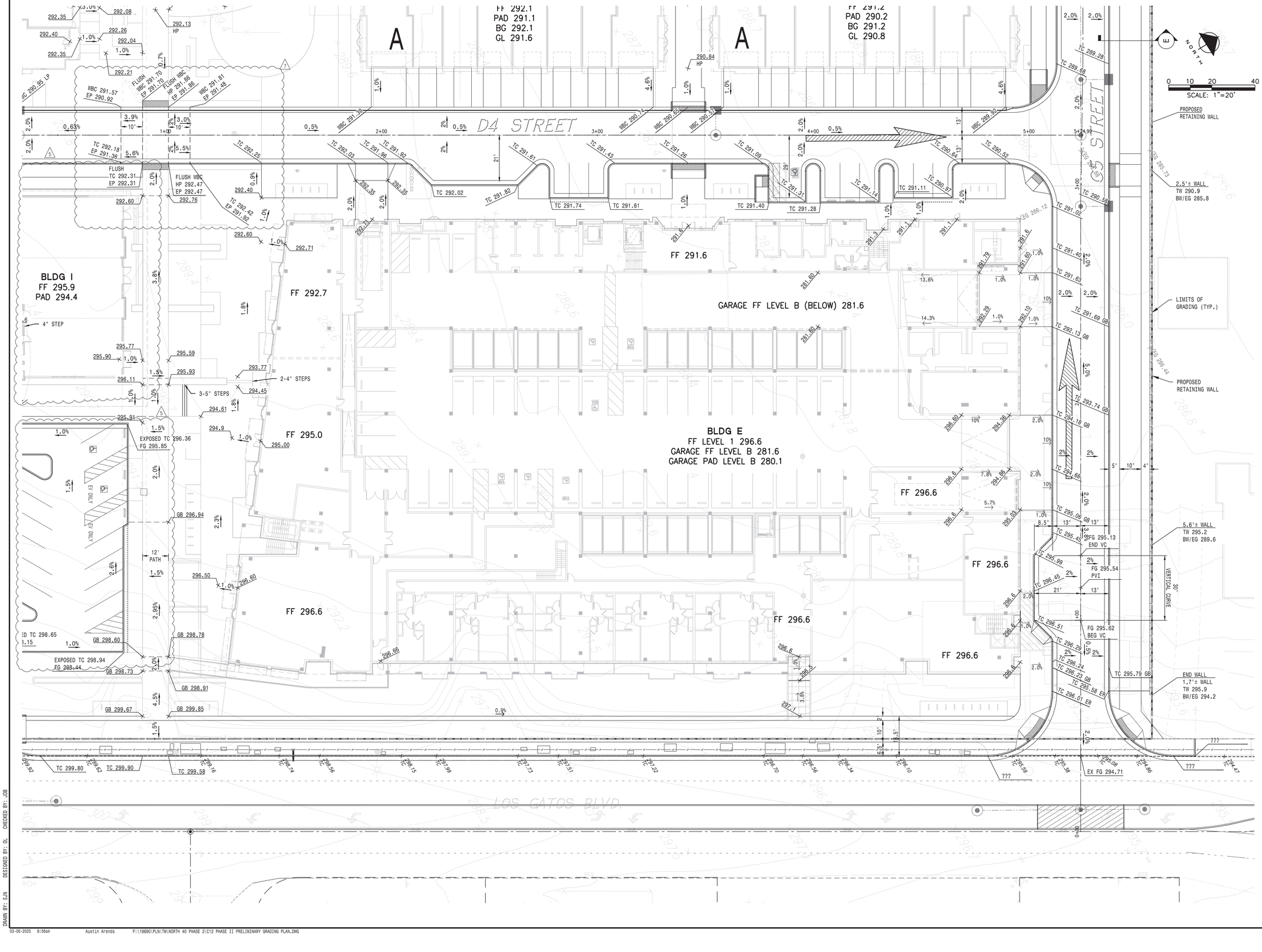
TITLE

PHASE II PRELIMINARY GRADING PLAN

SHEET NUMBER
C11 7

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JOB

03-06-2025 8:56am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C11 PHASE II PRELIMINARY GRADING PLAN.DWG



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PROJECT

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APPLICANT

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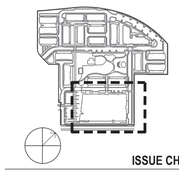
KEYPLAN



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Job Number

TITLE

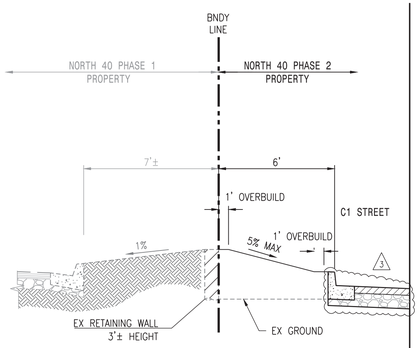
PHASE II PRELIMINARY GRADING PLAN

SHEET NUMBER

C12 (1)

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JDB

03-06-2025 8:56am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C12 PHASE II PRELIMINARY GRADING PLAN.DWG



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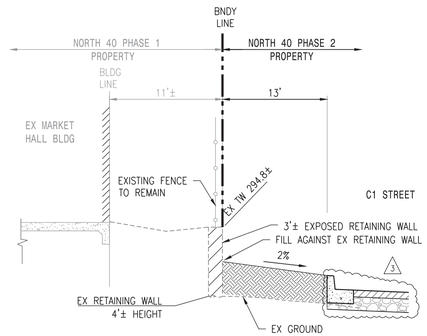
NTS



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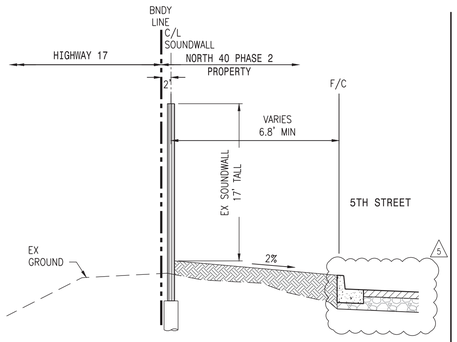

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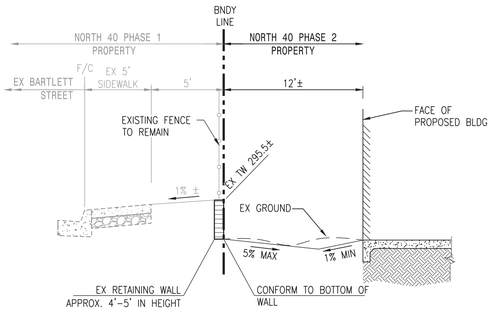

SECTION D
NTS

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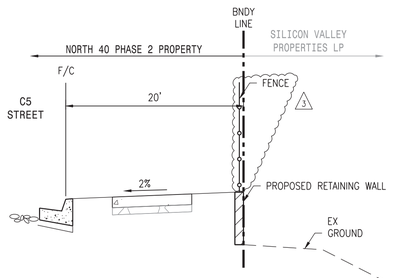

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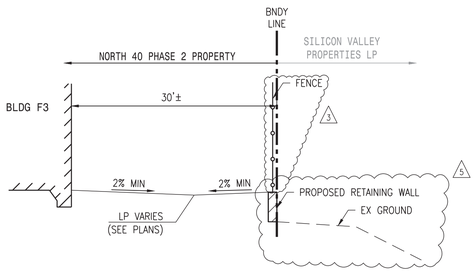

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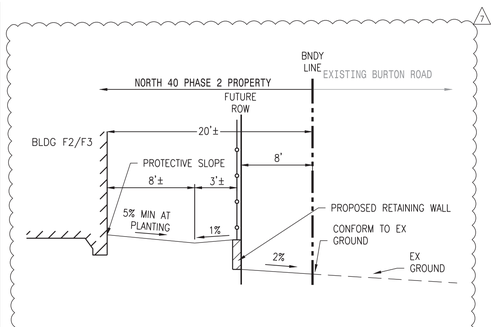

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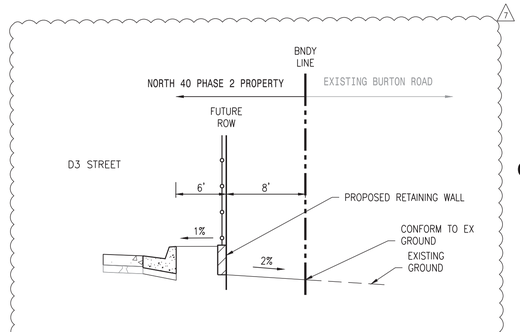

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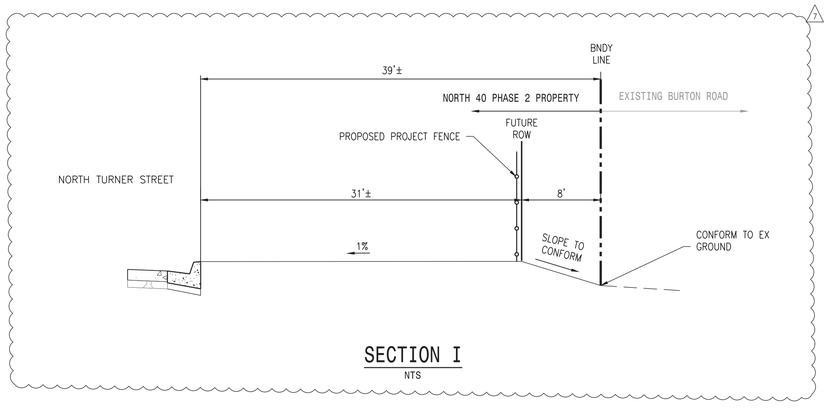

SECTION I
NTS

CONCEPTUAL EARTHWORK SUMMARY:

PHASE	ESTIMATED CUT (CY)	ESTIMATED FILL (CY)	UTILITY TRENCH EXCAVATION (CY)	SHRINK AT 10% (CY)	CONSOLIDATION OVER FILL AREA (CY)	NET (CY)
2	31,565	24,756	TBD	TBD	TBD	6,809

NOTES:
1. QUANTITIES ROUNDED TO THE NEAREST THOUSAND
2. THE QUANTITIES INDICATE AN UNBALANCED DIRT CONDITION, NECESSITATING THE EXPORT OF MATERIAL AS PER THE PRELIMINARY GRADING PLAN. EARTHWORK QUANTITIES SUBJECT TO CHANGE WITH FINAL DESIGN.
3. THE TOTAL DISTURBED ACREAGE IS 15.67 AC.

PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

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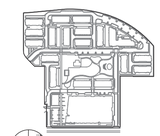
KEYPLAN



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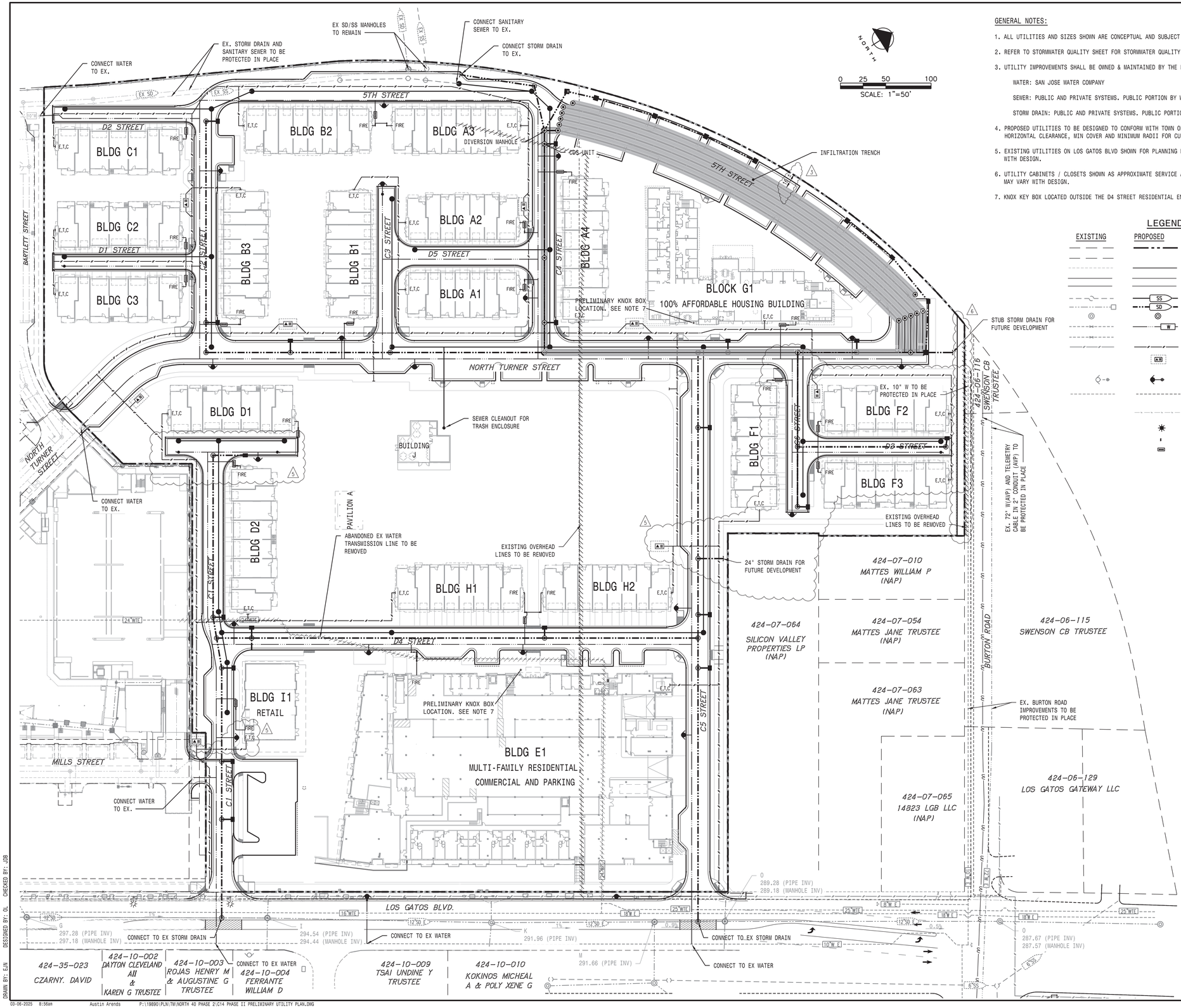
Job Number

TITLE
PHASE II PRELIMINARY GRADING PLAN SECTIONS AND DETAILS

SHEET NUMBER
C13 7

DRAWN BY: EAN DESIGNED BY: OL CHECKED BY: JDB

03-06-2025 8:56am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C13 PHASE II PRELIMINARY GRADING PLAN SECTIONS AND DETAILS.DWG



GENERAL NOTES:

1. ALL UTILITIES AND SIZES SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE AT FINAL DESIGN.
2. REFER TO STORMWATER QUALITY SHEET FOR STORMWATER QUALITY IMPROVEMENTS.
3. UTILITY IMPROVEMENTS SHALL BE OWNED & MAINTAINED BY THE FOLLOWING.
   - WATER: SAN JOSE WATER COMPANY
   - SEWER: PUBLIC AND PRIVATE SYSTEMS. PUBLIC PORTION BY WEST VALLEY SANITATION DISTRICT
   - STORM DRAIN: PUBLIC AND PRIVATE SYSTEMS. PUBLIC PORTION BY TOWN OF LOS GATOS
4. PROPOSED UTILITIES TO BE DESIGNED TO CONFORM WITH TOWN OF LOS GATOS STANDARDS INCLUDING VERTICAL AND HORIZONTAL CLEARANCE, MIN COVER AND MINIMUM RADII FOR CURVATURE.
5. EXISTING UTILITIES ON LOS GATOS BLVD SHOWN FOR PLANNING PURPOSES. ACTUAL LOCATIONS TO BE CONFIRMED WITH DESIGN.
6. UTILITY CABINETS / CLOSETS SHOWN AS APPROXIMATE SERVICE AREA TO INDIVIDUAL BUILDINGS. ACTUAL LOCATIONS MAY VARY WITH DESIGN.
7. KNOX KEY BOX LOCATED OUTSIDE THE D4 STREET RESIDENTIAL ENTRY.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / BOUNDARY
		RIGHT OF WAY
		FACE OF CURB
		SIDEWALK
		MULTIUSE PATH
SS	SS	SANITARY SEWER & MANHOLE
SD	SD	STORM DRAIN & INLET
		STORM MANHOLE
W	W	WATER LINE
		WATER TRANSMISSION LINE
		JOINT TRENCH (E=ELECTRIC, G-GAS, T-TELEPHONE, C=CABLE)
		ELECTRIC TRANSFORMER (LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE AT FINAL DESIGN)
		FIRE HYDRANT
		EASEMENT LINE SEE CALL OUTS FOR TYPE
		EXISTING FIBER OPTICS
		PROPOSED LIGHTING
		FDC/PIV
		DDCV

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PROJECT

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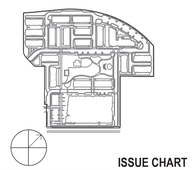
KEYPLAN



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Job Number

TITLE

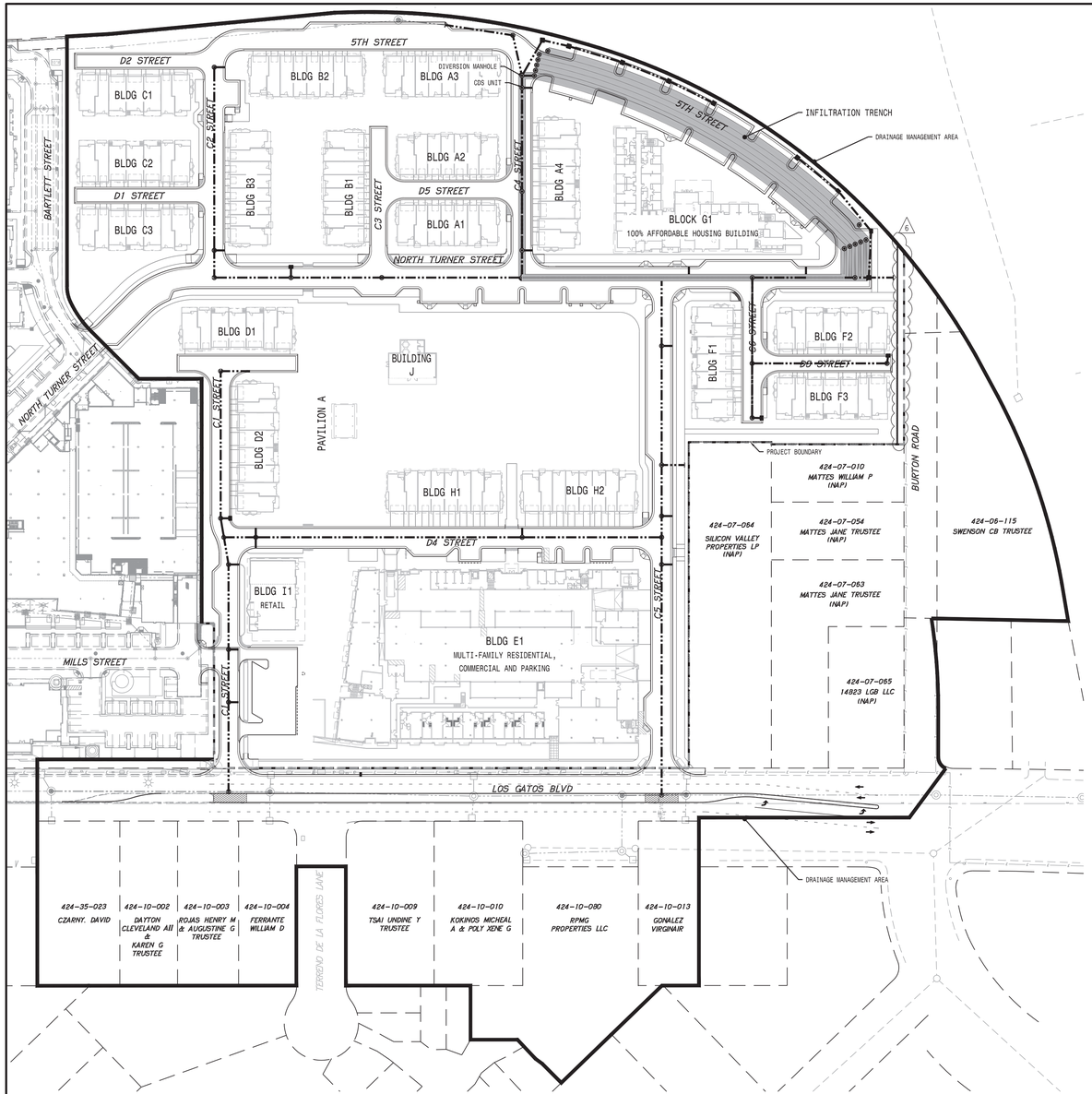
PHASE II PRELIMINARY UTILITY PLAN

SHEET NUMBER

C14 (6)

DRAWN BY: EJN DESIGNED BY: DL CHECKED BY: JOB

03-06-2025 8:56am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C14 PHASE II PRELIMINARY UTILITY PLAN.DWG



NORTH

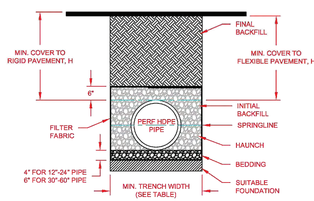
0 40 80 160

SCALE: 1"=80'

LEGEND

STORMWATER DRAINAGE MANAGEMENT AREA

Preliminary CDS Unit Sizing Calcs	
Q=CIA	
Intensity (San Jose Airport)	0.17
MAP_{SITE}/MAP_{GAGE}	1.5
I Design Intensity	0.255
C based on impervious percentage above	0.70
A Total project Area	24.94
Q Flow required	4.45



RECOMMENDED MINIMUM TRENCH WIDTHS

PIPE DIAM.	MIN. TRENCH WIDTH
4" (100mm)	13" (300mm)
6" (150mm)	18" (450mm)
8" (200mm)	21" (375mm)
10" (250mm)	24" (600mm)
12" (300mm)	30" (750mm)
15" (375mm)	33" (825mm)
18" (450mm)	36" (900mm)
24" (600mm)	49" (1000mm)
30" (750mm)	65" (1150mm)
36" (900mm)	52" (1300mm)
42" (1050mm)	66" (1650mm)
48" (1200mm)	78" (1950mm)
60" (1500mm)	94" (2100mm)

MINIMUM RECOMMENDED COVER BASED ON VEHICLE LOADING CONDITIONS

PIPE DIAM.	SURFACE LIVE LOADING CONDITION H-25	SURFACE LIVE LOADING CONDITION HEAVY CONSTRUCTION (75T AXLE LAOD) *
12" - 48" (300mm - 1200mm)	12" (305mm)	48" (1219mm)
60" (1500mm)	24" (610mm)	60" (1524mm)

* VEHICLES IN EXCESS OF 75T MAY REQUIRE ADDITIONAL COVER

NOTES:

1. ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST ADDITION

2. FILTER FABRIC: MEASURES SHALL BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BEDDING AND BACKFILL MATERIAL.

3. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER, AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.

4. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-24" (100mm-600mm); 6" (150mm) FOR 30"-60" (750mm-1500mm).

5. INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.

6. MINIMUM COVER: MINIMUM COVER, H, IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" FROM THE TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOTATION. FOR TRAFFIC APPLICATIONS, MINIMUM COVER, H, IS 12" UP TO 48" DIAMETER PIPE AND 24" OF COVER FOR 60" DIAMETER PIPE, MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT.

REV.	DESCRIPTION	BY	MM/DD/YY	CHK'D
5	REV. DRAWING NAME OR NUMBER	TJR	01/25/16	

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TRENCH INSTALLATION DETAIL (PERF PIPE)

DRAWING NUMBER: STD-101C

ADS. ADVANCED DRAINAGE SYSTEMS, INC. 4640 TRUEMAN BLVD HILLIARD, OHIO 43026

DRAWN BY:	CKS
DATE:	11/9/06
SCALE:	NTS
SHEET:	1 OF 1

Stormwater Quality Treatment Sizing Calculations

Total Project Area (SF)	Impervious Area (SF)	Pervious Area (SF)	% Impervious (i)	UBS (in)	Adjusted UBS Volume Required (in)	Storage Volume Required (ft^3)	Subsurface Infiltration Trench: Nominal Pipe Size (in)	Nominal O.D. (in)	Trench Width (ft)	Bedding Thickness (in)	Trench Depth (ft)	Pipe Volume (cf/lf)	Rock Volume[6] (cf/lf)	Total Volume (cf/lf)	Trench Length Designed (ft)	Storage Volume Designed (ft^3)
1086520	760133	326387	0.70	0.40	0.60	54717	48	54	6.7	18.00	6.0	12.50	3.5	16.00	3420	54720

Infiltration Trench Drainage Calculations: Trench Surface Area (ft^2)	Depth of ponding when full (in)	native soil[7] (in/hr)	Time needed to drain (hrs)
22914	28.66	1.5	19

Notes:

1. Sizing criteria from the Santa Clara Valley Urban Runoff Pollution Prevention Program 2016 C.3 Handbook - Volume Based Sizing method (CASQA BMP Handbook Approach) for treatment areas. See handbook for details
2. Unit Basin Storage (UBS) volumes taken from C.3 Handbook, Appendix B, Figure B-2, San Jose Airport Gage, for Type B soils.
3. Mean annual precipitation per Figure B-1 "Soil Texture and Mean Annual Precipitation Depths for the Santa Clara Basin" See C.3 Handbook, Appendix B, for figure.
   MAP_{SITE} 21.0 inches
4. Mean annual precipitation gage (MAPGAGE) per Table B-2b: "Precipitation Data for Three Reference Gages" See C.3 Handbook, Appendix B for table.
   MAP_{GAGE} 13.9 inches
5. UBS Adjustment factor = MAP_{SITE}/MAP_{GAGE} 1.5
6. Assumed porosity (void space) of aggregate = 0.35
7. Per Engeo's Geotechnical Exploration and supplemental Infiltration Trench Memo, actual infiltration rates on site exceed 5" per hour but 1.5" per hour was used to be conservative.

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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

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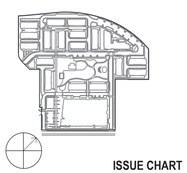
KEYPLAN



ISSUE CHART

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07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE

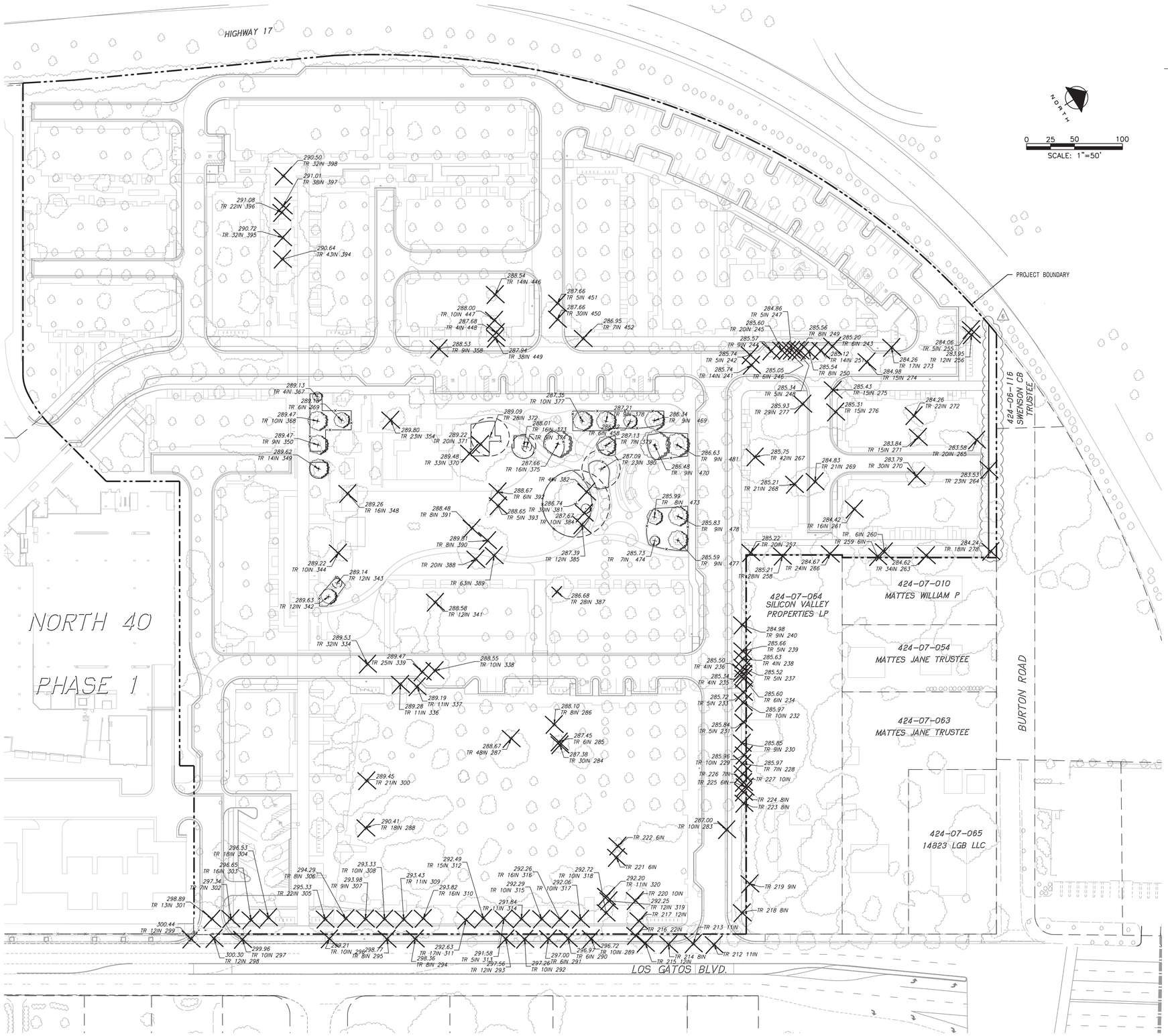
PHASE II STORMWATER MANAGEMENT CONCEPT

SHEET NUMBER

C15 6

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JOB

03-06-2025 8:57am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C15 PHASE II STORMWATER MANAGEMENT CONCEPT.DWG



LEGEND

287.68 TR 4IN 448 — PROTECTED TREE WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN

TREE PROTECTIVE FENCING PER ARBORIST RECOMMENDATION

287.68 TR 4IN 448 — NON PROTECTED TREE WITH THE POTENTIAL TO BE PRESERVED TO THE EXTENT FEASIBLE DURING FINAL DESIGN.

287.68 TR 4IN 448 — PROTECTED TREE TO BE REMOVED

NOTE:

1. SEE NORTH 40 PHASE II PRELIMINARY ARBORIST REPORT BY HORTSCIENCE, BARTLETT CONSULTING DATED SEPTEMBER 20, 2024 FOR TREE SPECIES AND HEALTH DETAILS.

Trees with the Potential to be Preserved to the Extent Feasible During Final Design

Tree #	Species	Protected	Not Protected
342	Persimmon		X
343	Goldenrain Tree	X	
349	English Walnut		X
350	English Walnut		X
367	English Wallnut		X
368	English Wallnut		X
369	English Wallnut		X
372	Atlas Cedar	X	
373	Cork Oak	X	
374	Deodar Cedar	X	
375	English Walnut		X
377	English Walnut		X
378	English Walnut	X	
379	English Walnut	X	
380	Coast Live Oak	X	
381	Cork Oak	X	
458	English Walnut		X
469	English Walnut		X
470	English Walnut		X
473	English Walnut		X
474	English Walnut		X
477	English Walnut		X
478	English Walnut		X
481	English Walnut		X

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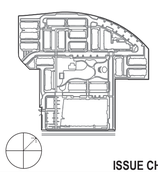

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Job Number

TITLE

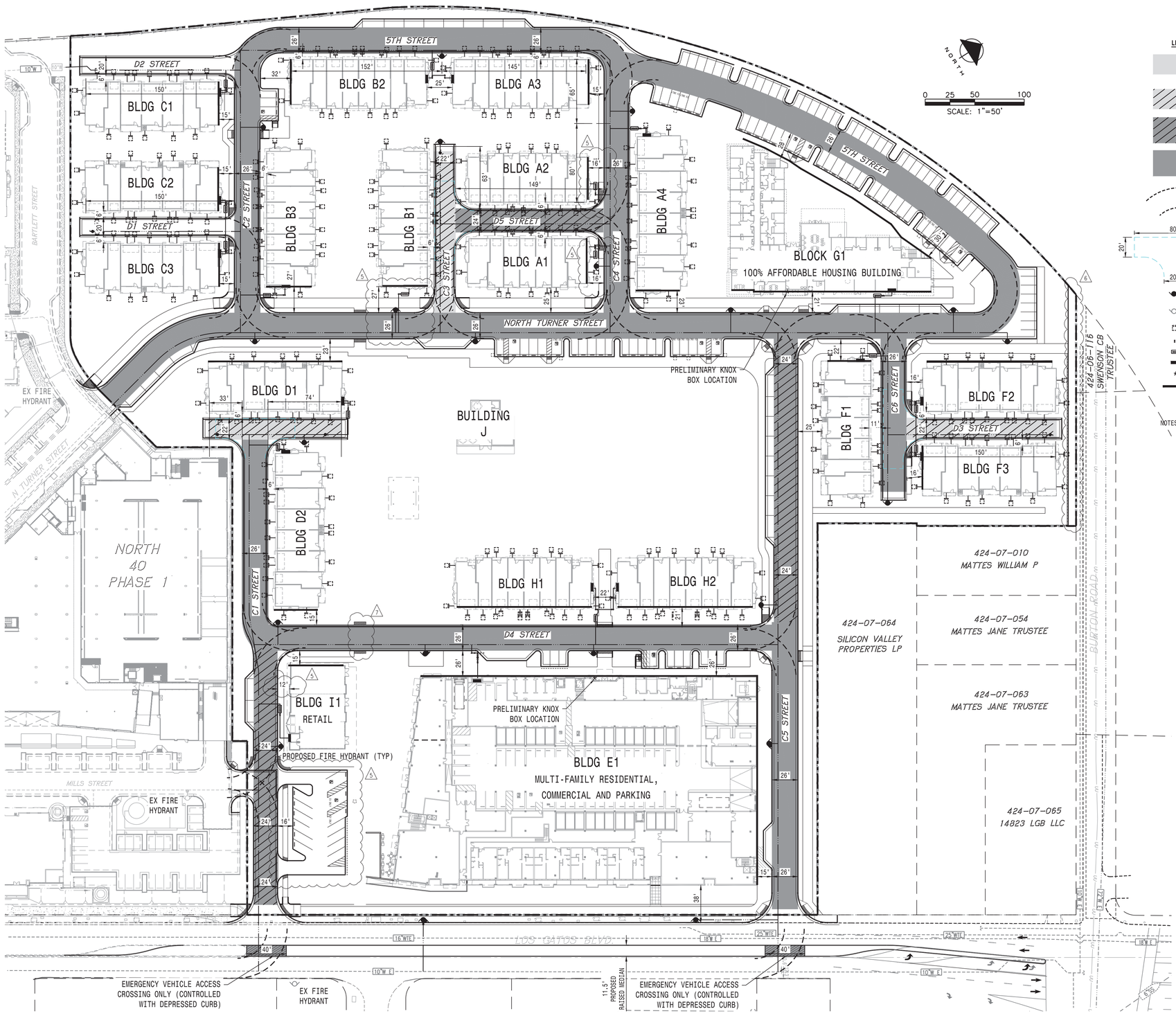
PHASE II TREE DISPOSITION PLAN

SHEET NUMBER

C16 6

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JDB

03-06-2025 8:57am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C16 PHASE II TREE DISPOSITION PLAN.DWG

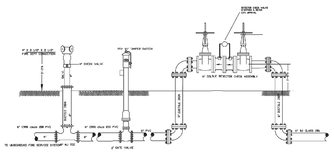


LEGEND:

- MINIMUM 20 FT WIDE FIRE ACCESS ROAD
- MINIMUM 22 FT WIDE FIRE ACCESS ROAD
- MINIMUM 24 FT WIDE FIRE ACCESS ROAD
- MINIMUM 26 FT WIDE FIRE ACCESS ROAD
- TYPICAL MINIMUM TURN RADIUS (30' INTERIOR / 50' EXTERIOR)
- TYPICAL RESIDENTIAL TURNAROUND & TURNOUT PER SANTA CLARA COUNTY FIRE DEPARTMENT STANDARDS & SPECIFICATIONS D-1
- PROPOSED FIRE HYDRANT LOCATION
- EXISTING FIRE HYDRANT LOCATION
- GROUND FIRE ACCESS
- FDC/PIV
- DDCV
- FIRE CLOSET
- PRELIMINARY KNOX BOX LOCATION
- BUILDING AERIAL ACCESS SIDE

NOTES:

1. ACTUAL STREET WIDTHS EXCEED MINIMUM REQUIREMENTS AT SOME LOCATIONS
2. STREET WIDTH MEASURED TO FACE OF CURB FOR VERTICAL CURBS AND BACK OF CURB FOR ROLLED/WEDGE CURB
3. A STATE OF CALIFORNIA LICENSED (C-16) FIRE PROTECTION CONTRACTOR SHALL SUBMIT PLANS, CALCULATIONS, A COMPLETED PERMIT APPLICATION AND APPROPRIATE FEES TO THIS DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THEIR WORK. CFC SEC.903.2.
4. FIRE HOSE THREADS USED IN CONNECTION WITH STANDPIPE SYSTEMS SHALL BE APPROVED AND COMPATIBLE WITH FIRE DEPARTMENT HOSE THREADS. STANDPIPES SHALL BE MANUAL WET TYPE. IN BUILDINGS USED FOR HIGH PILED COMBUSTIBLE STORAGE, FIRE HOSE PROTECTION SHALL BE IN ACCORDANCE WITH CHAPTER 32. INSTALLATION STANDARD. STANDPIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THIS SECTION AND NFPA 14 AS AMENDED IN CHAPTER 47. CFC SEC. 905.
5. FIRE ACCESS ROADS WILL BE MARKED WITH RED CURBING AND/OR SIGNAGE TO DESIGNATE THEM FOR EMERGENCY VEHICLE ACCESS. DETAILS TO BE DETERMINED AT FINAL DESIGN.
6. FIRE WATER APPURTENANCE LOCATIONS ARE SHOWN FOR REFERENCE ONLY AND SUBJECT TO CHANGE AT FINAL DESIGN.



UNDERGROUND PIPING DETAIL

(NTS FOR REFERENCE ONLY)

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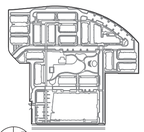

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Job Number

TITLE

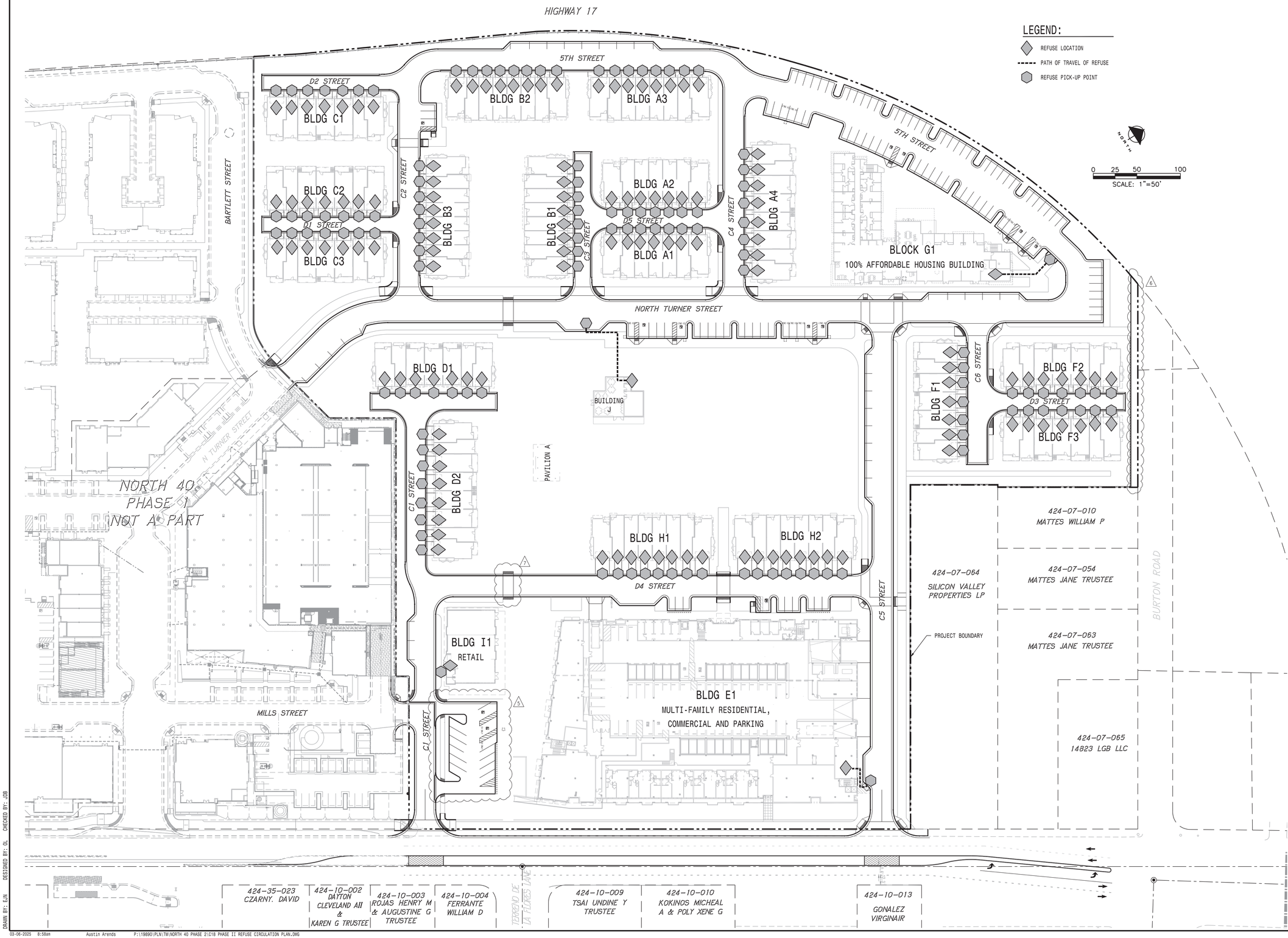
PHASE II FIRE ACCESS PLAN

SHEET NUMBER

C17 (7)

DRAWN BY: EJW DESIGNED BY: GL CHECKED BY: JOB

03-06-2025 8:57am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C17 PHASE II FIRE ACCESS PLAN.DWG



LEGEND:

- REFUSE LOCATION
- PATH OF TRAVEL OF REFUSE
- REFUSE PICK-UP POINT

NORTH

0 25 50 100

SCALE: 1"=50'

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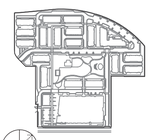

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Job Number

TITLE

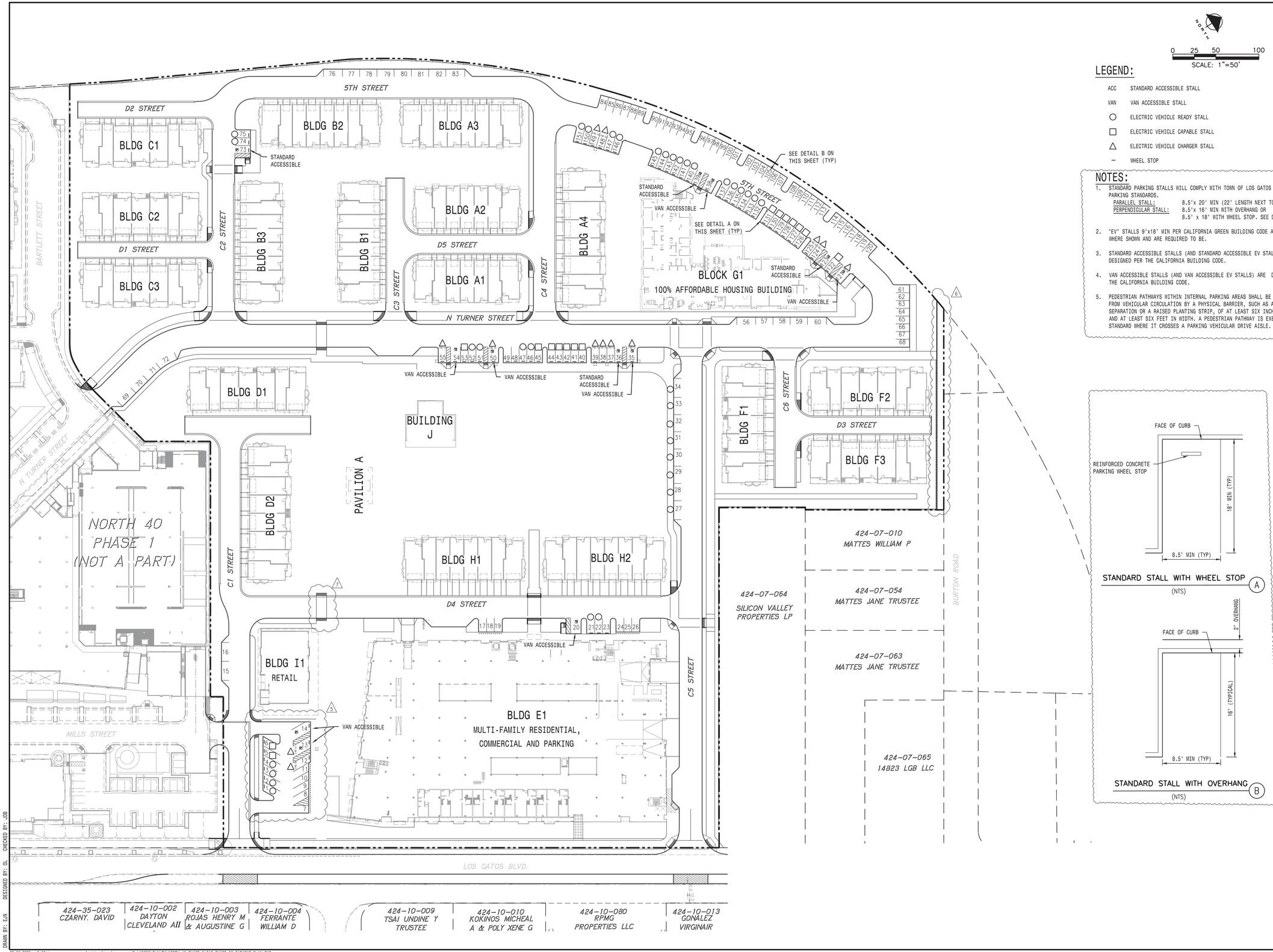
PHASE II REFUSE CIRCULATION PLAN

SHEET NUMBER

C18 7

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JOB

03-06-2025 8:58am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C18 PHASE II REFUSE CIRCULATION PLAN.DWG



NORTH

0 25 50 100

SCALE: 1"=50'

LEGEND:

ACC	STANDARD ACCESSIBLE STALL
VAN	VAN ACCESSIBLE STALL
○	ELECTRIC VEHICLE READY STALL
□	ELECTRIC VEHICLE CAPABLE STALL
△	ELECTRIC VEHICLE CHARGER STALL
–	WHEEL STOP

NOTES:

1. STANDARD PARKING STALLS WILL COMPLY WITH TOWN OF LOS GATOS OFF-STREET PARKING STANDARDS.
   PARALLEL STALL: 8.5'x 20' MIN (22' LENGTH NEXT TO OBSTRUCTION)
   PERPENDICULAR STALL: 8.5'x 16' MIN WITH OVERHANG OR 8.5' x 18' WITH WHEEL STOP. SEE DETAILS BELOW.
2. "EV" STALLS 9'x18' MIN PER CALIFORNIA GREEN BUILDING CODE ARE PROPOSED WHERE SHOWN AND ARE REQUIRED TO BE.
3. STANDARD ACCESSIBLE STALLS (AND STANDARD ACCESSIBLE EV STALLS) ARE DESIGNED PER THE CALIFORNIA BUILDING CODE.
4. VAN ACCESSIBLE STALLS (AND VAN ACCESSIBLE EV STALLS) ARE DESIGNED PER THE CALIFORNIA BUILDING CODE.
5. PEDESTRIAN PATHWAYS WITHIN INTERNAL PARKING AREAS SHALL BE SEPARATED FROM VEHICULAR CIRCULATION BY A PHYSICAL BARRIER, SUCH AS A GRADE SEPARATION OR A RAISED PLANTING STRIP, OF AT LEAST SIX INCHES IN HEIGHT AND AT LEAST SIX FEET IN WIDTH. A PEDESTRIAN PATHWAY IS EXEMPT FROM THIS STANDARD WHERE IT CROSSES A PARKING VEHICULAR DRIVE AISLE.

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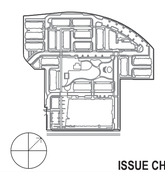

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Job Number

TITLE

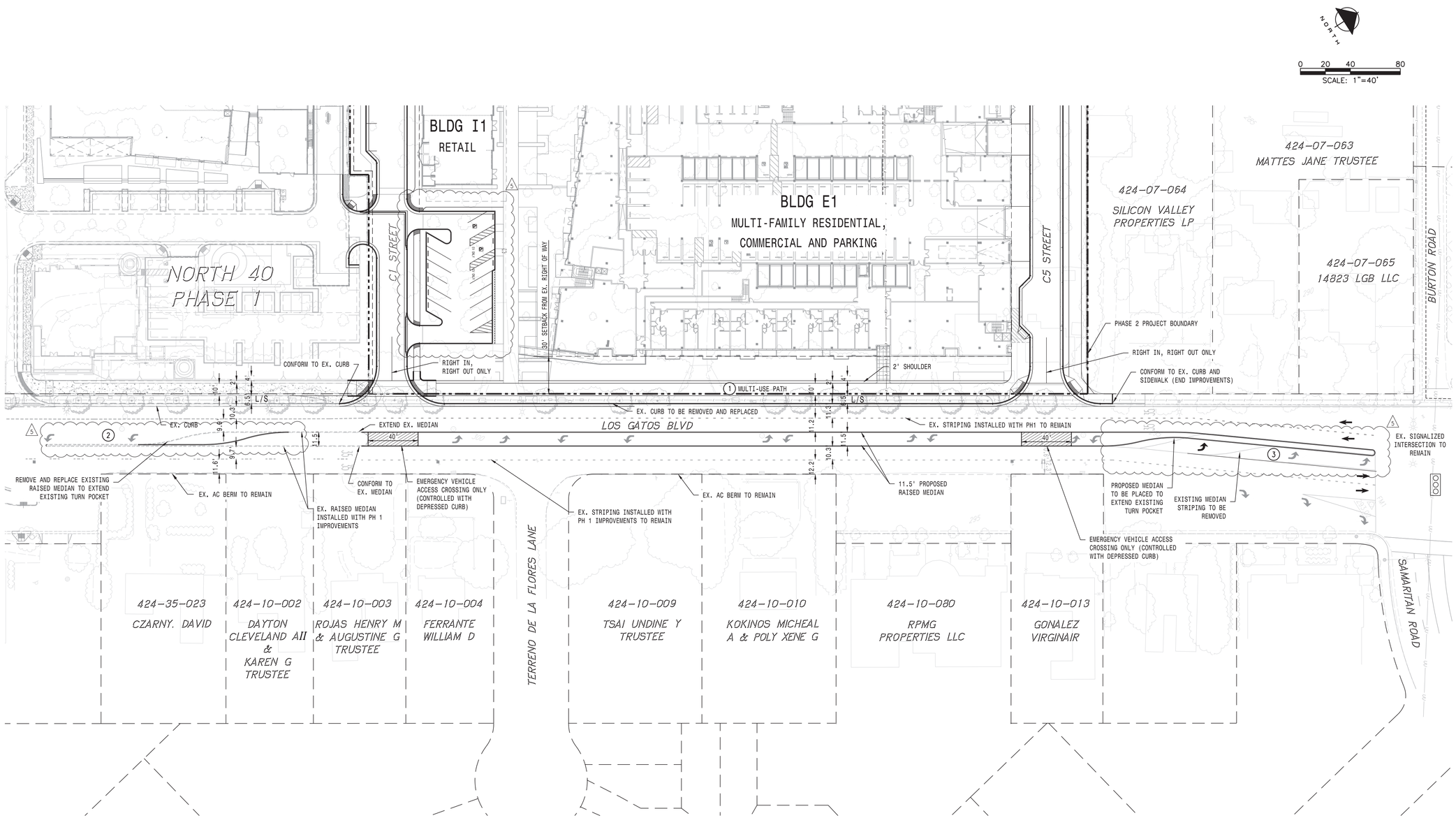
PHASE II PRELIMINARY PARKING PLAN

SHEET NUMBER

C19 (7)

DRAWN BY: EJN DESIGNED BY: OL CHECKED BY: JOB

03-06-2025 9:58am Austin Arends P:\19090\PLN\TM\NORTH 40 PHASE 2\C19 PHASE II PARKING PLAN.DWG



PROPOSED LOS GATOS BLVD. IMPROVEMENTS

1. EXTEND 10' MULTI-USE PATH ALONG PHASE 2 FRONTAGE.
2. REMOVE AND REPLACE EXISTING RAISED MEDIAN TO EXTEND EXISTING TURN LANE PER RECOMMENDATIONS FROM THE PROJECT'S TRANSPORTATION ANALYSIS
3. PROPOSED RAISED MEDIAN TO BE PLACED TO EXTEND THE EXISTING TURN LANE PER RECOMMENDATIONS FROM THE PROJECT'S TRANSPORTATION ANALYSIS

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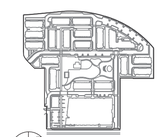

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Job Number

TITLE

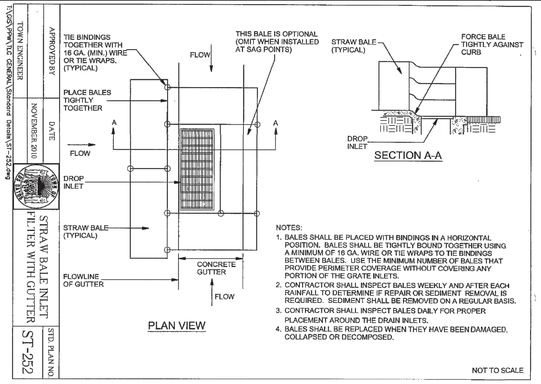
PHASE II OFFSITE LOS GATOS BLVD ROADWAY IMPROVEMENTS

SHEET NUMBER

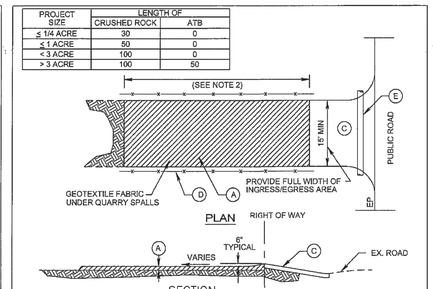
C20 (5)

DRAWN BY: EJN DESIGNED BY: DL CHECKED BY: JOB

03-06-2025 8:58am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C20 PHASE II OFFSITE LOS GATOS BLVD ROADWAY IMPROVEMENTS.DWG



PROJECT SIZE	LENGTH OF CRUSHED ROCK	LENGTH OF ATB
≤ 1/4 ACRE	30	0
< 1 ACRE	50	0
< 3 ACRE	100	0
> 3 ACRE	100	50



(A) 4" CRUSHED ROCK WITH GEOTEXTILE MATERIAL UNDERNEATH.
(B) THE MINIMUM LENGTH SHALL BE LENGTHENED AS NECESSARY TO ENSURE MATERIAL IS NOT TRACKED INTO THE PUBLIC RIGHT-OF-WAY. ALTERNATE CONSTRUCTION ENTRANCES WILL BE ALLOWED WITH APPROVAL OF THE CITY ENGINEER ON A CASE BY CASE BASIS. WHERE PHYSICAL SITE CONDITIONS AND SIZE DICTATE
(C) ATB DRIVEWAY RAMP, OR SITE ACCESS ROAD 20' WIDE MIN. SEE TABLE ABOVE FOR REQUIRED LENGTH.
(D) INSTALL ORANGE BARRIER FENCE TO DIRECT TRAFFIC ONTO CONSTRUCTION ENTRANCE
(E) INSTALL 12" MIN. DIA. CULVERT IF A ROADSIDE DITCH IS PRESENT.

NOTES:

1 SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
2 MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.
3 WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS USED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
4 PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

NOT TO SCALE

APPROVED BY	DATE		STD. PLAN NO.
TOWN ENGINEER	NOVEMBER 2010	STABILIZED CONSTRUCTION ENTRANCE	ST-250

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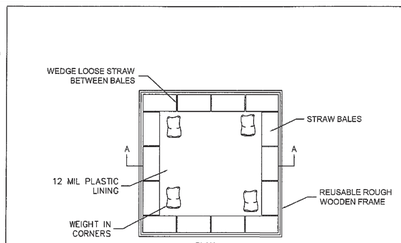

APPROVED BY	DATE		STD. PLAN NO.
TOWN ENGINEER	NOVEMBER 2010	TEMPORARY CONCRETE WASHOUT FACILITY	ST-256

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INTERIM EROSION CONTROL MEASURES
(USE AS APPLICABLE TO YOUR PROJECT.)

NOTES:
1. IT IS THE RESPONSIBILITY OF THE OWNER/CONTRACTOR TO INSURE THAT NO MUD OR SILTATION LEAVES THE PROJECT SITE.
2. INTERIM EROSION CONTROL MEASURES MUST BE COMPLETED AND IN PLACE BY OCTOBER 1.
3. ALL INTERIM EROSION CONTROL MEASURES MUST BE CONTINUOUSLY MAINTAINED THROUGHOUT THE OCTOBER 1 TO APRIL 15 RAINY SEASON.
4. CALL THE INSPECTION LINE AT (408) 399-5760 BY SEPTEMBER 15 FOR INSPECTION OF EROSION CONTROL DEVICES. CALL 24 HOURS IN ADVANCE. INCLUDE GRADING PERMIT NUMBER.
5. IF EROSION CONTROL MEASURES ARE NOT IN PLACE AS REQUIRED OR NOT MAINTAINED, ALL WORK SHALL CEASE UNTIL EROSION CONTROL MEASURES ARE REMEDIED.

MEASURES:
1. INSTALL SILT FENCE. PROVIDE DETAIL, SHOW LOCATION ON PLANS AND ADD NOTES AS NEEDED.
2. SEED EXPOSED AREAS PER TOWN SPECIFICATIONS. SEE BELOW.
3. INSTALL DRAINAGE MEASURES INCLUDING CATCH BASINS, ENERGY DISSIPATORS, ETC. PROVIDE DETAIL, SHOW LOCATIONS ON PLANS, AND ADD NOTES AS NEEDED.
4. INSTALL CHECK DAMS, SEDIMENT TRAPS AND BASINS, TEMPORARY SWALES.
5. INSTALL JUTE NETTING OVER SEEDED AND MULCHED SLOPES.
6. COVER BARE SLOPES WITH STRAW BLANKETS.

SEEDING SPECIFICATIONS:
1. SEED AND MULCH WILL BE APPLIED BY OCT 1 TO ALL DISTURBED SLOPES AND TO ALL CUTS AND FILL SLOPES WITHIN OR ADJACENT TO PUBLIC RIGHTS-OF-WAY AS DIRECTED BY TOWN ENGINEER.
2. SEED AND FERTILIZER WILL BE APPLIED HYDRAULICALLY OR BY HAND AT THE RATES SPECIFIED BELOW. ON SLOPES, STRAW WILL BE APPLIED BY BLOWER OR BY HAND AND ANCHORED IN PLACE BY PUNCHING OR WITH JUTE NETTING.

ITEM	POUNDS/ACRE
"Blando" brome	30
Annual rye grass	20
Fertilizer (16-20-0 & 15% sulfur)	500
Straw	4,000

3. SEEDED AREAS WILL BE REPAIRED, RESEEDED AND MULCHED, IF DAMAGED.

APPROVED BY	DATE		STD. PLAN NO.
TOWN ENGINEER	NOVEMBER 2010	INTERIM EROSION CONTROL NOTES	ST-255

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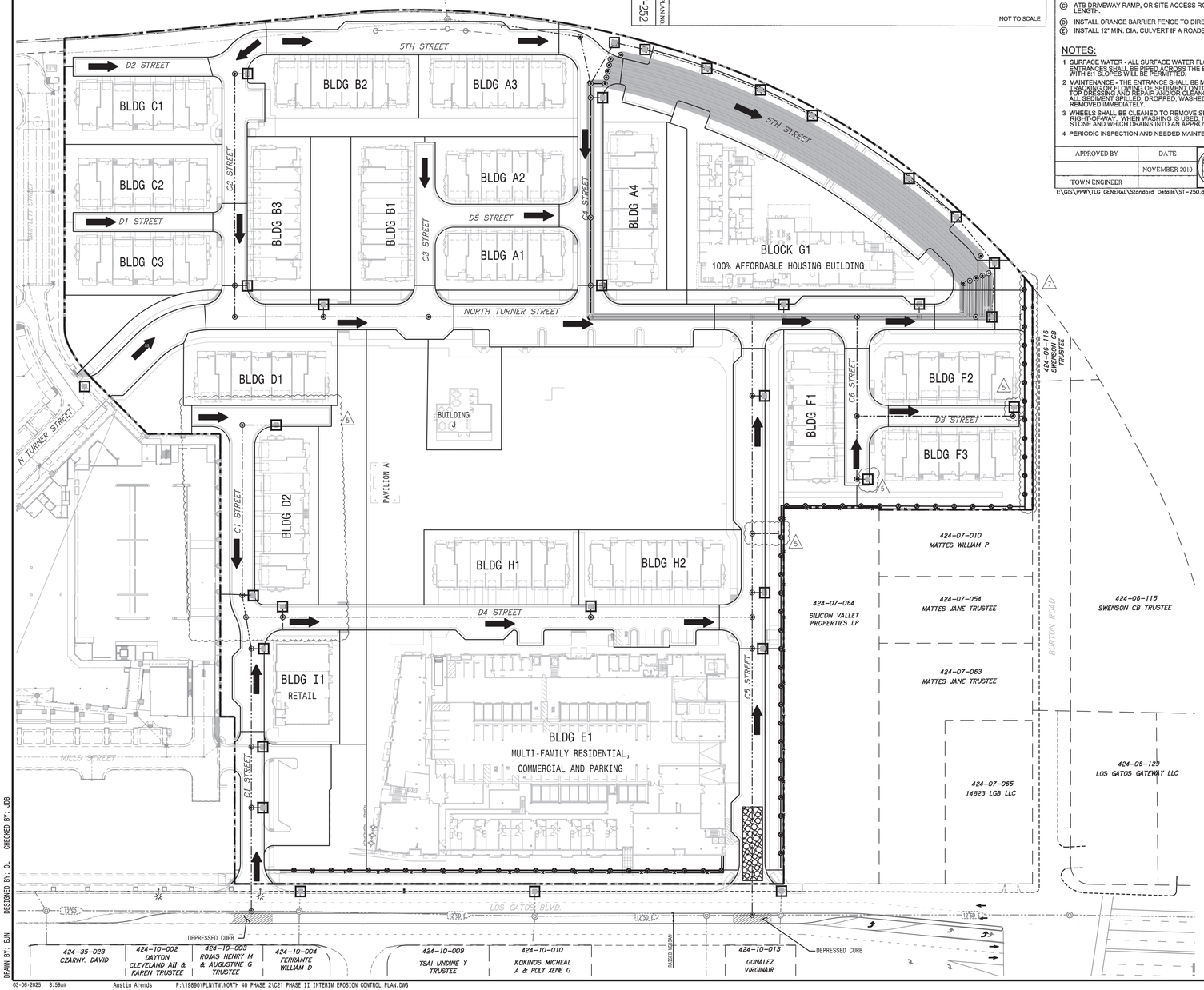

NORTH
0 30 60 120
SCALE: 1"=60'

LEGEND:
- INLET PROTECTION
- STRAW WATTLES
- TEMPORARY BARRIER FENCE
- OVERLAND RELEASE
- GRAVEL CONSTRUCTION ENTRANCT/EXIT

DESIGNED BY: OL DRAWN BY: EJN CHECKED BY: JDB

03-06-2025 8:59am Austin Arends P:\19090\PLN\TM\NORTH 40 PHASE 2\C21 PHASE II INTERIM EROSION CONTROL PLAN.DWG

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San Francisco, CA 94111

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GIACALONE DESIGN
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Pleasanton, CA 94588

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DAHLIN GROUP
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Pleasanton, CA 94588

MASTERPLAN AND LANDSCAPE ARCHITECT
PERKINS & WILL
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San Francisco, CA 94105

LIGHTING DESIGN
PIVOTAL AEI
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Chicago, IL 60603

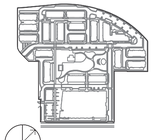
PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
01	ENTITLEMENT SET	09/14/2023
02	ENTITLEMENT SET - REVISION 1	01/16/2024
03	ENTITLEMENT SET - REVISION 2	03/13/2024
04	ENTITLEMENT SET - REVISION 3	06/05/2024
05	ENTITLEMENT SET - REVISION 4	09/23/2024
06	ENTITLEMENT SET - REVISION 5	12/13/2024
07	ENTITLEMENT SET - REVISION 6	3/05/2025

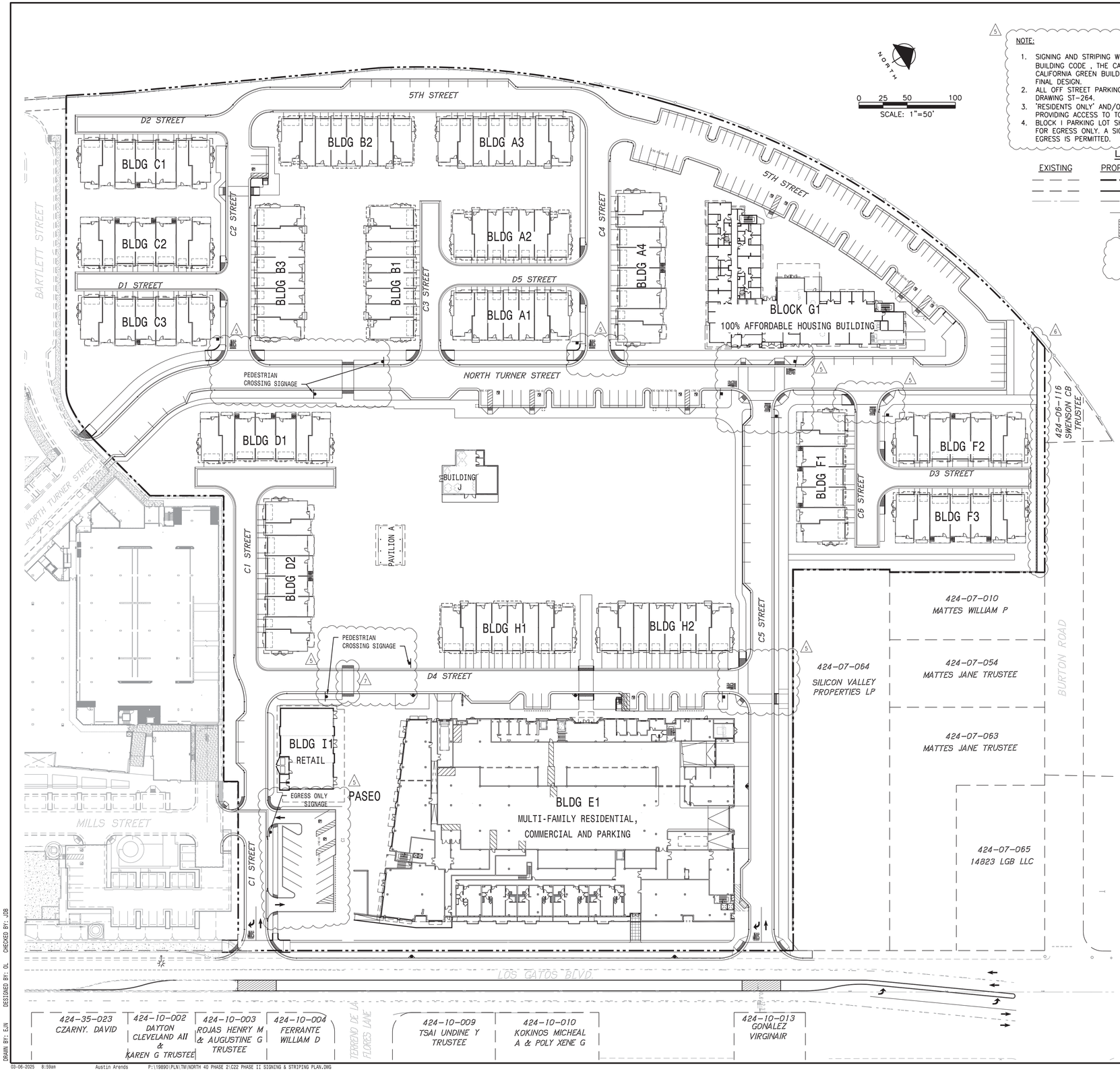
Job Number

TITLE

PHASE II INTERIM EROSION CONTROL PLAN

SHEET NUMBER

C21 (6)



NOTE:

1. SIGNING AND STRIPING WILL COMPLY WITH THE TOWN OF LOS GATOS STANDARD DRAWINGS, THE CALIFORNIA BUILDING CODE , THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CAMUTCD), AND THE CALIFORNIA GREEN BUILDING CODE. SIGNING & STRIPING PLAN IS PRELIMINARY AND SUBJECT TO CHANGE WITH FINAL DESIGN.
2. ALL OFF STREET PARKING SHALL HAVE DOUBLE STRIPING AND COMPLY WITH THE TOWN OF LOS GATOS STANDARD DRAWING ST-264.
3. 'RESIDENTS ONLY' AND/OR 'NO OUTLET' SIGNAGE SHOULD BE POSTED IN ADVANCE OF DEAD-END DRIVE AISLES PROVIDING ACCESS TO TOWNHOMES.
4. BLOCK I PARKING LOT SHOULD DESIGNATE THE EASTERN DRIVEWAY FOR INGRESS ONLY AND WESTERN DRIVEWAY FOR EGRESS ONLY. A SIGN SHOULD BE POSTED AT THE EGRESS DRIVEWAY TO ALERT DRIVERS THAT ONLY EGRESS IS PERMITTED.

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		PROPERTY LINE / BOUNDARY
		RIGHT OF WAY
		CENTERLINE
		ROAD STRIPING
		HANDICAP SPACE STRIPING
		SIGN POST
		STOP SIGN

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PROJECT

NORTH 40 PHASE II
North 40 Phase II
Los Gatos, CA 95032

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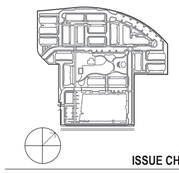
KEYPLAN



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07	ENTITLEMENT SET - REVISION 6	3/05/2025

Job Number

TITLE

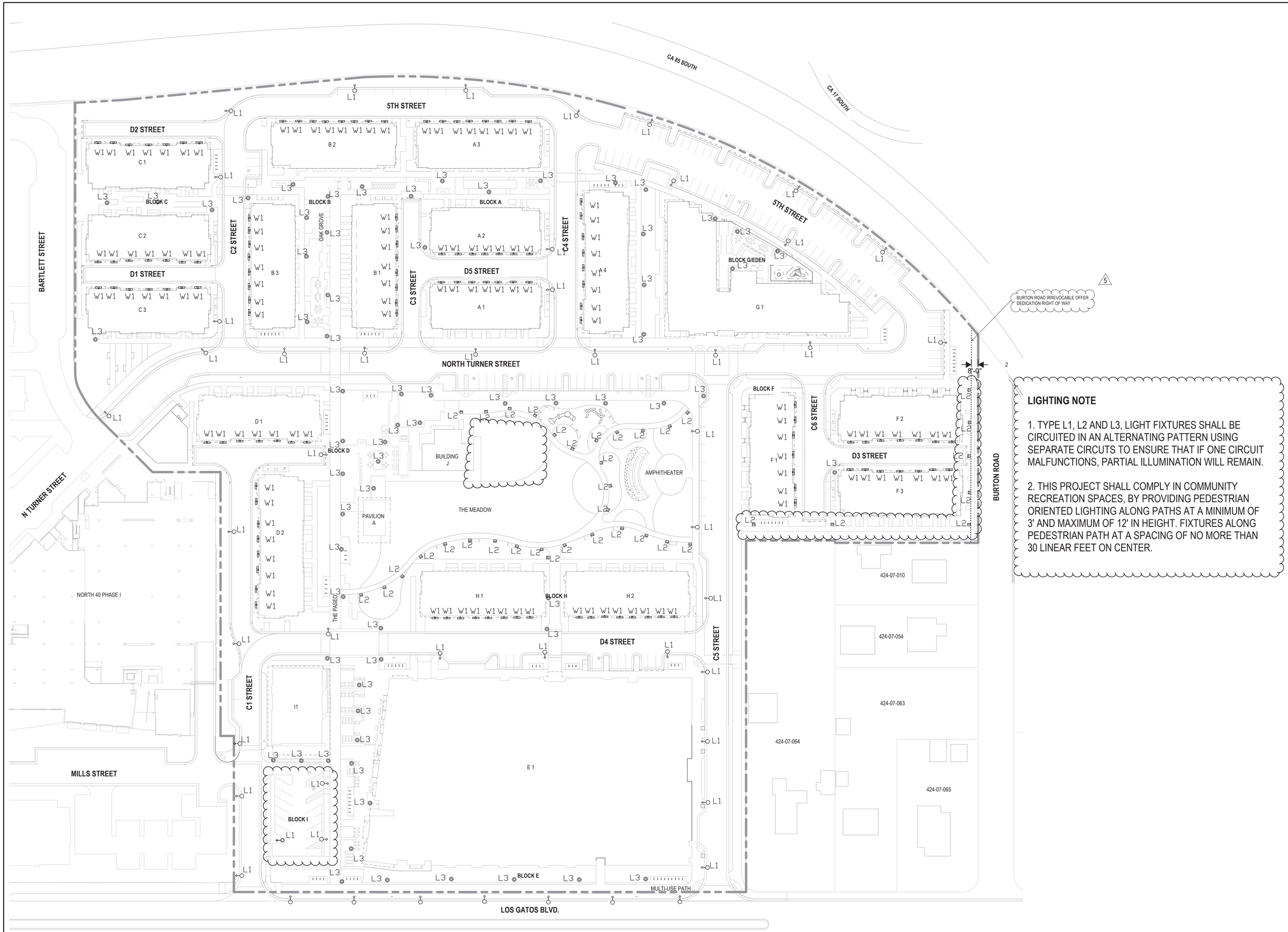
PHASE II SIGNING & STRIPING PLAN

SHEET NUMBER

C22

DRAWN BY: EJH DESIGNED BY: JOB CHECKED BY: OL

03-06-2025 8:59am Austin Arends P:\19890\PLN\TM\NORTH 40 PHASE 2\C22 PHASE II SIGNING & STRIPING PLAN.DWG



LIGHTING NOTE

1. TYPE L1, L2 AND L3, LIGHT FIXTURES SHALL BE CIRCUITED IN AN ALTERNATING PATTERN USING SEPARATE CIRCUTS TO ENSURE THAT IF ONE CIRCUIT MALFUNCTIONS, PARTIAL ILLUMINATION WILL REMAIN.

2. THIS PROJECT SHALL COMPLY IN COMMUNITY RECREATION SPACES, BY PROVIDING PEDESTRIAN ORIENTED LIGHTING ALONG PATHS AT A MINIMUM OF 3' AND MAXIMUM OF 12' IN HEIGHT. FIXTURES ALONG PEDESTRIAN PATH AT A SPACING OF NO MORE THAN 30 LINEAR FEET ON CENTER.

1 ELECTRICAL LIGHTING - SITE PLAN
1" = 50'-0"

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PROJECT

NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

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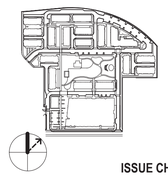
KEYPLAN



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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

ELECTRICAL LIGHTING - SITE PLAN

SHEET NUMBER

EL100

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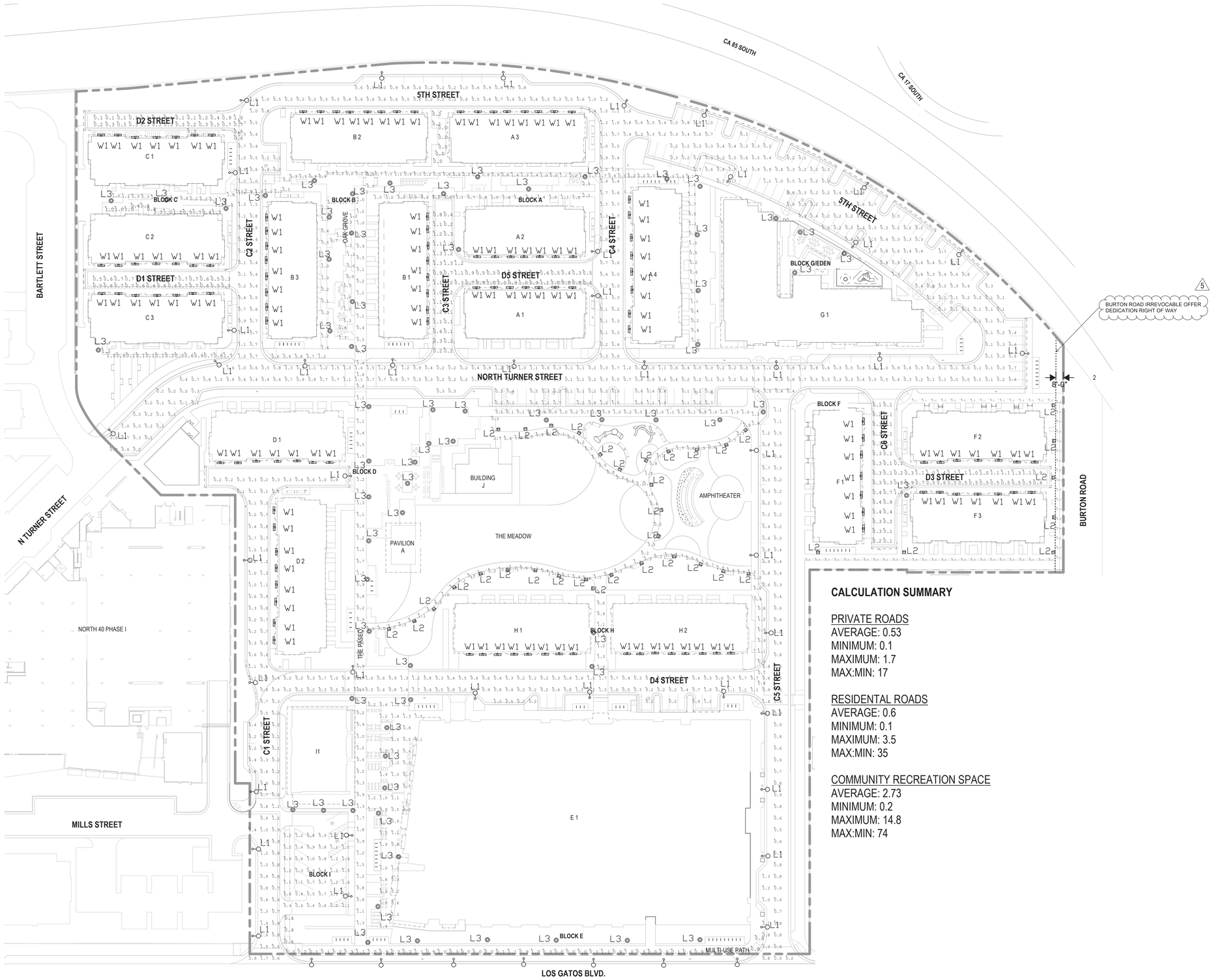

1 PHOTOMETRIC PLAN
1" = 50'-0"

CALCULATION SUMMARY

PRIVATE ROADS
AVERAGE: 0.53
MINIMUM: 0.1
MAXIMUM: 1.7
MAX:MIN: 17

RESIDENTAL ROADS
AVERAGE: 0.6
MINIMUM: 0.1
MAXIMUM: 3.5
MAX:MIN: 35

COMMUNITY RECREATION SPACE
AVERAGE: 2.73
MINIMUM: 0.2
MAXIMUM: 14.8
MAX:MIN: 74

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PIVOTAL AEI
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Chicago, IL 60603

PROJECT

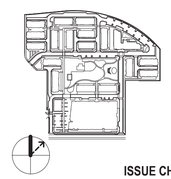
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

ELECTRICAL LIGHTING - PHOTOMETRIC PLAN

SHEET NUMBER

EL200

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LUMINAIRE SCHEDULE

TYPE	MANUFACTURER	CATALOG NUMBER	SOURCE TYPE, CCT, DELIVERED LUMENS	BALLAST/DRIVER - TYPE	WATTS	VOLT.	MOUNTING	NOTES	LOCATION
L1	GARDCO	ppt-196l-1150-ww-g2-2-unv	LED CCT 3000K 4743 LUMENS	LED DRIVER 0-10v	51W	UNV	POLE MOUNTED	MOUNTED AT 20'	COMMUNITY ROADWAY
L2	BEGA	B84462	LED CCT 3000K 1514 LUMENS	LED DRIVER 0-10v	18W	UNV	POLE MOUNTED		MEADOW
L3	BEGA	84401	LED CCT 3000K 2077 LUMENS	LED DRIVER 0-10v	27W	UNV	POLE MOUNTED	MOUNTED AT 12'	PEDESTRIAN PATHS
W1	BEGA	22360	LED CCT 3000K 1024 LUMENS	LED DRIVER 0-10v	22W	UNV	WALL MOUNTED	MOUNTED ABOVE GARAGE DOOR, ON BUILDING FACE.	GARAGE

choice of which recommendations to use is up to the owner and designer of the lighting system based on their requirements and applicability. The criteria from each for this example are listed below:

IES RP-8-21

Roadway Lighting Level (RP-8-21, Table 11-1)

Average Luminance:	>= 0.6 cd/m^2
Average/minimum Uniformity Ratio:	<= 3.5
Maximum/minimum Uniformity Ratio:	<= 6.0
Veiling Luminance Ratio:	<= 0.4

Intersection Lighting Level (RP-8-21, Table 12-1)

Average Illuminance:	>= 16 lux
Average/minimum Uniformity Ratio:	<= 4.0

Crosswalk Lighting Level (RP-8-21, Table 12-1)

Average Illuminance:	>= 16 lux
Average Vertical Illuminance:	>= 16 lux

Sidewalk Lighting Level (RP-8-21, Table 11-2)

Average Illuminance:	>= 5 lux
Average/minimum Uniformity Ratio:	<= 5.0
Average Vertical Illuminance:	>= 2 lux

Bike Lane Lighting Level (RP-8-21)

Average Illuminance:	>= 80% of roadway illuminance provided

AASHTO GL-7

Roadway Lighting Level (Table 3-5b)

Average Luminance:	>= 0.6 cd/m^2
Average/minimum Uniformity Ratio:	<= 3.5
Maximum/minimum Uniformity Ratio:	<= 6.0
Veiling Luminance Ratio:	<= 0.4

Intersection Lighting Level (Section 3.4.4 and Table 3-5b)

Average Illuminance:	>= 16 lux

Town of Los Gatos Public Works Department

Table 2-1
Illumination Standards Average
Maintained Horizontal Illumination (Foot Candles)

Road Class	Area Class	
	Residential	Industrial/Commercial
Private	0.4	N/A
Residential (Access)	0.6	1.2
Arterial *	0.8	1.6

* Intersection lighting is required. Street lights shall be placed in accordance with the Standards listed below.

Uniformity Ratio: 6:1 average to minimum for private
4:1 average to minimum for residential (access)
3:1 average to minimum for arterial

Average illumination levels at intersections shall be 1.5 times the illumination required on the more highly illuminated street. Exception: Local residential streets intersecting other local residential streets shall not require 1.5 times the illumination at other intersections, provided that one luminaries is placed at the intersection.

At signalized intersections, all signal poles shall include a street light. Lighting levels at these locations may be higher than the criteria listed above.

LIGHTING NOTES

1. Primary guidance of illumination levels for the roadway/driveway is based on the Los Gatos Street Design Standards of .4fc avg maintained horizontal illuminance for private residential roads and .6 fc average maintained horizontal illuminance for residential access roads. Because of the private residential nature of the roadways and sidewalks within the development, the IES RP-8, as referenced by the FHWA report.

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PROJECT

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North 40
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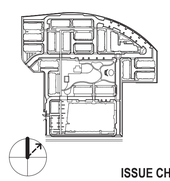
KEYPLAN



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1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE
LUMINAIRE SCHEDULE AND CITY STANDARDS

SHEET NUMBER
EL300

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TYPE L1

GARDCO by Signify

Site & Area

PureForm

P20 small round area light with comfort optics

Gardco PureForm LED area small round comfort P20 features a sleek, low profile design. Comfort optics are designed to enhance visual comfort by reducing glare and are ideally suited for pedestrian scale applications. Multiple optical distributions and color temperatures are available to allow you to customize your selection.

Project:
Location(s):
Cat No.
Type:
Luminaire: Qty:
Notes:

Ordering guide

example: P20-C-A01-840-T6S-AR1-UNV-BLSG-L2-EHS-BZ

Series	Optic/Housing	Configuration/Initial Lumens	Color Temperature	Distribution	Mounting	Voltage
P20	C					
P20 PureForm area small 20" round	C Comfort	A01 2,000 lumens A02 4,000 lumens A03 6,000 lumens A04 8,000 lumens A05 10,000 lumens A06* 12,000 lumens A07* 14,000 lumens A08* 16,000 lumens	830 3000K 3000K 840 4000K 4000K 750* 5000K 5000K	T1S Type 1 Short T2S Type 2 Short T4S Type 4 Short 4CO Type 4 Concentrated T5S Type 5 Short	AR1* Arm mount (Standard) The following mounting kits must be ordered separately (See accessories) RAM* Retrofit arm mount kit WAL Wall mount	120 120V 208 208V 240 240V 277 277V 347 347V 480 480V UNV 120-277V (50/60Hz) HVU 347-480V (50/60Hz)

Options				
Dimming controls	Motion sensor lens	Directional finishing	Emergency	Finish
(0-10V dimming driver standard) DLEA* Dimming Leads External Accessible (controls by others) FAWG** Field Adjustable Wattage Selector BLSG** Bi-level set at 50% dimming BL30** Bi-level set at 30% dimming SRDR*,*** SR driver connected to Zhaga socket DynaDimmer: Automatic Profile Dimming CS50** Securelity 50% Dimming, 7 hours CM50** Median 50% Dimming, 8 hours CS30** Securelity 30% Dimming, 7 hours CM30** Median 30% Dimming, 8 hours	L2*,**,*** PIR Sensor #2 lens L3*,**,*** PIR Sensor #3 lens MW*,*** Microwave HF Sensor	PCB** Photocontrol Button TB7* 7-pin Twist-Lock Receptacle TLP*,** 7-pin Twist Lock Receptacle w/ 3-pin Photocell SP3* Integrated 208A FS1* Single Fuse (120, 277, 347VAC) FS2* Double Fuse (208, 240, 480VAC) The following option must be ordered separately (See accessories) EHS External house side shield	EM*,*** Emergency battery pack	Textures BK Black WH White BZ Bronze DG Dark Gray MG Medium Gray Customer specified RAL Specify optional color or: RAL (ex: RAL7016) CC Custom color (Must supply color chip for required factory quote)

1. Only available with symmetrical optics (T1S and T5S)
2. Extended lead times apply. Contact factory for details.
3. Mounts to a 4-5" OD round pole with adapter included for square poles.
4. Not available with other dimming control options (mutually exclusive).
5. Not available with motion sensor.
6. BLSG must be specified with a motion sensor lens (L2 or L3).
7. BL30 must be specified with Microwave HF Sensor (MW).
8. Not available with photocontrols.
9. Not available in 347 or 480V.
10. Must specify input voltage.
11. All 7-pins in NEMA receptacle are connected to SR driver.
12. Not available in 480V. Order photocell separately with TK7.
13. Not available with DLEA and FAWG dimming control options.
14. Not available with DLEA, SPDR, FAWG, CS50, CM50, CS30, and CM30 dimming control options.
15. Product ships standard with 10kA.
16. Only available with A01 and A03.
17. Only available in 120/277/347V.
18. When ordering SRDR with L2 or L3, controller to be used on socket must be SR compatible (See specifications for more details).

TYPE L1

P20 PureForm LED small round

Area light with comfort optics

PureForm P20 Accessories[1] (ordered separately, field installed)

Mounting Accessories

P20-RAM-G2-(F)	Retrofit Arm mount kit
P20-WS-G2-(F)	Wall mount with surface conduit rear entry permitted
P20-EHS-BK*	External House Side Shield, Black

(F) = Specify finish

1. External house side shield must be ordered with luminaire and ships separately. It cannot be added on to an existing Luminaire not originally ordered with EHS shielding option.
2. Consult Signify to confirm whether specific accessories are BAA-compliant.

LED Wattage and Lumen Values - 3000K

Ordering Code	Color Temp.	Average System Watts	T1S Lumen Output	T1S BUG Rating	T1S Efficacy (LPW)	T2S Lumen Output	T2S BUG Rating	T2S Efficacy (LPW)	T4S Lumen Output	T4S BUG Rating	T4S Efficacy (LPW)	4CO Lumen Output	4CO BUG Rating	4CO Efficacy (LPW)	T5S Lumen Output	T5S BUG Rating	T5S Efficacy (LPW)
P20-C-A01-830-x	3000	20	2206	B1-U0-G1	110	1998	B1-U0-G1	99	2249	B1-U0-G1	112	2219	B1-U0-G1	111	2192	B1-U0-G1	109
P20-C-A02-830-x	3000	36	3976	B2-U0-G2	110	3601	B1-U0-G2	100	4051	B1-U0-G2	112	4000	B1-U0-G3	111	3951	B1-U0-G2	110
P20-C-A03-830-x	3000	57	5745	B2-U0-G2	99	5344	B2-U0-G2	97	5792	B2-U0-G2	101	5675	B2-U0-G3	99	5662	B2-U0-G2	98
P20-C-A04-830-x	3000	73	6877	B3-U0-G3	97	6564	B3-U0-G3	93	7790	B3-U0-G3	109	10361	B3-U0-G3	145	7697	B3-U0-G3	107
P20-C-A05-830-x	3000	89	8291	B3-U0-G3	93	8172	B3-U0-G3	91	9309	B3-U0-G3	104	9412	B3-U0-G3	141	9129	B3-U0-G3	103
P20-C-A06-830-x	3000	108	10727	B3-U0-G3	100										11766	B4-U0-G3	110
P20-C-A07-830-x	3000	126	12471	B3-U0-G3	99										13760	B4-U0-G3	109
P20-C-A08-830-x	3000	150	13886	B3-U0-G3	93										16277	B4-U0-G3	109

LED Wattage and Lumen Values - 4000K

Ordering Code	Color Temp.	Average System Watts	T1S Lumen Output	T1S BUG Rating	T1S Efficacy (LPW)	T2S Lumen Output	T2S BUG Rating	T2S Efficacy (LPW)	T4S Lumen Output	T4S BUG Rating	T4S Efficacy (LPW)	4CO Lumen Output	4CO BUG Rating	4CO Efficacy (LPW)	T5S Lumen Output	T5S BUG Rating	T5S Efficacy (LPW)
P20-C-A01-840-x	4000	20	2441	B1-U0-G1	114	2212	B1-U0-G1	104	2489	B1-U0-G1	115	2456	B1-U0-G1	122	2424	B1-U0-G1	113
P20-C-A02-840-x	4000	36	3978	B2-U0-G2	107	3747	B1-U0-G2	100	4369	B2-U0-G2	120	4325	B1-U0-G1	127	4308	B1-U0-G1	118
P20-C-A03-840-x	4000	57	5488	B2-U0-G2	100	5382	B2-U0-G2	104	6178	B2-U0-G2	98	6974	B2-U0-G2	128	6944	B2-U0-G2	108
P20-C-A04-840-x	4000	73	7402	B3-U0-G3	104	7191	B3-U0-G3	100	8335	B3-U0-G3	119	8813	B3-U0-G3	120	8311	B3-U0-G3	114
P20-C-A05-840-x	4000	89	8941	B3-U0-G3	99	8723	B3-U0-G3	97	9948	B3-U0-G3	111	11583	B3-U0-G3	97	9951	B3-U0-G3	110
P20-C-A06-840-x	4000	108	11458	B3-U0-G3	106										12834	B4-U0-G3	119
P20-C-A07-840-x	4000	126	13331	B3-U0-G3	106										14917	B4-U0-G3	118
P20-C-A08-840-x	4000	151	14841	B3-U0-G3	98										16518	B4-U0-G3	109

Lumen Table for Emergency

80CRI			T1S			T2S			T4S			4CO			T5S		
Ordering Code	Color Temp	Average System Watts	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	BUG Rating	Efficacy (Lm/W)	Lumen Output	BUG Rating	Efficacy (Lm/W)
P20-C-12W-840-x-80CRIEMbug	4000	10	1330	133.0	1144	114.4	1267	117.0	1687	168.7	1699	169.9		114.0	1715		171.5

90CRI			T1S			T2S			T4S			4CO			T5S		
Ordering Code	Color Temp	Average System Watts	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	Lumen Output	Efficacy (Lm/W)	BUG Rating	Efficacy (Lm/W)	Lumen Output	BUG Rating	Efficacy (Lm/W)
P20-C-12W-830-x-90CRIEMbug	3000	10	1288	128.8	1083	108.3	1224	113.4	1524	152.4	1618	161.8		134.8	1676		167.6

Values from photometric tests performed in accordance with IESNA LM-79 and are representative of the configurations shown. Actual performance may vary due to installation and environmental variables. LED and driver tolerances, and field measurement considerations. It is highly recommended to confirm performance with a photometric layout.

NOTE: Some data may be scaled based on tests of similar (but not identical) luminaires. Contact factory for configurations not shown.

TYPE L1

P20 PureForm LED small round

Area light with comfort optics

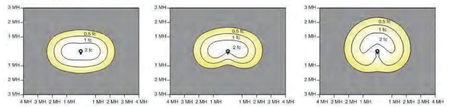
Predicted Lumen Depreciation Data

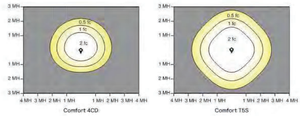
Predicted performance derived from LED manufacturer's data and engineering design estimates, based on IESNA LM-80 methodology. Actual experience may vary due to field application conditions. L_{70} is the predicted time when LED performance depreciates to 70% of initial lumen output. Calculated per IESNA TM21-11. Published L_{70} hours limited to 6 times actual LED test hours

Ambient Temperature °C	Calculated L_{70} Hours	L_{70} per TM-21	Lumen Maintenance % at 60,000 hrs
25°C (A01 to A05)	>100,000 hours	>72,000 hours	>90%
25°C (A06 to A08)	>100,000 hours	>60,000 hours	>84%

Optical Distributions

Based on configuration P20-C-A03-840 mounted at 15ft.



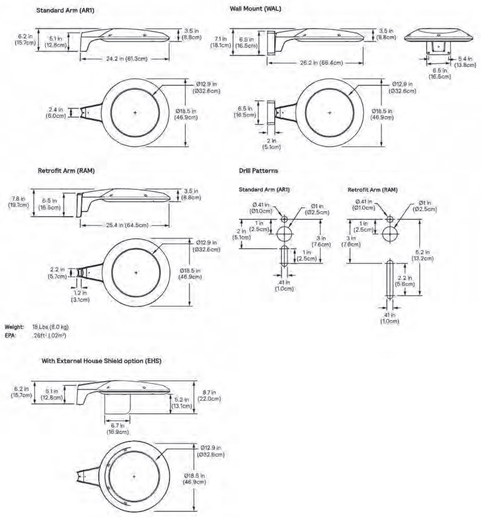


TYPE L1

P20 PureForm LED small round

Area light with comfort optics

Dimensions



Weight: 19 Lbs (8.0 kg)
EPA: .26ft² (.02m²)

TYPE L2

Bollard - Asymmetric wide beam

BEGA

Type:
BEGA Product:
Project:
Modified:

Application
The shielded design of this bollard provides visual comfort while illuminating ground surfaces. This wide asymmetric distribution is ideal for illuminating pathways with optimal spacing between luminaires. Provided with mounting system that allows the luminaire to be adjusted independent of anchor bolt orientation.

Materials
Clear safety glass
100% recycled B231 aluminium alloy
Corrosion-resistant 304 grade stainless steel
High temperature silicone gasket
Anchor bolts provided with (2) hex nuts and (2) flat washers
Galvanized steel anchorage
Pure anodized aluminum reflector

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65

Weight: 27.1 lbs.

Electrical

Operating voltage	120-277VAC
Minimum start temperature	-30° C
LED module wattage	11.5W
System wattage	18.0W
Controllability	0-10V, TRIAC, and ELV dimmable
Color rendering index	Ra > 80
Luminaire lumens	1514lm
LED service life (L70)	60000hrs

LED color temperature
☐ 4000K (K4)
☐ 3500K (K35)
☐ 3000K (K3)
☐ 2700K (K27)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Linkuwet® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White is a super durable polyester powder. Optionally available RAL and custom color finishes provided in either polyester powder or liquid paint.

Available colors
☐ Bronze (BRZ)
☐ Silver (SLV)
☐ RAL:
☐ Black (BLK)
☐ White (WHT)
☐ CUS:

Available options

70896	Direct burial anchorage
CUS	Custom finish
DALI-2	Digital addressable lighting interface
EMPK	Integral emergency battery pack
FSC	Fusing
MGU	Marine grade undercoat
RAL	RAL finish

Bollard - Asymmetric wide beam

	LED	A	B	C
84462	11.0W	6½	36	8½

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us .com
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Updated 01/03/23

TYPE L3

LED pole-top luminaires - symmetrical light distribution

BEGA

Type:
BEGA Product:
Project:
Modified:

Application
LED pole-top luminaires with symmetrical light distribution ideal for illuminating squares, plazas and other open spaces. Provided with slip fitter to fit 3" O.D. poles.

Materials
Luminaire housing and constructed of die-cast and spun marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 32.2 lbs.
EPA (Effective projection area): 1.5 sq. ft.

Electrical

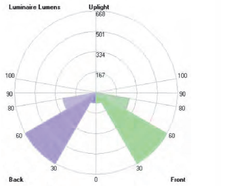
Operating voltage	120-277VAC
Minimum start temperature	-30° C
LED module wattage	23.4 W
System wattage	27.0W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	2,077 lumens (4000K)
Lifetime at Ta = 15° C	420,000 h (L70)
Lifetime at Ta = 45° C	190,000 h (L70)

LED color temperature
4000K - Product number = **K4**
3500K - Product number = **K35**
3000K - Product number = **K3**
2700K - Product number = **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors Black (BLK) White (WHT) RAL:
Bronze (BRZ) Silver (SLV) CUS:



Pole-top - Symmetrical

	LED	A	B
84401	23.4W	28	14

Recommended for use with 14' to 15' poles.

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us .com
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Updated 01/19/19

TYPE W1

LED wall luminaire - light output on one side

BEGA

Type:
BEGA Product:
Project:
Modified:

Application
This LED wall mounted luminaire has light output in one direction. Arranged individually or in groups, it is a great design element for a host of lighting applications. Downward orientation only.

Materials
Luminaire housing and constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Matte safety glass
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations
Protection class IP65
Weight: 4.2 lbs.

Electrical

Operating voltage	120-277VAC
Minimum start temperature	-20°C
LED module wattage	16.4W
System wattage	20.5W
Controllability	0-10V, TRIAC, and ELV dimmable
Color rendering index	Ra > 80
Luminaire lumens	1024 lumens (3000K)
LED service life (L70)	60,000 hours

LED color temperature
☐ 4000K - Product number = **K4**
☐ 3500K - Product number = **K35**
☐ 3000K - Product number = **K3 (EXPRESS)**
☐ 2700K - Product number = **K27**
☐ Amber - Product number = **AMB**

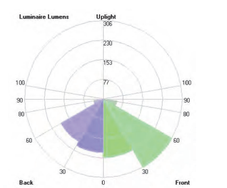
Wildlife friendly amber LED - Optional
Luminaire is optionally available with a narrow bandwidth, amber LED source (585-600nm) approved by the FWC. This light output is suggested for use within close proximity to sea turtle nesting and hatching habitats. Electrical and control information may vary from standard luminaire.

LED module wattage	12.0W (Amber)
System wattage	15.0W (Amber)
Luminaire lumens	243 lumens (Amber)

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish
All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS:



LED wall luminaire - light output on one side

	LED	A	B	C
22360	16.4W	12¼	4½	4

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us .com
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Autodesk Docs://Los Gatos North 40/ARCH_Los Gatos North 40_Ste_R22.rvt
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ITEM NO. 1.

Perkins&Will

2 Bryant Street
Suite 300
San Francisco, CA 94105
t 415.856.3000
f 415.856.3001
www.perkinswill.com

CONSULTANTS

CIVIL ENGINEER
MACKAY & SOMPS
5142 Franklin Drive Suite B
Pleasanton, CA 94588

DRY UTILITY DESIGN
GIACALONE DESIGN
5820 Stoneridge Mall Rd. Suite 345
Pleasanton, CA 94588

ASSOCIATED TOWNHOME AND AFFORDABLE HOUSING ARCHITECT
DAHLIN GROUP
5865 Owens Drive
Pleasanton, CA 94588

ASSOCIATED MULTI-FAMILY ARCHITECT
HELLER MANUS ARCHITECTS
600 Montgomery Street, Suite 1250
San Francisco, CA 94111

LIGHTING DESIGN
PIVOTAL AEI
10 S LaSalle St.
Chicago, IL 60603

PROJECT

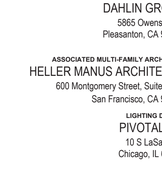
NORTH 40 PHASE II
North 40
Los Gatos, CA 95032

GROSVENOR

APPLICANT

Grosvenor-Property Americas
One California Street, Suite 3000
San Francisco, CA 94111

KEYPLAN



ISSUE CHART

MARK	ISSUE	DATE
7	ENTITLEMENT SET - REVISION 6	03/05/25
5	ENTITLEMENT SET - REVISION 4	09/23/24
4	ENTITLEMENT SET - REVISION 3	06/05/24
2	ENTITLEMENT SET - REVISION 1	01/15/24
1	ENTITLEMENT SET	09/15/23

Job Number 492028.000

TITLE

LUMINAIRE CUT SHEETS

SHEET NUMBER

EL301

TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 04/30/2025

ITEM NO: 1

ADDENDUM

DATE: April 29, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 17 includes additional public comments received between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025.

Pages from the transportation analysis report provided as Exhibit 10 were erroneously excluded. Exhibit 18 contains the entirety of the transportation analysis report.

An updated parking table with additional information will be provided in a Desk Item Report tomorrow.

EXHIBITS:

Exhibits previously received with the April 25, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager and Community Development Director

3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Exhibit received with this Addendum Report:

17. Public comments received between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

From: Beverly Wong [redacted]
Sent: Monday, April 28, 2025 12:06 PM
To: Planning <Planning@losgatosca.gov>
Subject: Approve North 40 Phase II Development

[EXTERNAL SENDER]
Dear Los Gatos Planning Commissioners,

Attached is a letter from Parents Helping Parents in support of the North 40 Phase II Development.

Sincerely,
Beverly Wong

--

Beverly Wong

Advocacy & Civic Participation Manager

PHP - Parents Helping Parents

www.php.com

Buy PHP Gala Tickets Today!

Parents Helping Parents (PHP) is a nonprofit organization that provides information, training, individual assistance, and resources. PHP is not a law firm or legal service agency, and as such, the information contained in this email or in phone conversations is provided for the purpose of informing the review, but should not be considered legal advice. For legal advice, you should consult an attorney.

Parents Helping Parents

April 28, 2025

Dear Planning Commissioners,

I am writing on behalf of Parents Helping Parents to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

Parents Helping Parents has been helping families of children with special needs since 1976. Our mission is to help children and adults with special needs receive support and services they need to reach their full potential by providing information, training, and resources to build strong families and improve systems of care. We are the Parent Training and Information Center (PTI) for families whose children are experiencing disabilities in five counties: Santa Clara, San Mateo, Santa Cruz, San Benito, and Monterey. Our main office is in San Jose and we have satellite offices in East San Jose and Gilroy.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

People with developmental disabilities have the legal right to live in community-based settings, not institutions, under the Lanterman Act and the Americans with Disabilities Act (ADA). Without affordable housing like Los Gatos North 40 Phase II, many individuals with IDD cannot fully enjoy these rights.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of

Parents Helping Parents, Inc.
Sobrato Center for Nonprofits – San Jose ~ 1400 Parkmoor Avenue, Suite 100, San Jose, CA 95126
Telephone (408) 727-5775 ~ Fax (408) 286-1116
www.php com ~ *A 501(c)3 nonprofit agency*

Parents Helping Parents

state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Beverly Wong
Advocacy & Civic Participation Manager
[redacted]
[redacted]

From: Katherine Mancuso [redacted]
Sent: Sunday, April 27, 2025 2:18 PM
To: Planning <Planning@losgatosca.gov>
Subject: April 30, 2025 Public Comment #1

[EXTERNAL SENDER]

Dear Planning Commissioners,

I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). My parents moved to Los Gatos/Saratoga in the early 50's and I was lucky to be able to grow up here and have a successful career that allowed me to buy a home here. Unfortunately this is no longer the case for our children. I don't have to explain to you the affordability issue that we have. I'm sure many of you have had your own children have to move out of the state in order to be a home owner. It saddens me that Los Gatos demographics don't include our own next generation of children and grandchildren! As a long time resident I believe we have a dire responsibility to create housing equity and community inclusion, this is a must do for Los Gatos.

The inclusion of <u>at least</u> 16 units for individuals with IDD is especially critical. I have a 28 year old son who has Intellectual disabilities, moving out of the state is not an option for him. My son was able to move out a little over a year ago so I have seen first hand how important this step was for him and for our family. He has grown expedentially after getting his own place, the pride he has in telling everyone that he has his own appartment is immense. The fact that he will certainly out live us, weighs heavy on my heart. Everyday I work to insure that he can be independent and will thrive, even after we are gone. He has been fortunate to be able to move out, but the closest affordable housing we could get is in Santa Clara. This project offers him the chance to live closer to family members he relies on and live independently with dignity, near his family and friends that he grew up with.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase 2 development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. My son's story is not unique, we personally know of many young adults living in Los Gatos with these same needs. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your thoughtful consideration and your service to the community.

Sincerely,
Katherine Mancuso
Los Gatos Resident

From: Ali Sapirman [redacted]
Sent: Sunday, April 27, 2025 9:02 PM
To: Planning <Planning@losgatosca.gov>
Cc: Corey Smith [redacted]
Subject: Please support North 40 - Public Comment #1

[EXTERNAL SENDER]
Dear Planning Commissioners,

Please see the attached letter of support for the North 40 project on behalf of The Housing Action Coalition. Feel free to contact me if you have any questions or concerns.

In solidarity,

--
Ali Sapirman | Pronouns: They/Them
Advocacy & Policy Manager| Housing Action Coalition
555 Montgomery St, San Francisco, CA 94111
[redacted]

HOUSING ACTION COALITION

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April 15, 2025

Los Gatos Town Council
110 E. Main St.
Los Gatos, CA 95030

To Whom It May Concern,

The Housing Action Coalition is pleased to support **Grosvenor - Property Americas' proposed North 40 Phase II project in Los Gatos**, which will transform **15.63 acres** of underutilized land into a vibrant mixed-use development providing **450 much-needed homes**, retail spaces, and publicly accessible open space. We are especially excited by the project's commitment to affordable housing, community engagement, and smart growth principles, all of which will enhance Los Gatos' housing supply and foster a more inclusive and connected community.

Land Use. The project represents a thoughtfully designed mixed-use master plan, complementing Los Gatos' vision for smart growth. It includes a **diverse mix of rental apartments, for-sale townhomes, and ground-floor commercial spaces**, arranged around a **large public open space known as "The Meadow"**. This pedestrian-friendly development prioritizes connectivity, linking housing, retail, and open space to surrounding neighborhoods. The project's design integrates well with the area, ensuring both new and existing residents benefit from an improved public realm.

Density. The project takes full advantage of the site's zoning and density allowances, proposing **31.1 dwelling units per acre** and maximizing housing supply in a desirable, high-opportunity location. By leveraging **State Density Bonus Law**, the development goes beyond local zoning requirements to deliver critically needed homes while maintaining a balanced and thoughtfully planned urban environment.

Affordability. The project **dedicates 77 of its 450 homes (17%) as affordable housing**, ensuring that lower-income families have access to high-quality housing in Los Gatos. The development team has also committed **1.25 acres of land to Eden Housing** for the construction of a 100% affordable building with **67 affordable units available to income levels of 60% AMI and below**, further reinforcing the project's commitment to inclusive housing opportunities.

Parking and Alternative Transportation. While Los Gatos is not considered a transit-rich location, the project team is making efforts to **reduce car dependency** by incorporating **bicycle parking, connecting to an existing bike trail, pedestrian pathways, and transportation demand management strategies**. The project also includes a balanced parking approach, aligning with both **State Density Bonus Law and local requirements**, while ensuring adequate visitor and resident parking to maintain accessibility.

Urban Design. The North 40 Phase II project integrates **high-quality urban design elements**, including **3.55 acres of green open space, a pedestrian-oriented layout, and architecture that respects the town's character**. **The Meadow** will serve as a dynamic public gathering space, providing outdoor amenities for both residents and the broader Los Gatos community. The inclusion of **barn-inspired commercial buildings and an interpretive display honoring the site's**

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agricultural heritage further strengthens the project's connection to the town's history.

Environmental Features. Sustainability is a core principle of this project, with commitments to **all-electric residential units, on-site renewable energy, water-efficient systems, and stormwater management solutions**. The development is targeting **Green Point Rated Silver certification**, reinforcing its dedication to environmentally responsible building practices.

Community Benefits and Input. The project team has engaged in a multi-year community outreach process, incorporating feedback from local organizations, neighborhood groups, and town officials. This engagement has shaped the project's design, ensuring that key concerns—such as traffic, housing diversity, and open space—are meaningfully addressed. Through this, the project provides extensive **public realm improvements, small business support, and new retail opportunities**. The inclusion of **local-serving commercial spaces** and a **public pavilion for community events** will activate the site and contribute to a more vibrant and engaged neighborhood. Additionally, the project addresses local infrastructure needs by **dedicating easements for future transportation improvements** and continuing the town's **multi-use bike and pedestrian path** network.

We applaud the project team for their ambitious and thoughtful approach to expanding Los Gatos' housing supply while prioritizing affordability, sustainability, and community connectivity. We urge the Los Gatos Town Council to approve the North 40 Phase II project, which will play a crucial role in addressing the region's housing needs while enhancing the town's quality of life.

Sincerely,

Corey Smith, *Executive Director*

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

North 40 Phase II

Final Transportation Analysis

Prepared for:

Grosvenor

February 18, 2025

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 23MH09
Client Name: Grosvenor

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street that was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard.

The proposed Phase II Master Plan land uses are consistent with the approved Housing Element and Housing Element Overlay Zone (HEOZ) land use and density designations. Furthermore, the proposed project is consistent with the certified 2040 General Plan EIR, which the Town relied on when it adopted the Housing Element and the HEOZ. Thus, an analysis of the transportation impacts under CEQA is not required. The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant transportation effects or increase the severity of previously identified transportation effects as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 General Plan EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail space and community space of the proposed Phase II Master Plan project are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, an analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it's presumed the conclusions of the EIR remain valid.

Local Transportation Analysis

Project Trip Estimates

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*, and applicable reductions, it is estimated that the proposed project would generate 2,968 daily trips, with 225 trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Most study intersections would operate at acceptable levels of service under all scenarios, with the exception of Los Gatos Boulevard/Samaritan Drive/Burton Road under cumulative conditions. During the PM peak hour, the project would increase the average delay at the intersection of Los Gatos Boulevard/Samaritan Drive/Burton Road, which would operate at a substandard LOS E under cumulative no project conditions. The potential future level of service deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection.

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left-turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn) (AM and PM peak hours)

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue would exceed its storage length under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

The northbound left-turn (U-turn) lane on Los Gatos Boulevard to Burton Road provides storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels that may be developed in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours with or without the potential future connection to Burton Road. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The southbound U-turn lane on Los Gatos Boulevard at Walker Street provides storage capacity for approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40

Specific Plan EIR did not analyze the potential queuing issues at this movement. The project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. No improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

Recommended Project Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR .
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane on Los Gatos Boulevard to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

Other Transportation Issues

The project would not have an adverse effect on the existing or planned pedestrian or bicycle facilities or transit services in the study area. Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.

- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.
- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the proposed Master Plan for Phase II of the North 40 development in Los Gatos, California. The project site is located along the west side of Los Gatos Boulevard, between Walker Street and Burton Road. The project location and the surrounding area is shown on Figure 1.

The project would include up to 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of community/civic space. The Phase II Plan Area would have right-turn-only access to Los Gatos Boulevard via two new streets, C5 Street and C1 Street, and full access via the new signalized intersection at Los Gatos Boulevard and Walker Street, which was constructed in Phase I. While the project would not provide vehicular access to and from Burton Road, the project shall accommodate a future through access connection to advance the Town's circulation goals expressed in the North 40 Specific Plan as follows: provide an Irrevocable Offer of Dedication in fee for the Town to improve Burton Road to an approximately 56 foot right-of-way in the future; and provide an Irrevocable Offer of Dedication as a public service easement to allow the Town or a third party to construct a future through access connection from the project site to Burton Road and then for ongoing vehicular access. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The project will provide bicycle and pedestrian connections identified in the North 40 Specific Plan including multi-use paths along Los Gatos Boulevard, N. Turner Street, and C5 Street. The Paseo will provide an additional bike accessible route through the project site between N. Turner Street and Los Gatos Boulevard. The project site plan is shown on Figure 2.

The potential effects of the project were evaluated in accordance with the standards and methodologies set forth by the Town of Los Gatos and the Santa Clara Valley Transportation Authority (VTA)'s Congestion Management Program (CMP).

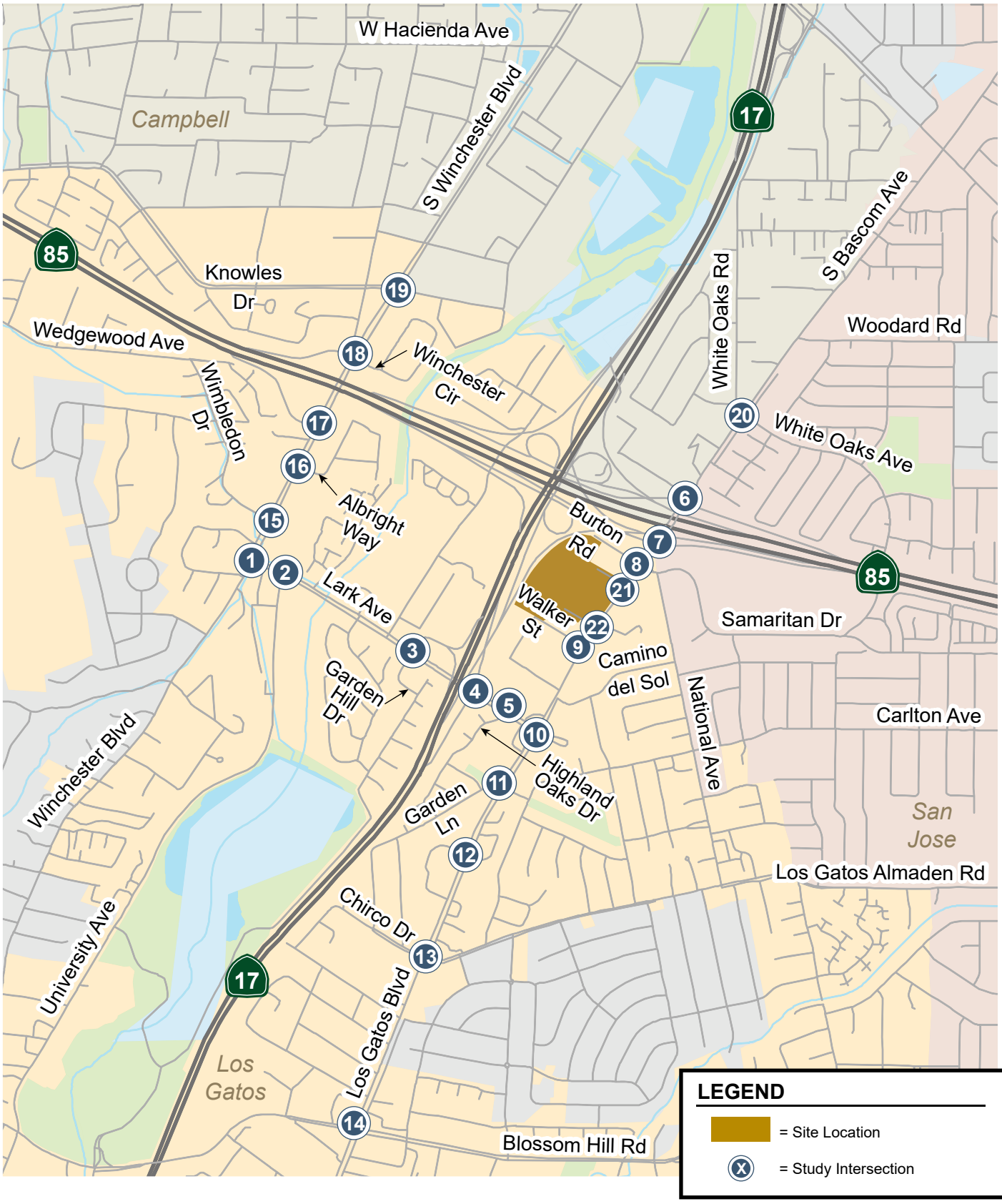


Figure 1
Site Location and Study Intersections

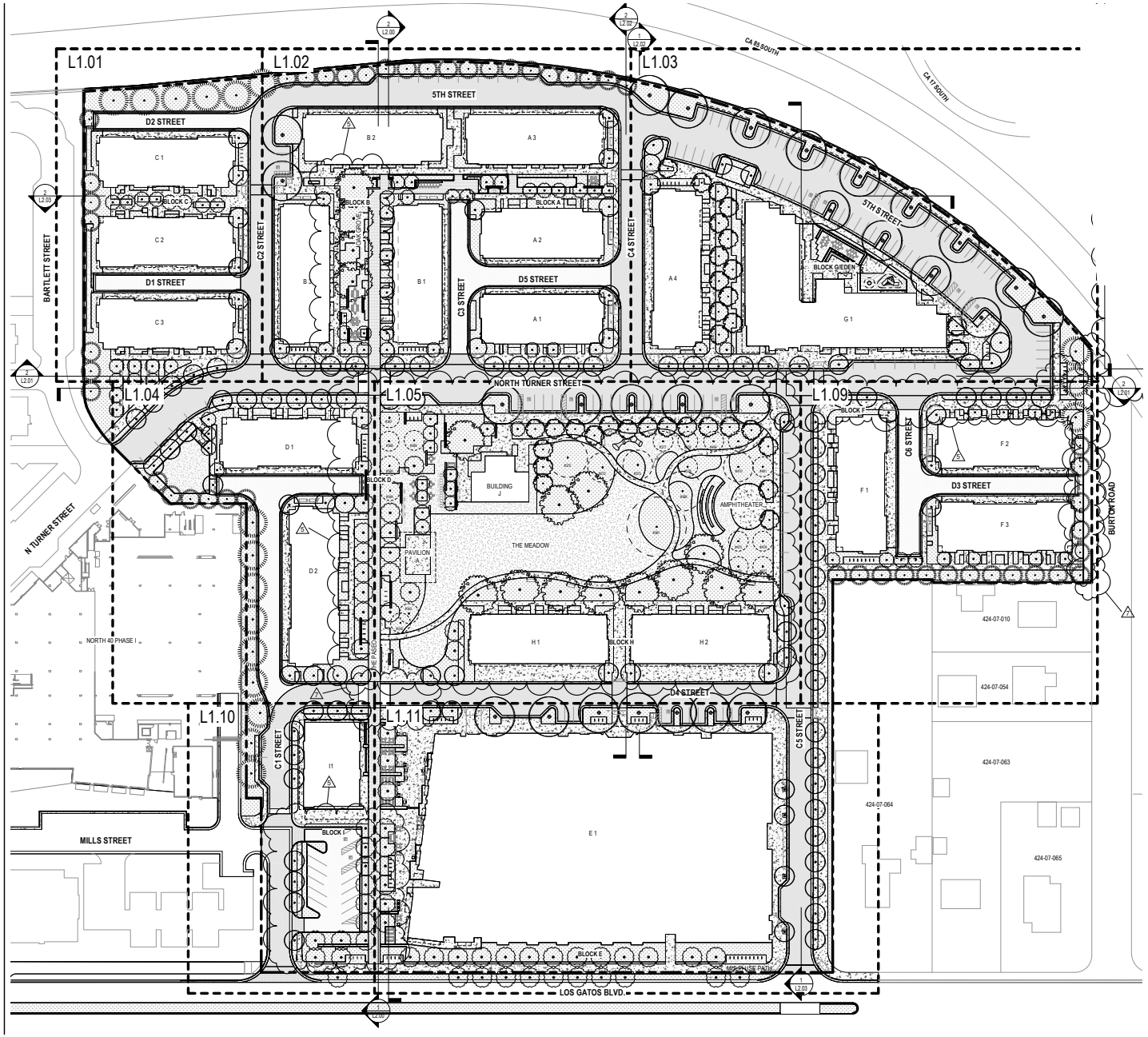


Figure 2
Site Plan

NORTH
Not to Scale

Scope of Study

CEQA Transportation Analysis

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the newly adopted Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have transportation impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant effects or increase the severity of previously identified transportation effects related to transportation and circulation as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 GP EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

In addition to CEQA Guidelines Section 15064.3's direction regarding VMT impacts discussed above, the CEQA Guidelines call for transportation impacts to be evaluated based on the potential to conflict with a program, plan, ordinance or policy assessing the circulation system, including transit, roadways, bicycle, and pedestrian facilities; and the potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Each of these issues are addressed in detail in Chapter 4 of this TA. Because the project would be consistent with established Town and regional policies and plans related to bicycle and pedestrian facilities and transit service in the project area, and because the project would meet Town design standards for roadways, intersections, turning movements, and queuing, no new or more severe environmental impacts with respect to transportation would occur as a result of the project, and no subsequent CEQA review is required.

The retail and community spaces of the proposed Phase II Master Plan project are supportive of the proposed residential uses and are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, further analysis of the transportation impacts under CEQA is not required.

Comparison to North 40 Specific Plan EIR

The North 40 Specific Plan EIR was based on the Draft Plan and analyzed two alternatives: both with 364 housing units, a 150-room hotel, and retail facilities. Alternative A consisted of 269,000 s.f. of retail space and 131,000 s.f. of office space. Alternative B consisted of 400,000 s.f. of retail space. The Town Council later edited the build-out limits included in the Draft Plan and ultimately adopted a North 40 Specific Plan that allows a maximum of 270 residential units, 435,000 s.f. of new non-residential development, and 66,000 s.f. of existing commercial uses including up to 250,000 s.f. of new office/hotel, and up to 400,000 s.f. of other new commercial space.

Subsequent to the adoption of the Specific Plan, the Town of Los Gatos adopted their General Plan Update, which included their Housing Element that supersedes the development limits set forth in the North 40 Specific Plan. Since then, the proposed developments within the Plan area have changed to include more residential development and less non-residential development. North 40 Phase I developments were approved with a density bonus that permits 320 residential units in total including 83 cottage cluster homes (semi-detached), 187 multi-family units, and 50 senior apartment units, as well as 57,500 s.f. of commercial retail space. According to the application submitted by Grosvenor-Property Americas, the proposed North 40 Phase II development would consist of 450 multi-family dwelling units, approximately 15,000 square feet (s.f.) of retail space, and approximately 3,000 s.f. of

community/civic space. The Town has also received a development application for another property within the North 40 Plan area at 14849 Los Gatos Boulevard that proposes 117 residential dwelling units and 19,621 s.f. of commercial retail space. In addition, the following properties within the North 40 Specific Plan area have not yet submitted an application:

- 16245 Burton Road
- 16240 Burton Road
- 16210 Burton Road and 14831 Los Gatos Boulevard
- 14823 Los Gatos Boulevard

Based on the density identified in the Housing Element, the Town estimates the potential for a total of 103 new residential dwelling units on those sites.

Table 1 summarizes the North 40 Specific Plan area trips as presented in the EIR and the remaining allowable number of trips after completion of the Phase I development. The proposed Phase II development would generate a net 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Chapter 3), which is well below the Phase II trip allowance of 11,360 new daily trips, with 550 new trips (367 inbound and 183 outbound) in the AM peak hour and 1,249 new trips (544 inbound and 705 outbound) in the PM peak hour. Thus, the trips generated collectively by the development of Phases I and II would not exceed the trip generation estimates analyzed in the North 40 Specific Plan EIR Transportation Analysis. Thus, the Phase II project would not increase the severity of the previously identified transportation impacts or result in any new transportation impacts. Furthermore, the North 40 Phase I and II developments would allow for the other pending and anticipated developments within the North 40 Specific Plan area to also fit within the total daily and peak-hour trip envelope analyzed in the North 40 Specific Plan EIR, although the split between inbound and outbound trips would differ. Since the total trips generated by the currently proposed development are less than what was analyzed in the North 40 Specific Plan EIR, it is presumed the conclusions of the EIR remain valid. Additionally, the analysis presented in this report outlines the potential effects of the Phase II development. No new adverse effects were identified beyond what was already identified in the North 40 Specific Plan EIR, indicating that the conclusions of the EIR remain valid. The detailed trip generation for the approved, proposed, pending, and anticipated North 40 sites are shown in Appendix A.

Table 1
Phase II Development Consistency

Land Use	Size	Daily Trips	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		**15,757**	**422**	**263**	**685**	**690**	**836**	**1,526**
Approved Phase I Land Uses		(4,397)	(55)	(80)	(135)	(146)	(131)	(277)
Single-Family Detached Housing	83 d.u.							
Apartments and Townhomes	187 d.u.							
Affordable Senior Housing	50 d.u.							
Commerical/Retail	57,500 s.f.							
Phase II Trip Allowance (Total - Phase I)		**11,360**	**367**	**183**	**550**	**544**	**705**	**1,249**
Proposed Phase II Trips[1]		(2,968)	(66)	(159)	(225)	(162)	(122)	(284)
Remaining Trip Allowance after Phase II		**8,392**	**301**	**24**	**325**	**382**	**583**	**965**
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail)[2]		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	*117 d.u*							
Retail	*19,600 s.f.*							
North 40 Undeveloped Sites without an Application[3]		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	*50 d.u*							
16240 Burton Road	*7 d.u*							
16210 Burton Road & 14831 Los Gatos Boulevard	*23 d.u*							
14823 Los Gatos Boulevard	*10 d.u*							
Remaining Trip Allowance at Buildout of Plan Area		**6,980**	**261**	**(49)**	**212**	**294**	**514**	**808**

Notes:
[1] See Table 5 (Project Trip Generation Estimates) for detailed trip generation estimates.
[2] Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024)
[3] Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element

Local Transportation Analysis

The Town requires a Local Transportation Analysis (LTA) to determine whether the project would contribute to any on-site or off-site operational issues based on intersection levels of service (LOS) or queuing. The LTA also includes an evaluation of transit, bicycle, and pedestrian access, a site plan review, and parking analysis. The LTA was prepared in accordance with the standards and methodologies set forth by the Town and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

The LTA includes an intersection operational analysis to evaluate traffic operational effects of the project on key intersections in the vicinity of the site. The 22 study intersections, as listed below, were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Los Gatos staff (see Figure 1). Four study intersections are designated as CMP intersections. Five of the study intersections are subject to the jurisdiction of the City of San Jose or Campbell.

1. Winchester Boulevard & Lark Avenue
2. University Avenue & Lark Avenue
3. SR-17 SB Ramps & Lark Avenue
4. SR-17 NB Ramps & Lark Avenue
5. Highland Oaks Drive & Lark Avenue (unsignalized)
6. Bascom Avenue & SR-85 NB Ramps (CMP) [San Jose]
7. Bascom Avenue & SR-85 SB Ramps (CMP) [San Jose]
8. Los Gatos Boulevard/Bascom Avenue & Samaritan Drive/Burton Road (CMP)[Los Gatos/San Jose]
9. Los Gatos Boulevard & Walker Street
10. Los Gatos Boulevard & Lark Avenue (CMP)
11. Los Gatos Boulevard & Gateway Drive/Garden Lane
12. Los Gatos Boulevard & Village Square
13. Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
14. Los Gatos Boulevard & Blossom Hill Road
15. Winchester Boulevard & Wimbledon Drive
16. Winchester Boulevard & Albright Way
17. Winchester Boulevard & SR-85 SB Ramp
18. Winchester Boulevard & SR-85 NB Ramp
19. Winchester Boulevard & Knowles Drive [Los Gatos/Campbell]
20. Bascom Avenue & White Oaks Avenue/White Oaks Road [San Jose/Campbell]
21. Los Gatos Boulevard & C5 Street (future) (unsignalized)
22. Los Gatos Boulevard & C1 Street (future) (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in April 2022, May 2023, November 2023, and March 2024 and the 2018 CMP monitoring report.
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the Phase II project.

Existing plus project conditions were evaluated relative to existing conditions to determine potential adverse project effects.

- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments in the vicinity of the project. A list of approved but not yet constructed developments was obtained from the Town of Los Gatos and the Cities of San Jose and Campbell (see Appendices E and F). Background conditions assume the completion of all Phase I development in the North 40 Specific Plan area (see Appendix A).
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the Phase II project. Background plus project conditions were evaluated relative to background conditions to determine potential adverse project effects.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the list of pending projects provided by the Town of Los Gatos and the Cities of San Jose and Campbell. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. In addition, though not proposed as part of the Phase II project, cumulative conditions reflect the future connection of Burton Road to North Turner Street (formerly known as North A Street in the North 40 Specific Plan), as depicted in the North 40 Specific Plan.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the Phase II project.

The LTA also includes a vehicle queuing analysis at selected intersections, a trip “fair share” calculation, an internal street intersection analysis, a cut-through evaluation, a review of collisions at nearby major roadways, a review of site access and on-site circulation, an evaluation of potential effects to transit, bicycle, and pedestrian facilities, and a parking analysis.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable intersection level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Town of Los Gatos, the City of San Jose, the City of Campbell, the 2018 CMP Annual Monitoring Report, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Lane configurations
- Signal timing and phasing
- Lists of approved and pending developments.

Level of Service Analysis Methodology and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Intersections operations were evaluated against the level of service standards set forth by the Town of Los Gatos, City of San Jose, and the City of Campbell.

Signalized Intersections

The Town of Los Gatos evaluates level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown on Table 2.

This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the Town employs the CMP defaults values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Town of Los Gatos has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections, including the CMP study intersections at Los Gatos Boulevard/Bascom Avenue/Samaritan Drive/Burton Road and Los Gatos Boulevard/Lark Avenue. The Cities of San José and Campbell have established LOS D as the minimum acceptable intersection operations standard except at CMP intersections where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. The level of service definitions for unsignalized intersections are shown on Table 3. This study utilizes the TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersection.

The Town of Los Gatos does not have an adopted level of service standard for unsignalized intersections. However, the Town strives to maintain LOS D for unsignalized intersections.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Definition of Adverse Intersection Operational Effects

Adverse operational effects on the study intersections are based on the Town's *Transportation Analysis (TA) Guidelines,* the City of San José's *Traffic Impact Analysis (LOS) Guideline*, and the VTA's *TIA Guidelines*.

Signalized Intersections

According to the Town of Los Gatos, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades more than one level (e.g., from LOS A to C) overall or at the worst individual approach delay if it is at LOS A, B, or C, or
2. The level of service at the intersection drops at all (e.g., from LOS D to E or F) overall or at the worst individual approach delay if it is at LOS D or below.

For non-CMP intersections located within the Cities of San Jose and Campbell, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS D with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS E or F) under baseline conditions, an adverse effect would occur if either of the following conditions occurs:

1. An increase in average critical delay value by 4.0 seconds or more and an increase in the critical V/C ratio of .01 or more, or
2. A decrease in average critical delay and an increase in the critical V/C ratio of .01 or more.

For designated CMP intersections, a project is said to create an adverse effect at a signalized intersection if for either peak hour the level of service falls below LOS E with the addition of project traffic to baseline conditions. For intersections already operating at an unacceptable level of service (LOS F) under baseline conditions, an adverse effect would occur if the addition of project traffic increases the average control delay for critical movements by 4 seconds or more and the project traffic increases the critical v/c value by .01 or more. The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

A project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the Town of Los Gatos if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS E or F, and
2. The intersection meets the Caltrans signal warrant criteria.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations is typically supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements or stop-controlled approaches. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the Town of Los Gatos has not defined a policy related to queuing. Vehicle queues were

estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane * cycle length in seconds/3600 seconds per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile queue for a particular left-turn movement; (2) the estimated number of vehicles in the 95th percentile queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated 95th percentile queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. A queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the vehicle operational analysis including the method by which project traffic is estimated and the project's traffic effects on the intersection operations and vehicle queueing. Chapter 4 presents the analyses of other transportation-related issues, including site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 summarizes the conclusions and recommended roadway improvements for the project.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities within and in the vicinity of the project area including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional roadway access to the project site is provided via SR-17 and SR-85. Major roadway access to the site is provided via Los Gatos Boulevard. Other major roadways in the project vicinity include Lark Avenue, Samaritan Drive, and Winchester Boulevard. These facilities are described below.

Los Gatos Boulevard is a two-to-six-lane arterial that runs in a north-south direction. A full interchange provides access to and from SR-85. Adjacent to the project site, there are four lanes with a median turn lane. Los Gatos Boulevard transitions from Bascom Avenue in the north at the SR 85 southbound ramps and extends southward to Jackson Street, where it transitions into Main Street. Los Gatos Boulevard includes sidewalks on the west side of the street in the project vicinity. The posted speed limit is 35 miles per hour (mph). On-street parking is prohibited in the project vicinity. Striped bike lanes are present along Los Gatos Boulevard, south of Lark Avenue. Los Gatos Boulevard provides direct access to the project site via the proposed new streets at C1 Street and C5 Street. Other access to the project site is via Walker Street and Turner Street.

Lark Avenue is a four-to-six-lane arterial in an east-west direction. It extends from Winchester Boulevard in the west to Los Gatos Boulevard in the east. A full interchange provides access to and from SR-17.Sidewalks and bike lanes are present along both sides of the street for the full length of Lark Avenue. In addition, an off-street bike path is provided on the north side of Lark Avenue east of SR-17. The posted speed limit is 30 mph. On-street parking is prohibited in the project vicinity. Access to the project site from Lark Avenue is provided via Turner Street, Los Gatos Boulevard, C1 Street, and C5 Street.

Samaritan Drive is a two-to-four-lane connector in an east-west direction. It extends from Los Gatos Boulevard in the west to Union Avenue in the east. Sidewalks and bike lanes are present along both sides of Samaritan Drive. The posted speed limit is 30 mph. Access to the project site from Samaritan Drive is provided via Los Gatos Boulevard, C1 Street, and C5 Street.

Winchester Boulevard is a two-to-four-lane arterial in a north-south direction. It extends from San Jose and Campbell in the north to Blossom Hill Road in Los Gatos, where it becomes Santa Cruz Avenue. Sidewalks and bike lanes are present along both sides of Winchester Boulevard. The posted speed limit is 35 mph. Access to the project site from Winchester Boulevard is provided via Lark Avenue.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are present along the project frontage along Los Gatos Boulevard. Sidewalks are also present along both sides of Lark Avenue and Samaritan Drive. Crosswalks with pedestrian signal heads and push buttons are provided at all approaches at the Los Gatos Boulevard/Walker Street and Los Gatos Boulevard/Lark Avenue intersections. The Los Gatos Boulevard/Burton Road/Samaritan Drive intersection has crosswalks with pedestrian signal heads and push buttons on all but the south approach.

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, does not list any pedestrian improvements in the project vicinity.

Existing Bicycle Facilities

The existing and proposed bicycle facilities within the vicinity of the project site include bike paths (Class I bikeway), striped bike lanes (Class II bikeway), and protected bike lanes (Class IV bikeway) (see Figure 3).

Class I bikeways include bike paths, which are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Within the project vicinity, the Los Gatos Creek Trail exists parallel to State Route 17, with the nearest entry point on Lark Avenue. A multi-use path also exists along the North 40 Phase I project frontage on Lark Avenue and Los Gatos Boulevard.

Class II bike lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. Existing bicycle lanes are present along:

- Los Gatos Boulevard south of Lark Avenue
- South side of Lark Avenue
- North side of Lark Avenue, west of SR-17
- Samaritan Drive
- Bascom Avenue, north of SR-85
- Winchester Boulevard, between Vineland Avenue and Daves Avenue
- Los Gatos-Almaden Road
- Blossom Hill Road, between Santa Cruz Avenue and Camino Del Cerro

Class III bicycle routes are vehicular roadways designated to be shared with bicyclists. Bike routes are typically designated only with signage or with painted shared lane markings (sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. Bicycle routes are present along:

- National Avenue

Class IV protected bike lanes are protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes. Protected bike lanes are present along:

- Winchester Boulevard, between Albright Way and Vineland Avenue
- Blossom Hill Road between Roberts Road and Los Gatos Boulevard

The *Los Gatos Bicycle and Pedestrian Master Plan*, adopted in 2017 and updated in 2020, lists several proposed bicycle facilities in the project vicinity. The proposed facilities are as follows:

- Class IV bike path on Lark Avenue between Winchester Boulevard and Los Gatos Boulevard
- Class IV bike path on Los Gatos Boulevard between Town limits and Shannon Road
- Sharrows and Class III bike route on University Avenue between Main Street and Lark Avenue, where Class II bike lanes do not exist

In addition to the *Los Gatos Bicycle and Pedestrian Master Plan*, the *Los Gatos 2040 General Plan*, adopted in 2022, lists several proposed bicycle facilities in the project vicinity that are not covered in the *Los Gatos Bicycle and Pedestrian Master Plan*. The proposed facilities are as follows:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

It should be noted that at a minimum, the Town is striving for at least a Class II bike lane along Los Gatos Boulevard within the Town limits.

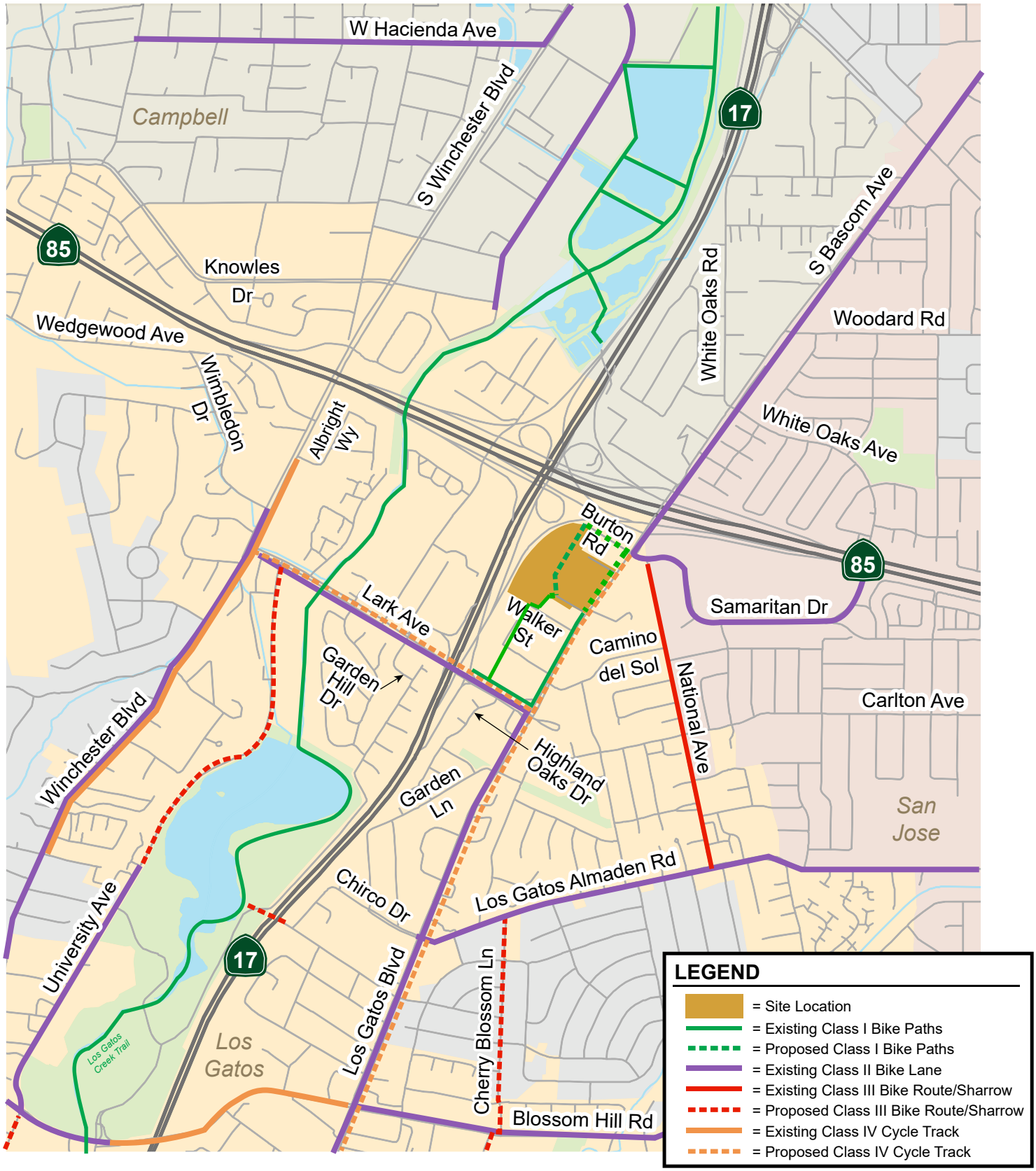


Figure 3
Existing and Proposed Bicycle Facilities

Existing Transit Services

Existing transit service to the study area is provided by the VTA. Route 27 serves the project area along Los Gatos Boulevard and travels between Winchester Station and Kaiser San Jose. Route 61 provides service between Good Samaritan Hospital and the Berryessa area of San Jose (Sierra Road & Piedmont Road) and runs along Bascom Avenue and Samaritan Drive in the project vicinity. The bus stops closest to the project site are located on the west side of Los Gatos Boulevard just north of the project site and on the east side of Los Gatos Boulevard near Walker Street. Route 27 and Route 61 run on approximately 30-minute headways on weekdays.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Existing AM and PM peak-hour traffic volumes (see Figure 5) were obtained from new traffic counts (see Appendix B) in April 2022, May 2023, November 2023, and March 2024. Per the VTA's *TIA Guidelines*, which require the use of intersection data from the CMP Monitoring and Conformance Program whenever possible, PM peak-hour volumes at CMP intersections were obtained from the *2018 CMP Annual Monitoring Report*. Traffic volumes for all traffic scenarios are tabulated in Appendix C.

Existing Intersection Levels of Service

The results of the existing intersection level of service analysis are shown in Table 4. All study intersections currently operate at an acceptable level of service. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Conditions Avg. Delay (sec)	LOS
1	Winchester Boulevard & Lark Avenue	AM	18.3	B
		PM	19.5	B
2	University Avenue & Lark Avenue	AM	21.0	C
		PM	24.2	C
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	AM	30.2	C
		PM	30.7	C
4	Northbound Highway 17 Ramps & Lark Avenue	AM	16.6	B
		PM	11.9	B
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	AM	12.2	B
		PM	12.7	B
6	Bascom Avenue & SR 85 NB Ramps (CMP)	AM	24.7	C
		PM	21.0	C
7	Bascom Avenue & SR 85 SB Ramps (CMP)	AM	23.8	C
		PM	28.1	C
8	Los Gatos Bouelvard/Bascom Avenue & Samaritan Drive/Burton Rd (CMP)	AM	31.6	C
		PM	30.7	C
9	Los Gatos Boulevard & Walker Street	AM	8.6	A
		PM	7.2	A
10	Los Gatos Boulevard & Lark Avenue (CMP)	AM	36.3	D
		PM	32.9	C
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	AM	24.6	C
		PM	24.1	C
12	Los Gatos Boulevard & Village Square	AM	9.5	A
		PM	18.4	B
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	AM	28.0	C
		PM	28.1	C
14	Los Gatos Boulevard & Blossom Hill Road	AM	39.5	D
		PM	39.2	D
15	Winchester Boulevard & Wimbledon Drive	AM	11.4	B
		PM	15.1	B
16	Winchester Boulevard & Albright Way	AM	15.4	B
		PM	20.3	C
17	Winchester Boulevard & SR 85 SB Ramp	AM	13.7	B
		PM	9.3	A
18	Winchester Boulevard & SR 85 NB Ramp	AM	15.7	B
		PM	15.5	B
19	Winchester Boulevard & Knowles Drive	AM	33.8	C
		PM	37.3	D
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	AM	23.7	C
		PM	16.1	B
21	Los Gatos Boulevard & C5 Street (future)	AM	n/a	n/a
		PM	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future)	AM	n/a	n/a
		PM	n/a	n/a

Note:
[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

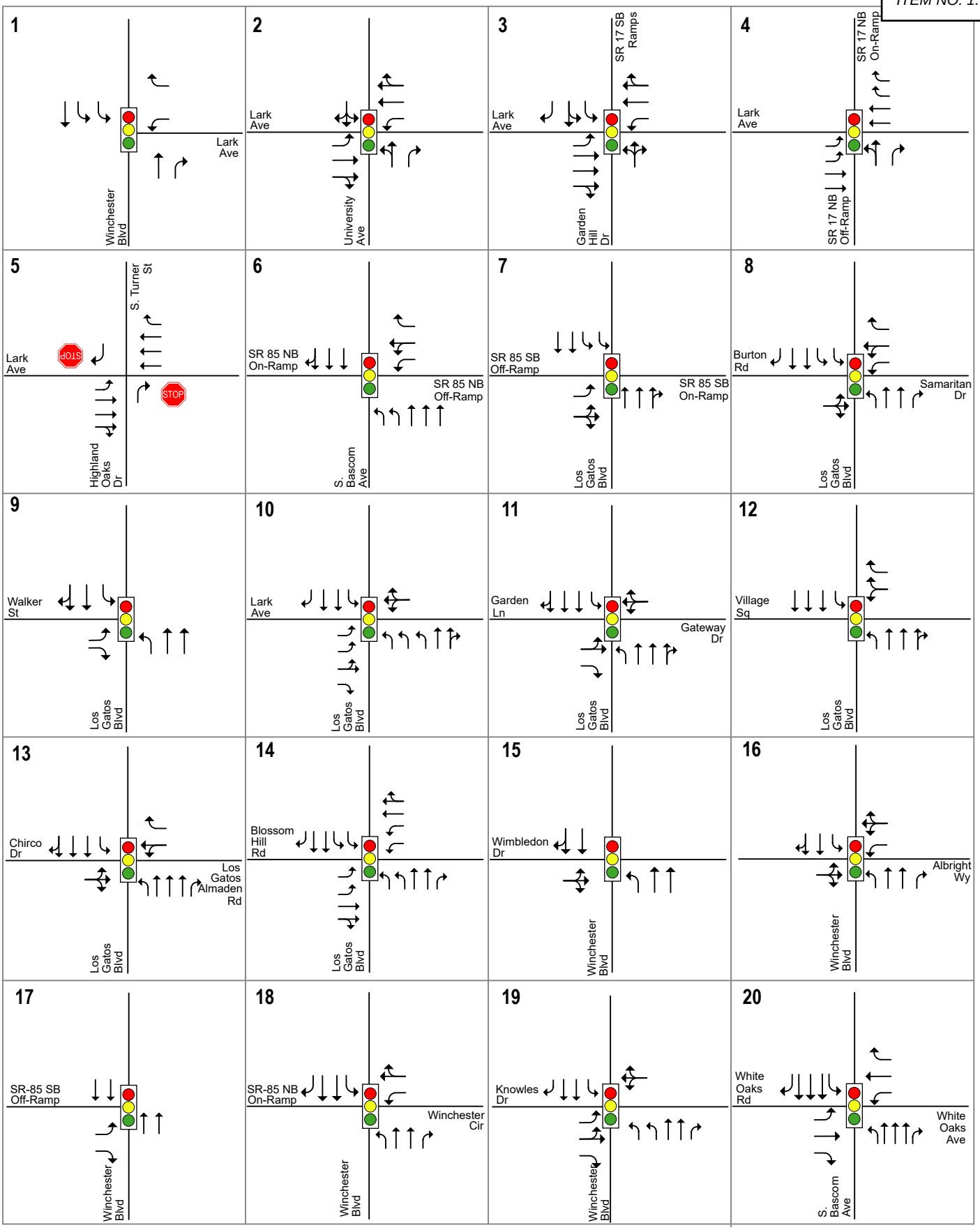


Figure 4
Existing Lane Configurations

NORTH
Not to Scale

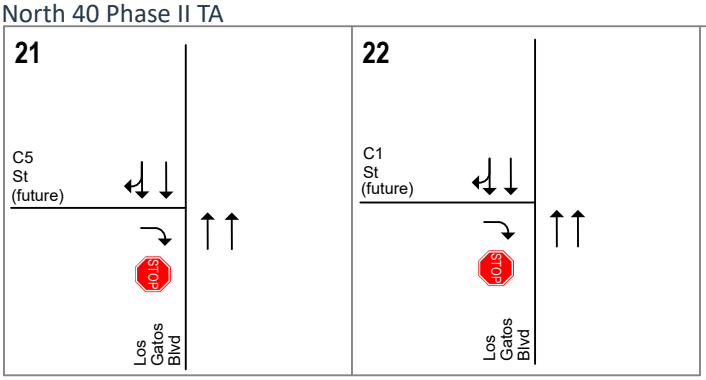
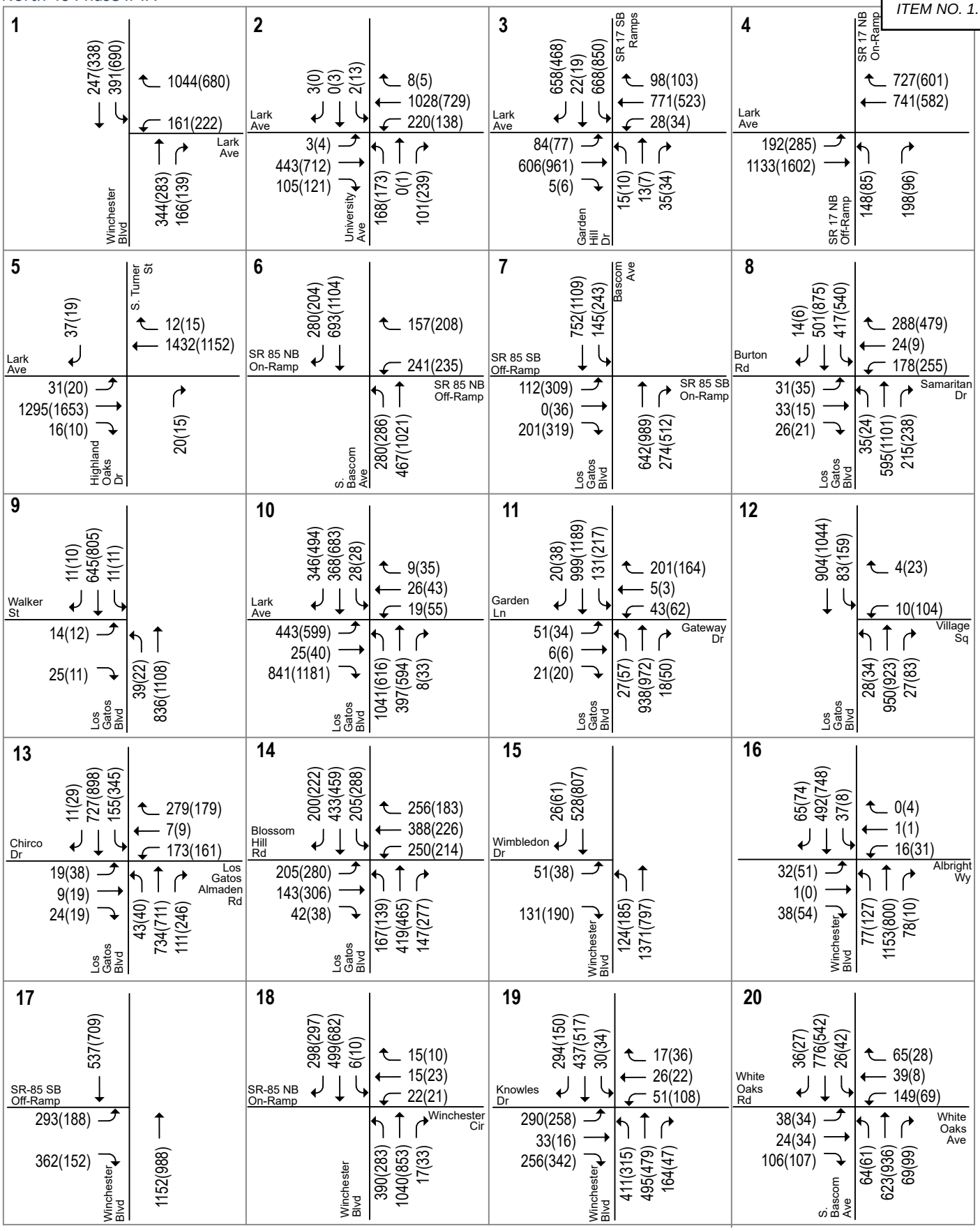


Figure 4
Existing Lane Configurations

NORTH
Not to Scale

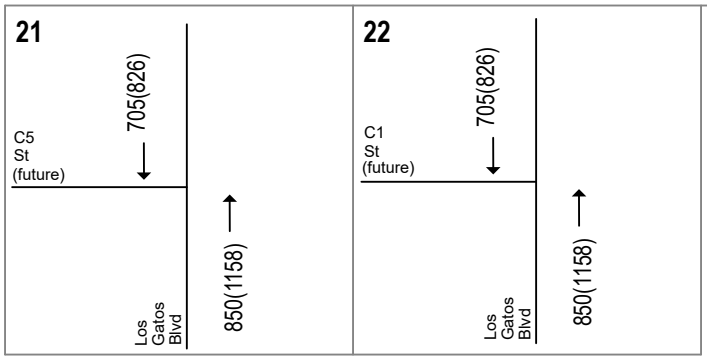


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Traffic Volumes

NORTH
Not to Scale

3. Intersection Operations Analysis

This chapter presents the intersection operations analysis including the method by which project traffic is estimated, the results of intersection level of service analysis, any adverse effects to intersection level of service caused by the project, and an intersection vehicle queuing analysis. A potential adverse effect on a study intersection is not considered a significant impact under CEQA.

Project Trip Estimates

The magnitude of traffic produced by new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trip generation rates resulting from new development proposed within the Town of Los Gatos typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *11th Edition*. Trips that would be generated by the proposed development were estimated using the ITE trip rates for Multi-Family Housing (Mid-Rise) (Land Use 221), Single-Family Attached Housing (Land Use 215), Affordable Housing (Land Use 223), Strip Retail Plaza (<40k) (Land Use 822), and Recreational Community Center (Land Use 495).

Mixed-Use Reduction

Because the project would construct a mixed-use development, project trip estimates were reduced to account for internal trips within the development (i.e., residents from the housing would access the retail uses on-site without taking a vehicle trip). Based on the VTA's *Transportation Impact Analysis Guidelines*, a mixed-use reduction of 15 percent was applied to the smaller trip generator and an equal number of trips were subtracted from the larger trip generator. The rate of internalization is consistent with the assumptions in the North 40 Specific Plan EIR.

Pass-by Trips

Trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways traveling to and from other places (and are therefore already counted in the existing traffic) and would stop at the retail use along the way. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site

entrances). An average pass-by trip reduction of 25 percent was applied to all time periods. While this is consistent with the assumptions in the North 40 Specific Plan EIR, it is conservative compared to data published in the ITE *Trip Generation Handbook, 3rd Edition*, which reports an average pass-by trip rate of 34 percent for retail uses.

Transportation Demand Management (TDM)

In accordance with mitigation measure T-1 identified in the General Plan Update EIR, the project would be required to implement one or more VMT reduction strategies. The North 40 Phase II project will implement a TDM Plan to promote sustainable modes of transportation and reduce the number of vehicle trips and VMT that would be generated by the project. The TDM Plan will include a combination of services, incentives, facilities, and actions to shift residents and employees from driving alone to using transit, carpooling, cycling, and walking. TDM measures will be described in detail in a TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, HOA, Town, etc.). The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. To be conservative, the project trip generation estimates do not include any reduction for TDM measures.

Net Project Trips

After applying the mixed-use and pass-by trip reductions, the proposed project is estimated to generate a total of 2,968 new daily trips, with 225 new trips (66 inbound and 159 outbound) occurring during the AM peak hour and 284 new trips (162 inbound and 122 outbound) occurring during the PM peak hour (see Table 5).

Table 5
Project Trip Generation Estimates

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	AM Peak-Hour Trips Total	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total
Proposed									
Multi-Family Housing [1]	255	du	1,170	23	78	101	61	39	100
Townhouses[2]	127	du	917	15	45	60	42	30	72
100% Affordable Housing Building[3]	68	du	393	11	27	38	24	16	40
Mixed-Use Reduction (15%) [4]			*(123)*	*(2)*	*(3)*	*(5)*	*(8)*	*(8)*	*(16)*
Net Housing Trips			2,357	47	147	194	119	77	196
Retail [5]	15,014	s.f.	818	23	15	38	52	52	104
Mixed-Use Reduction (15%) [4]			*(123)*	*(3)*	*(2)*	*(5)*	*(8)*	*(8)*	*(16)*
Pass-by-Reduction (25%) [6]			*(174)*	*(5)*	*(3)*	*(8)*	*(11)*	*(11)*	*(22)*
Net Retail Trips			521	15	10	25	33	33	66
Community/Civic [7]	3,000	s.f.	90	4	2	6	10	12	22
Total Vehicle Trips			***2,968***	***66***	***159***	***225***	***162***	***122***	***284***

Notes:
du = dwelling unit; s.f. = square feet

[1] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Multi-Family Housing (Mid-Rise) (Land Use Code 221). Includes 23 affordable units within the multi-family building.

[2] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Single-Family Attached Housing (Land Use Code 215).

[3] Trip generation based on fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Affordable Housing (Income Limits) (Land Use Code 223).

[4] Based on the *Santa Clara Valley Transportation Authority Transportation Impact Analysis Guidelines* , the maximum trip reduction for a mixed-used development project with housing and retail component is equal to 15% off the smaller trip generator.

[5] Retail daily trip generation based on average rates and peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Strip Retail Plaza (<40k) (Land Use Code 822).

[6] A pass-by reduction of 25% was taken from the retail use trips.

[7] Community/civic AM peak-hour trip generation based on average rates and daily and PM peak-hour trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Recreational Community Center (Land Use Code 495).

Trip Distribution and Assignment

The trip distribution patterns for the project trips were estimated based on the surrounding roadway network and the locations of complementary land uses (see Figure 6). The trip distribution pattern is generally consistent with the assumptions in the North 40 Specific Plan EIR. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns (see Figure 7). Pass-by trips at intersections adjacent to the project site are shown on Figure 8.

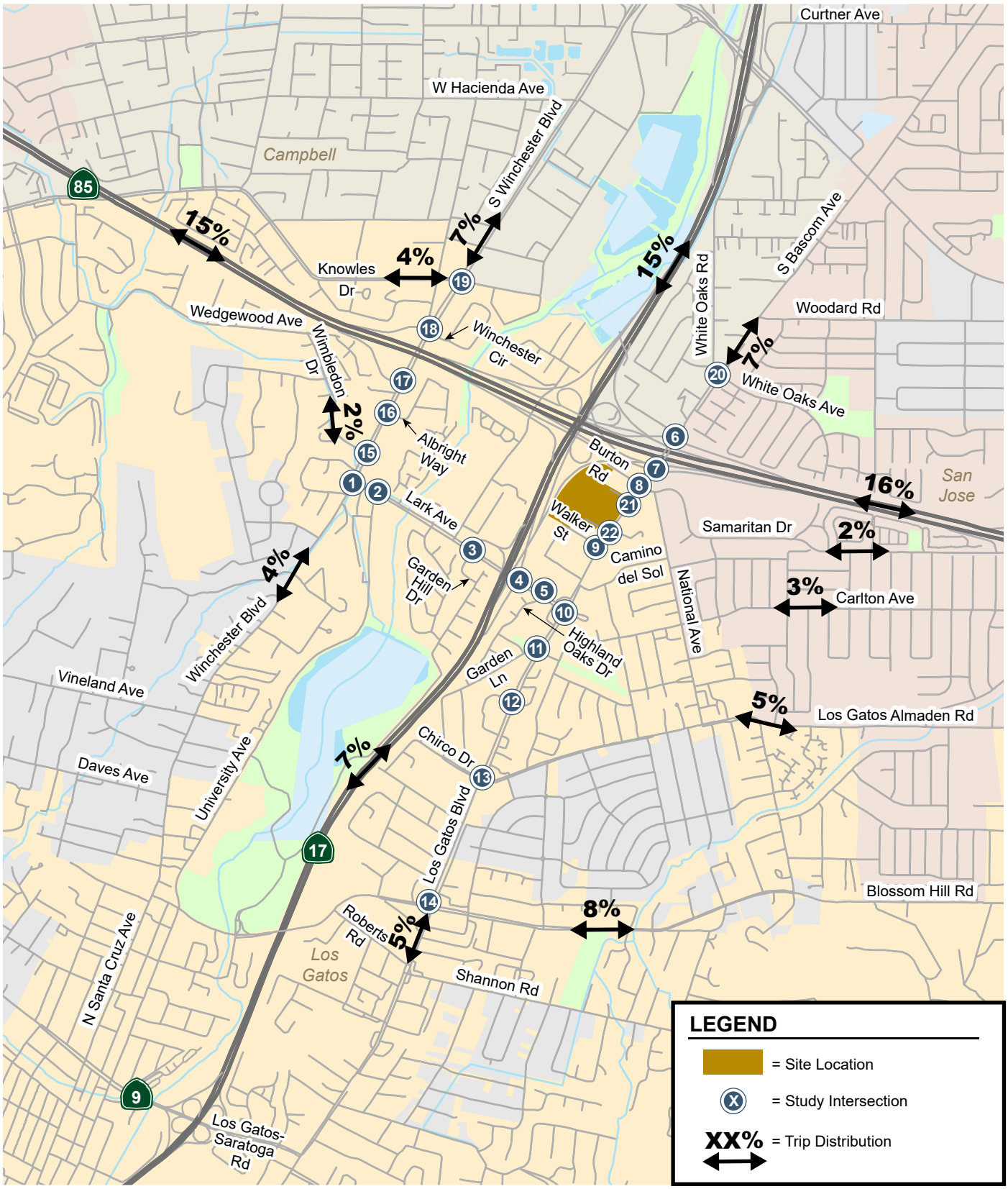
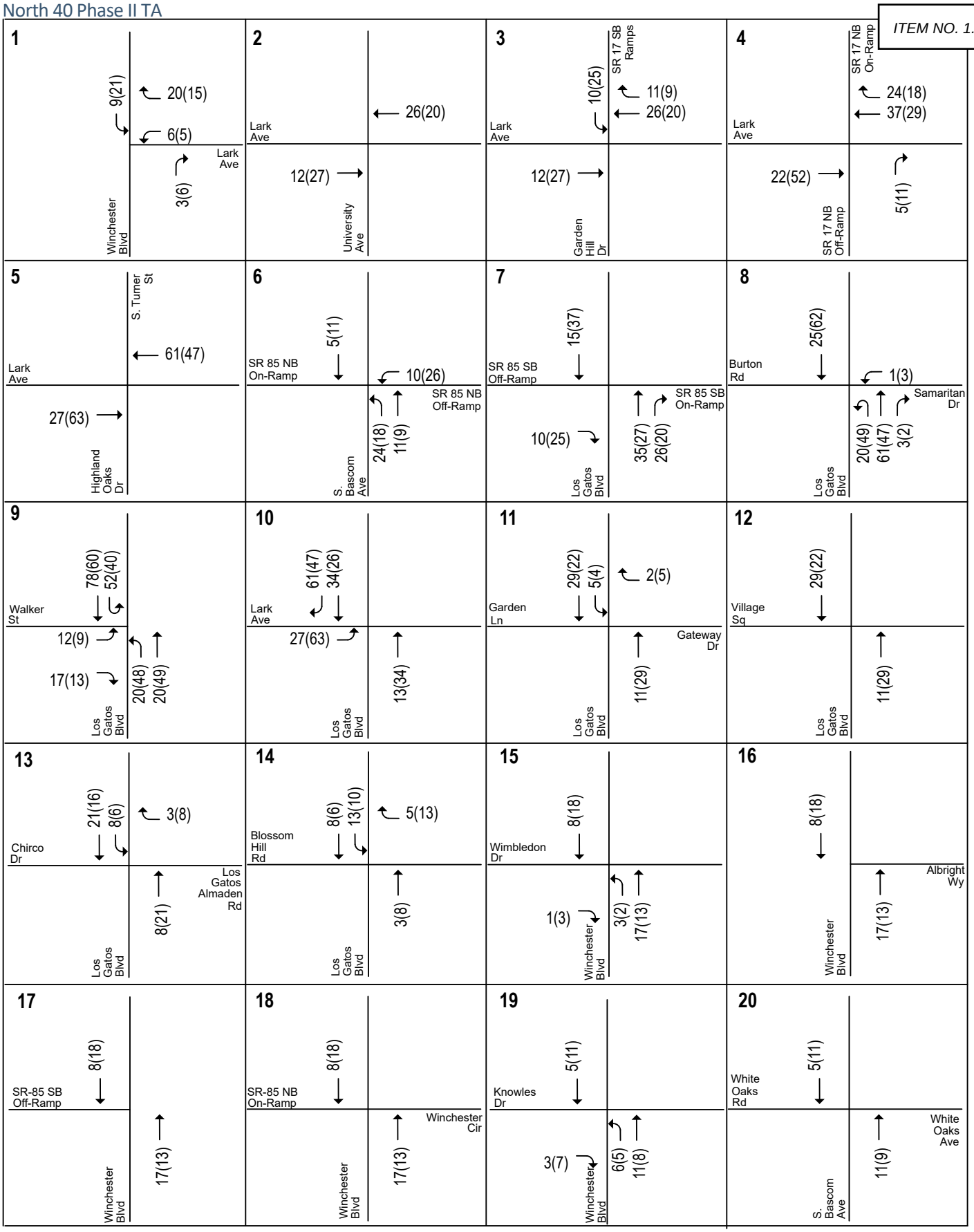


Figure 6
Project Trip Distribution

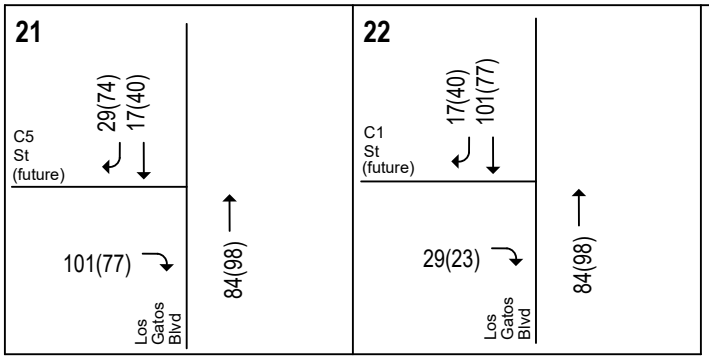


LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7

Project Trip Assignment (without Burton Road Connection)



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Project Trip Assignment (without Burton Road Connection)

HEXAGON

NORTH
Not to Scale

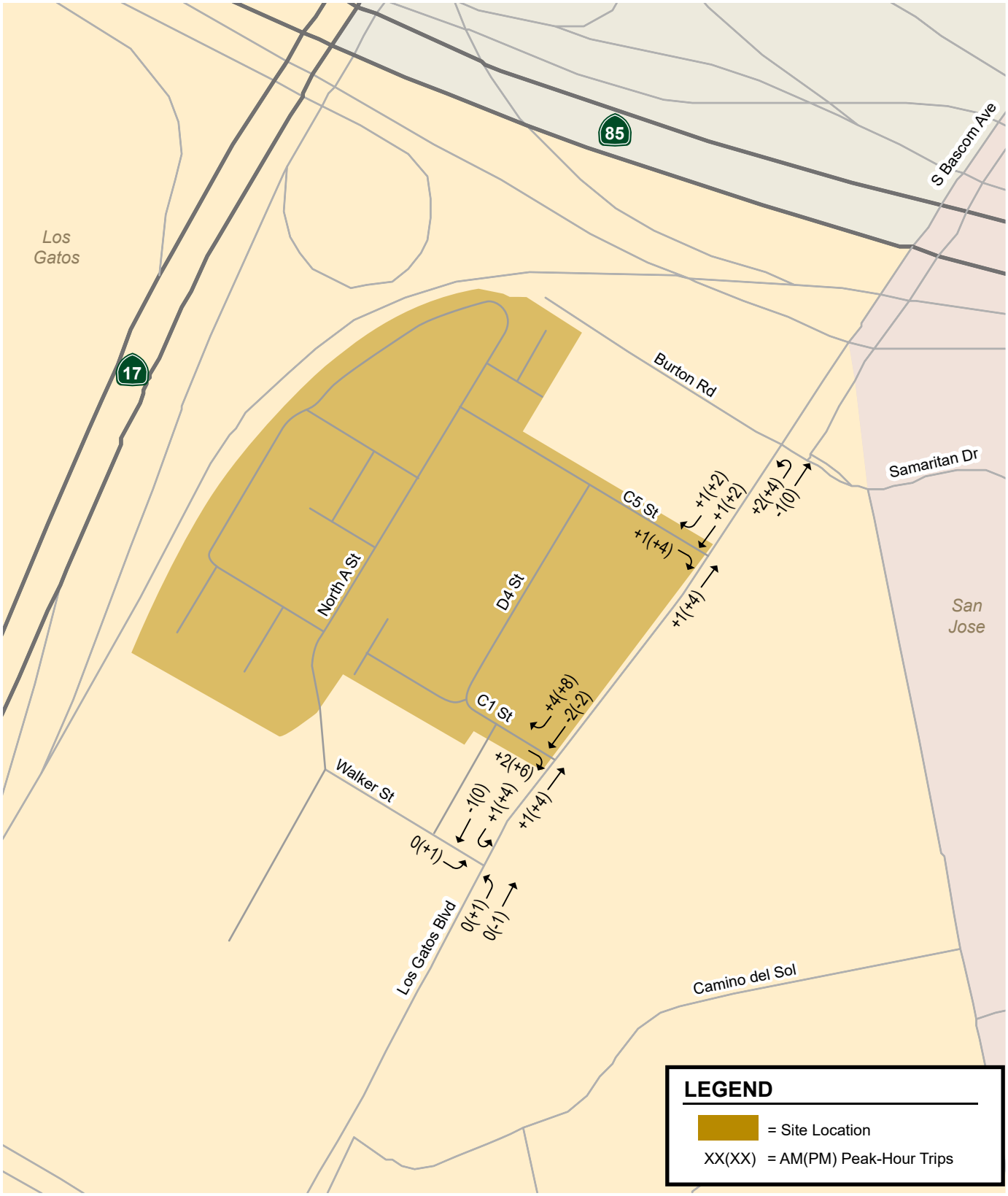


Figure 8
Pass-By Trip Assignment

Roadway Network

The roadway network under background, cumulative, and project conditions is assumed to be the same as under existing conditions with the following exception:

- Under cumulative conditions, it is assumed that the Town or a future developer will extend Burton Road to N. Turner Street (previously referred to as North A Street in the North 40 Specific Plan).

The peak-hour project trip assignment under cumulative conditions is shown on Figure 9. Project pass-by trips under cumulative conditions are shown on Figure 10.

Future Traffic Volumes

Existing Plus Project Traffic Volumes

Phase II project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 11).

Background Traffic Volumes

Background AM and PM peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 12). The Town of Los Gatos provided a list of approved and pending developments (Appendix E). Approved and pending developments from the Cities of San Jose and Campbell were also obtained. Hexagon considered both the location and size of the approved and pending developments to eliminate those that were too far away or too small to affect traffic conditions at the selected study intersections. Background conditions reflect the additional traffic generated upon the completion of all Phase I developments in the North 40 Specific Plan area. The Phase I development was approved for 83 cottage cluster homes (semi-detached), 187 multi-family units, 50 senior apartment units, and 57,500 s.f. of commercial/retail. Most of the Phase I development has already been constructed and occupied. Trips associated with the unsold and unbuilt portion of the Phase I development were added under the background scenario. This analysis assumes 43 unsold homes (unbuilt or built and unoccupied, as of April 2024) and 57,500 s.f. of commercial space (under construction) that would add traffic under background conditions[1]. The approved and pending projects assumed as part of the analysis are listed in Appendix F.

Background Plus Project Traffic Volumes

Phase II project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13).

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 14) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes. The approved and pending projects assumed as part of the analysis are listed in Appendix F. Cumulative conditions assume buildout of all parcels within the North 40 Specific Plan area outside of the Phase II site, including properties that have not yet submitted development applications. Town staff

[1] In addition, there are nine Phase I residential dwelling units yet to be built and occupied within the Transition District. The additional trips that would be added by these units (less than five per hour), would not affect the conclusions presented in this Transportation Analysis.

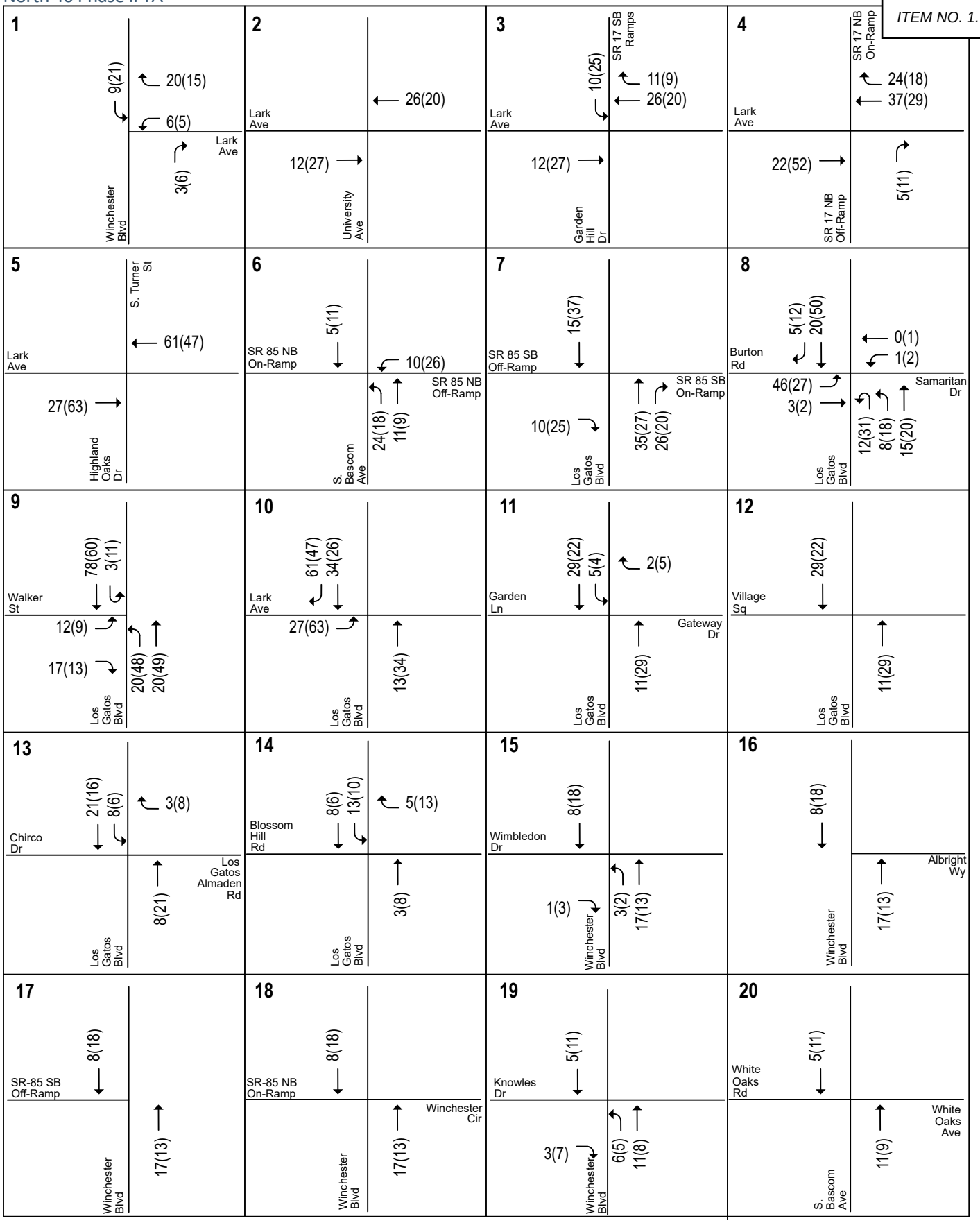
estimated the potential future development on the following properties within the North 40 Specific Plan area that have not yet submitted an application based on the density identified in the Housing Element:

- 16245 Burton Road (estimated 50 d.u.)
- 16240 Burton Road (estimated 7 d.u.)
- 16210 Burton Road and 14831 Los Gatos Boulevard (estimated 23 d.u.)
- 14823 Los Gatos Boulevard (estimated 10 d.u.)

In addition, cumulative conditions reflect changes in traffic pattern resulting from the planned future connection of Burton Road to N. Turner Street, as depicted in the North 40 Specific Plan.

Cumulative Plus Project Traffic Volumes

Project trips were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 15). Note that the project trip assignment under cumulative conditions differs from other scenarios in that it assumes the project would have access to and from Los Gatos Boulevard via Burton Road.



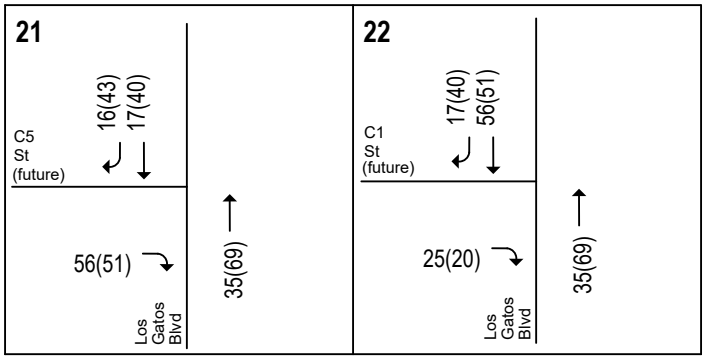
LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 9
Cumulative Project Trip Assignment
(with Connection to Burton Road)

HEXAGON

NORTH
Not to Scale

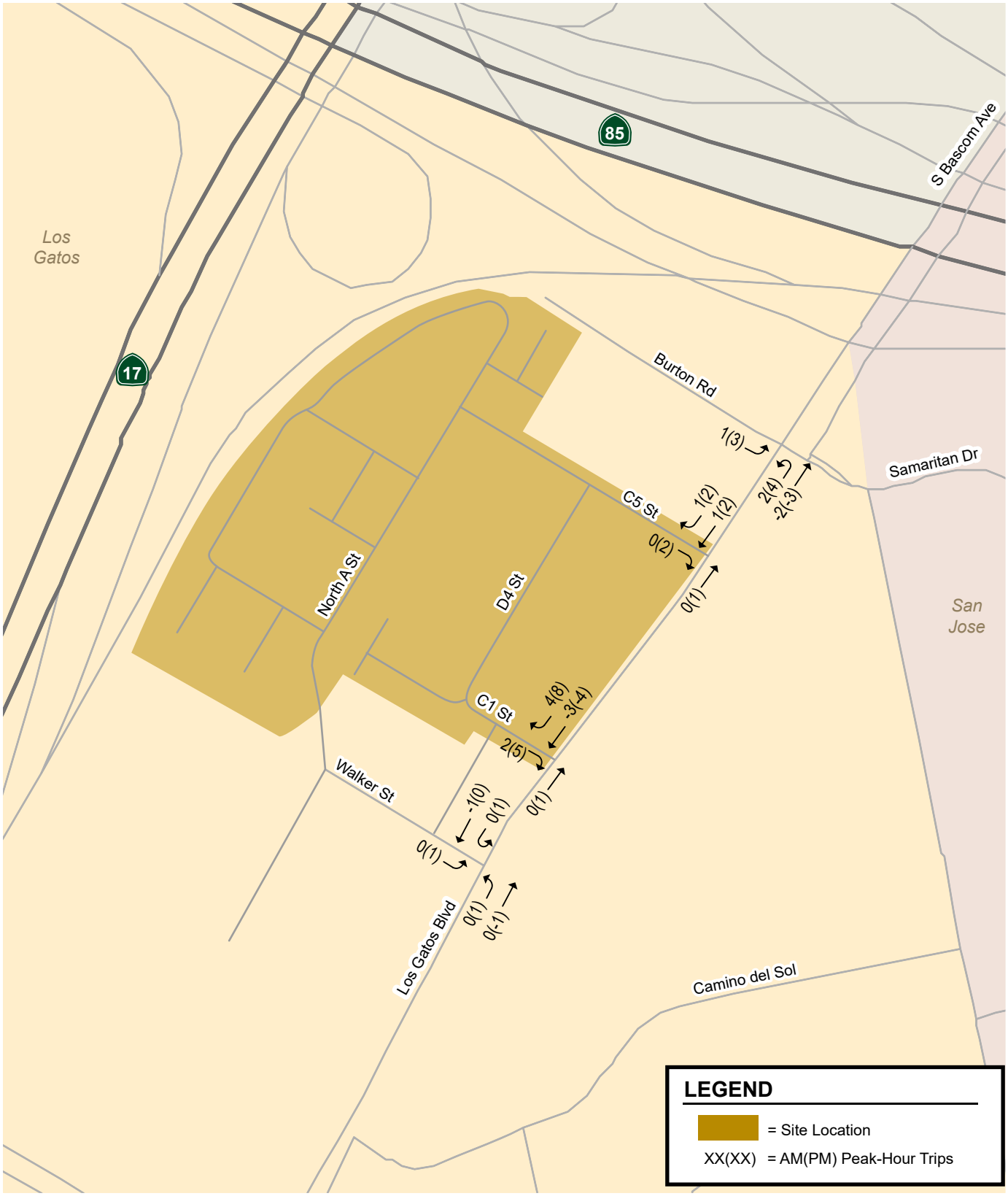
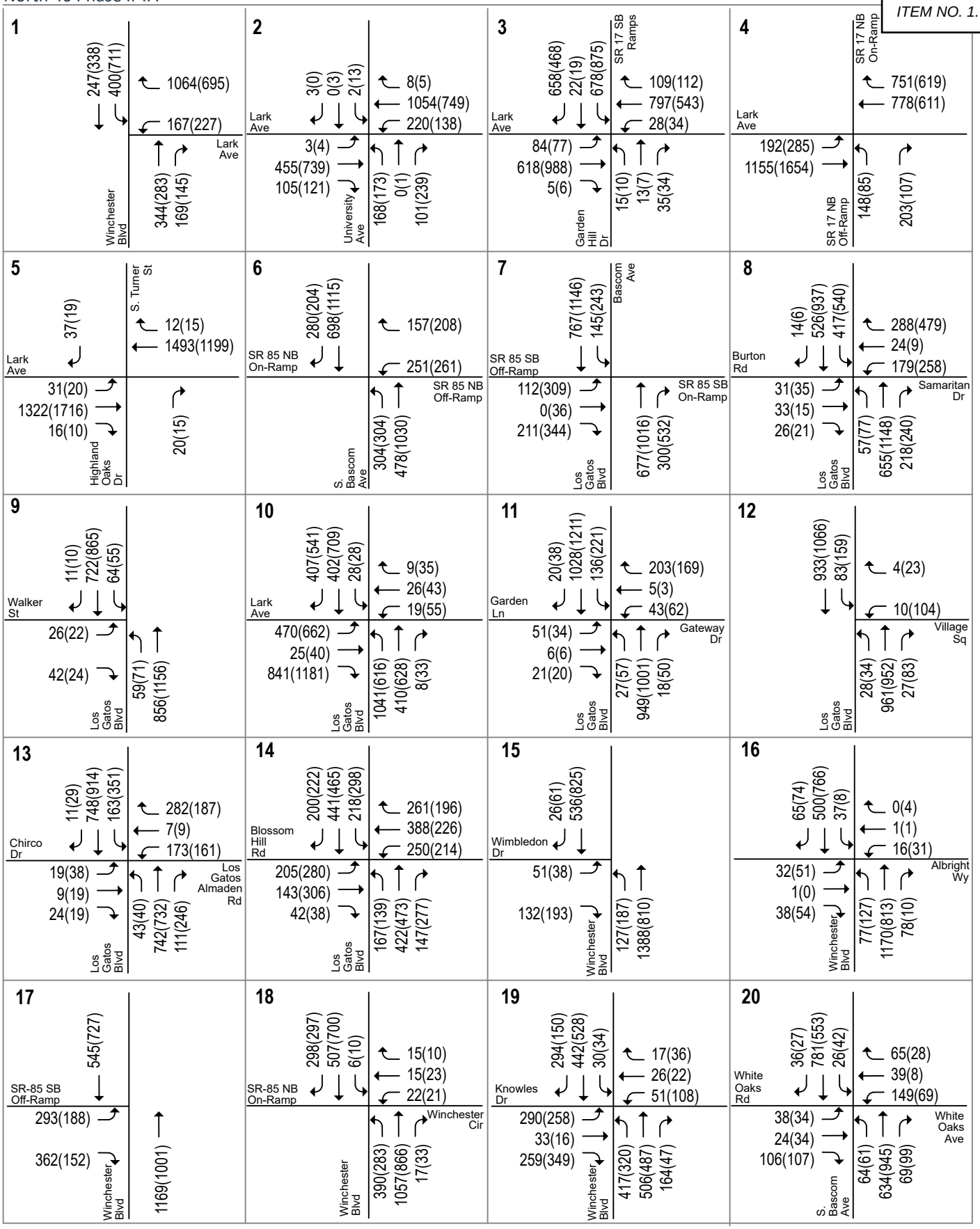


Figure 10
Cumulative Project Pass-by Trips (with Connection to Burton Road)



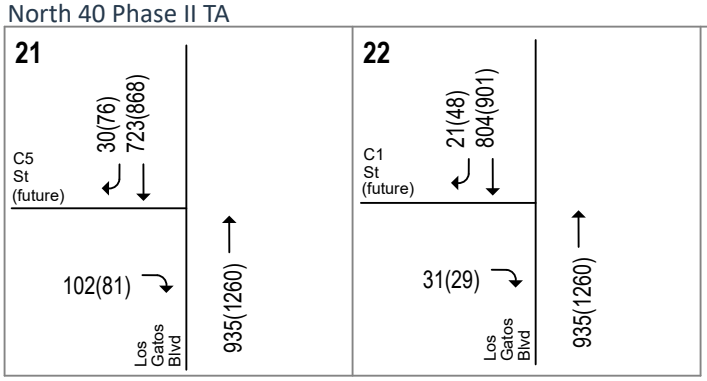
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

HEXAGON

NORTH
Not to Scale

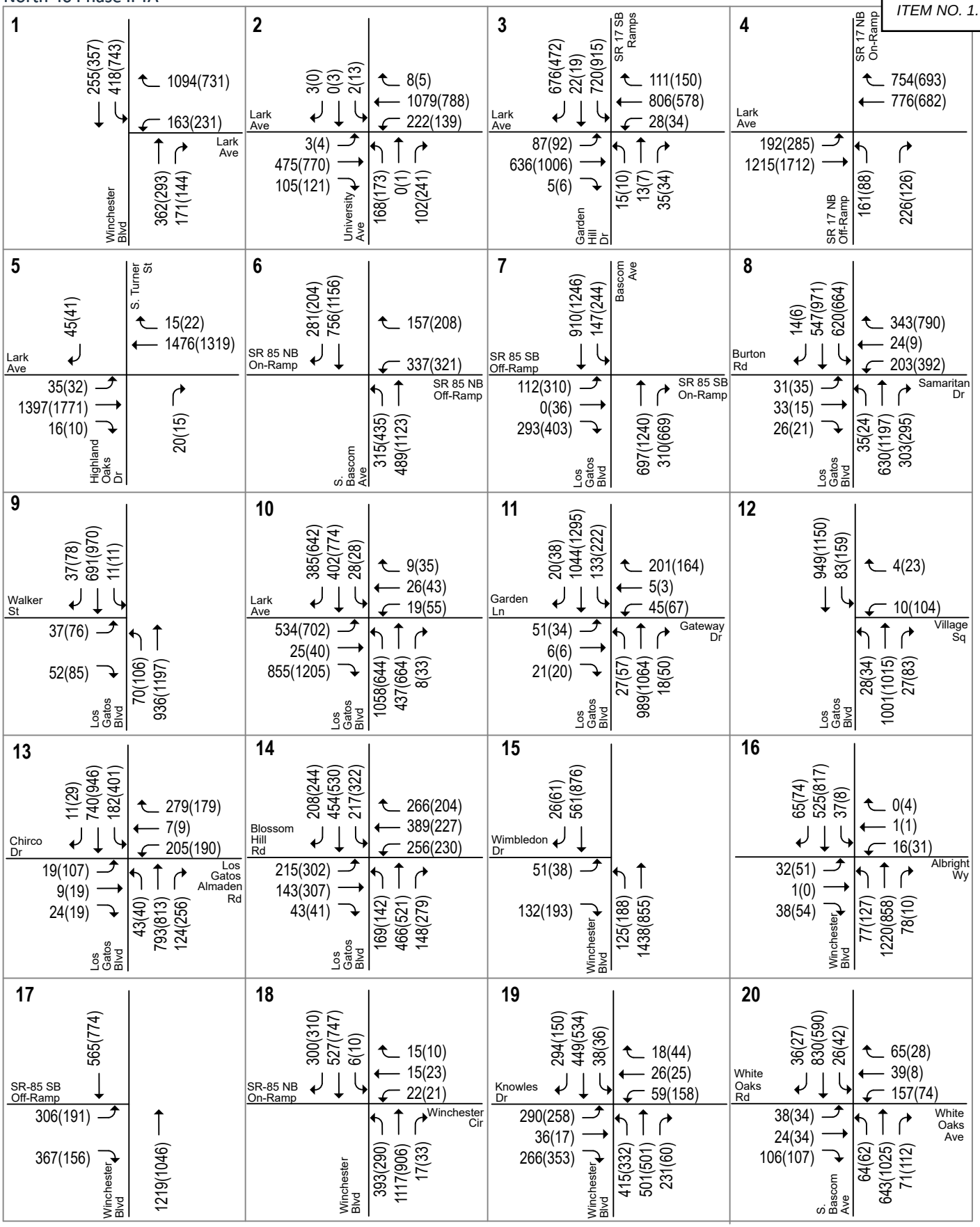


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project Traffic Volumes

NORTH
Not to Scale



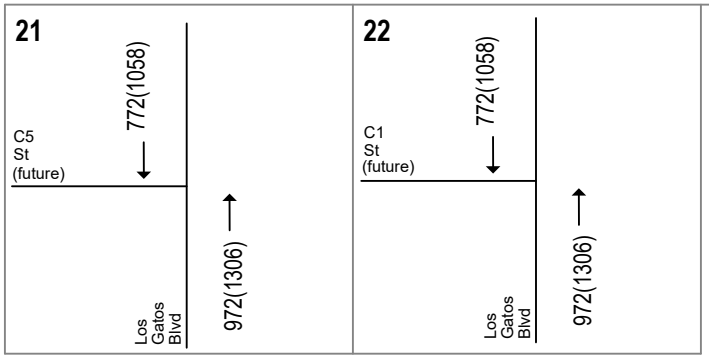
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

HEXAGON

NORTH
Not to Scale

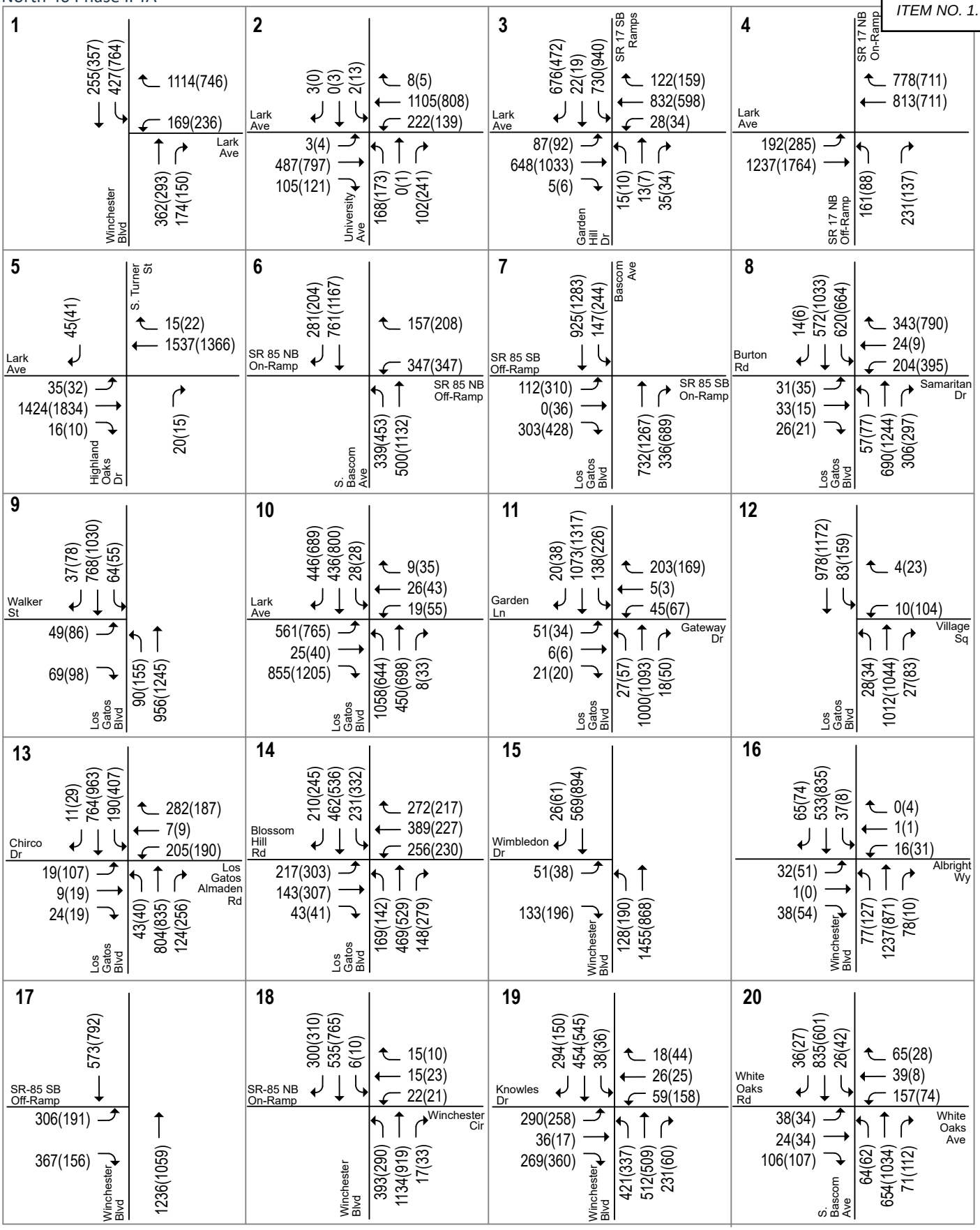


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Background Traffic Volumes

NORTH
Not to Scale

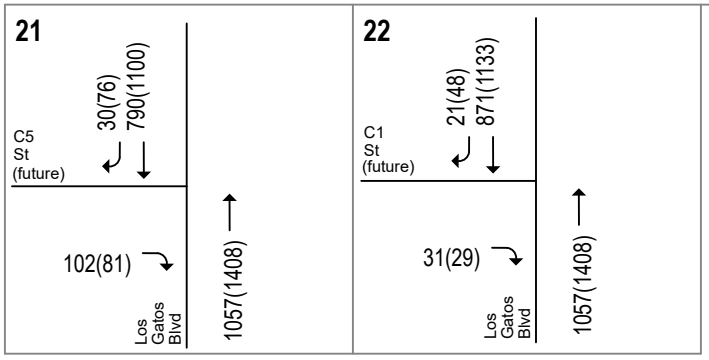


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

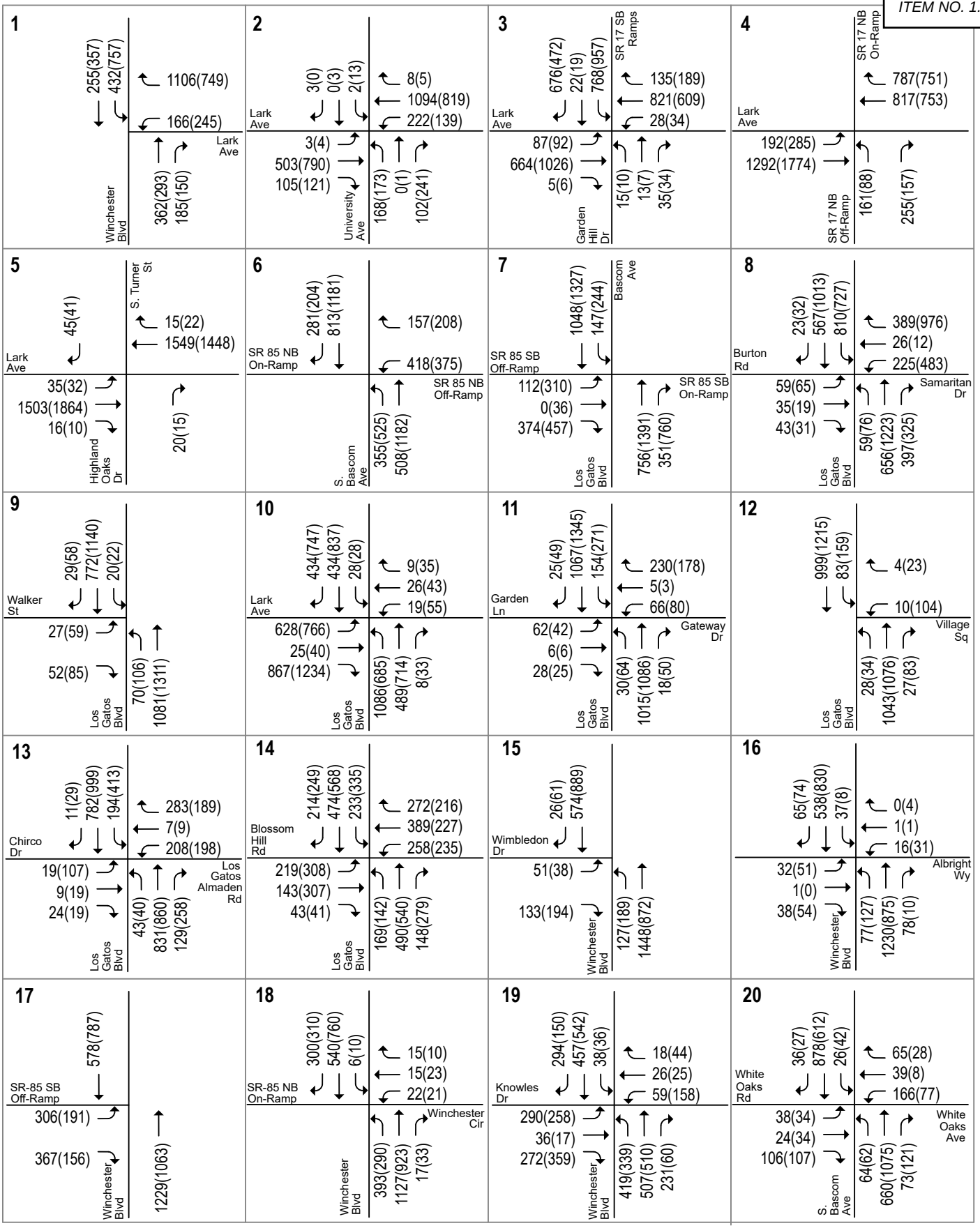


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

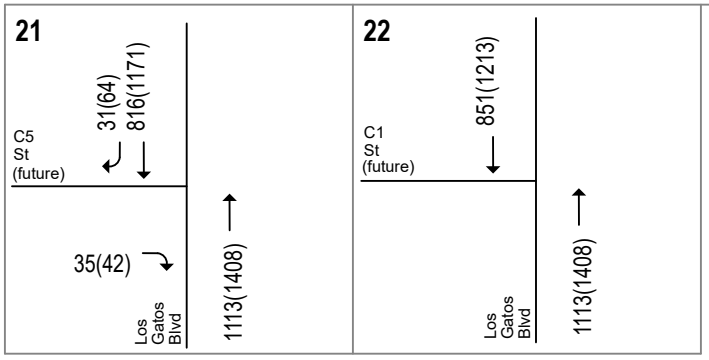


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Traffic Volumes

NORTH
Not to Scale

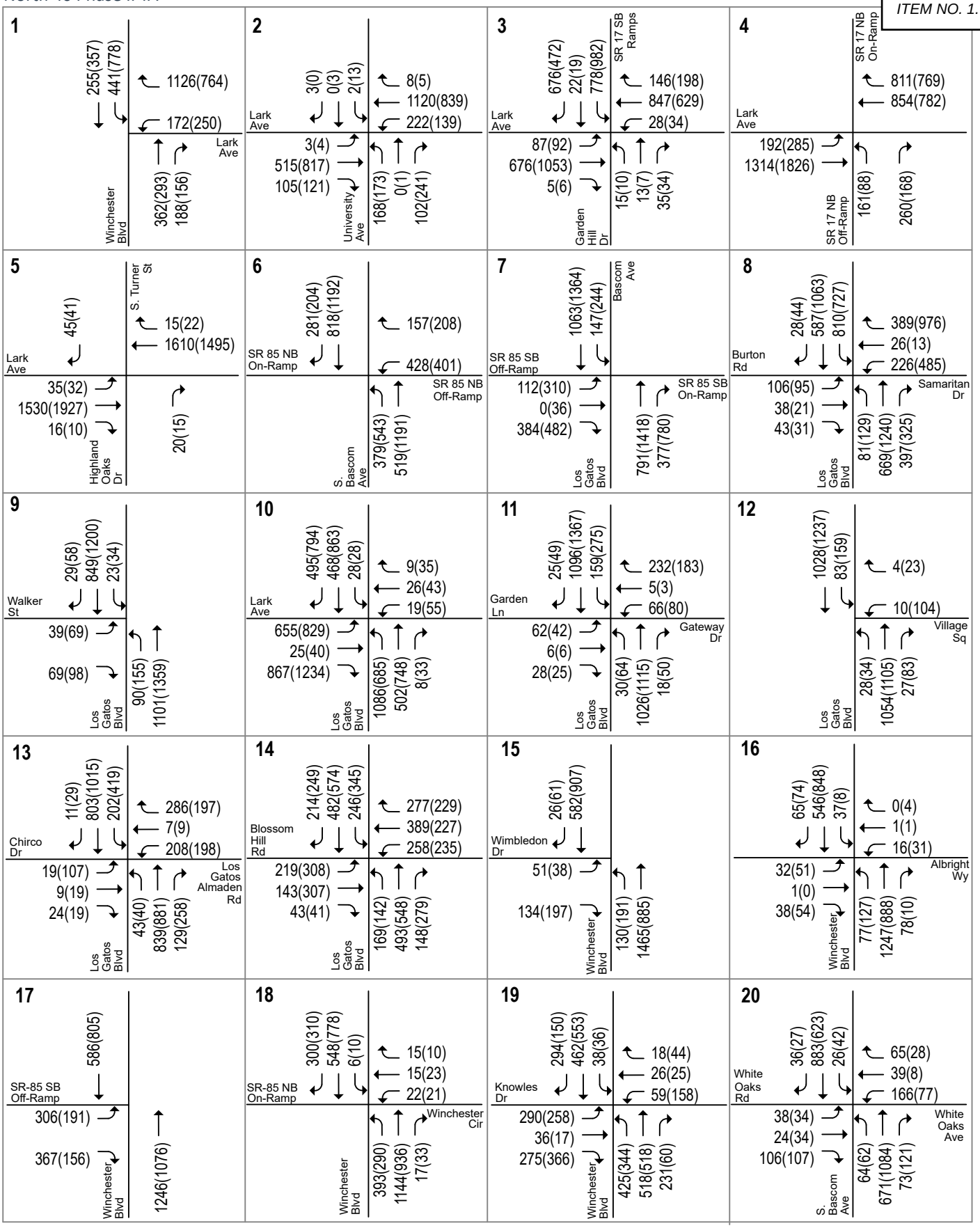


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Traffic Volumes

NORTH
Not to Scale

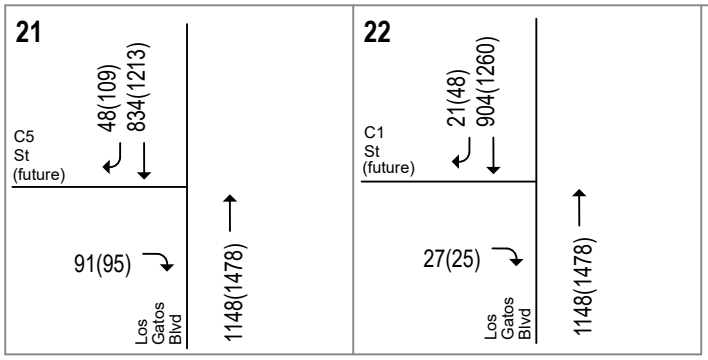


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

Intersection Levels of Service

The results of the existing and existing plus project intersection level of service analysis are shown in Table 6. The results of the background and background plus project intersection levels of service analysis are shown in Table 7. The results of the cumulative and cumulative plus project levels of service analysis are shown in Table 8. The detailed intersection level of service calculation sheets for all study scenarios are included in Appendix D.

There are several signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The average delay can decrease under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

The results of the analysis show that most study intersections would operate at acceptable levels of service under all scenarios, with the exception of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection under cumulative conditions both without and with the proposed project. The potential future level of service deficiency at this intersection is consistent with the findings of the North 40 Specific Plan EIR.

Los Gatos Boulevard/Samaritan Drive/Burton Road

Consistent with the findings of the North 40 Specific Plan EIR, during the PM peak hour under cumulative conditions, the project would increase the average delay at an intersection already operating at a substandard level of service. Therefore, according to the Town's definition, the project would cause an adverse effect at this intersection under cumulative conditions.

The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose. Furthermore, the third northbound lane is consistent with the future lane configuration assumed in the *Town of Los Gatos 2040 General Plan EIR*. The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified at the Los Gatos Boulevard/ Samaritan Drive/Burton Road intersection. Table 9 shows the intersection level of service with installation of a third northbound lane. In the interim, a third lane could be constructed to a length of approximately 100 feet within the existing right-of-way. Extending the lane beyond this distance would require the acquisition of additional right-of-way along Los Gatos Boulevard. The acquisition of additional right of way generally occurs when properties adjacent to Los Gatos Boulevard redevelop and could be deferred until future traffic volumes warrant the installation of the third northbound lane on Los Gatos Boulevard.

Table 6
Existing Plus Project Intersection Level of Service

Study #	Intersection	Juristiction	Peak Hour	Existing Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.3	B	18.5	B	0.1	0.007
			PM	19.5	B	19.7	B	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.0	0.008
			PM	24.2	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.2	C	30.3	C	0.2	0.014
			PM	30.7	C	30.9	C	0.3	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	16.6	B	16.6	B	-0.1	0.011
			PM	11.9	B	12.2	B	0.3	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.2	B	12.4	B	0.0	0.002
			PM	12.7	B	13.0	B	0.0	0.001
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	24.7	C	25.1	C	0.5	0.009
			PM	21.0	C	21.4	C	0.4	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	23.8	C	23.7	C	-0.2	0.018
			PM	28.1	C	28.7	C	0.8	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.6	C	31.3	C	-0.4	0.018
			PM	30.7	C	30.9	C	0.3	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	8.6	A	12.0	B	6.2	0.056
			PM	7.2	A	9.8	A	2.9	0.047
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	36.3	D	37.4	D	2.1	0.045
			PM	32.9	C	33.7	C	1.5	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.6	C	24.6	C	0.2	0.006
			PM	24.1	C	24.1	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.5	A	9.5	A	0.0	0.006
			PM	18.4	B	18.1	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.3	0.008
			PM	28.1	C	28.6	C	0.4	0.022
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.5	D	0.2	0.007
			PM	39.2	D	39.4	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.4	B	11.4	B	0.0	0.006
			PM	15.1	B	15.2	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	20.3	C	20.1	C	-0.2	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.6	B	0.0	0.005
			PM	9.3	A	9.2	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.7	B	15.7	B	0.0	0.000
			PM	15.5	B	15.4	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	33.8	C	33.8	C	0.1	0.004
			PM	37.3	D	37.4	D	0.2	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.7	C	23.6	C	-0.1	0.001
			PM	16.1	B	16.0	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	12.8	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.4	B	n/a	n/a
			PM	n/a	n/a	12.0	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 7
Background Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Background Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.4	B	18.6	B	0.2	0.007
			PM	19.8	B	20.0	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	20.9	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	30.8	C	30.9	C	0.3	0.014
			PM	31.4	C	31.7	C	0.4	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.3	B	17.3	B	0.1	0.009
			PM	12.7	B	13.1	B	0.4	0.015
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.5	B	12.7	B	0.0	0.003
			PM	13.2	B	13.5	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	25.9	C	26.3	C	0.6	0.012
			PM	23.0	C	23.4	C	0.3	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	26.5	C	26.4	C	-0.1	0.018
			PM	30.6	C	31.8	C	2.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	31.9	C	31.8	C	0.1	0.018
			PM	44.5	D	46.0	D	2.7	0.014
9	Los Gatos Boulevard & Walker Street	LG	AM	10.6	B	14.0	B	5.3	0.049
			PM	12.0	B	15.9	B	9.9	0.080
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	37.8	D	39.0	D	2.1	0.045
			PM	35.6	D	38.0	D	3.9	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	24.2	C	24.2	C	0.2	0.006
			PM	23.6	C	23.7	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.4	A	9.3	A	0.0	0.006
			PM	17.5	B	17.2	B	-0.3	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.1	C	0.2	0.009
			PM	28.9	C	29.6	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.5	D	39.6	D	0.3	0.008
			PM	39.7	D	39.8	D	0.1	0.007
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.1	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.7	B	19.6	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.1	A	9.1	A	-0.1	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.5	B	0.0	0.000
			PM	15.3	B	15.2	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.2	C	34.2	C	0.1	0.004
			PM	39.4	D	39.5	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.5	C	23.4	C	-0.1	0.001
			PM	15.6	B	15.5	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.3	B	n/a	n/a
			PM	n/a	n/a	14.6	B	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.7	B	n/a	n/a
			PM	n/a	n/a	13.4	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Table 8
Cumulative Plus Project Intersections Levels of Service

Study #	Intersection	Juristiction	Peak Hour	Cumulative Conditions					
				No Project		With Project			
				Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
1	Winchester Boulevard & Lark Avenue	LG	AM	18.6	B	18.8	B	0.1	0.007
			PM	20.2	C	20.4	C	0.1	0.011
2	University Avenue & Lark Avenue	LG	AM	21.0	C	20.9	C	0.1	0.008
			PM	24.1	C	24.1	C	0.0	0.009
3	Southbound Highway 17 Ramps/Garden Hill Drive & Lark Avenue	LG	AM	31.2	C	31.4	C	0.3	0.014
			PM	31.8	C	32.2	C	0.5	0.017
4	Northbound Highway 17 Ramps & Lark Avenue	LG	AM	17.8	B	17.9	B	0.2	0.009
			PM	13.9	B	13.8	B	1.7	0.066
5	Highland Oaks Drive/Turner Street & Lark Avenue[1]	LG	AM	12.8	B	13.0	B	0.0	0.003
			PM	13.6	B	13.9	B	0.0	0.002
6	Bascom Avenue & SR 85 NB Ramps (CMP)	LG	AM	27.4	C	27.8	C	0.5	0.012
			PM	24.1	C	24.5	C	0.2	0.008
7	Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps (CMP)	LG/SJ	AM	27.6	C	27.8	C	0.3	0.010
			PM	34.6	C	36.9	D	5.2	0.027
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	LG	AM	34.9	C	37.1	D	2.5	0.032
			PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
9	Los Gatos Boulevard & Walker Street	LG	AM	10.1	B	11.3	B	1.1	0.018
			PM	11.3	B	14.6	B	8.8	0.085
10	Los Gatos Boulevard & Lark Avenue (CMP)	LG	AM	40.5	D	42.1	D	2.8	0.045
			PM	46.1	D	51.6	D	9.2	0.045
11	Los Gatos Boulevard & Gateway Drive/Garden Lane	LG	AM	25.9	C	25.9	C	0.2	0.006
			PM	24.9	C	25.0	C	0.1	0.011
12	Los Gatos Boulevard & Village Square	LG	AM	9.2	A	9.1	A	0.0	0.006
			PM	16.9	B	16.7	B	-0.2	0.006
13	Los Gatos Boulevard & Los Gatos-Almaden Road/Chirco Drive	LG	AM	28.0	C	28.0	C	0.2	0.008
			PM	29.0	C	29.7	C	0.9	0.031
14	Los Gatos Boulevard & Blossom Hill Road	LG	AM	39.6	D	39.7	D	0.2	0.007
			PM	39.8	D	40.0	D	0.2	0.016
15	Winchester Boulevard & Wimbledon Drive	LG	AM	11.3	B	11.3	B	0.0	0.006
			PM	15.0	B	15.0	B	0.1	0.009
16	Winchester Boulevard & Albright Way	LG	AM	15.4	B	15.4	B	0.0	0.005
			PM	19.6	B	19.4	B	-0.1	0.006
17	Winchester Boulevard & SR 85 SB Ramp	SJ	AM	13.7	B	13.7	B	0.0	0.005
			PM	9.0	A	9.0	A	0.0	0.004
18	Winchester Boulevard & SR 85 NB Ramp	SJ	AM	15.6	B	15.6	B	0.0	0.000
			PM	15.2	B	15.1	B	-0.1	0.005
19	Winchester Boulevard & Knowles Drive	LG/C	AM	34.3	C	34.3	C	0.1	0.004
			PM	39.5	D	39.7	D	0.3	0.010
20	Bascom Avenue & White Oaks Avenue/White Oaks Road	SJ	AM	23.4	C	23.3	C	-0.1	0.001
			PM	15.3	B	15.2	B	-0.1	0.002
21	Los Gatos Boulevard & C5 Street (future) [1]	LG	AM	n/a	n/a	12.5	B	n/a	n/a
			PM	n/a	n/a	16.4	C	n/a	n/a
22	Los Gatos Boulevard & C1 Street (future) [1]	LG	AM	n/a	n/a	11.9	B	n/a	n/a
			PM	n/a	n/a	14.3	B	n/a	n/a

Juristrictions: LG = Los Gatos, SJ = San Jose, C = Campbell

Note:

[1] denotes a two-way stop controlled intersection. The average delay for the worst leg is shown.

Bold indicates a substandard level of service.

Bold indicates an adverse effect.

Table 9
Cumulative Plus Project Level of Service (with Improvements)

Study #	Intersection	Peak Hour	Cumulative Conditions: No Project Avg. Delay (sec)	No Project LOS	With Project Avg. Delay (sec)	With Project LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
8	Los Gatos Bouelvard & Samaritan Drive/Burton Rd (CMP)	AM	34.9	C	37.1	D	2.5	0.032
		PM	**68.3**	**E**	**71.0**	**E**	4.2	0.025
	(install third NB through lane)	AM			36.5	D	2.5	0.032
		PM			51.0	D	3.7	0.024

Note:
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips (10 or more) to the left-turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, cumulative, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10:

- Southbound Winchester Boulevard to Lark Avenue
- Southbound SR-17 SB Ramp to Lark Avenue
- Westbound SR-85 NB Ramps to Bascom Avenue
- Northbound Los Gatos Boulevard to Burton Road (Left-turn and U-turn)
- Southbound Los Gatos Boulevard at Walker Street (U-Turn)
- Northbound Los Gatos Boulevard to Walker Street
- Eastbound Walker Street to Los Gatos Boulevard
- Eastbound Lark Avenue to Los Gatos Boulevard
- Southbound Los Gatos Boulevard to Blossom Hill Road

Table 10
Intersection Queuing Analysis

	Winchester Boulevard & Lark Avenue		SR-17 SB Ramps & Lark Avenue		Bascom Avenue & SR-85 NB Ramps		Los Gatos Boulevard & Samaritan Drive/Burton Road	
	SBL		SBL		WBL		NBL	
	2 Lanes		2 Lanes		2 Lanes		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	196	345	334	425	121	118	35	24
95th %. Queue (veh/ln.)	8	12	15	18	8	7	3	2
95th %. Queue (ft./ln) [2]	200	300	375	450	200	175	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	Y	Y
Existing Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	200	356	339	438	126	131	57	77
95th %. Queue (veh/ln.)	8	13	15	18	8	8	5	5
95th %. Queue (ft./ln) [2]	200	325	375	450	200	200	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	Y	Y	**N**	**N**
Background								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	209	372	360	458	169	161	35	24
95th %. Queue (veh/ln.)	8	13	16	19	10	9	3	2
95th %. Queue (ft./ln) [2]	200	325	400	475	250	225	75	50
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	Y	Y	Y
Background Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	214	382	365	470	174	174	57	77
95th %. Queue (veh/ln.)	9	14	16	19	10	10	5	5
95th %. Queue (ft./ln) [2]	225	350	400	475	250	250	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	216	379	384	479	209	188	59	76
95th %. Queue (veh/ln.)	9	13	17	20	12	11	5	5
95th %. Queue (ft./ln) [2]	225	325	425	500	300	275	125	125
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**
Cumulative Plus Project								
Cycle/Delay [1] (sec)	80	80	105	100	126	120	126	120
Volume (vphpl)	221	389	389	491	214	201	81	129
95th %. Queue (veh/ln.)	9	14	17	20	12	11	6	8
95th %. Queue (ft./ln) [2]	225	350	425	500	300	275	150	200
Storage (ft./ ln.)	350	350	300	300	240	240	100	100
Adequate (Y/N)	Y	Y	**N**	**N**	**N**	**N**	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

Table 10 (cont.)
Intersection Queuing Analysis

	Los Gatos Boulevard & Walker Street						Los Gatos Boulevard & Lark Avenue		Los Gatos Boulevard & Blossom Hill Road	
	SBL		NBL		EBL		EBL		SBL	
	1 Lane		1 Lane		1 Lane		3 Lanes[3]		2 Lanes	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	39	22	14	12	156	213	103	144
95th %. Queue (veh/ln.)	2	2	3	2	2	2	10	11	7	9
95th %. Queue (ft./ln) [2]	50	50	75	50	50	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Existing Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	59	71	26	22	165	234	109	149
95th %. Queue (veh/ln.)	5	4	5	5	3	2	10	11	7	9
95th %. Queue (ft./ln) [2]	125	100	125	125	75	50	250	275	175	225
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	11	11	70	106	37	76	186	247	109	161
95th %. Queue (veh/ln.)	2	2	5	7	3	5	11	12	7	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	125	275	300	175	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	64	55	90	155	49	86	195	268	116	166
95th %. Queue (veh/ln.)	5	4	6	9	4	6	11	13	8	10
95th %. Queue (ft./ln) [2]	125	100	150	225	100	150	275	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	**N**	Y	Y	Y	Y	**N**	Y	Y	**N**	**N**
Cumulative										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	20	22	70	106	27	59	218	269	117	168
95th %. Queue (veh/ln.)	2	2	5	7	3	4	12	13	8	10
95th %. Queue (ft./ln) [2]	50	50	125	175	75	100	300	325	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Cumulative Plus Project										
Cycle/Delay [1] (sec)	126	120	126	120	126	120	126	106	126	126
Volume (vphpl)	23	34	90	155	39	69	227	290	123	173
95th %. Queue (veh/ln.)	2	3	6	9	3	5	13	14	8	10
95th %. Queue (ft./ln) [2]	50	75	150	225	75	125	325	350	200	250
Storage (ft./ ln.)	100	100	375	375	125	125	350	350	150	150
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**

Notes:
NBL = northbound left movement, SBL = southbound left movement, EBL = eastbound left movement, WBL = westbound left movement.
[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Approach contains a shared through-left lane. Volume includes through lane traffic.

The queueing analysis indicates that the following intersections currently have queuing deficiencies, but the addition of project trips would not lengthen the 95th percentile queue:

- Southbound left-turn movement from Southbound SR-17 Ramps to Lark Avenue

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left turn from SR-85 Northbound Ramps to Bascom Avenue (AM and PM peak hours)
- Northbound Los Gatos Boulevard to Burton Road (left- and U-turn) (AM and PM peak hours)
- Southbound Los Gatos Boulevard at Walker Street (U-turn) (AM peak hour)
- Eastbound Walker Street to Los Gatos Boulevard (left-turn) (PM peak hour)
- Southbound Los Gatos Boulevard to Blossom Hill Road (left-turn)(AM and PM peak hours)

SR 85 Northbound Ramp Left Turn to Bascom Avenue

The westbound left-turn lanes on the SR 85 Northbound off-ramp to Bascom Avenue provides vehicle storage capacity for approximately 20 vehicles. The addition of project trips would cause the 95th percentile queue at the westbound left-turn pocket to exceed its storage length during both peak hours under background and cumulative conditions. The addition of project trips would only lengthen the queue by one vehicle during the PM peak hour under background conditions. It should be noted that although the turn pocket length is exceeded, left-turning vehicles can queue on the no.1 lane of SR-85 off-ramp without impacting vehicles wanting to turn right. The queue would not extend onto the SR-85 freeway; thus, no improvements are recommended at this intersection. The North 40 Specific Plan EIR did not analyze the queue storage needed at this movement.

Northbound Los Gatos Boulevard Left Turn (U-turn) to Burton Road

The northbound left-turn lane on Los Gatos Boulevard provides vehicle storage capacity for approximately four vehicles. The addition of trips generated by the project as well as trips associated with other parcels in the North 40 Plan area would cause the 95th percentile queue at the northbound left-turn pocket to exceed its storage length during both peak hours under all scenarios. The northbound left-turn pocket could be extended by restriping the northbound direction of Los Gatos Boulevard to provide approximately 125 feet of storage space for the left-turn pocket. Beyond this distance, there is currently a two-way left-turn lane in the median. The project will construct a raised median along Los Gatos Boulevard along the project frontage with dedicated turn lanes at intersections. The turn lane could be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street. The potential queuing deficiency at this intersection was previously identified in the North 40 Specific Plan EIR. The project proposes an improvement to extend the turn lane to 200 feet for the northbound left-turn pocket along Los Gatos Boulevard at Burton Road to provide adequate queuing space with the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Southbound Los Gatos Boulevard U-turn at Walker Street

The provided vehicle storage capacity for the southbound U-turn lane on Los Gatos Boulevard at Walker Street is approximately four vehicles. The addition of project trips would cause the 95th percentile queue at the southbound U-turn pocket to exceed its storage length during the AM peak hour under all scenarios. The southbound U-turn pocket could be extended by reconstructing the median along Los Gatos Boulevard and striping the U-turn pocket to provide at least 125 feet of storage space. The North 40 Specific Plan EIR did not analyze the potential queuing issues at this movement. The

project proposes an improvement to extend the turn lane to 150 feet for the southbound left-turn pocket along Los Gatos Boulevard at Walker Street to provide adequate queuing space for the addition of project trips and trips associated with other parcels that may be developed in the North 40 Plan area.

Eastbound Walker Street Left Turn to Los Gatos Boulevard

The eastbound left-turn lane on Walker Street provides vehicle storage capacity for approximately five vehicles. The addition of project trips would cause the 95th percentile queue at the eastbound left-turn pocket to exceed its storage length during the PM peak hour under background conditions. It should be noted that with the addition of project trips, the 95th percentile queue would only exceed the storage capacity by one vehicle. Additionally, this storage capacity is calculated by measuring the distance to the upstream (on-site) intersection. Since the 95th percentile queue exceeds capacity by only one vehicle during the PM peak hour under background conditions only, no improvements are needed as vehicles can queue along Walker Street and Mill Street without significantly affecting on-site vehicular operations. The North 40 Specific Plan EIR did not analyze the queue length at this movement.

Southbound Los Gatos Boulevard Left Turn to Blossom Hill Road

The southbound left-turn lanes on Los Gatos Boulevard at Blossom Hill Road provide vehicle storage capacity for approximately 12 vehicles. The 95th percentile queue exceeds its storage length during both peak hours under all scenarios. The addition of project trips would only lengthen the queue by at most one vehicle during the AM peak hour under background conditions. Due the space constraints and the intersection's proximity to Placer Oaks Road, lengthening the turn pocket is not possible. Southbound Los Gatos Boulevard contains multiple lanes and southbound through vehicles can go around vehicles queued for the left-turn during the heaviest cycles where the queue exceeds the storage length. The North 40 Specific Plan EIR did not analyze this location for queuing.

4. Other Transportation Analyses

This chapter presents other transportation issues associated with the project, including:

- Site access and circulation
- Collision analysis
- Effects on pedestrians, bicycles, and transit facilities
- Parking
- Terreno De Flores Lane access
- Cut-Through traffic

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan, dated March 13, 2024 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to Phase II of the North 40 site would be provided via Turner Street (via Walker Street) and two new streets (C1 Street and C5 Street) that connect to Los Gatos Boulevard. At Walker Street, vehicles are permitted to turn into the site from either direction of Los Gatos Boulevard. The project will construct a raised median along Los Gatos Boulevard along the project frontage. Therefore, vehicles will be restricted to right-turns in from southbound Los Gatos Boulevard and right-turns out from the two new streets (C1 Street and C5 Street). A depressed curb would be constructed at the intersections of Los Gatos Boulevard and C1 and C5 Streets, to provide left-turn access along northbound Los Gatos Boulevard for emergency vehicles only.

Future Access from Burton Road

Though not proposed as part of the Phase II project, the project shall accommodate a future through access connection to the Phase II site at the Burton Road terminus to advance the Town's circulation goals expressed in the North 40 Specific Plan. The Phase II project would construct a multi-use path running along the west side of Turner Street, where it transitions to the east side of Turner Street, north of C5 Street, to the property line that would connect to any future bicycle and pedestrian facilities that

may be constructed along Burton Road. The connection of the multi-use path will also include an easement to allow for the construction of this future connection by others. Furthermore, the Phase II project would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others. The Town or a third party could construct a future vehicular access from N. Turner Street onto Burton Road when the other properties adjacent to Burton Road redevelop. Based on the project trip assignment and the trip assignment for approved and pending trips, the traffic volume at the N. Turner Street/Burton Road connection is expected to be quite low. Due to the relatively small number of trips generated by the affordable housing development and townhomes along 5th Street, vehicular delay at the N. Turner Street/Burton Road connection would be minimal. The primary streets (N. Turner Street and Burton Road) could connect without any traffic control and 5th Street could be stop-controlled. A roundabout or traffic circle could also be considered at the connection. Table 11 summarizes the delay and level of service at the connection of 5th Street & N. Turner Street/Burton Road. The intersection would operate at LOS A under two-way stop control or a single-lane roundabout. The intersection level of service calculations are presented in Appendix G. Because the westernmost portion of Burton Road is privately owned, the future design of a N. Turner/Burton intersection will be finalized when other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road.

Table 11
Burton Road Connection Traffic Control Evaluation

				Cumulative Conditions With Project	
Study #	Intersection	Control	Peak Hour	Avg. Delay (sec)	LOS
A1	5th Street & Burton Road & N. Turner Street	TWSC	AM	8.6	A
			PM	8.5	A
A2	5th Street & Burton Road & N. Turner Street	RAB	AM	3.1	A
			PM	3.1	A

TWSC = Two-Way Stop Control, RAB = Roundabout

Note:

For TWSC, the average delay for the worst leg is shown.

Sight Distance

Sight Distance at Project Access Points

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Los Gatos Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

The minimum acceptable sight distance is determined according to the standards and methodologies contained in the 7th edition of the American Association of State Highway and Transportation Officials (AASHTO) design manual, *A Policy on Geometric Design of Highways and Streets*. Sight distance

requirements vary depending on roadway speeds and the vehicle maneuver. Los Gatos Boulevard has a posted speed limit of 35 mph; the corner sight distance for a right-turn maneuver is 385 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 385 feet from the north along Los Gatos Boulevard to locate a sufficient gap to turn out of the driveways.

There are no roadway curves along Los Gatos Boulevard that would obstruct the vision of exiting drivers. On-street parking is prohibited along the Los Gatos Boulevard project frontage. Some street trees and landscaping would be added along the project frontage on Los Gatos Boulevard. Any landscaping and signage within the sight triangles at the project driveways should be no taller than 3 feet and located in such a way to ensure an unobstructed view for exiting drivers. Any street trees and landscaping should be maintained to at least 14 feet in height or less than 3 feet in height so that they would not obstruct the view of drivers exiting the project site at C1 and C5 Streets.

Sight Distance at Internal Driveways

At unsignalized urban driveways, corner sight distance requirements are not applicable (*Caltrans Highway Design Manual* Index 205.3). Instead, stopping sight distance must be provided. It is presumed most vehicles would be traveling at low speeds (25 mph or less) while on internal streets (C1 and C5 Streets). The stopping sight distance is 150 feet for vehicles traveling at 25 mph. This would provide adequate space for vehicles traveling along the internal streets to react and stop if a vehicle is spotted departing a driveway onto an internal street. The site plan shows some street trees near both entrances to the Block E garage. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking garage.

Similarly, the site plan shows several street trees near both driveways to the Block I parking lot. The street trees should be maintained so that they would not obstruct the view of drivers exiting the parking lot.

> **Recommendation:** Street trees and other landscaping plants along Los Gatos Boulevard, and all internal streets should be maintained so that the view of drivers turning onto Los Gatos Boulevard or exiting internal driveways are not obstructed

On-Site Circulation

Most streets within the Phase II site area measure 24 to 26 feet in width from curb to curb, providing adequate access for two-way operations. Some minor streets and alleys that access townhome garages measure 20 to 24 feet in width. Driveway aprons, which are shown to be at least 6 feet long, would provide extra space to facilitate turns to and from the townhome garages. The proposed minimum 20-foot width is consistent with the North 40 Specific Plan, which depicts interior residential streets with 10-foot drive lanes in each direction. The proposed Phase II street widths also match the dimensions of streets in Phase I.

Surface parking is located throughout the Phase II development with a mixture of 90-degree parking and parallel parking. Several dead-end aisles are present within the development site. These aisles provide access to townhome garages and “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted accordingly.

It is recommended that signage should be posted at the mid-block crosswalk along N. Turner Street to alert drivers of the crosswalk and potential pedestrians crossing the street. Similarly, signage should be posted at the mid-block crossings along D4 Street. The project plans are unclear on whether there would be internal stop signs posted at internal intersections. It is recommended stop signs be posted at the following locations:

- Mills Street & C1 Street (north and south legs)
- D4 Street & C1 Street (west leg)

- D4 Street & C5 Street (south leg)
- N Turner Street & C5 Street (all legs)
- N Turner Street & C2 Street (west leg)
- N Turner Street & C3 Street (west leg)
- N Turner Street & C4 Street (west leg)
- N Turner Street & C6 Street (east leg)
- D1 Street & C2 Street (south leg)
- D2 Street & C2 Street (south leg)
- 5th Street & C4 Street (all legs)
- C4 Street & D5 Street (south leg)

On-Site Circulation (Block I Parking Lot)

Both driveways at the surface parking lot for Block I measure approximately 14 feet . The Town of Los Gatos Zoning Code (Section 29.10.155) requires driveways serving between 10 and 25 parking spaces to be no less than 11 feet wide if they provide only ingress or egress and no less than 20 feet wide if they provide both ingress and egress. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted. The project would provide angled parking within the Block I parking lot, which is the recommended configuration to reinforce the one-way operation of the drive aisle.

> **Recommendation:** "RESIDENTS ONLY" and/or "NO OUTLET" signage should be posted in advance of dead-end drive aisles providing access to townhomes
>
> **Recommendation:** Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street
>
> **Recommendation:** Stop signs should be posted at internal intersections, as noted above
>
> **Recommendation:** For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.

On-Site Circulation (Block E Garage)

The Block E Garage consists of two levels: Level 1 parking for commercial employees and customers, guests, and residents, and basement level parking for primarily residents. Figures 16 and 17 show the site plan for Level 1 and the basement level of the Block E Garage, respectively. The site plan shows a roll-up open-grille door on the ramp to the basement level (Level B), which will restrict access to the residential parking areas for future residents and their guest only. The operations of the garage access points are evaluated in a subsequent section.

Two dead-end aisles are present on Level 1 of the Block E parking garage. A turnaround space is provided at each dead-end aisle to facilitate turnarounds in the event that a driver cannot locate an empty parking space. All drive aisles on both levels of the Block E parking garage measure at least 24 feet in width. A second roll-up open-grille door would separate the commercial and residential parking areas. There is space for a resident vehicle to queue in front of this roll-up door while waiting for the door to open without blocking vehicles entering the Level 1 parking garage from C5 Street. Given that there are only 33 residential parking spaces on Level 1, it is highly unlikely that more than one vehicle would queue while waiting for this roll up door to open.

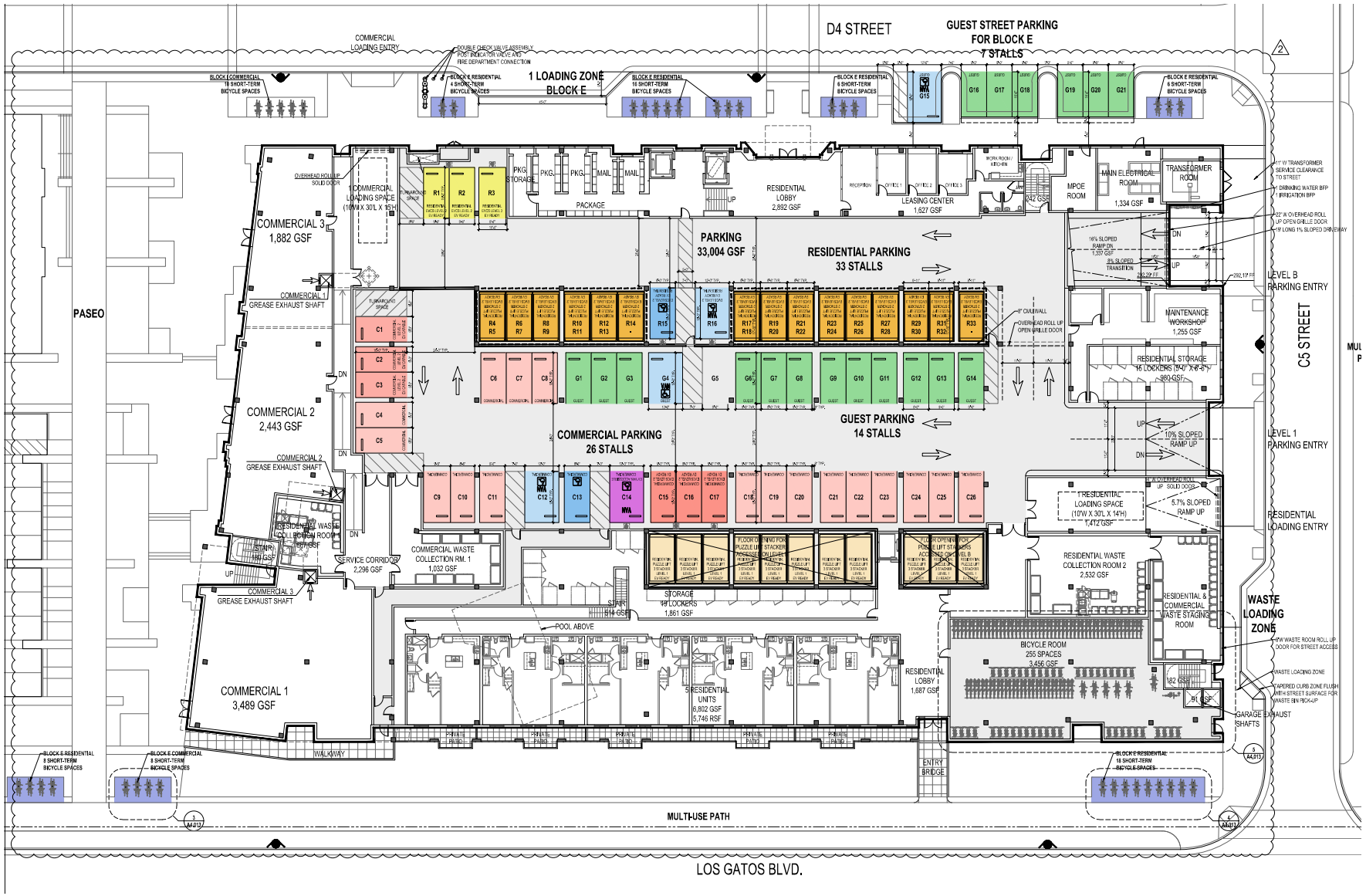


Figure 16
Block E Garage Ground Level Site Plan

NORTH
Not to Scale

Figure 17
Block E Garage Basement Level Site Plan

NORTH
Not to Scale

The project site plan shows several mechanical vehicle puzzle stackers on both levels of the parking garage. Some vehicle puzzle stackers are located near a wall where it may be difficult for drivers to back out into drive aisles. Puzzle lift stackers located near the southeast corner of the Level B garage have a wall behind them on the other side of the drive aisle. However, additional space is provided (33 feet of back out depth as compared to the standard 25 feet drive aisle width), so that vehicles can easily enter and back out of the stackers. Parking spaces with puzzle stackers will be designated for residents only. Since the mechanical vehicle stackers will require knowledge of how to use them, residents assigned a space in the parking stackers should be provided with instructions on how to use the lifts. Additionally, clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.

> **Recommendation:** Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.

Sight Distance at Internal Intersections

Sight distance was checked at internal intersections to ensure the safety of all drivers. The following locations with uncontrolled approaches were checked for sight distance:

- 5th Street/D2 Street & C2 Street
- Mid-block Crossing (Paseo) at N. Turner Street
- Pedestrian Crosswalk across C5 Street at D4 Street
- Mid-block Crossing (Paseo) at D4 Street
- Mid-block Crossing (between the H1 and H2 buildings) at D4 Street

Figure 18 shows clear sight lines at locations where potential conflict could occur. At the 5th Street/D2 Street/C2 Street intersection, 5th Street and C2 Street would be uncontrolled. Vehicles traveling along C2 Street that are turning left onto D2 Street would need to watch for vehicles traveling southbound along 5th Street prior to turning. Vehicles approaching this intersection from 5th Street would be traveling at low speeds (<15 mph) due to the curve. The stopping sight distance is 80 feet for vehicles traveling 15 mph. A clear line of sight of at least 80 feet is provided from 5th Street to where vehicles would yield on C2 Street.

Given the relatively narrow street widths, it is presumed most vehicles would be traveling at low speeds (25 mph or less) while on neighborhood streets (N. Turner, C5, and D4 Streets). The stopping sight distance is 150 feet for vehicles traveling 25 mph. Vehicles should be able to see pedestrians preparing to cross at the mid-block crossing at N. Turner Street, the pedestrian crossing across C5 Street at D4 Street, and the mid-block crossing between the H1 and H2 buildings along D4 Street. Vehicles from the north should be able to see pedestrians preparing to cross the mid-block crossing at the Paseo along D4 Street. Vehicles traveling along C1 Street and continuing onto northbound D4 Street would be traveling at low speeds (<15 mph) due to the curve along the roadway. A clear line of sight of at least 80 feet is provided from C1 Street to where vehicles would yield on D4 Street. The site plan shows street trees near all pedestrian crossings. Street trees and other landscaping plants along all internal streets should be maintained so that the view between drivers and pedestrians are not obstructed.

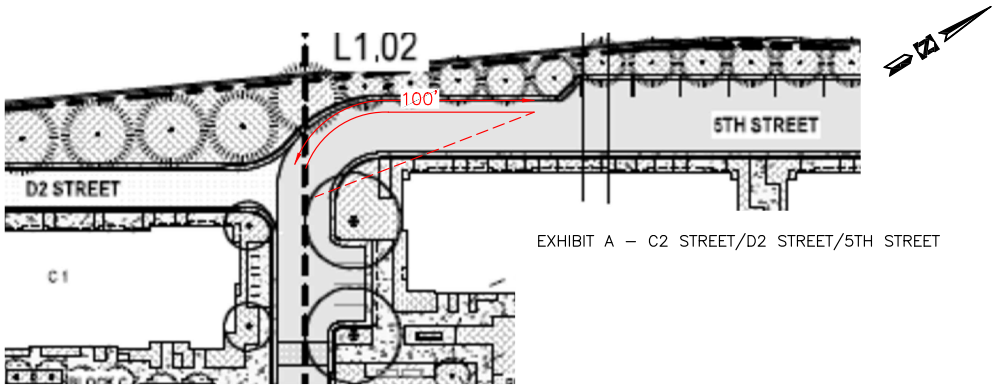


EXHIBIT A – C2 STREET/D2 STREET/5TH STREET

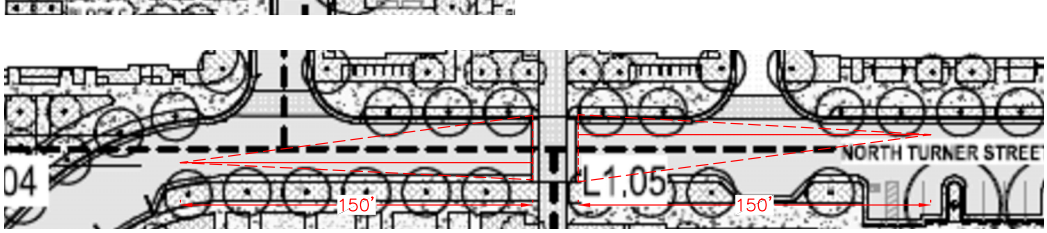


EXHIBIT B – MID–BLOCK CROSSING (PASEO) AT N. TURNER STREET

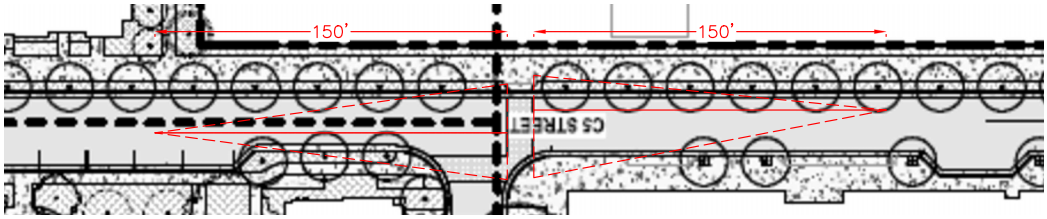


EXHIBIT C – PEDESTRIAN CROSSING D4 STREET/C5 STREET

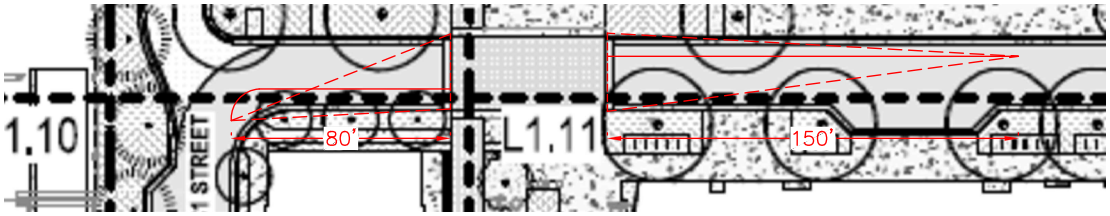


EXHIBIT D – MID–BLOCK CROSSING (PASEO) AT D4 STREET

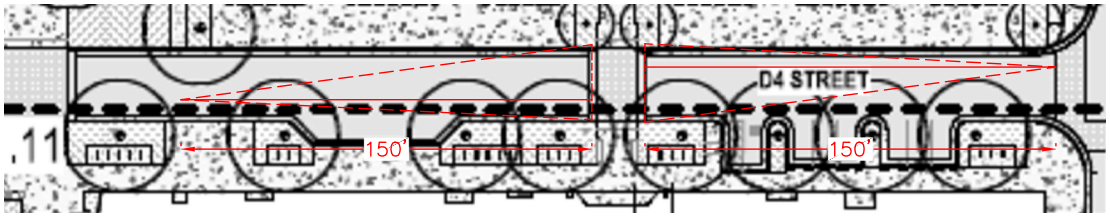


EXHIBIT E – MID–BLOCK CROSSING (BETWEEN THE H1 AND H2 BUILDING) AT D4 STREET

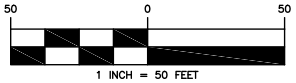


Figure 18
Sight Distance at Internal Intersections

Traffic Operations at Garage Entrances

The gross project-generated trips that are estimated to occur at the Block E basement level garage driveway are approximately 21 inbound and 70 outbound during the AM peak hour and 55 inbound and 36 outbound during the PM peak hour (based on approximately 90% of the Block E residential parking spaces located on the basement level). The gross project-generated trips that are estimated to occur at the Level 1 garage driveway for residential and commercial uses are 17 inbound and 17 outbound during the AM peak hour and 38 inbound and 35 outbound during the PM peak hour (based on approximately 10% of the Block E residential parking spaces located in the Level 1 garage and approximately 60% of the Block E/Block I retail/commercial parking located in the Level 1 parking garage).

Based on the relatively low number of project trips at garage entrances (at most one vehicle entering every 65 seconds and exiting every 51 seconds), significant traffic operational issues related to queuing are not expected to occur. There is approximately 33 feet of space between the roll up door to the basement level garage and C5 Street. This is enough space for one vehicle to queue while waiting for the door to roll up. Modern high-performance roll-up doors can open in approximately five seconds. Even during the PM peak hour when inbound traffic is highest, there would be a very low probability (less than one percent) of more than one vehicle arriving at nearly the same time and having to wait for the door to open. Thus, the roll-up door is not expected to cause vehicle queues that extend back onto C5 Street. Some minor queuing within the parking garage ramps may occur while vehicles are waiting to turn out onto C5 Street. Similarly, minor on-street queuing may occur along C5 Street while vehicles wait to turn into the parking garage driveway when yielding to oncoming vehicles traveling along eastbound C5 Street. There is approximately 110 feet between the residential/commercial driveway and the crosswalk along Los Gatos Boulevard and 175 feet between the basement residential driveway and the crosswalk along Los Gatos Boulevard. This is enough for four vehicles and seven vehicles to queue along westbound C5 Street without extending onto Los Gatos Boulevard. The inbound trips along C5 Street from Los Gatos Boulevard are estimated to be 74 trips during the PM peak hour, which equates to approximately, on average, one vehicle arriving every 49 seconds. An analysis of driveway operations shows that left-turn traffic into the Block E garage would face minimal delays (less than 10 seconds) and result in a queue of no more than one vehicle along westbound C5 Street. Thus, the Block E garage entrances on C5 Street would not lead to queuing that extends back to Los Gatos Boulevard.

Truck Access and Circulation

Loading Operations

According to the Town of Los Gatos Zoning Code, commercial buildings having a floor area of 10,000 square feet or more should provide at a minimum one off-street loading space, plus one additional loading space for each 20,000 square feet of floor area. Loading spaces should be a minimum of 10 feet wide by 30 feet long and 15 feet high. The retail/commercial uses on-site each total less than 10,000 square feet in separate buildings: Building E (7,800 s.f.), Building I (4,800 s.f.), and Red Barn Replica (2,400 s.f.). The site plan shows the project would provide one enclosed commercial loading space near the southwest corner of Building E. The commercial loading space is accessible from D4 Street. The site plan indicates that the commercial loading space would measure 10 feet wide by 30 feet long and 15 feet high, meeting the minimum dimensions and loading space requirements of the Town's Zoning Code.

Garbage Collection

Garbage collection for the proposed townhomes will occur on internal streets. Garbage collection for the affordable housing building (Building G) will occur on 5th Street. A garbage staging area is provided along the curb near the intersection of 5th Street and N Turner Street. Three waste collection rooms are shown on the site plan for Building E. The site plan shows a waste staging room near the northeast corner of Building E. Trash bins in the waste collection rooms will need to be wheeled to the waste staging room prior to garbage collection days. A 40-foot long waste loading zone is shown near the northeast corner of Building E, accessible from C5 Street. The extended length of this designated pull out space would prevent garbage collection vehicles from blocking traffic in the adjacent through travel lane.

Emergency Vehicle Access

Emergency vehicle access to the Phase II site is provided via N. Turner Street, C1 Street, and C5 Street. The network of internal streets all measure at least 20 feet in width, providing adequate access for emergency vehicles. The site plan shows that all sides of project buildings are within 150 feet of a fire access road.

Parking

Vehicle Parking

Vehicle parking was evaluated based on the State Density Bonus Law for residential (multi-family and townhomes) parking and the parking requirements set forth in the North 40 Specific Plan for affordable housing and commercial parking. According to the State Density Bonus Law, the Town shall not require a vehicular parking ratio that is greater than one on-site parking space for zero-to-one-bedroom units, one and one-half on-site parking spaces for two-to-three-bedroom units, and two and one-half on-site parking spaces for four or more bedrooms. These parking ratios are inclusive of parking for persons with disabilities and guest parking. The North 40 Specific Plan stipulates that affordable housing units should provide .5 spaces and .5 guest spaces per unit. Commercial/retail uses should provide parking as required by the number of parking spaces in the downtown as required within Division 4 of the Zoning Ordinance. The Town requires one parking space per 300 square feet of floor area for retail and commercial uses downtown.

Based on the above requirements, the project would be required to provide 672 parking spaces, with the townhomes requiring 243 parking spaces, the multi-family residential (Block E) requiring 311 parking spaces, the affordable housing (Block G) requiring 68 parking spaces, and the commercial uses requiring 50 parking spaces (see Table 12).

A total of 784 parking spaces would be provided on the Phase II site. The project would provide enough parking spaces to meet the Town's requirements. Parking for townhomes will be attached on the ground level of each unit. Each townhome would provide 2 parking spaces in an attached garage. Forty-four guest parking spaces for the townhomes would be provided throughout the site. Sixty-eight parking spaces will be provided for the affordable housing units. Spaces assigned to residents of the affordable housing building will be reserved with signage and marked. The remaining spaces allocated for the affordable housing building could be used for resident or guest parking. The multi-family housing building will provide 313 parking spaces within the Level 1 and basement level garage. Twenty-six guest parking spaces for the multi-family housing building are provided within the parking garage and along D4 Street. The Block E building parking garage will also provide 26 parking spaces in Level 1 for retail/commercial uses. Additionally, 24 surface parking spaces are provided for retail/commercial use and are located in a surface lot adjacent in Block I and on North Turner Street near the Red Barn replica. The site will also provide 29 unassigned spaces along N. Turner Street, 5th Street, and the

Block I surface lot. These spaces could be used for visitor parking or guest parking and should be time limited to discourage long-term resident parking. The project complies with all Building Code and ADA requirements, including Green Building Code for accessible stalls and EV parking requirements.

Table 12
Parking Requirement

	Size		Requirement[1]		
Townhomes	**127**	**d.u.**			**243**
2-bedroom	*34*	*d.u.*	*1.5*	*per d.u.*	*51*
3-bedroom	*41*	*d.u.*	*1.5*	*per d.u.*	*61.5*
4-bedroom	*52*	*d.u.*	*2.5*	*per d.u.*	*130*
Multi-Family	**255**	**d.u.**			**311**
Studio	*13*	*d.u.*	*1*	*per d.u.*	*13*
1-bedroom	*130*	*d.u.*	*1*	*per d.u.*	*130*
2-bedroom	*107*	*d.u.*	*1.5*	*per d.u.*	*160.5*
3-bedroom	*5*	*d.u.*	*1.5*	*per d.u.*	*7.5*
Commercial/Retail	15,014	s.f.	1	per 300 s.f	**50**
Affordable Housing	68	d.u.	1	per d.u.	**68**
Sitewide Required Parking					**672**

Notes:

[1] Maximum requirement the Town can impose based on State Density Bonus Law.

Bicycle Parking

The Town of Los Gatos has adopted objective design standards for multi-family and mixed-use developments. The standards state that each dwelling unit should provide at least one long-term bicycle parking space and one short-term bicycle parking space. Townhomes with an enclosed garage are exempt from providing a long-term parking space. Non-residential uses should provide at least one short-term parking space per 2,000 square feet.

Based on the objective design standards, the project should provide at least 255 long-term spaces for the multi-family building (Block E) and 68 long-term spaces for the affordable housing building (Block G). Additionally, the project should provide 428 short-term parking spaces (255 for the multi-family building, 68 for the affordable housing building, 127 for the townhomes, and 8 for the retail/commercial uses).

The project plans show a bicycle storage room with 255 long-term spaces on the ground level of Building E, located near the residential lobby along Los Gatos Boulevard. Similarly, the plans show a long-term parking for 68 bicycles within a storage room on the ground level of the affordable housing building. The project plans indicate that a total of 186 short-term bicycle parking spaces would be provided throughout the project site. The proposed long-term bicycle parking meets the Town's design standard. The project will request a concession to reduce the number of required short-term bicycle spaces. With the concession, the project would comply with the required number of short-term parking spaces.

Effects on Pedestrian and Bicycle Facilities

Pedestrian Site Access

A network of sidewalks is present along the streets in the vicinity of the project site, including along the west side of Los Gatos Boulevard adjacent to the project site. Burton Road is generally without sidewalks except for a short segment (approximately 170 feet long) on the north side of the street near Los Gatos Boulevard, where a sidewalk has been constructed adjacent to a commercial building. Crosswalks are present along the west, north, and east legs of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection. Crosswalks are present along all legs of the Los Gatos Boulevard/Walker Street intersection and the Los Gatos Boulevard/Lark Avenue intersection. The project would not interfere with or conflict with the existing pedestrian facilities.

Truncated domes are the standard design requirement for detectable warnings, which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The Los Gatos Boulevard/Samaritan Drive/Burton Road intersection is missing truncated domes at the northwest and southwest corners. All corners of the Los Gatos Boulevard/Walker Street intersections have truncated domes.

Sidewalks are present along the Los Gatos Boulevard project frontage. The project would reconstruct the sidewalk along the Los Gatos project frontage to provide a 10-foot-wide multi-use path. The project would construct a complete network of sidewalks within the project site, connecting Los Gatos Boulevard to commercial and residential uses on site. Major north-south sidewalks within the project site are provided along both sides of N. Turner Street and both sides of D4 Street. A multi-use path will be constructed along the west side of N. Turner Street that will connect with the path that was constructed along Bartlett Street in Phase I. At C-5 Street, the multi-use path will shift to the east side of N. Turner Street and extend northwards to the property line at Burton Road. The project would also include a multi-use path along the north side of C5 Street that would connect the paths on Los Gatos Boulevard and N. Turner Street. Major east-west sidewalks within the project site are provided along the north side of C1 Street, both sides of C5 Street, and an east-west paseo running along the south side of the E1 building and the south side of the meadow. An additional east-west mid-block crossing would be provided between the H1 and H2 buildings and the west side of the E1 building. The project also would construct a sidewalk and landscaping within an eight-foot wide public access easement along the site frontage on Burton Road to conform with the ultimate street cross section to be completed by others.

The retail/commercial uses are located within Block E and Block I, which are the closest to Los Gatos Boulevard. The east-west paseo provides a walkway that connects Los Gatos Boulevard to the retail/commercial uses, as well as the meadow. The entrance to the multi-family building at Block E is also accessible from the sidewalk on Los Gatos Boulevard. The remaining residential uses (affordable housing and townhomes) are all accessible using internal sidewalks and walkways within the project site.

Bicycle Site Access

Class II striped bike lanes are present on Los Gatos Boulevard, south of Lark Avenue, on Samaritan Drive, and on Lark Avenue, west of SR-17. A multi-use path is present on the north side of Lark Avenue, between SR-17 and Los Gatos Boulevard and along the Phase I frontage on the west side of Los Gatos Boulevard.

The Town's Bicycle and Pedestrian Master Plan 2020 Update includes the following improvements:

- Upgrade existing Class II bike lanes on Lark Avenue to Class IV bike path
- Install Class IV bikeway on Los Gatos Boulevard, between Town limits and Shannon Road

The Town's 2040 General Plan includes the following improvements:

- Class II bike lanes on Los Gatos Boulevard, between Town limits and Lark Avenue
- Class IV bike path on Los Gatos Boulevard between Lark Avenue and Shannon Road
- Sharrows and Class III bike route on Camino Del Sol
- Sharrows and Class III bike route on Gateway Drive
- Sharrows and Class III bike route on Carlton Avenue

The installation of a Class IV bikeway along Los Gatos Boulevard would improve bicyclist safety for those traveling along Los Gatos Boulevard and could encourage additional bicycle riders that would otherwise be unwilling to ride their bicycle as a mode of transportation. The project would not interfere with or conflict with the existing or planned bicycle facilities.

The project would construct a multi-use path along its frontage on Los Gatos Boulevard. Additionally, the project would construct a multi-use path along N. Turner Street that could eventually connect to a future bicycle facility on Burton Road. The project would also include a multi-use path along the north side of C5 Street that would connect the paths on Los Gatos Boulevard and N. Turner Street.

Short-term bicycle racks would be provided throughout the project site. Most of the short-term bicycle racks would be located conveniently near building entrances along Los Gatos Boulevard, D4 Street, and the Paseo. The project site would provide 186 short-term bicycle parking spaces through the site.

Long-term bicycle storage would be provided in bicycle storage rooms for the apartment and affordable housing uses. The project site would provide 255 long-term bicycle parking spaces on the ground level of Block E for the apartment building and 68 long-term bicycle parking spaces on the ground level of Block G for the affordable housing units. Long-term bicycle parking for townhomes would take place in each individual unit.

Effects on Transit Services

The project site is directly served by Route 27 on Los Gatos Boulevard. Route 61 also operates nearby on Samaritan Drive. The bus stop closest to the project site is located just north of the project frontage on Los Gatos Boulevard. This bus stop serves southbound Route 27. The closest stop for the northbound direction on Route 27 is located on Los Gatos Boulevard near Walker Street. There is also a bus stop for Routes 27 and 61 on Samaritan Drive near National Avenue. The project would not interfere with or conflict with these transit facilities.

The project would provide pedestrian pathways that connect building entrances to Los Gatos Boulevard. In order to access the Route 27/61 bus stop on Samaritan Drive, residents and employees of the North 40 Phase II Plan area would have to walk north along the west side of Los Gatos Boulevard and then at the Burton Road intersection, navigate three crosswalks (the west leg, north leg, and east leg) to reach the south side of Samaritan Drive. The lack of a crosswalk on the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection would add about 300 feet to the walking distance to this bus stop.

> **Recommendation:** A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities. The Town may choose to collect funding for this improvement but defer its implementation to coincide with future Burton Road improvements expected when the adjacent properties redevelop since it could affect the location and design of a new crosswalk on the south leg.

The increased development density that would be constructed as part of the North 40 Phase II development would potentially generate and support higher transit ridership, which is consistent with the Town's adopted plans and policies that emphasize the reduction in vehicle miles traveled and promote multi-family housing and mixed-use developments with housing near transit stops (2040 General Plan MOB-6.2).

Collision Analysis

Collision data in the study area for the last 10 years was reviewed for any unusual patterns. Collision data was taken from the Statewide Integrated Traffic Records System (SWITRS), which is a database that collects data gathered from a collision scene. Collision data was reviewed for the Los Gatos Boulevard and Lark Avenue corridors in the study area. The collision data is provided in Appendix H.

Within the last 10 years, several collisions have occurred along Los Gatos Boulevard. All of the reported collisions along the Los Gatos Boulevard corridor in the last 10 years were isolated incidents at different locations, providing no indication of a pattern. It should be noted that there have been at least five broadside collisions along the project frontage. The project would construct a raised median, which would eliminate the ability for left turns along the Los Gatos Boulevard project frontage, reducing the likelihood for broadside collisions related to vehicles turning left from a site on either side of Los Gatos Boulevard.

Within the last 10 years, several collisions have occurred along Lark Avenue. All of the reported collisions along the Lark Avenue corridor in the last 10 years were isolated incidents at different locations, providing no indication of a pattern. It should be noted that there have been at least three collisions involving bicyclists. The recent bike lane installation along Lark Avenue is beneficial for increasing bicyclist safety along the Lark Avenue corridor.

Other Transportation Considerations

Terreno De Flores Lane Access

Consistent with the street improvements identified in the North 40 Specific Plan, the project would construct a median on Los Gatos Boulevard that would limit access to the project site at C1 Street and C5 Street to right-in and right-out only. Additionally, Terreno De Flores Lane, which is an unsignalized cul-de-sac street that extends eastward from Los Gatos Boulevard, would also be limited to right-in right-out only.

A level of service analysis was completed to evaluate the potential to provide for inbound left-turn movements turning onto Terreno De Flores Lane. Demand for southbound left turns onto Terreno De Flores Lane was estimated based on the existing land uses accessing this street (8 multi-family units, 14 single-family homes, and a 65-bed nursing home). The pending development at 14926 Los Gatos Boulevard (3,000 s.f. commercial and 5 d.u.) was assumed only for cumulative conditions. Additionally, it is assumed that project trips exiting C5 Street that would have made a U-turn at Walker Street would make a U-turn at Terreno De Flores Lane instead. Under existing and background conditions, it was estimated that 50 AM peak-hour trips and 44 PM peak-hour trips would turn left from southbound Los Gatos Boulevard onto Terreno De Flores Lane or make a U-turn. Because cumulative conditions assume a connection from N. Turner Street to Burton Road, the Phase II project trips bound for northbound Los Gatos Boulevard that would have turned right from C5 Street would instead divert to turn left onto Los Gatos Boulevard from Burton Road. Thus, the Phase II project wouldn't add any U-turn vehicles to southbound Los Gatos Boulevard at Terreno De Flores Lane. Under cumulative conditions, it was estimated that 13 AM peak-hour trips and 22 PM peak-hour trips would turn left from Los Gatos Boulevard onto Terreno De Flores Lane.

Table 13 summarizes the average delay and level of service for the unsignalized left-turn/U-turn movements on Los Gatos Boulevard at Terreno De Flores Lane. Los Gatos Boulevard carries moderate volume in the northbound during the peak hours. Vehicles could easily find a gap in traffic to turn left onto Terreno De Flores Lane, similar to existing conditions. The analysis shows the unsignalized left-turn/U-turn movement would have delay corresponding to LOS B.

Table 13
Level of Service Analysis for Unsignalized Left Turns on Los Gatos Boulevard

				Existing Conditions with Project		Background Conditions with Project		Cumulative Conditions with Project	
Study #	Intersection	Movement	Peak Hour	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
B1	Los Gatos Boulevard & Terreno De Flores Lane	SBL	AM	10.2	B	10.8	B	11.0	B
			PM	12.0	B	13.1	B	13.2	B

Note:
Average Delay reported is for the movement (left-turn) specified above.

If southbound left turns were allowed onto Terreno De Flores Lane, all project trips exiting C5 Street that would have made a U-turn at Walker Street would make a U-turn at Terreno De Flores Lane instead. The potential queue spillover previously identified in the queuing analysis for the southbound U-turn at Walker Street would be resolved by providing a U-turn option at Terreno De Flores Lane.

A median opening to allow left turns onto Terreno De Flores Lane could be considered, as traffic volumes are low and adequate turn pocket queue space could be provided. However, the Town should consider additional factors beyond vehicle delay, level of service, and queuing. A median opening could potentially conflict with the Town's long-term goals of installing a Class IV bikeway along Los Gatos Boulevard. Future bicyclists would need to exercise more caution with additional vehicular movements at the protected bikeway break at Terreno De Flores Lane. Furthermore, allowing left-turns and U-turns at an uncontrolled intersection could increase the likelihood of broadside vehicle collisions compared with the same movements at a signalized intersection. Therefore, it is not recommended to install a median opening to allow left-turns onto Terreno De Flores Lane.

Cut Through Evaluation

The project would construct a network of internal streets. Cut through traffic from Los Gatos Boulevard or Lark Avenue through the North 40 Specific Plan area is expected to be minimal. The project does not propose connecting C1 Street to N. Turner Street. C5 Street would be connected to N. Turner Street, which extends southward through the Phase I development to Lark Avenue. However, due to the orientation of N. Turner Street (extending northwest-southeast), drivers and modern GPS applications would be unlikely to recommend using C5 Street to access Phase I of the North 40 site or Lark Avenue. Additionally, speeds within the Phase II site would be low (25mph or lower). The speed limit along Los Gatos Boulevard is 35 mph and would be quicker than using C5 Street and Turner Street as a cut-through route. The approximate travel distance using Los Gatos Boulevard and Lark Avenue would be 2,275 feet versus 2,600 feet using C5 Street and Turner Street. Internal stop signs (if added) would further increase travel time within the Phase II site. If noticeable cut-through traffic is observed after project opening, speed humps could be installed on Plan area streets to discourage cut-through traffic from drivers diverting from Los Gatos Boulevard and Lark Avenue.

5. Recommended Project Improvements

This chapter summarizes the improvements recommended to address adverse effects to intersection level of service and vehicle queuing conditions at study intersections.

Recommended Roadway Improvements

- Los Gatos Boulevard/Samaritan Drive/Burton Road: Contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR.
- Los Gatos Boulevard/Samaritan Drive/Burton Road: Extend the northbound left-turn pocket length on Los Gatos Boulevard. The northbound left-turn pocket should be extended to a maximum length of approximately 200 feet by making the turn pocket start just north of C5 Street.
- Los Gatos Boulevard/Walker Street: Extend the southbound left-turn (U-turn) lane to provide at least 150 feet of storage space by modifying the existing landscaped median.
- Accommodate a Future Connection to Burton Road: While the project does not propose a connection to Burton Road, the project is designed to allow for a future connection should the Town desire to make the connection. The westernmost portion of Burton Road directly adjacent to the project site is privately owned. Improvements to this segment of Burton Road and a connection to N. Turner Street could occur when the other properties along Burton Road are developed and the Town of Los Gatos gains control over the full length of Burton Road. The project can function adequately without the Burton Road connection with the recommended improvements to extend turn lane storage on Los Gatos Boulevard.

In addition to the roadway improvements, Hexagon has the following recommendations resulting from the site access, circulation, and parking evaluations.

Recommendations

- Street trees and other landscaping plants along Los Gatos Boulevard and all internal streets should be maintained so that the view of drivers exiting the project site or internal driveways are not obstructed.
- “RESIDENTS ONLY” and/or “NO OUTLET” signage should be posted in advance of dead-end drive aisles providing access to townhomes.
- Signage should be posted at the mid-block pedestrian crossings along N. Turner Street and D4 Street.
- Stop signs should be posted at internal intersections, as listed on pages 56-57.

- For the Block I parking lot, the project should designate the eastern driveway for ingress only and western driveway for egress only. A sign should be posted at the egress driveway to alert drivers that only egress is permitted.
- Future residents assigned a parking space in the Block E garage should be provided instructions on how to operate the puzzle stackers prior to move in. Clear signage and instructions should be posted outside of each stacker with guidance on how to operate the mechanical stackers.
- A crosswalk should be added to the south leg of the Los Gatos Boulevard/Samaritan Drive/Burton Road intersection to ensure convenient paths for pedestrians walking to nearby transit stops. Truncated domes should be added at the pedestrian ramp at the southwest corner to ensure the crosswalk meets the needs of people with visual disabilities.

Fair Share Calculations

The project should make a fair share contribution to the improvements that were identified to address substandard levels of service or resolve queuing deficiencies.

Los Gatos Boulevard/Samaritian Drive/Burton Road

Extend Northbound Left-Turn Lane

The project will add trips to the northbound left-turn (U-turn) movement. Under existing conditions, the addition of project trips will cause the northbound left-turn storage length to exceed its capacity. Since the left-turn storage length does not exceed capacity under existing conditions, the project should install this improvement as part of the project or fund 100 percent of the cost of this improvement.

Install Third Northbound Through Lane

Under cumulative conditions, the project will add trips to the intersection, which would operate at an unacceptable LOS E during the PM peak hour without the project. The intersection level of service could be restored to LOS D or better by installing a third northbound lane on Los Gatos Boulevard. This improvement is required to be completed by the approved but yet to be completed Samaritan Medical Complex Phase 2 Project in San Jose.

Eastbound Burton Road Traffic Signal Improvements

The North 40 Phase II project shall be required to contribute towards eastbound Burton Road traffic signal improvements previously identified in the North 40 Specific Plan EIR. The project would add 167 trips to the intersection. Other pending developments in the vicinity would add 563 trips to the intersection during the PM peak hour under cumulative conditions. Therefore, the project's fair share would be 22.9 percent [167/(167+563)] of the cost of this improvement.

Los Gatos Boulevard/Walker Street

The project will add trips to the southbound left-turn (U-turn) movement. Under existing conditions, the addition of project trips will cause the southbound left-turn storage length to exceed capacity. Since the left-turn storage length does not exceed capacity under existing conditions, the project should install this improvement as part of the project or fund 100 percent of the cost of this improvement.

Connection to Burton Road

The North 40 Specific Plan identifies a connection between N. Turner Street and Burton Road. The Phase II project is protected by the Housing Accountability Act, which overrides the Specific Plan. However, to advance the Town's connectivity goals, the applicant has volunteered to dedicate property, which the applicant understands will be memorialized as a condition of approval, to facilitate a future

connection and has demonstrated the feasibility of the Town or a third-party making this connection in the future. When the future Burton Road connection is implemented, the project would add 55 PM peak hour trips to the Turner/Burton intersection. Other approved and pending developments in the vicinity would add 48 trips to the Turner/Burton intersection during the PM peak hour under cumulative conditions. The project-generated traffic would represent approximately 53.4% [55/(55+48)] of the PM peak hour traffic under cumulative conditions at the Turner/Burton intersection.

North 40 Phase II Master Plan
Transportation Analysis

Technical Appendices

.

Appendix A

North 40 Trip Generation and Development Consistency

North 40 Trip Generation Analysis

Land Use	Size	Daily Trips	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Total North 40 Trip Generation (from North 40 Specific Plan EIR)								
Alternative A		15,757	422	263	685	690	836	1,526
Alternative B		15,500	229	240	469	761	727	1,488
Maximum of Alternative A & B		**15,757**	**422**	**263**	**685**	**690**	**836**	**1,526**
Approved Phase I Land Uses								
Single-Family Detached Housing[1]	83 d.u.	850	16	47	63	52	31	83
Residential & Retail Reduction[3]		*-128*	*-2*	*-4*	*-6*	*-8*	*-5*	*-13*
		722	**14**	**43**	**57**	**44**	**26**	**70**
Apartments and Townhomes[2]	187 d.u.	846	16	55	71	45	28	73
Residential & Retail Reduction[3]		*-127*	*-3*	*-5*	*-8*	*-7*	*-4*	*-11*
		719	**13**	**50**	**63**	**38**	**24**	**62**
Affordable Senior Housing[4]	50 d.u.	169	3	7	10	7	6	13
Residential & Retail Reduction[3]		*-25*	*0*	*-1*	*-1*	*-1*	*-1*	*-2*
		144	**3**	**6**	**9**	**6**	**5**	**11**
Commerical/Retail[5]	57,500 s.f.	3,882	61	38	99	146	152	298
Residential & Retail Reduction[3]		*-280*	*-9*	*-6*	*-15*	*-10*	*-16*	*-26*
Passby Reduction[6]		*-68*	*-13*	*-8*	*-21*	*-34*	*-34*	*-68*
		3,534	**39**	**24**	**63**	**102**	**102**	**204**
Total Phase I Project Trips		**4,397**	**55**	**80**	**135**	**146**	**131**	**277**
Phase II Trip Allowance (Total - Phase I)		**11,360**	**367**	**183**	**550**	**544**	**705**	**1,249**
Proposed Phase II Trips		**2,968**	**66**	**159**	**225**	**162**	**122**	**284**
Remaining Trip Allowance after Phase II		**8,392**	**301**	**24**	**325**	**382**	**583**	**965**
Remaining North 40 Specific Plan Development (Pending and Anticipated)								
14849 Los Gatos Boulevard (Housing & Retail)[7]		(944)	(31)	(44)	(75)	(64)	(53)	(117)
Housing	*117 d.u*							
Retail	*19,600 s.f.*							
North 40 Undeveloped Sites without an Application[8]		(468)	(9)	(29)	(38)	(24)	(16)	(40)
16245 Burton Road	*50 d.u*							
16240 Burton Road	*7 d.u*							
16210 Burton Road & 14831 Los Gatos Boulevard	*23 d.u*							
14823 Los Gatos Boulevard	*10 d.u*							
Remaining Trip Allowance at Buildout of Plan Area		**6,980**	**261**	**(49)**	**212**	**294**	**514**	**808**

Source: ITE *Trip Generation Manual, 11th Edition* 2021.

d.u. = dwelling units; s.f. = square feet

Notes:

[1] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Single-Family Detached Housing (Land Use Code 210).

[2] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Multifamily Housing (Mid-Rise) (Land Use Code 221).

[3] The following trip reductions are prescribed by the VTA *Transportation Impact Analysis Guidelines* (October 2014).
Mixed-Used Development Project
with residential and retail components - 15% off the smaller trip generator

[4] Residential trip generation based on the fitted curve equation published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Senior Adult Housing (Multifamily) (Land Use Code 252).

[5] Commercial/Retail trip generation based on the average rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Shopping Plaza 40k-150k (Land Use Code 821).

[6] As prescribed by the *Transportation Impact Analysis Guidelines* from VTA (October 2014), a pass-by reduction of 25 percent was taken from retail trip generation.

[7] Project Size based on Preliminary Application found on the Town's Pending Project List (May 2024)

[8] Project sizes estimated by Town of Los Gatos staff based on estimated number of units on each site in the Town's Housing Element

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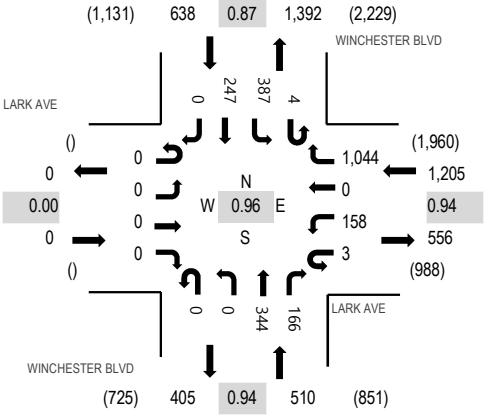
Appendix B

Traffic Counts

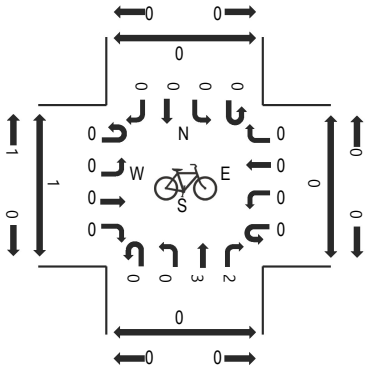
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

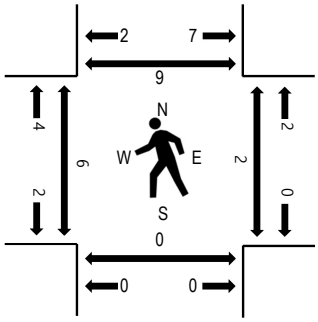
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	16	0	101	0	0	31	22	0	58	31	0	259	1,589	1	0	0	1
7:15 AM	0	0	0	0	0	32	0	120	0	0	51	22	0	56	37	0	318	1,895	2	0	0	0
7:30 AM	0	0	0	0	0	33	0	164	0	0	63	37	0	82	38	0	417	2,188	0	0	0	0
7:45 AM	0	0	0	0	0	55	0	234	0	0	73	42	0	113	78	0	595	2,337	0	1	0	0
8:00 AM	0	0	0	0	0	50	0	230	0	0	93	43	0	91	58	0	565	2,353	2	1	0	4
8:15 AM	0	0	0	0	0	43	0	275	0	0	97	36	2	95	63	0	611		0	0	0	1
8:30 AM	0	0	0	0	1	24	0	261	0	0	72	40	0	98	70	0	566		1	1	0	0
8:45 AM	0	0	0	0	2	41	0	278	0	0	82	47	2	103	56	0	611		3	0	0	4

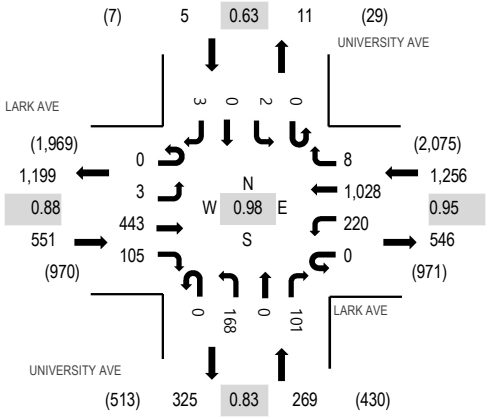
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	3	153	0	1,036	0	0	334	166	4	379	240	0	2,315
Mediums	0	0	0	0	0	5	0	7	0	0	10	0	0	8	7	0	37
Total	0	0	0	0	3	158	0	1,044	0	0	344	166	4	387	247	0	2,353

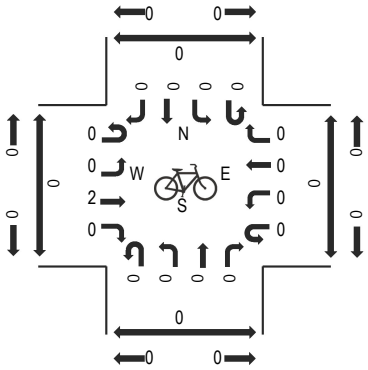
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 UNIVERSITY AVE & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

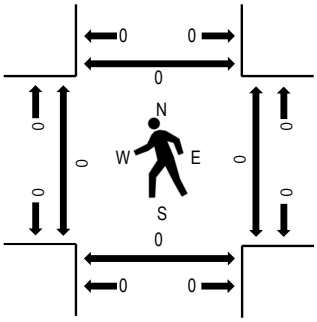
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	69	12	0	15	110	2	0	9	0	15	0	0	0	0	232	1,401	0	0	1	0
7:15 AM	0	0	56	10	0	36	138	5	0	25	1	16	0	0	0	0	287	1,679	0	0	0	0
7:30 AM	0	0	98	14	0	31	173	4	0	30	1	22	0	0	1	0	374	1,921	0	0	1	0
7:45 AM	0	0	134	26	1	43	257	4	0	27	1	14	0	0	0	1	508	2,056	0	0	1	0
8:00 AM	0	0	99	29	0	63	253	5	0	34	0	26	0	0	0	1	510	2,081	0	0	0	0
8:15 AM	0	1	106	22	0	54	278	0	0	39	0	28	0	1	0	0	529		0	0	0	0
8:30 AM	0	0	119	25	0	53	228	1	0	51	0	30	0	0	0	2	509		0	0	0	0
8:45 AM	0	2	119	29	0	50	269	2	0	44	0	17	0	1	0	0	533		0	0	0	0

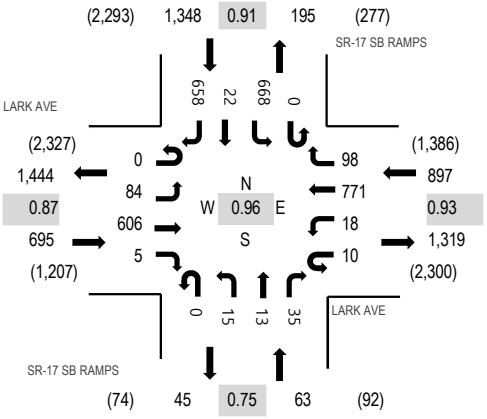
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	3	436	104	0	219	1,015	8	0	168	0	100	0	2	0	3	2,058
Mediums	0	0	7	1	0	1	12	0	0	0	0	1	0	0	0	0	22
Total	0	3	443	105	0	220	1,028	8	0	168	0	101	0	2	0	3	2,081

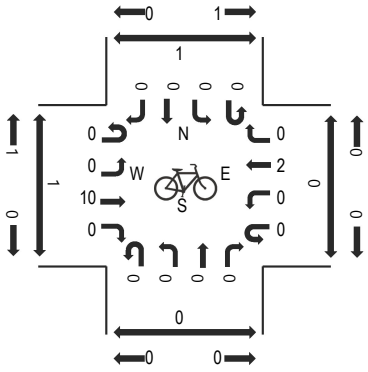
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR-17 SB RAMPS & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

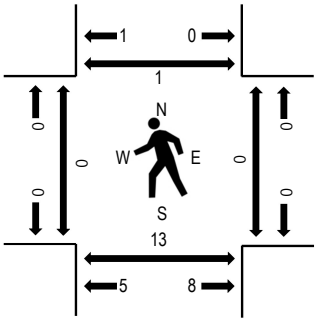
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 SB RAMPS Northbound				SR-17 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	89	0	1	2	67	5	0	1	0	1	0	95	4	62	331	2,035	0	0	0	0
7:15 AM	0	6	78	1	2	3	73	17	0	4	1	7	0	96	4	95	387	2,466	0	0	0	0
7:30 AM	0	9	132	1	4	3	106	12	0	3	0	5	0	146	1	117	539	2,854	0	0	0	0
7:45 AM	0	19	179	2	1	2	182	33	0	1	0	16	0	198	4	141	778	3,003	0	0	3	0
8:00 AM	0	36	145	0	2	7	197	21	0	4	11	6	0	147	8	178	762	2,943	0	0	6	0
8:15 AM	0	16	131	0	2	6	207	25	0	8	1	7	0	192	4	176	775		0	0	3	1
8:30 AM	0	13	151	3	5	3	185	19	0	2	1	6	0	131	6	163	688		0	0	1	0
8:45 AM	0	9	180	3	0	4	171	19	0	3	0	4	0	141	3	181	718		0	0	1	0

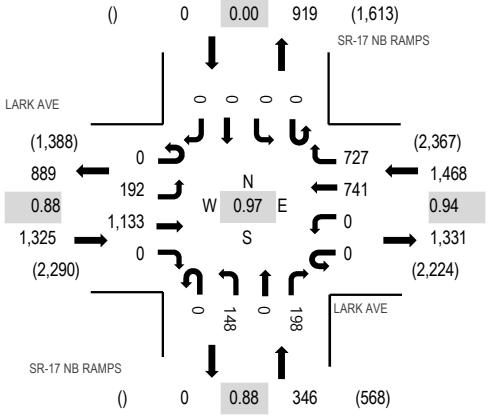
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	5	0	0	8
Lights	0	84	596	5	10	18	761	95	0	15	13	35	0	642	22	651	2,947
Mediums	0	0	8	0	0	0	9	3	0	0	0	0	0	21	0	7	48
Total	0	84	606	5	10	18	771	98	0	15	13	35	0	668	22	658	3,003

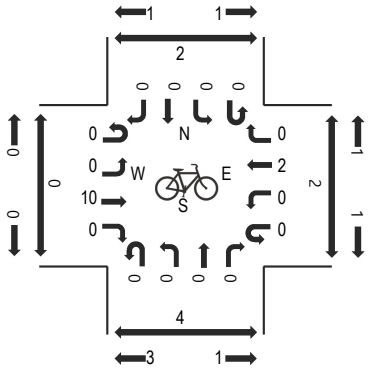
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR-17 NB RAMPS & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

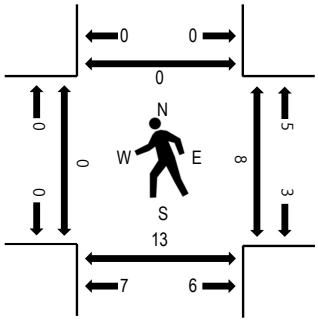
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 NB RAMPS Northbound				SR-17 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	37	141	0	0	0	54	82	0	21	0	26	0	0	0	0	361	2,222	0	0	0	0
7:15 AM	0	46	149	0	0	0	76	111	0	20	0	26	0	0	0	0	428	2,637	0	1	2	0
7:30 AM	1	57	227	0	0	0	116	179	0	24	0	23	0	0	0	0	627	3,021	0	0	0	0
7:45 AM	0	45	333	0	0	0	177	168	0	33	0	50	0	0	0	0	806	3,139	0	0	2	0
8:00 AM	0	47	269	0	0	0	195	188	0	30	0	47	0	0	0	0	776	3,003	0	4	4	0
8:15 AM	0	44	281	0	0	0	201	188	0	43	0	55	0	0	0	0	812		0	0	3	0
8:30 AM	0	56	250	0	0	0	168	183	0	42	0	46	0	0	0	0	745		0	4	4	0
8:45 AM	2	44	261	0	0	0	144	137	0	41	1	40	0	0	0	0	670		0	2	2	0

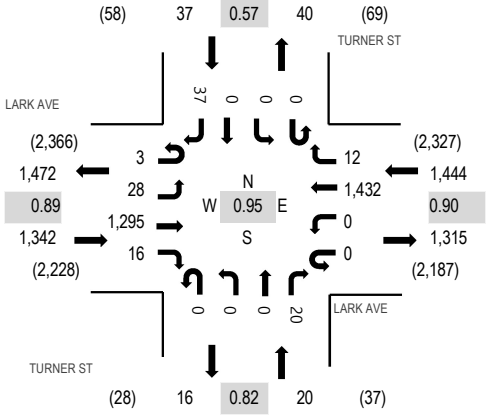
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	6	0	0	0	0	4	0	1	0	1	0	0	0	0	13
Lights	0	188	1,101	0	0	0	730	714	0	147	0	196	0	0	0	0	3,076
Mediums	0	3	26	0	0	0	11	9	0	0	0	1	0	0	0	0	50
Total	0	192	1,133	0	0	0	741	727	0	148	0	198	0	0	0	0	3,139

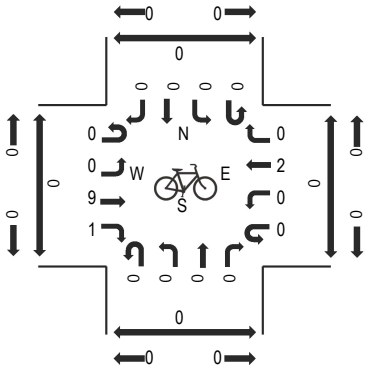
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 TURNER ST & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

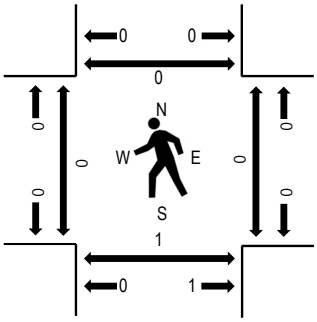
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				TURNER ST Northbound				TURNER ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	158	3	0	0	139	3	0	0	0	4	0	0	0	3	315	1,949	0	0	0	0
7:15 AM	1	3	162	5	0	0	177	2	0	0	0	4	0	0	0	2	356	2,337	0	0	0	0
7:30 AM	0	6	234	2	0	0	294	3	0	0	0	4	0	0	0	9	552	2,726	0	0	1	0
7:45 AM	0	7	370	2	0	0	325	1	0	0	0	2	0	0	0	19	726	2,843	0	0	0	0
8:00 AM	0	7	314	5	0	0	361	1	0	0	0	5	0	0	0	10	703	2,701	0	0	0	0
8:15 AM	1	6	322	6	0	0	392	7	0	0	0	6	0	0	0	5	745		0	0	1	0
8:30 AM	2	8	289	3	0	0	354	3	0	0	0	7	0	0	0	3	669		0	0	0	0
8:45 AM	0	5	300	2	1	0	262	2	0	0	0	5	0	0	0	7	584		0	0	0	0

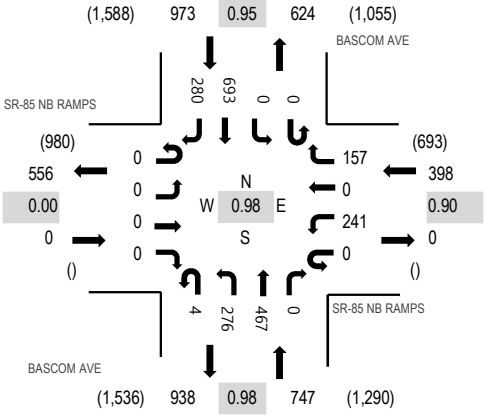
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11
Lights	3	25	1,263	16	0	0	1,411	11	0	0	0	20	0	0	0	35	2,784
Mediums	0	3	25	0	0	0	17	1	0	0	0	0	0	0	0	2	48
Total	3	28	1,295	16	0	0	1,432	12	0	0	0	20	0	0	0	37	2,843

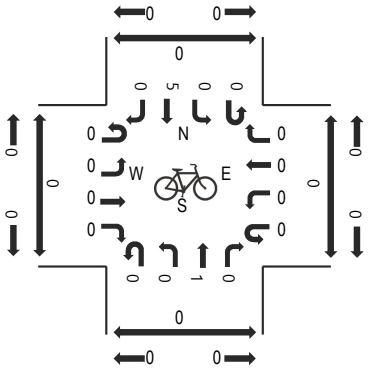
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 BASCOM AVE & SR-85 NB RAMPS AM
Date: Thursday, May 18, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

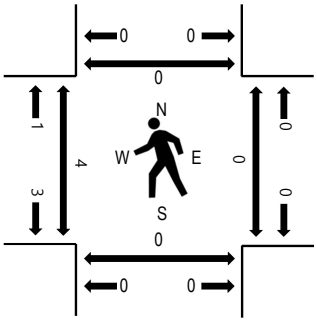
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-85 NB RAMPS Eastbound				SR-85 NB RAMPS Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	44	0	25	1	38	54	0	0	0	66	46	274	1,534	1	0	0	0
7:15 AM	0	0	0	0	0	39	0	21	0	61	74	0	0	0	89	63	347	1,774	0	0	0	0
7:30 AM	0	0	0	0	0	54	0	21	0	50	77	0	0	0	112	59	373	1,964	3	0	0	0
7:45 AM	0	0	0	0	0	63	0	38	0	71	120	0	0	0	171	77	540	2,118	2	0	0	0
8:00 AM	0	0	0	0	0	41	0	34	1	60	123	0	0	0	182	73	514	2,037	1	0	0	0
8:15 AM	0	0	0	0	0	70	0	41	0	70	115	0	0	0	180	61	537		0	0	0	0
8:30 AM	0	0	0	0	0	67	0	44	3	75	109	0	0	0	160	69	527		1	0	0	0
8:45 AM	0	0	0	0	0	53	0	38	2	65	121	0	0	0	138	42	459		1	2	0	0

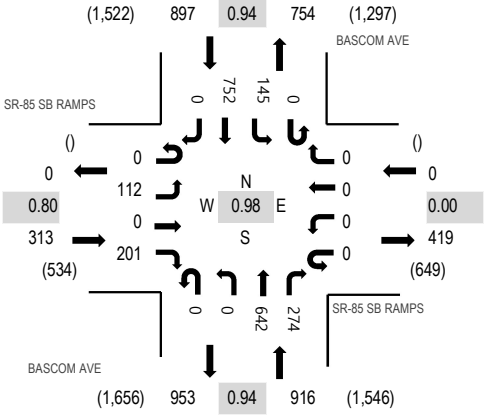
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	4
Lights	0	0	0	0	0	238	0	156	4	272	451	0	0	0	681	276	2,078
Mediums	0	0	0	0	0	2	0	1	0	4	14	0	0	0	11	4	36
Total	0	0	0	0	0	241	0	157	4	276	467	0	0	0	693	280	2,118

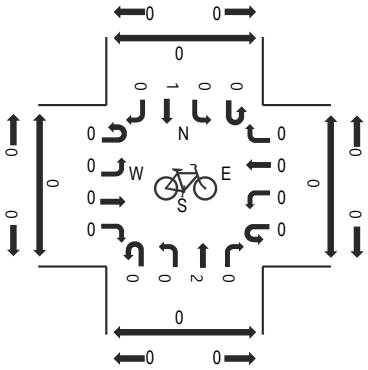
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 BASCOM AVE & SR-85 SB RAMPS AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

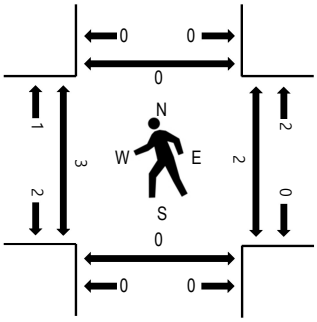
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-85 SB RAMPS Eastbound				SR-85 SB RAMPS Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	0	24	0	0	0	0	0	0	85	39	0	12	97	0	266	1,476	1	0	0	0
7:15 AM	0	19	0	36	0	0	0	0	0	0	115	39	0	12	115	0	336	1,724	1	0	0	0
7:30 AM	0	12	0	32	0	0	0	0	0	0	117	45	0	19	146	0	371	1,932	1	0	0	0
7:45 AM	0	35	0	54	0	0	0	0	0	0	151	39	0	25	199	0	503	2,100	3	0	0	0
8:00 AM	0	25	0	43	0	0	0	0	0	0	163	54	0	60	169	0	514	2,126	1	0	0	0
8:15 AM	0	22	0	55	0	0	0	0	0	0	164	56	0	37	210	0	544		0	0	0	0
8:30 AM	0	32	0	38	0	0	0	0	0	0	159	85	0	23	202	0	539		1	0	0	0
8:45 AM	0	33	0	65	0	0	0	0	0	0	156	79	0	25	171	0	529		1	2	0	0

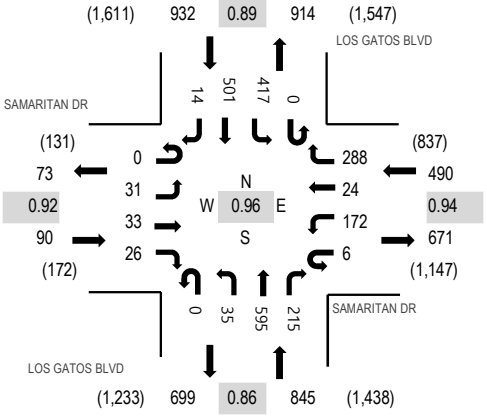
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	5
Lights	0	112	0	200	0	0	0	0	0	0	621	271	0	143	739	0	2,086
Mediums	0	0	0	1	0	0	0	0	0	0	19	2	0	2	11	0	35
Total	0	112	0	201	0	0	0	0	0	0	642	274	0	145	752	0	2,126

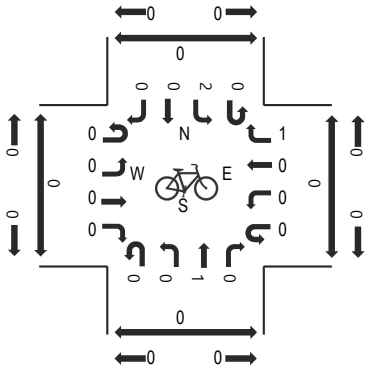
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 LOS GATOS BLVD & SAMARITAN DR AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

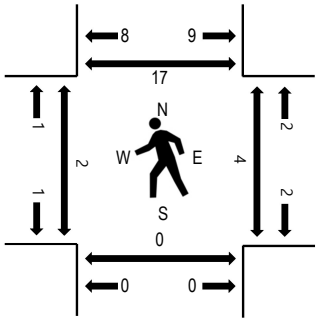
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SAMARITAN DR Eastbound				SAMARITAN DR Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	5	2	0	13	4	34	0	4	86	19	0	44	79	0	293	1,701	0	2	0	1
7:15 AM	0	10	8	7	0	19	3	47	0	12	93	30	0	76	76	2	383	1,961	1	0	0	3
7:30 AM	0	5	10	7	0	38	9	50	0	6	112	46	0	67	97	0	447	2,180	1	1	0	2
7:45 AM	0	7	11	7	1	52	9	68	0	9	118	58	0	101	137	0	578	2,322	1	1	0	3
8:00 AM	0	9	10	8	0	46	7	73	0	7	141	61	0	94	94	3	553	2,357	0	1	0	0
8:15 AM	0	7	4	11	1	48	9	78	0	13	128	40	0	119	139	5	602		0	2	0	8
8:30 AM	0	8	12	2	3	38	5	74	0	8	159	42	0	104	131	3	589		1	0	0	6
8:45 AM	0	7	7	5	2	40	3	63	0	7	167	72	0	100	137	3	613		1	1	0	3

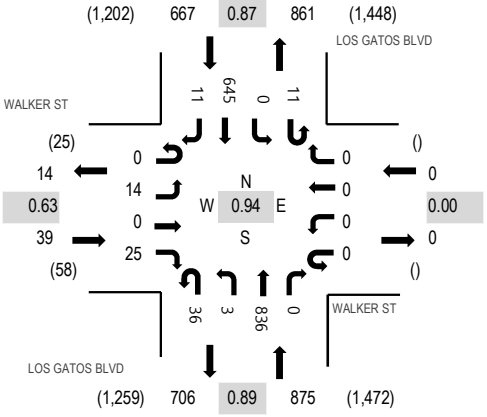
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	0	6
Lights	0	31	33	26	6	168	24	275	0	35	584	207	0	413	492	14	2,308
Mediums	0	0	0	0	0	4	0	12	0	0	10	7	0	4	6	0	43
Total	0	31	33	26	6	172	24	288	0	35	595	215	0	417	501	14	2,357

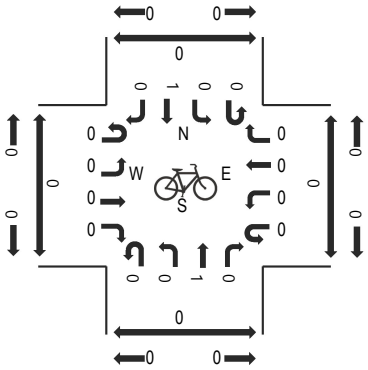
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 LOS GATOS BLVD & WALKER ST AM
Date: Thursday, May 18, 2023
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

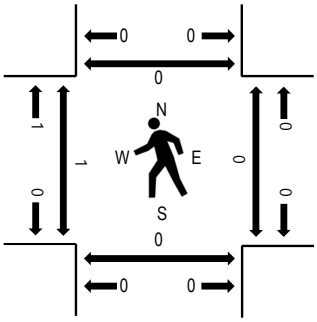
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WALKER ST Eastbound				WALKER ST Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	1	2	103	0	0	0	89	4	200	1,151	0	0	0	0
7:15 AM	0	0	0	3	0	0	0	0	3	0	150	0	0	0	97	2	255	1,327	2	0	0	0
7:30 AM	0	2	0	2	0	0	0	0	5	0	142	0	1	0	146	2	300	1,452	0	0	0	0
7:45 AM	0	3	0	8	0	0	0	0	5	0	186	0	0	0	193	1	396	1,556	0	0	0	0
8:00 AM	0	7	0	10	0	0	0	0	11	0	200	0	5	0	143	0	376	1,581	0	0	0	0
8:15 AM	0	2	0	4	0	0	0	0	3	2	184	0	3	0	177	5	380		1	0	0	0
8:30 AM	0	3	0	6	0	0	0	0	15	0	230	0	2	0	143	5	404		0	0	0	0
8:45 AM	0	2	0	5	0	0	0	0	7	1	222	0	1	0	182	1	421		0	0	0	0

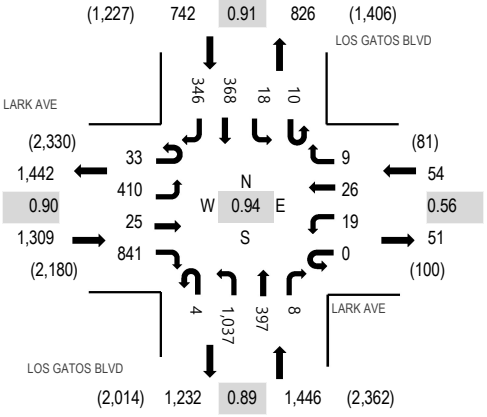
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	7
Lights	0	14	0	21	0	0	0	0	35	3	813	0	11	0	630	9	1,536
Mediums	0	0	0	2	0	0	0	0	1	0	20	0	0	0	13	2	38
Total	0	14	0	25	0	0	0	0	36	3	836	0	11	0	645	11	1,581

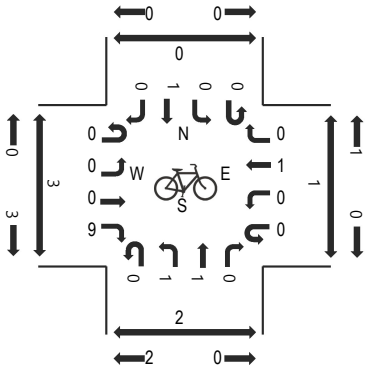
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 LOS GATOS BLVD & LARK AVE AM
Date: Tuesday, November 28, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

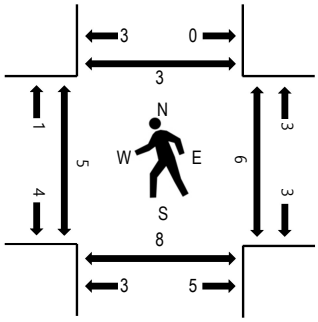
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	49	12	100	0	1	2	3	0	103	52	1	2	5	38	36	407	2,441	1	0	0	0
7:15 AM	6	62	3	89	0	1	2	4	0	136	63	0	0	5	56	36	463	2,902	1	0	0	0
7:30 AM	6	76	4	154	0	2	3	1	0	224	80	0	0	4	66	69	689	3,387	0	1	3	2
7:45 AM	4	96	4	259	0	6	2	3	0	236	68	0	3	2	112	87	882	3,551	0	1	0	0
8:00 AM	10	78	10	222	0	6	5	2	2	255	97	2	3	6	86	84	868	3,409	0	1	2	0
8:15 AM	8	111	7	202	0	5	16	3	2	276	122	4	1	6	93	92	948		1	2	3	2
8:30 AM	11	125	4	158	0	2	3	1	0	270	110	2	3	4	77	83	853		4	2	3	1
8:45 AM	11	106	7	183	0	2	5	1	4	170	78	5	3	3	86	76	740		2	1	2	2

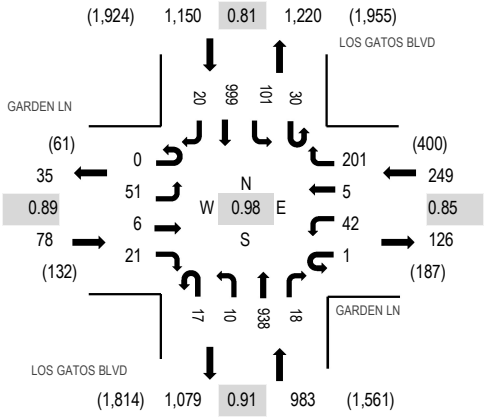
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	7	0	0	0	0	0	4	1	0	0	0	1	0	13
Lights	33	406	24	814	0	19	26	9	4	1,021	384	8	10	18	353	340	3,469
Mediums	0	4	1	20	0	0	0	0	0	12	12	0	0	0	14	6	69
Total	33	410	25	841	0	19	26	9	4	1,037	397	8	10	18	368	346	3,551

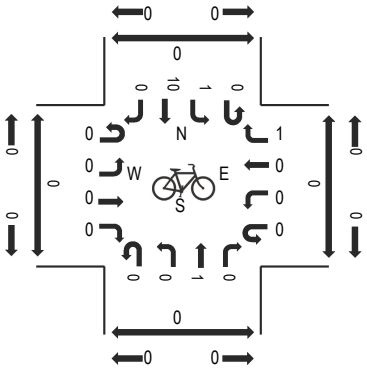
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & GARDEN LN AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

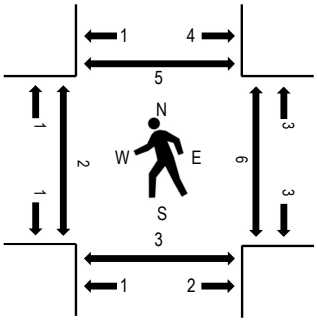
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN LN Eastbound				GARDEN LN Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	0	0	0	4	1	22	1	0	93	0	2	8	112	2	253	1,611	3	1	1	0
7:15 AM	0	9	0	2	0	3	1	21	2	1	120	0	0	14	146	4	323	1,983	0	0	0	2
7:30 AM	0	19	0	0	0	5	2	38	8	1	148	0	2	15	189	4	431	2,278	0	1	1	1
7:45 AM	0	13	2	7	0	8	2	61	1	2	151	0	11	28	315	3	604	2,460	0	2	0	1
8:00 AM	0	14	1	5	0	15	1	57	3	4	266	3	3	25	223	5	625	2,406	0	0	1	2
8:15 AM	0	9	2	3	0	11	1	44	4	4	270	7	10	18	230	5	618		1	2	1	2
8:30 AM	0	15	1	6	1	8	1	39	9	0	251	8	6	30	231	7	613		1	2	1	0
8:45 AM	0	13	0	3	0	8	0	46	10	2	188	4	6	20	242	8	550		1	1	0	2

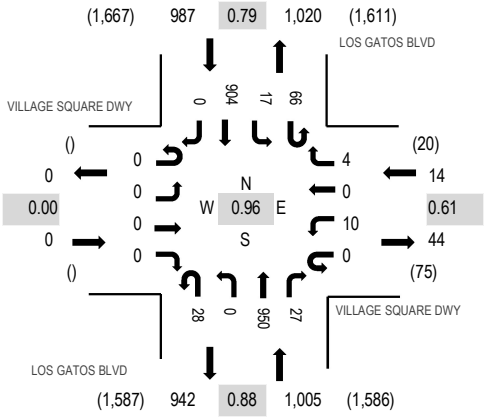
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	51	6	21	1	41	5	201	17	10	920	18	30	98	978	20	2,417
Mediums	0	0	0	0	0	1	0	0	0	0	17	0	0	3	18	0	39
Total	0	51	6	21	1	42	5	201	17	10	938	18	30	101	999	20	2,460

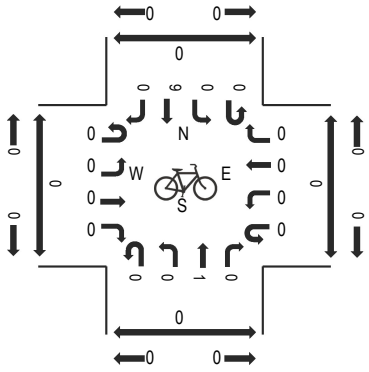
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 LOS GATOS BLVD & VILLAGE SQUARE DWY AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

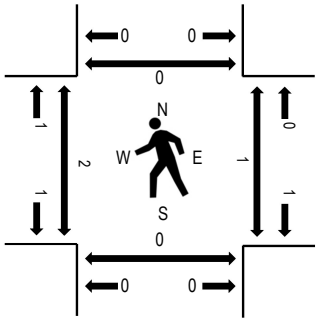
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VILLAGE SQUARE DWY Eastbound				VILLAGE SQUARE DWY Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	0	3	0	100	0	5	2	104	0	215	1,290	3	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	2	0	108	3	9	0	129	0	251	1,599	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	8	0	150	3	12	0	166	0	340	1,862	3	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	3	0	165	4	21	2	288	0	484	2,006	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	0	2	0	284	7	23	3	202	0	524	1,983	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	2	14	0	266	3	11	3	214	0	514		1	1	0	0
8:30 AM	0	0	0	0	0	6	0	1	9	0	235	13	11	9	200	0	484		1	0	0	0
8:45 AM	0	0	0	0	0	4	0	0	2	0	194	8	13	15	225	0	461		2	0	0	2

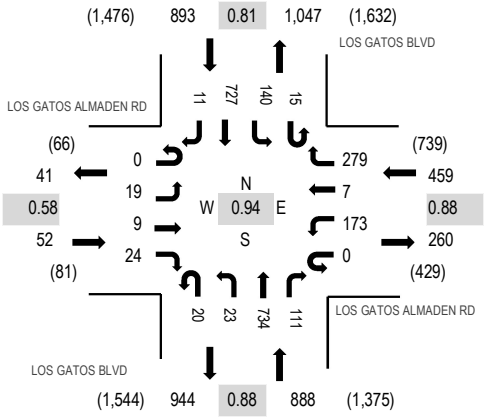
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	0	0	0	0	9	0	4	28	0	929	26	66	16	879	0	1,957
Mediums	0	0	0	0	0	1	0	0	0	0	20	1	0	1	22	0	45
Total	0	0	0	0	0	10	0	4	28	0	950	27	66	17	904	0	2,006

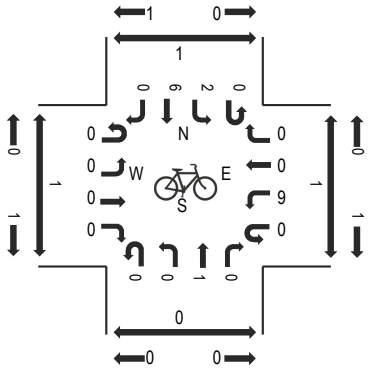
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 LOS GATOS BLVD & LOS GATOS ALMADEN RD AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

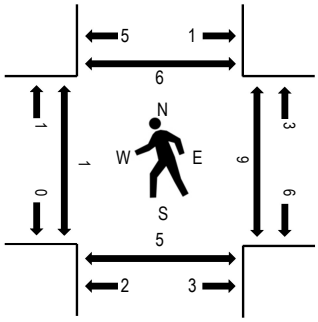
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LOS GATOS ALMADEN RD Eastbound				LOS GATOS ALMADEN RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	1	1	0	14	0	28	3	2	80	6	2	16	63	3	220	1,444	2	1	1	0
7:15 AM	0	3	3	3	0	21	1	37	4	5	74	8	0	20	104	2	285	1,834	2	0	0	0
7:30 AM	0	5	3	1	0	34	0	57	3	0	98	26	1	20	136	1	385	2,125	2	0	0	1
7:45 AM	0	1	3	7	0	53	1	50	5	3	135	21	5	38	229	3	554	2,292	0	1	1	0
8:00 AM	0	6	2	15	0	44	0	86	5	8	202	33	1	29	176	3	610	2,227	0	1	0	1
8:15 AM	0	5	3	2	0	43	0	75	3	9	210	34	1	37	152	2	576		0	3	0	2
8:30 AM	0	7	1	0	0	33	6	68	7	3	187	23	8	36	170	3	552		1	4	4	3
8:45 AM	0	3	2	3	0	37	3	48	1	1	144	32	4	32	172	7	489		0	1	1	0

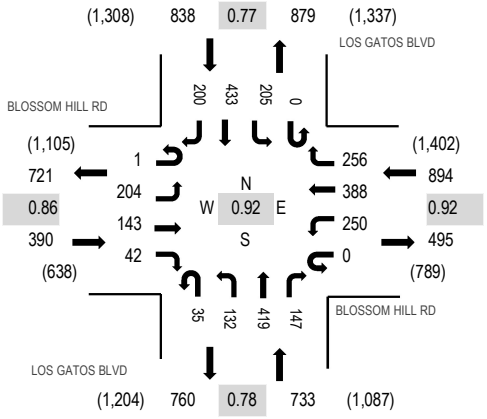
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	19	8	24	0	172	7	276	20	23	719	110	15	135	704	10	2,242
Mediums	0	0	1	0	0	1	0	3	0	0	15	1	0	5	23	1	50
Total	0	19	9	24	0	173	7	279	20	23	734	111	15	140	727	11	2,292

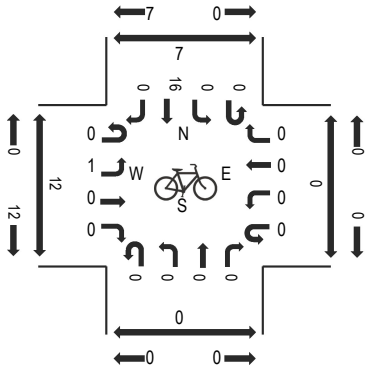
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 LOS GATOS BLVD & BLOSSOM HILL RD AM
Date: Wednesday, April 27, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

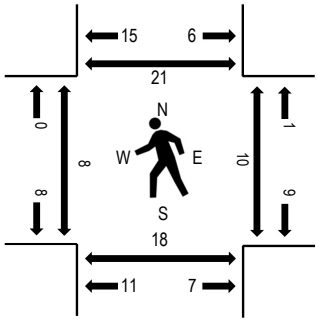
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	14	4	0	15	24	29	9	7	37	14	0	23	31	16	245	1,655	0	0	1	1
7:15 AM	0	22	19	7	0	39	30	28	7	11	37	20	0	17	47	24	308	2,180	1	0	0	2
7:30 AM	0	37	28	5	0	53	63	37	3	12	40	12	1	32	64	38	425	2,646	5	0	3	0
7:45 AM	0	46	27	13	0	64	92	59	8	23	58	16	0	69	144	58	677	2,855	1	0	1	2
8:00 AM	0	37	39	13	0	66	102	76	6	40	118	44	0	51	131	47	770	2,780	5	3	6	6
8:15 AM	0	66	39	10	0	56	102	70	14	46	148	41	0	50	81	51	774		0	4	7	9
8:30 AM	1	55	38	6	0	64	92	51	7	23	95	46	0	35	77	44	634		2	3	4	4
8:45 AM	0	48	30	12	0	54	90	46	12	21	73	39	1	46	82	48	602		1	1	5	6

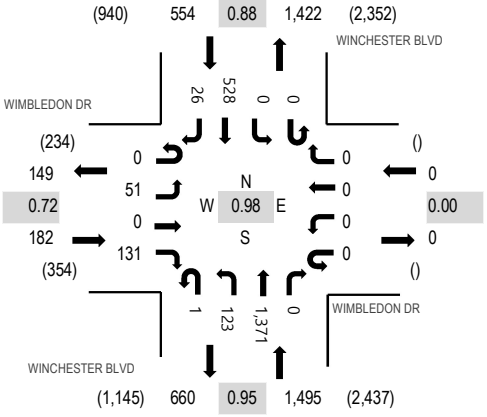
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2
Lights	1	199	137	42	0	242	379	256	35	131	408	142	0	202	421	198	2,793
Mediums	0	5	6	0	0	8	8	0	0	1	11	4	0	3	12	2	60
Total	1	204	143	42	0	250	388	256	35	132	419	147	0	205	433	200	2,855

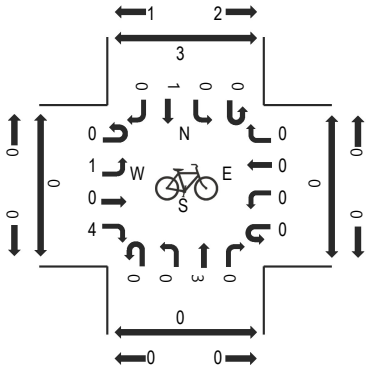
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & WIMBLEDON DR AM
Date: Tuesday, March 5, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

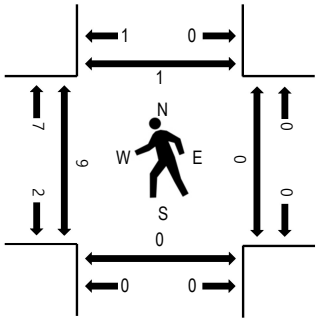
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WIMBLEDON DR Eastbound				WIMBLEDON DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	11	0	21	0	0	0	0	1	14	141	0	0	0	50	1	239	1,500	2	0	0	0
7:15 AM	0	20	0	24	0	0	0	0	0	12	189	0	0	0	70	5	320	1,830	1	0	0	0
7:30 AM	0	14	0	26	0	0	0	0	2	19	240	0	0	0	111	3	415	2,081	1	0	0	1
7:45 AM	0	14	0	42	0	0	0	0	0	23	301	0	0	0	138	8	526	2,192	1	0	0	1
8:00 AM	0	19	0	55	0	0	0	0	0	27	347	0	0	0	113	8	569	2,231	1	0	0	0
8:15 AM	0	11	0	26	0	0	0	0	0	31	363	0	0	0	134	6	571		3	0	0	1
8:30 AM	0	11	0	18	0	0	0	0	0	35	326	0	0	0	131	5	526		1	0	0	0
8:45 AM	0	10	0	32	0	0	0	0	1	30	335	0	0	0	150	7	565		4	0	0	0

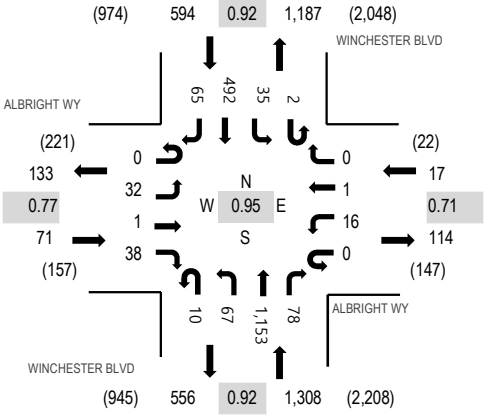
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	0	0	0	2	1	0	0	0	1	0	7
Lights	0	51	0	126	0	0	0	0	1	119	1,349	0	0	0	518	26	2,190
Mediums	0	0	0	2	0	0	0	0	0	2	21	0	0	0	9	0	34
Total	0	51	0	131	0	0	0	0	1	123	1,371	0	0	0	528	26	2,231

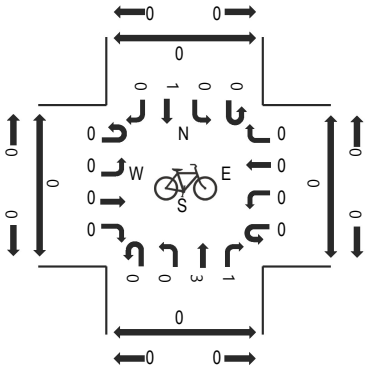
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & ALBRIGHT WY AM
Date: Tuesday, March 5, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

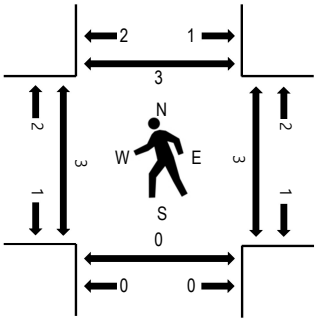
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALBRIGHT WY Eastbound				ALBRIGHT WY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	0	8	0	1	0	0	0	12	134	4	0	0	44	10	222	1,371	0	0	0	0
7:15 AM	0	11	0	17	0	1	0	0	1	11	180	9	0	2	59	11	302	1,644	1	0	0	0
7:30 AM	0	9	0	14	0	2	0	0	1	9	230	7	1	1	96	9	379	1,865	0	1	0	1
7:45 AM	0	9	0	9	0	1	0	0	0	14	278	10	0	0	135	12	468	1,970	1	2	0	2
8:00 AM	0	6	0	10	0	2	0	0	3	15	314	11	2	8	111	13	495	1,990	0	0	0	1
8:15 AM	0	8	1	7	0	6	0	0	1	18	313	22	0	8	120	19	523		2	0	0	1
8:30 AM	0	9	0	11	0	4	1	0	3	14	273	18	0	8	126	17	484		1	1	0	0
8:45 AM	0	9	0	10	0	4	0	0	3	20	253	27	0	11	135	16	488		0	2	0	1

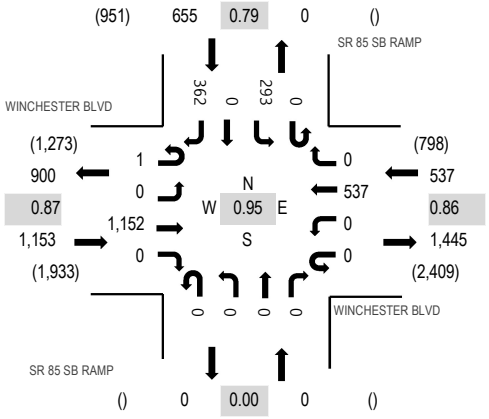
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Lights	0	32	1	38	0	16	1	0	10	66	1,133	77	2	30	483	65	1,954
Mediums	0	0	0	0	0	0	0	0	0	0	20	1	0	5	8	0	34
Total	0	32	1	38	0	16	1	0	10	67	1,153	78	2	35	492	65	1,990

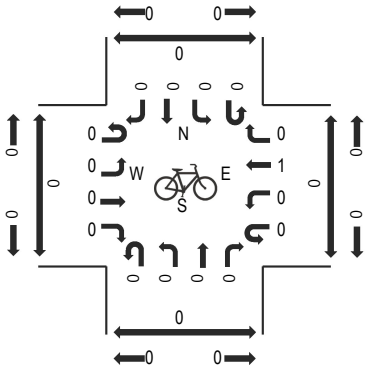
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 85 SB RAMP & WINCHESTER BLVD AM
Date: Tuesday, March 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

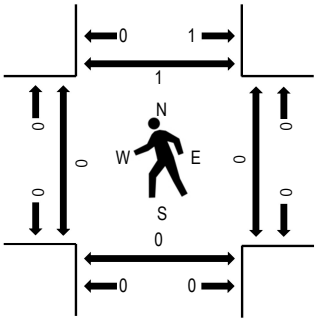
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 SB RAMP Northbound				SR 85 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	105	0	0	0	38	0	0	0	0	0	0	22	0	12	177	1,337	0	0	0	2
7:15 AM	0	0	177	0	0	0	43	0	0	0	0	0	0	40	0	24	284	1,720	0	0	0	0
7:30 AM	0	0	232	0	0	0	63	0	0	0	0	0	0	44	0	25	364	1,994	0	0	0	0
7:45 AM	0	0	266	0	0	0	117	0	0	0	0	0	0	78	0	51	512	2,240	0	0	0	0
8:00 AM	0	0	330	0	0	0	106	0	0	0	0	0	0	71	0	53	560	2,345	0	0	0	0
8:15 AM	0	0	275	0	0	0	134	0	0	0	0	0	0	66	0	83	558		0	0	0	0
8:30 AM	0	0	277	0	0	0	157	0	0	0	0	0	0	69	0	107	610		0	0	0	0
8:45 AM	1	0	270	0	0	0	140	0	0	0	0	0	0	87	0	119	617		0	0	0	1

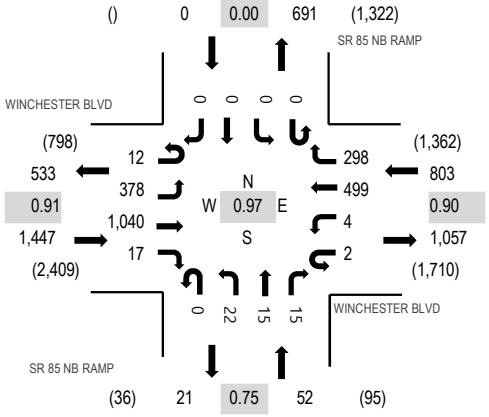
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	1	0	1,129	0	0	0	523	0	0	0	0	0	0	284	0	356	2,293
Mediums	0	0	22	0	0	0	13	0	0	0	0	0	0	9	0	6	50
Total	1	0	1,152	0	0	0	537	0	0	0	0	0	0	293	0	362	2,345

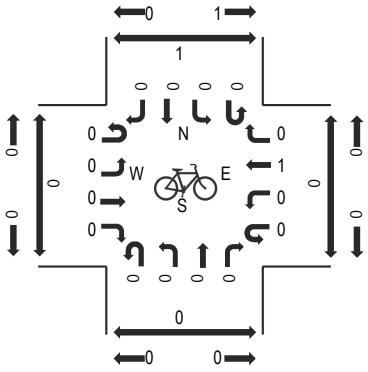
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 85 NB RAMP & WINCHESTER BLVD AM
Date: Tuesday, March 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

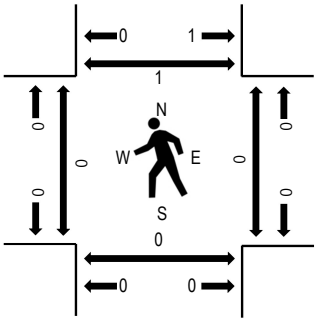
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 NB RAMP Northbound				SR 85 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	30	94	3	0	1	36	63	0	3	3	2	0	0	0	0	235	1,564	0	0	0	2
7:15 AM	0	72	141	1	0	1	40	81	0	2	6	2	0	0	0	0	346	1,924	0	0	0	0
7:30 AM	1	98	178	3	0	0	59	86	0	3	6	1	0	0	0	0	435	2,155	0	0	0	0
7:45 AM	0	109	226	6	0	0	117	75	0	4	2	9	0	0	0	0	548	2,285	0	0	0	0
8:00 AM	4	126	265	3	1	1	94	83	0	4	7	7	0	0	0	0	595	2,302	0	0	0	0
8:15 AM	3	109	229	6	0	2	133	88	0	5	2	0	0	0	0	0	577		0	0	0	0
8:30 AM	3	78	254	4	0	0	141	71	0	6	3	5	0	0	0	0	565		0	0	0	0
8:45 AM	2	65	292	4	1	1	131	56	0	7	3	3	0	0	0	0	565		0	0	0	1

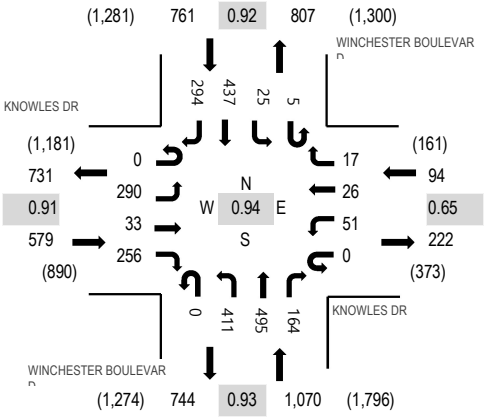
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	12	370	1,016	17	2	4	485	294	0	22	15	15	0	0	0	0	2,252
Mediums	0	8	23	0	0	0	13	4	0	0	0	0	0	0	0	0	48
Total	12	378	1,040	17	2	4	499	298	0	22	15	15	0	0	0	0	2,302

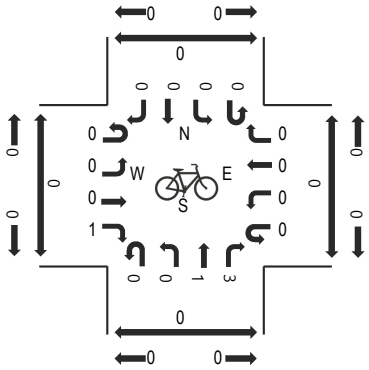
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WINCHESTER BOULEVARD & KNOWLES DR AM
Date: Tuesday, March 5, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

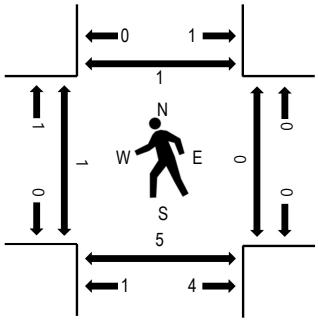
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KNOWLES DR Eastbound				KNOWLES DR Westbound				WINCHESTER BOULEVARD Northbound				WINCHESTER BOULEVARD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	31	0	27	0	10	1	2	0	42	57	21	0	2	70	19	282	1,674	0	0	1	0
7:15 AM	0	29	5	43	0	6	4	5	0	53	60	31	0	1	83	43	363	2,043	0	0	0	0
7:30 AM	0	45	5	65	0	11	2	4	0	64	82	24	0	3	86	45	436	2,348	0	0	0	0
7:45 AM	0	64	5	63	0	8	10	6	0	110	96	35	0	6	106	84	593	2,504	0	0	2	0
8:00 AM	0	80	8	71	0	13	5	3	0	101	130	34	0	6	114	86	651	2,454	0	0	0	0
8:15 AM	0	89	12	58	0	5	3	5	0	111	140	51	1	6	108	79	668		0	0	1	0
8:30 AM	0	57	8	64	0	25	8	3	0	89	129	44	4	7	109	45	592		1	0	2	1
8:45 AM	0	43	5	13	0	18	1	3	0	113	132	47	0	7	98	63	543		0	0	1	0

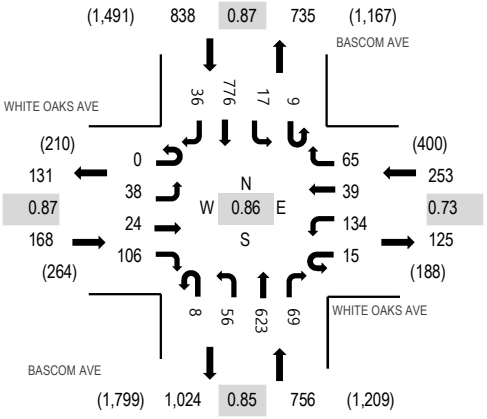
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	4
Lights	0	284	33	250	0	49	26	14	0	402	481	164	5	25	428	286	2,447
Mediums	0	5	0	6	0	2	0	1	0	8	14	0	0	0	9	8	53
Total	0	290	33	256	0	51	26	17	0	411	495	164	5	25	437	294	2,504

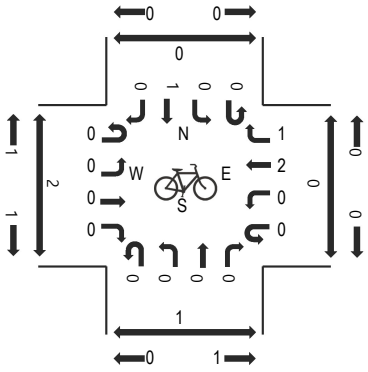
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BASCOM AVE & WHITE OAKS AVE AM
Date: Tuesday, March 5, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

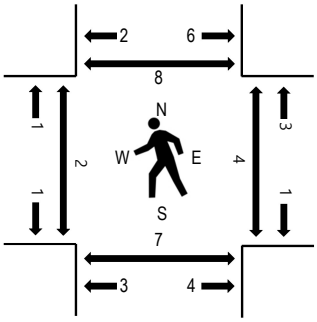
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WHITE OAKS AVE Eastbound				WHITE OAKS AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	1	17	2	11	2	2	0	6	47	2	0	2	133	5	233	1,361	0	0	0	0
7:15 AM	0	4	0	12	3	20	8	9	0	7	85	5	0	3	110	7	273	1,641	1	0	0	1
7:30 AM	0	3	1	35	1	24	3	10	0	8	96	13	3	1	172	6	376	1,953	2	0	0	3
7:45 AM	0	10	5	28	0	24	4	14	2	17	125	13	1	2	223	11	479	2,015	0	3	4	0
8:00 AM	0	20	4	26	5	49	16	20	2	10	147	19	4	5	176	10	513	2,003	0	0	0	0
8:15 AM	0	5	9	27	9	36	9	12	2	12	193	24	2	9	229	7	585		0	0	1	2
8:30 AM	0	3	6	25	1	25	10	19	2	17	158	13	2	1	148	8	438		2	1	2	6
8:45 AM	0	4	1	15	6	35	4	7	1	12	155	16	4	6	190	11	467		1	0	0	4

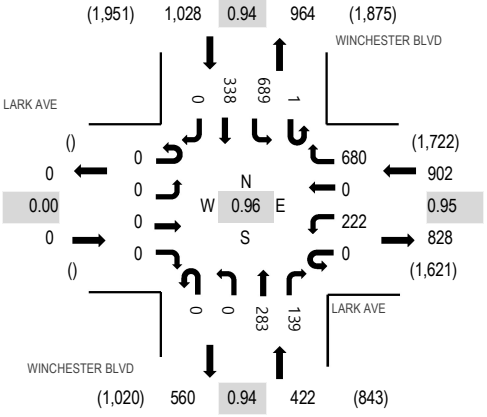
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	38	24	105	15	133	39	65	8	55	607	69	9	17	758	36	1,978
Mediums	0	0	0	1	0	1	0	0	0	1	13	0	0	0	18	0	34
Total	0	38	24	106	15	134	39	65	8	56	623	69	9	17	776	36	2,015

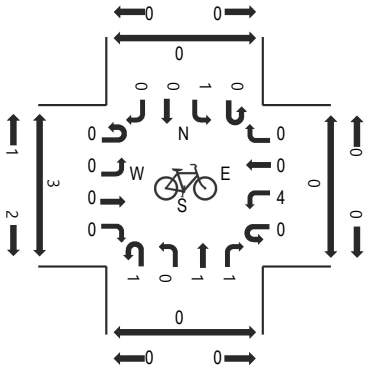
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

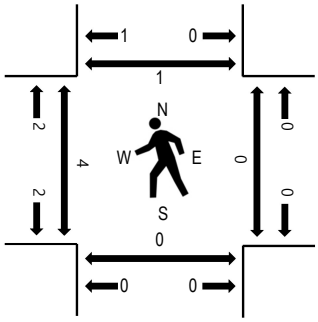
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	52	0	186	0	0	62	44	0	181	74	0	599	2,296	1	1	0	1
4:15 PM	0	0	0	0	0	37	0	164	0	0	74	45	0	166	63	0	549	2,309	0	0	0	1
4:30 PM	0	0	0	0	0	55	0	152	0	0	64	45	0	139	87	0	542	2,352	0	0	0	0
4:45 PM	0	0	0	0	0	62	0	175	0	0	70	31	0	193	75	0	606	2,323	2	0	0	1
5:00 PM	0	0	0	0	0	53	0	168	0	0	76	42	1	180	92	0	612	2,220	1	0	0	0
5:15 PM	0	0	0	0	0	52	0	185	0	0	73	21	0	177	84	0	592		1	0	0	0
5:30 PM	0	0	0	0	0	46	0	156	0	0	72	38	0	126	75	0	513		1	0	0	1
5:45 PM	0	0	0	0	0	38	0	141	0	0	56	30	0	163	75	0	503		1	0	0	0

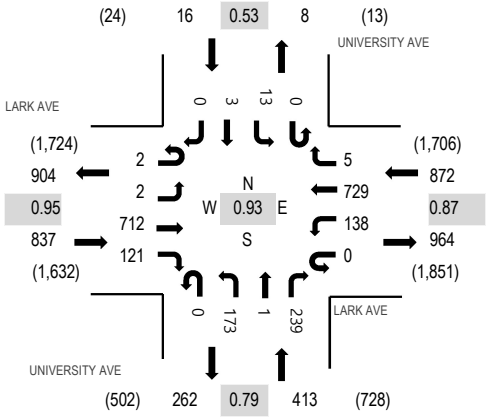
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	221	0	679	0	0	276	135	1	685	334	0	2,331
Mediums	0	0	0	0	0	1	0	1	0	0	7	4	0	4	4	0	21
Total	0	0	0	0	0	222	0	680	0	0	283	139	1	689	338	0	2,352

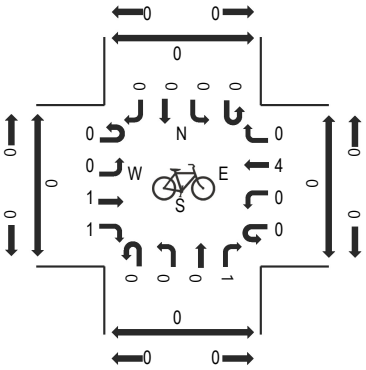
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 UNIVERSITY AVE & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

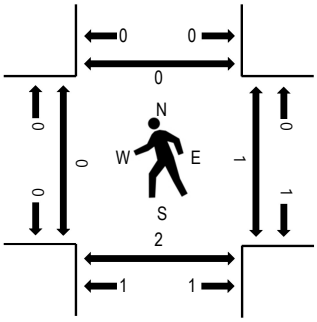
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	201	21	0	49	201	2	0	37	1	56	0	2	0	1	571	2,100	0	0	0	0
4:15 PM	0	0	196	18	0	41	162	1	0	37	0	36	0	2	1	1	495	2,102	0	0	1	0
4:30 PM	0	1	164	23	0	20	165	1	0	45	1	52	0	4	0	0	476	2,138	0	0	2	0
4:45 PM	1	1	179	41	0	54	203	3	0	37	0	38	0	1	0	0	558	2,094	0	0	0	0
5:00 PM	1	0	194	29	0	28	181	1	0	43	0	88	0	6	2	0	573	1,990	0	0	0	0
5:15 PM	0	0	175	28	0	36	180	0	0	48	0	61	0	2	1	0	531		0	1	0	0
5:30 PM	0	0	144	18	1	39	165	0	0	35	1	28	0	1	0	0	432		0	0	0	0
5:45 PM	0	0	174	23	0	30	143	0	0	38	0	46	0	0	0	0	454		0	0	1	0

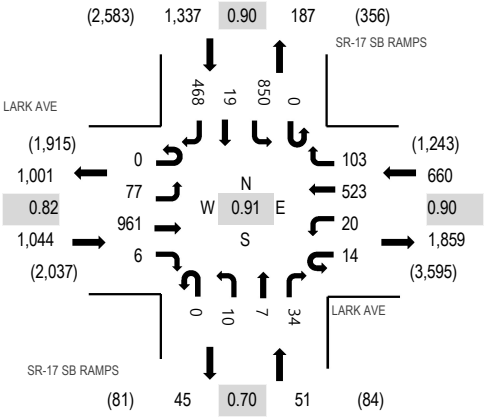
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	1	706	120	0	138	727	5	0	173	1	235	0	13	3	0	2,124
Mediums	0	1	6	1	0	0	2	0	0	0	0	4	0	0	0	0	14
Total	2	2	712	121	0	138	729	5	0	173	1	239	0	13	3	0	2,138

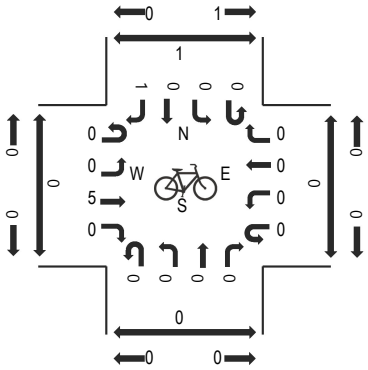
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR-17 SB RAMPS & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

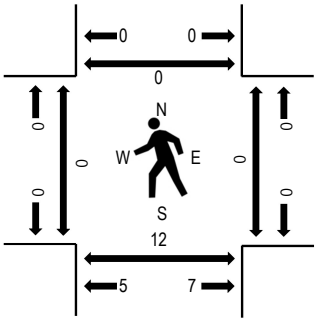
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 SB RAMPS Northbound				SR-17 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	271	3	3	3	148	31	0	1	0	6	0	166	4	137	791	2,957	0	0	0	0
4:15 PM	0	13	243	2	3	5	112	28	0	3	1	4	0	196	1	102	713	3,019	0	0	2	0
4:30 PM	0	17	216	2	1	8	118	22	0	0	0	8	0	212	4	91	699	3,092	0	0	5	0
4:45 PM	0	19	206	2	4	6	111	23	0	3	2	8	0	211	5	154	754	3,059	0	0	3	0
5:00 PM	0	16	300	1	5	3	148	28	0	3	3	14	0	217	1	114	853	2,990	0	0	3	0
5:15 PM	0	25	239	1	4	3	146	30	0	4	2	4	0	210	9	109	786		0	0	1	0
5:30 PM	0	19	190	1	2	3	106	28	0	1	5	7	0	198	3	103	666		0	0	0	0
5:45 PM	0	13	219	1	2	5	92	12	0	0	1	4	0	222	5	109	685		0	0	1	1

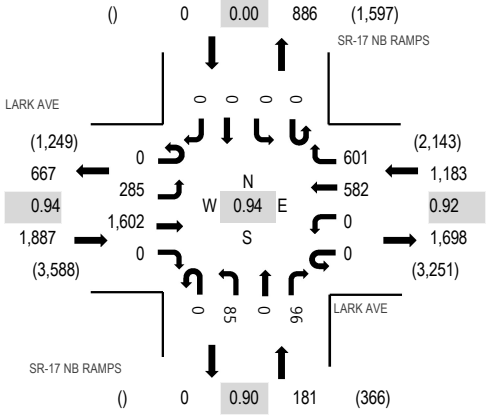
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Lights	0	77	951	5	14	19	521	103	0	10	7	34	0	842	19	468	3,070
Mediums	0	0	10	1	0	1	2	0	0	0	0	0	0	6	0	0	20
Total	0	77	961	6	14	20	523	103	0	10	7	34	0	850	19	468	3,092

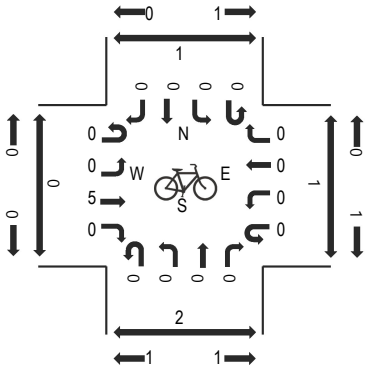
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR-17 NB RAMPS & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

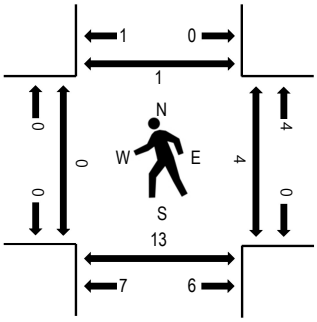
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				SR-17 NB RAMPS Northbound				SR-17 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	86	351	0	0	0	143	125	0	27	0	26	0	0	0	0	758	3,055	0	0	3	0
4:15 PM	0	55	369	0	0	0	129	112	0	20	1	33	0	0	0	0	719	3,164	0	6	6	0
4:30 PM	0	77	379	0	0	0	146	175	0	23	0	23	0	0	0	0	823	3,251	0	1	5	0
4:45 PM	0	52	387	0	0	0	125	150	0	16	0	25	0	0	0	0	755	3,110	0	2	3	0
5:00 PM	0	91	411	0	0	0	161	157	0	19	0	28	0	0	0	0	867	3,042	0	1	5	1
5:15 PM	0	65	425	0	0	0	150	119	0	27	0	20	0	0	0	0	806		0	0	0	0
5:30 PM	0	65	330	0	0	0	123	123	0	13	0	28	0	0	0	0	682		0	0	1	0
5:45 PM	0	48	397	0	0	0	109	96	0	18	0	19	0	0	0	0	687		0	0	0	0

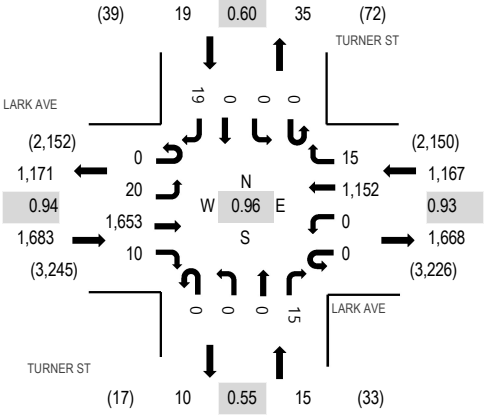
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	283	1,586	0	0	0	579	593	0	85	0	93	0	0	0	0	3,219
Mediums	0	2	14	0	0	0	3	8	0	0	0	3	0	0	0	0	30
Total	0	285	1,602	0	0	0	582	601	0	85	0	96	0	0	0	0	3,251

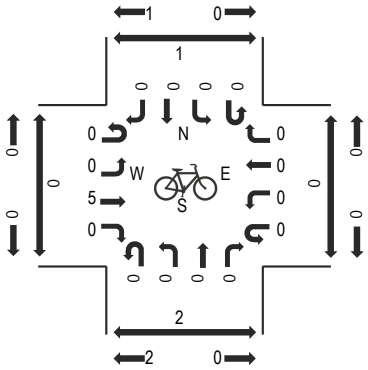
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 TURNER ST & LARK AVE PM
Date: Tuesday, November 28, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

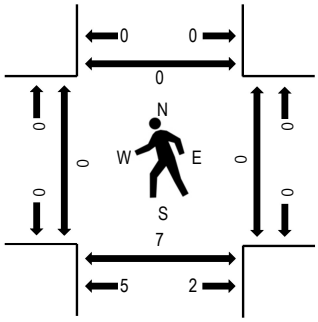
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LARK AVE Eastbound				LARK AVE Westbound				TURNER ST Northbound				TURNER ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	366	2	0	0	264	3	0	0	0	10	0	0	0	5	655	2,733	0	0	1	0
4:15 PM	0	0	406	2	0	0	249	5	0	0	0	4	0	0	0	10	676	2,828	0	0	1	0
4:30 PM	0	10	389	0	0	0	308	6	0	0	0	3	0	0	0	2	718	2,884	0	0	3	0
4:45 PM	0	9	397	2	0	0	266	1	0	0	0	5	0	0	0	4	684	2,789	0	0	1	0
5:00 PM	0	1	426	2	0	0	307	4	0	0	0	2	0	0	0	8	750	2,734	0	0	3	0
5:15 PM	0	0	441	6	0	0	271	4	0	0	0	5	0	0	0	5	732		0	0	0	0
5:30 PM	0	7	363	2	0	0	240	7	0	0	0	1	0	0	0	3	623		0	0	0	0
5:45 PM	0	3	405	1	0	0	208	7	0	0	0	3	0	0	0	2	629		0	0	1	0

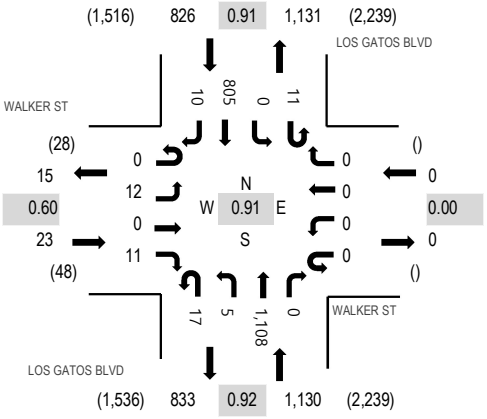
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	18	1,636	10	0	0	1,141	14	0	0	0	15	0	0	0	19	2,853
Mediums	0	2	15	0	0	0	11	1	0	0	0	0	0	0	0	0	29
Total	0	20	1,653	10	0	0	1,152	15	0	0	0	15	0	0	0	19	2,884

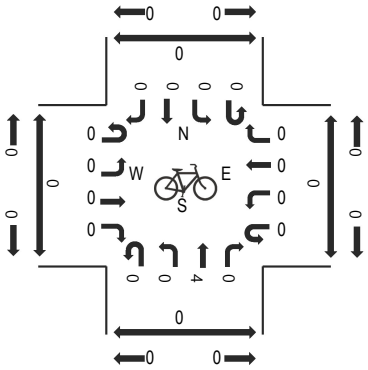
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 LOS GATOS BLVD & WALKER ST PM
Date: Thursday, May 18, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

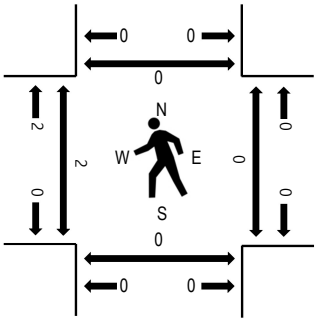
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WALKER ST Eastbound				WALKER ST Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	0	3	0	0	0	0	9	0	281	0	1	0	178	2	480	1,915	3	0	0	0
4:15 PM	0	8	0	4	0	0	0	0	4	1	285	0	4	0	167	2	475	1,979	0	0	0	0
4:30 PM	0	1	0	2	0	0	0	0	4	0	260	0	3	0	210	2	482	1,964	1	0	0	0
4:45 PM	0	2	0	3	0	0	0	0	6	2	259	0	2	0	201	3	478	1,974	1	0	0	0
5:00 PM	0	1	0	2	0	0	0	0	3	2	304	0	2	0	227	3	544	1,888	0	0	0	0
5:15 PM	0	7	0	2	0	0	0	0	3	0	256	0	2	0	187	3	460		0	0	0	0
5:30 PM	0	2	0	2	0	0	0	0	5	1	306	0	3	0	169	4	492		0	0	0	0
5:45 PM	0	1	0	2	0	0	0	0	5	3	240	0	3	0	138	0	392		0	0	0	0

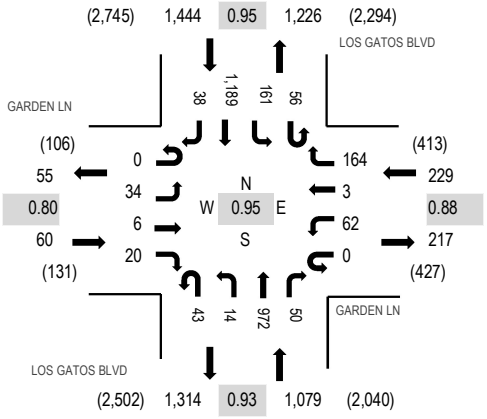
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	12	0	10	0	0	0	0	17	4	1,097	0	11	0	799	10	1,960
Mediums	0	0	0	1	0	0	0	0	0	0	11	0	0	0	6	0	18
Total	0	12	0	11	0	0	0	0	17	5	1,108	0	11	0	805	10	1,979

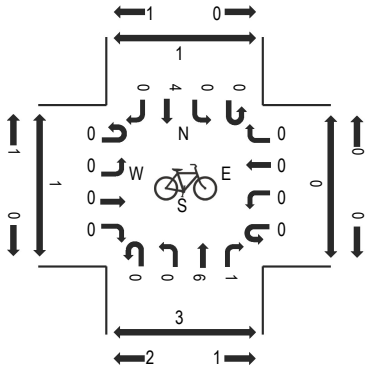
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LOS GATOS BLVD & GARDEN LN PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

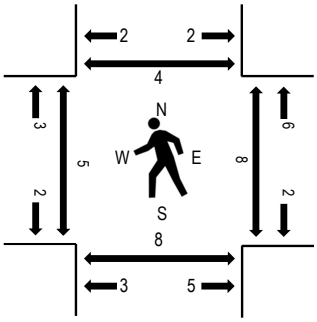
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	GARDEN LN Eastbound				GARDEN LN Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	2	8	0	16	0	44	12	3	223	12	15	27	278	14	666	2,704	1	2	1	0
4:15 PM	0	8	2	5	0	12	3	31	13	3	248	14	8	32	272	10	661	2,781	0	1	1	0
4:30 PM	0	7	2	7	0	17	0	34	11	2	239	16	8	47	278	7	675	2,812	0	4	1	2
4:45 PM	0	12	2	3	0	23	0	42	10	5	238	11	18	31	295	12	702	2,741	2	1	4	1
5:00 PM	0	9	1	5	0	9	1	52	12	1	274	11	13	41	304	10	743	2,625	3	3	2	1
5:15 PM	0	6	1	5	0	13	2	36	10	6	221	12	17	42	312	9	692		0	0	1	0
5:30 PM	0	8	1	4	0	16	0	22	5	4	200	14	12	51	260	7	604		0	1	2	0
5:45 PM	0	16	1	4	0	13	0	27	6	2	190	12	4	42	264	5	586		0	1	1	0

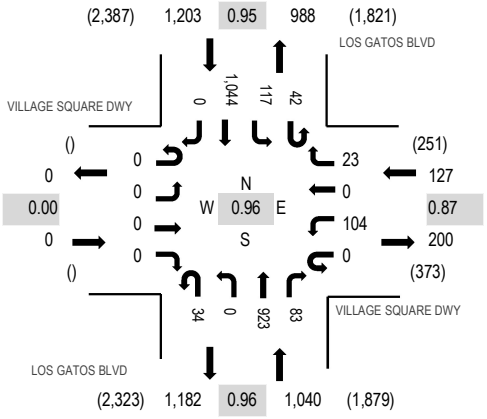
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	34	6	20	0	62	3	163	43	14	959	50	56	159	1,177	37	2,783
Mediums	0	0	0	0	0	0	0	1	0	0	13	0	0	2	11	1	28
Total	0	34	6	20	0	62	3	164	43	14	972	50	56	161	1,189	38	2,812

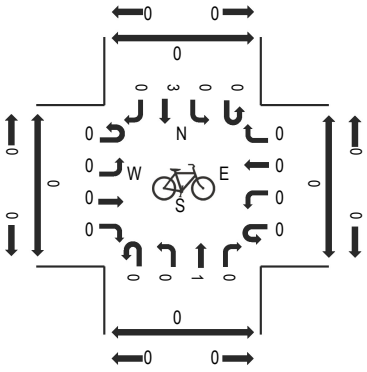
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 LOS GATOS BLVD & VILLAGE SQUARE DWY PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

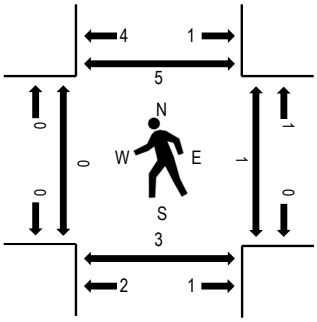
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VILLAGE SQUARE DWY Eastbound				VILLAGE SQUARE DWY Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	30	0	12	6	0	198	27	16	39	244	0	572	2,325	0	0	1	2
4:15 PM	0	0	0	0	0	34	0	9	17	0	232	19	11	27	244	0	593	2,370	0	1	1	2
4:30 PM	0	0	0	0	0	23	0	4	5	0	228	24	6	28	252	0	570	2,366	0	0	1	1
4:45 PM	0	0	0	0	0	29	0	9	4	0	217	23	12	25	271	0	590	2,300	0	0	0	1
5:00 PM	0	0	0	0	0	18	0	1	8	0	246	17	13	37	277	0	617	2,192	0	0	1	1
5:15 PM	0	0	0	0	0	23	0	7	7	0	205	22	14	23	288	0	589		0	0	1	1
5:30 PM	0	0	0	0	0	22	0	6	2	0	181	14	15	20	244	0	504		0	0	1	1
5:45 PM	0	0	0	0	0	21	0	3	7	0	156	14	20	14	247	0	482		0	0	0	1

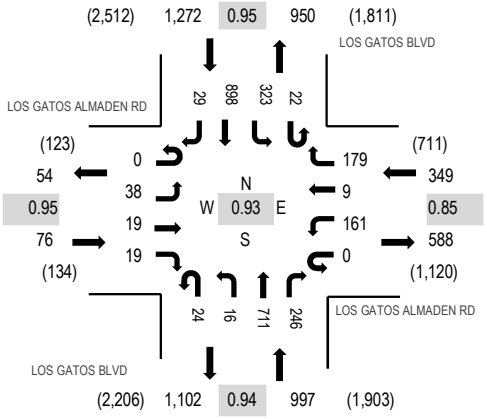
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	104	0	23	34	0	904	83	42	117	1,037	0	2,344
Mediums	0	0	0	0	0	0	0	0	0	0	19	0	0	0	7	0	26
Total	0	0	0	0	0	104	0	23	34	0	923	83	42	117	1,044	0	2,370

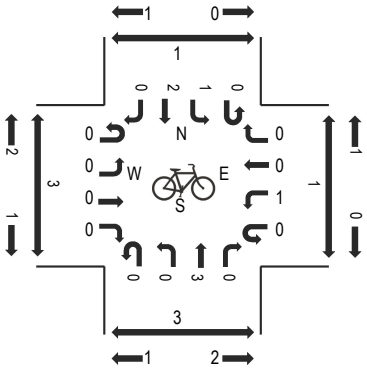
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 LOS GATOS BLVD & LOS GATOS ALMADEN RD PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

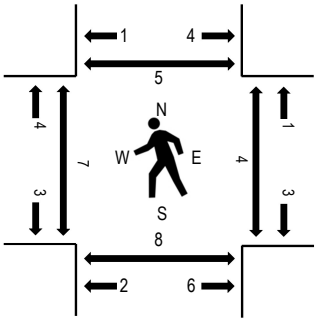
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LOS GATOS ALMADEN RD Eastbound				LOS GATOS ALMADEN RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	7	6	0	54	3	50	6	3	181	66	8	69	227	6	689	2,666	1	0	0	2
4:15 PM	0	6	3	9	0	36	1	50	5	9	177	47	6	75	229	6	659	2,687	2	4	0	2
4:30 PM	0	8	5	4	0	41	0	30	6	4	175	48	7	67	192	8	595	2,694	2	1	2	1
4:45 PM	0	8	5	7	0	40	3	55	9	1	191	62	3	89	243	7	723	2,693	2	0	2	1
5:00 PM	0	8	6	5	0	41	3	40	6	5	192	64	7	82	242	9	710	2,594	1	2	2	3
5:15 PM	0	14	3	3	0	39	3	54	3	6	153	72	5	85	221	5	666		2	1	2	0
5:30 PM	0	4	0	11	0	41	2	38	5	9	129	48	2	72	221	12	594		3	1	2	2
5:45 PM	0	3	3	3	0	40	5	42	2	3	158	58	4	84	209	10	624		2	1	0	0

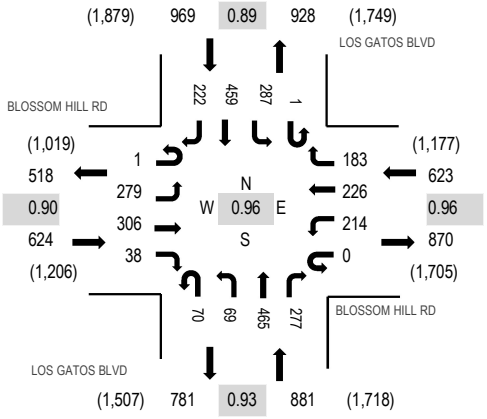
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	36	19	19	0	161	9	178	24	16	703	244	22	322	888	28	2,669
Mediums	0	2	0	0	0	0	0	1	0	0	8	2	0	1	9	1	24
Total	0	38	19	19	0	161	9	179	24	16	711	246	22	323	898	29	2,694

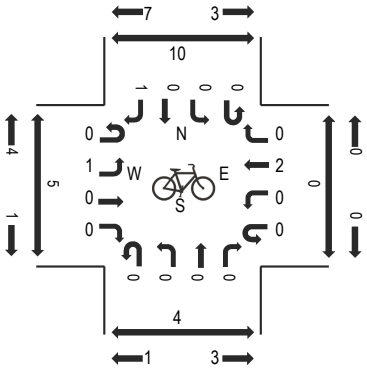
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 LOS GATOS BLVD & BLOSSOM HILL RD PM
Date: Wednesday, April 27, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

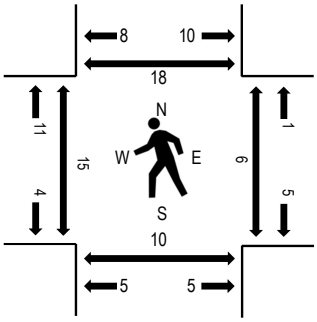
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BLOSSOM HILL RD Eastbound				BLOSSOM HILL RD Westbound				LOS GATOS BLVD Northbound				LOS GATOS BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	76	91	8	0	60	40	44	18	15	119	58	1	79	148	50	807	3,096	3	2	3	5
4:15 PM	0	69	93	10	0	57	57	49	24	26	108	57	0	70	120	42	782	3,097	3	0	2	3
4:30 PM	0	59	71	10	0	50	58	54	16	13	103	75	0	81	87	60	737	3,059	5	4	4	5
4:45 PM	0	66	66	8	0	53	51	37	15	15	136	75	0	69	121	58	770	3,019	1	2	1	1
5:00 PM	1	85	76	10	0	54	60	43	15	15	118	70	1	67	131	62	808	2,884	6	0	3	9
5:15 PM	0	71	81	9	0	54	59	23	19	28	117	68	0	68	90	57	744		4	2	2	6
5:30 PM	0	65	72	11	0	53	56	33	5	17	89	73	0	69	100	54	697		1	2	2	4
5:45 PM	0	46	44	8	0	51	46	35	14	27	102	68	0	64	78	52	635		3	1	3	5

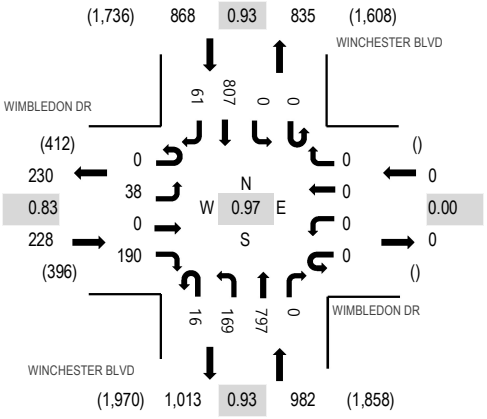
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	277	303	38	0	213	226	181	70	68	460	273	1	287	455	221	3,074
Mediums	0	2	2	0	0	1	0	2	0	1	5	4	0	0	4	1	22
Total	1	279	306	38	0	214	226	183	70	69	465	277	1	287	459	222	3,097

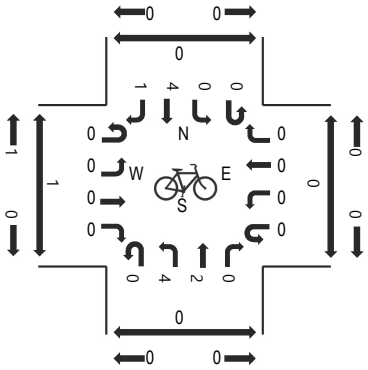
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINCHESTER BLVD & WIMBLEDON DR PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

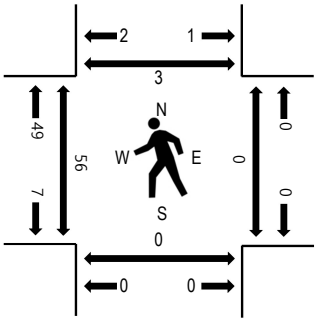
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WIMBLEDON DR Eastbound				WIMBLEDON DR Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	0	32	0	0	0	0	0	20	199	0	0	0	226	12	497	1,952	1	0	0	5
4:15 PM	0	8	0	26	0	0	0	0	1	40	190	0	0	0	202	10	477	1,993	2	0	0	0
4:30 PM	0	8	0	36	0	0	0	0	0	37	180	0	0	0	190	18	469	2,048	2	0	0	4
4:45 PM	0	13	0	56	0	0	0	0	2	40	170	0	0	0	213	15	509	2,078	7	0	0	2
5:00 PM	0	8	0	48	0	0	0	0	5	39	220	0	0	0	202	16	538	2,038	11	0	0	0
5:15 PM	0	10	0	45	0	0	0	0	1	48	212	0	0	0	204	12	532		15	0	0	1
5:30 PM	0	7	0	41	0	0	0	0	8	42	195	0	0	0	188	18	499		23	0	0	0
5:45 PM	0	6	0	44	0	0	0	0	4	31	174	0	0	0	196	14	469		24	0	0	1

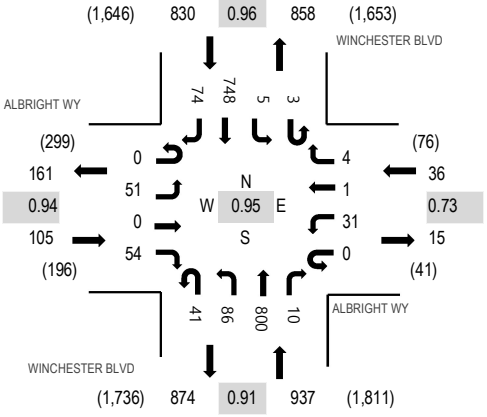
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	38	0	190	0	0	0	0	16	169	792	0	0	0	800	61	2,066
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Total	0	38	0	190	0	0	0	0	16	169	797	0	0	0	807	61	2,078

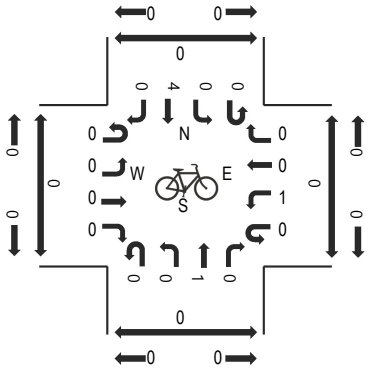
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WINCHESTER BLVD & ALBRIGHT WY PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

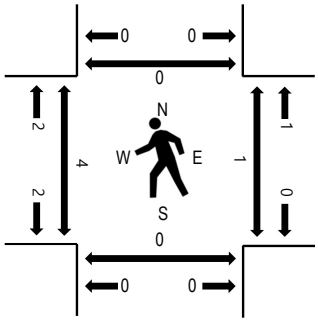
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ALBRIGHT WY Eastbound				ALBRIGHT WY Westbound				WINCHESTER BLVD Northbound				WINCHESTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	0	9	0	12	0	0	10	19	192	5	0	1	208	12	475	1,851	1	1	0	0
4:15 PM	0	14	0	11	0	9	0	0	7	8	205	2	0	2	184	27	469	1,877	0	0	0	0
4:30 PM	0	13	0	14	0	6	0	1	13	12	192	4	1	1	184	14	455	1,908	2	1	0	0
4:45 PM	0	14	0	14	0	4	0	1	5	28	163	1	1	2	201	18	452	1,904	0	0	0	0
5:00 PM	0	14	0	10	0	10	0	1	11	21	226	3	1	0	183	21	501	1,878	1	0	0	0
5:15 PM	0	10	0	16	0	11	1	1	12	25	219	2	0	2	180	21	500		1	0	0	0
5:30 PM	0	7	0	14	0	13	1	1	9	23	191	7	1	1	168	15	451		0	0	0	0
5:45 PM	0	16	0	13	0	4	0	0	12	16	160	8	1	0	179	17	426		0	0	0	0

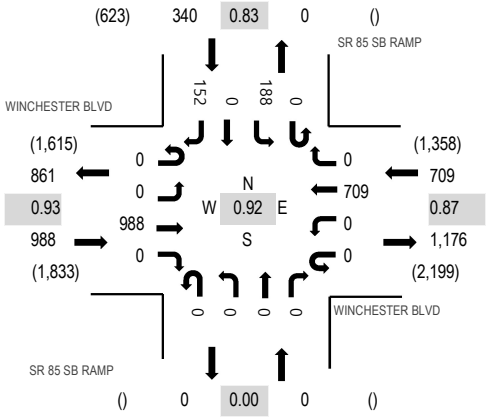
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	51	0	54	0	31	1	4	41	86	794	10	3	4	740	74	1,893
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	1	8	0	15
Total	0	51	0	54	0	31	1	4	41	86	800	10	3	5	748	74	1,908

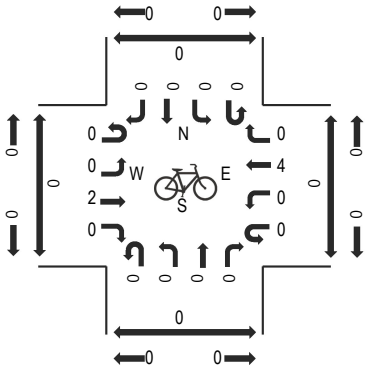
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 85 SB RAMP & WINCHESTER BLVD PM
Date: Tuesday, March 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

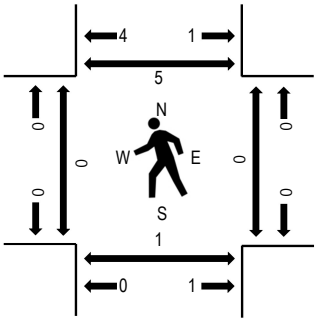
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 SB RAMP Northbound				SR 85 SB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	213	0	1	0	161	0	0	0	0	0	0	46	0	21	442	1,839	0	0	0	1
4:15 PM	0	0	224	0	0	0	165	0	0	0	0	0	0	41	0	27	457	1,949	0	0	0	1
4:30 PM	0	0	218	0	0	0	181	0	0	0	0	0	0	39	0	31	469	2,023	0	0	0	0
4:45 PM	0	0	234	0	0	0	162	0	0	0	0	0	0	33	0	42	471	2,037	0	0	0	1
5:00 PM	0	0	261	0	0	0	206	0	0	0	0	0	0	55	0	30	552	1,975	0	0	1	2
5:15 PM	0	0	265	0	0	0	163	0	0	0	0	0	0	58	0	45	531		0	0	0	1
5:30 PM	0	0	228	0	0	0	178	0	0	0	0	0	0	42	0	35	483		0	0	0	1
5:45 PM	0	0	190	0	0	0	141	0	0	0	0	0	0	51	0	27	409		0	0	0	2

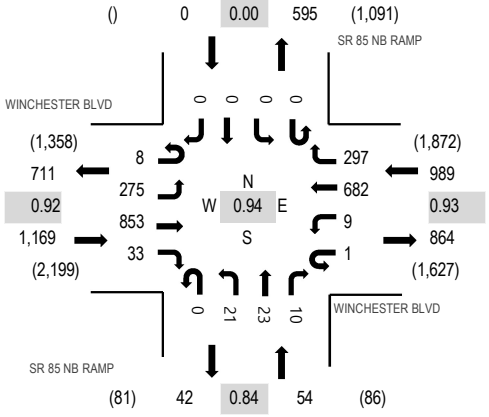
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	980	0	0	0	703	0	0	0	0	0	0	180	0	151	2,014
Mediums	0	0	8	0	0	0	6	0	0	0	0	0	0	8	0	1	23
Total	0	0	988	0	0	0	709	0	0	0	0	0	0	188	0	152	2,037

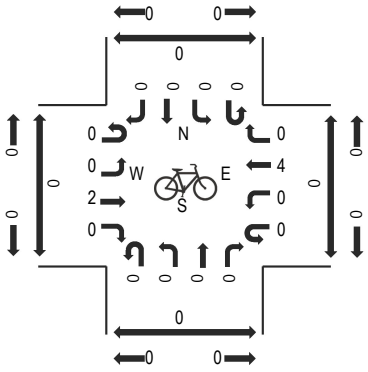
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 85 NB RAMP & WINCHESTER BLVD PM
Date: Tuesday, March 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

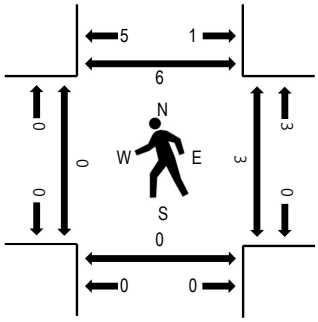
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINCHESTER BLVD Eastbound				WINCHESTER BLVD Westbound				SR 85 NB RAMP Northbound				SR 85 NB RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	2	54	195	8	0	3	171	58	0	2	2	3	0	0	0	0	498	1,998	0	1	0	1
4:15 PM	1	57	202	6	1	2	161	58	0	4	1	2	0	0	0	0	495	2,089	0	0	0	1
4:30 PM	4	70	172	10	2	2	160	69	0	3	4	0	0	0	0	0	496	2,161	0	0	0	0
4:45 PM	0	50	212	6	0	1	156	72	0	6	2	4	0	0	0	0	509	2,212	0	0	0	1
5:00 PM	4	79	217	9	0	1	200	66	0	6	3	4	0	0	0	0	589	2,159	0	2	0	3
5:15 PM	4	76	231	7	0	2	150	81	0	5	11	0	0	0	0	0	567		0	0	0	1
5:30 PM	0	70	193	11	1	5	176	78	0	4	7	2	0	0	0	0	547		0	1	0	1
5:45 PM	3	59	180	7	1	1	132	62	0	4	2	5	0	0	0	0	456		0	2	0	2

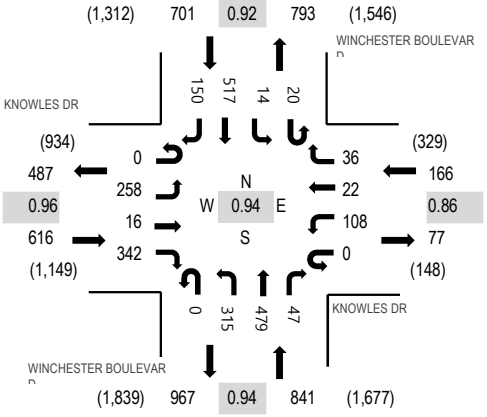
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	8	272	841	33	1	9	676	296	0	21	23	10	0	0	0	0	2,190
Mediums	0	3	12	0	0	0	6	1	0	0	0	0	0	0	0	0	22
Total	8	275	853	33	1	9	682	297	0	21	23	10	0	0	0	0	2,212

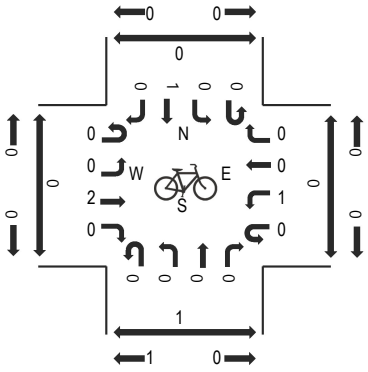
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 WINCHESTER BOULEVARD & KNOWLES DR PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

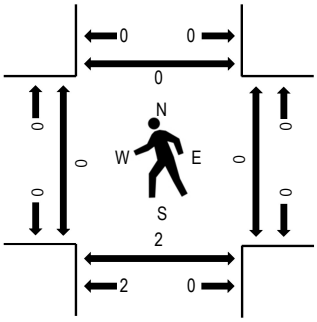
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	KNOWLES DR Eastbound				KNOWLES DR Westbound				WINCHESTER BOULEVARD Northbound				WINCHESTER BOULEVARD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	69	4	73	0	23	2	7	0	72	137	11	1	3	148	39	589	2,292	0	0	0	0
4:15 PM	0	58	8	81	0	19	5	10	0	89	118	13	2	2	128	44	577	2,324	0	0	1	0
4:30 PM	0	66	2	87	0	27	8	10	0	73	120	14	8	5	120	42	582	2,312	0	0	0	0
4:45 PM	0	59	2	92	0	28	2	3	0	82	109	6	2	6	122	31	544	2,250	0	0	0	0
5:00 PM	0	75	4	82	0	34	7	13	0	71	132	14	8	1	147	33	621	2,175	0	0	1	0
5:15 PM	0	54	3	87	0	35	4	9	0	90	124	10	8	5	111	25	565		0	0	1	0
5:30 PM	0	60	8	78	0	25	11	13	0	79	106	7	1	5	99	28	520		0	0	1	0
5:45 PM	0	31	2	64	0	24	4	6	0	63	127	10	0	3	105	30	469		0	0	0	0

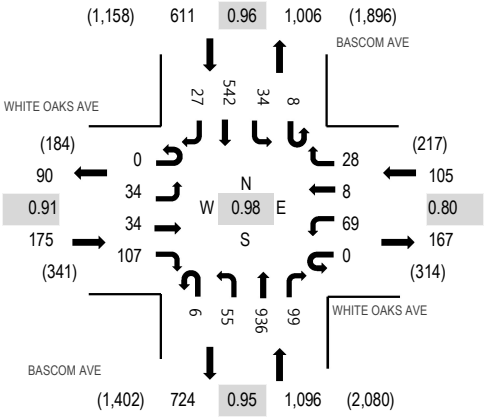
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	255	16	339	0	105	20	36	0	311	474	46	20	14	508	148	2,292
Mediums	0	3	0	3	0	3	2	0	0	4	5	1	0	0	9	2	32
Total	0	258	16	342	0	108	22	36	0	315	479	47	20	14	517	150	2,324

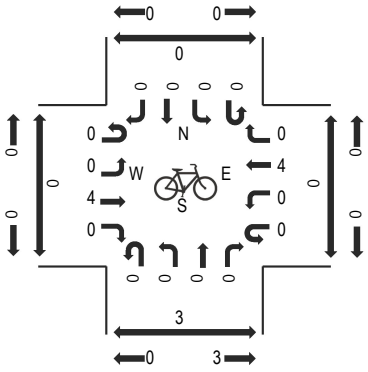
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BASCOM AVE & WHITE OAKS AVE PM
Date: Tuesday, March 5, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

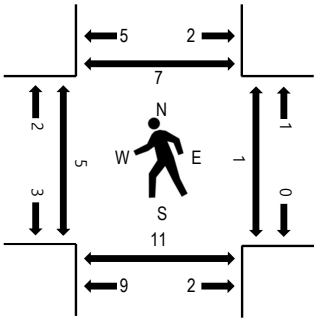
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WHITE OAKS AVE Eastbound				WHITE OAKS AVE Westbound				BASCOM AVE Northbound				BASCOM AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	8	30	0	13	2	6	0	12	240	20	3	11	129	6	488	1,987	1	0	2	1
4:15 PM	0	6	9	27	0	22	3	7	2	17	234	21	2	7	141	7	505	1,982	0	1	1	1
4:30 PM	0	12	10	27	0	16	3	7	1	14	229	31	2	7	131	5	495	1,987	1	0	8	0
4:45 PM	0	8	7	23	0	18	0	8	3	12	233	27	1	9	141	9	499	1,953	3	0	0	5
5:00 PM	0	6	8	35	0	17	3	4	2	16	221	18	1	7	135	10	483	1,809	0	1	2	3
5:15 PM	0	6	6	28	0	19	3	14	0	18	239	33	2	7	129	6	510		4	0	1	0
5:30 PM	0	6	5	29	0	18	5	6	1	14	218	27	1	8	117	6	461		0	0	2	0
5:45 PM	0	8	5	24	0	16	3	4	0	7	152	18	2	5	108	3	355		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	33	107	0	69	8	27	6	54	927	98	8	34	536	27	1,968
Mediums	0	0	1	0	0	0	0	1	0	1	9	1	0	0	6	0	19
Total	0	34	34	107	0	69	8	28	6	55	936	99	8	34	542	27	1,987

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Appendix C

Volume Summary Sheet

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Winchester Boulevard & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	247	391	1044	0	161	166	344	0	0	0	0	2353
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	3	4	38	0	0	0	15	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	15	4	0	1	4	0	0	0	0	0	24
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	8	8	0	1	1	0	0	0	0	0	18
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	8	27	50	0	2	5	18	0	0	0	0	110
Background Conditions	0	255	418	1094	0	163	171	362	0	0	0	0	2463
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	9	2	0	3	14	0	0	0	0	0	28
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	4	6	0	0	0	0	0	0	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	1	4	0	0	0	0	0	0	0	0	5
Total Approved Trips	0	0	14	12	0	3	14	0	0	0	0	0	43
Cumulative Conditions	0	255	432	1106	0	166	185	362	0	0	0	0	2506
Project Trips (Existing & Background)	0	0	9	20	0	6	3	0	0	0	0	0	38
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	9	20	0	6	3	0	0	0	0	0	38
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	247	400	1064	0	167	169	344	0	0	0	0	2391
Background + Project	0	255	427	1114	0	169	174	362	0	0	0	0	2501
Cumulative + Project	0	255	441	1126	0	172	188	362	0	0	0	0	2544

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: University Avenue & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	3	0	2	8	1028	220	101	0	168	105	443	3	2081
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	38	0	0	0	0	0	4	0	42
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	5	0	0	0	0	0	19	0	24
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	0	8	0	0	0	0	0	9	0	17
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	2	1	0	0	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	51	2	1	0	0	0	32	0	86
Background Conditions	3	0	2	8	1079	222	102	0	168	105	475	3	2167
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	5	0	0	0	0	0	23	0	28
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	0	0	6	0	0	0	0	0	4	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	0	0	4	0	0	0	0	0	1	0	5
Total Approved Trips	0	0	0	0	15	0	0	0	0	0	28	0	43
Cumulative Conditions	3	0	2	8	1094	222	102	0	168	105	503	3	2210
Project Trips (Existing & Background)	0	0	0	0	26	0	0	0	0	0	12	0	38
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	26	0	0	0	0	0	12	0	38
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	3	0	2	8	1054	220	101	0	168	105	455	3	2119
Background + Project	3	0	2	8	1105	222	102	0	168	105	487	3	2205
Cumulative + Project	3	0	2	8	1120	222	102	0	168	105	515	3	2248

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: SR 17 SB Ramps & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	658	22	668	98	771	28	35	13	15	5	606	84	3003
Approved Project Trips													
1700 Dell Avenue (Campbell)	16	0	0	0	22	0	0	0	0	0	2	2	42
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	31	5	5	0	0	0	0	0	19	0	60
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	10	6	8	0	0	0	0	0	9	0	33
15475 Los Gatos Boulevard	0	0	2	2	0	0	0	0	0	0	0	0	4
15860 Winchester Boulevard	2	0	0	0	0	0	0	0	0	0	0	1	3
15600-15659 Los Gatos Boulevard	0	0	9	0	0	0	0	0	0	0	0	0	9
Total Approved Trips	18	0	52	13	35	0	0	0	0	0	30	3	151
Background Conditions	676	22	720	111	806	28	35	13	15	5	636	87	3154
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	36	4	5	0	0	0	0	0	23	0	68
14926 Los Gatos Boulevard	0	0	0	1	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	0	5	4	6	0	0	0	0	0	4	0	19
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	5	9	0	0	0	0	0	0	0	0	14
15349-15376 Los Gatos Boulevard	0	0	1	3	0	0	0	0	0	0	0	0	4
North 40 Phase II Undeveloped Sites	0	0	1	3	4	0	0	0	0	0	1	0	9
Total Approved Trips	0	0	48	24	15	0	0	0	0	0	28	0	115
Cumulative Conditions	676	22	768	135	821	28	35	13	15	5	664	87	3269
Project Trips (Existing & Background)	0	0	10	11	26	0	0	0	0	0	12	0	59
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	10	11	26	0	0	0	0	0	12	0	59
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	658	22	678	109	797	28	35	13	15	5	618	84	3062
Background + Project	676	22	730	122	832	28	35	13	15	5	648	87	3213
Cumulative + Project	676	22	778	146	847	28	35	13	15	5	676	87	3328

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: SR 17 NB Ramps & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	727	741	0	198	0	148	0	1133	192	3139
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	9	0	0	0	13	0	2	0	24
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	9	10	0	20	0	0	0	50	0	89
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	9	14	0	6	0	0	0	19	0	48
15475 Los Gatos Boulevard	0	0	0	2	2	0	2	0	0	0	2	0	8
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	7	0	0	0	0	0	0	9	0	16
Total Approved Trips	0	0	0	27	35	0	28	0	13	0	82	0	185
Background Conditions	0	0	0	754	776	0	226	0	161	0	1215	192	3324
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	9	10	0	18	0	0	0	59	0	96
14926 Los Gatos Boulevard	0	0	0	1	1	0	1	0	0	0	0	0	3
14849 Los Gatos Boulevard	0	0	0	7	11	0	3	0	0	0	9	0	30
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	9	9	0	5	0	0	0	5	0	28
15349-15376 Los Gatos Boulevard	0	0	0	3	3	0	1	0	0	0	1	0	8
North 40 Phase II Undeveloped Sites	0	0	0	4	7	0	1	0	0	0	3	0	15
Total Approved Trips	0	0	0	33	41	0	29	0	0	0	77	0	180
Cumulative Conditions	0	0	0	787	817	0	255	0	161	0	1292	192	3504
Project Trips (Existing & Background)	0	0	0	24	37	0	5	0	0	0	22	0	88
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	24	37	0	5	0	0	0	22	0	88
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	0	0	751	778	0	203	0	148	0	1155	192	3227
Background + Project	0	0	0	778	813	0	231	0	161	0	1237	192	3412
Cumulative + Project	0	0	0	811	854	0	260	0	161	0	1314	192	3592

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Highland Oaks Drive/Turner Street & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	37	0	0	12	1432	0	20	0	0	16	1295	31	2843
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	19	0	0	0	0	0	70	0	89
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	8	0	0	3	15	0	0	0	0	0	20	4	50
15475 Los Gatos Boulevard	0	0	0	0	3	0	0	0	0	0	3	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	7	0	0	0	0	0	9	0	16
Total Approved Trips	8	0	0	3	44	0	0	0	0	0	102	4	161
Background Conditions	45	0	0	15	1476	0	20	0	0	16	1397	35	3004
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	19	0	0	0	0	0	77	0	96
14926 Los Gatos Boulevard	0	0	0	0	2	0	0	0	0	0	1	0	3
14849 Los Gatos Boulevard	0	0	0	0	17	0	0	0	0	0	12	0	29
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	19	0	0	0	0	0	10	0	29
15349-15376 Los Gatos Boulevard	0	0	0	0	5	0	0	0	0	0	2	0	7
North 40 Phase II Undeveloped Sites	0	0	0	0	11	0	0	0	0	0	4	0	15
Total Approved Trips	0	0	0	0	73	0	0	0	0	0	106	0	179
Cumulative Conditions	45	0	0	15	1549	0	20	0	0	16	1503	35	3183
Project Trips (Existing & Background)	0	0	0	0	61	0	0	0	0	0	27	0	88
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	61	0	0	0	0	0	27	0	88
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	37	0	0	12	1493	0	20	0	0	16	1322	31	2931
Background + Project	45	0	0	15	1537	0	20	0	0	16	1424	35	3092
Cumulative + Project	45	0	0	15	1610	0	20	0	0	16	1530	35	3271

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Bascom Avenue & SR 85 NB Ramps
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	280	693	0	157	0	241	0	467	280	0	0	0	2118
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	5	0	0	0	0	0	0	5
16160 E Mozart Avenue (Campbell)	1	2	0	0	0	0	0	2	0	0	0	0	5
Samaritian Medical Expansion (SJ ATI)	0	56	0	0	0	73	0	15	20	0	0	0	164
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	10	0	4	9	0	0	0	27
15475 Los Gatos Boulevard	0	0	0	0	0	2	0	0	2	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	1	0	0	0	6	0	1	4	0	0	0	12
Total Approved Trips	1	63	0	0	0	96	0	22	35	0	0	0	217
Background Conditions	281	756	0	157	0	337	0	489	315	0	0	0	2335
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	54	0	0	0	68	0	13	16	0	0	0	151
14926 Los Gatos Boulevard	0	0	0	0	0	1	0	1	1	0	0	0	3
14849 Los Gatos Boulevard	0	2	0	0	0	5	0	3	7	0	0	0	17
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	5	0	0	9	0	0	0	14
15349-15376 Los Gatos Boulevard	0	0	0	0	0	1	0	0	3	0	0	0	4
North 40 Phase II Undeveloped Sites	0	1	0	0	0	1	0	2	4	0	0	0	8
Total Approved Trips	0	57	0	0	0	81	0	19	40	0	0	0	197
Cumulative Conditions	281	813	0	157	0	418	0	508	355	0	0	0	2532
Project Trips (Existing & Background)	0	5	0	0	0	10	0	11	24	0	0	0	50
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	10	0	11	24	0	0	0	50
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	280	698	0	157	0	251	0	478	304	0	0	0	2168
Background + Project	281	761	0	157	0	347	0	500	339	0	0	0	2385
Cumulative + Project	281	818	0	157	0	428	0	519	379	0	0	0	2582

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	752	145	0	0	0	274	642	0	201	0	112	2126
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	1	0	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	2	0	0	0	0	0	0	0	0	0	2
Samaritian Medical Expansion (SJ ATI)	0	129	0	0	0	0	20	35	0	73	0	0	257
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	15	0	0	0	0	9	13	0	10	0	0	47
15475 Los Gatos Boulevard	0	2	0	0	0	0	2	2	0	2	0	0	8
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	7	0	0	0	0	4	5	0	7	0	0	23
Total Approved Trips	0	158	2	0	0	0	36	55	0	92	0	0	343
Background Conditions	0	910	147	0	0	0	310	697	0	293	0	112	2469
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	122	0	0	0	0	16	29	0	68	0	0	235
14926 Los Gatos Boulevard	0	1	0	0	0	0	1	2	0	1	0	0	5
14849 Los Gatos Boulevard	0	7	0	0	0	0	7	10	0	5	0	0	29
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	5	0	0	0	0	9	9	0	5	0	0	28
15349-15376 Los Gatos Boulevard	0	1	0	0	0	0	3	3	0	1	0	0	8
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	5	6	0	1	0	0	14
Total Approved Trips	0	138	0	0	0	0	41	59	0	81	0	0	319
Cumulative Conditions	0	1048	147	0	0	0	351	756	0	374	0	112	2788
Project Trips (Existing & Background)	0	15	0	0	0	0	26	35	0	10	0	0	86
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	15	0	0	0	0	26	35	0	10	0	0	86
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	767	145	0	0	0	300	677	0	211	0	112	2212
Background + Project	0	925	147	0	0	0	336	732	0	303	0	112	2555
Cumulative + Project	0	1063	147	0	0	0	377	791	0	384	0	112	2874

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Los Gatos Boulevard & Samaritan Drive/Burton Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	14	501	417	288	24	178	215	595	35	26	33	31	2357
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	0	1	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	203	55	0	24	87	0	0	0	0	0	369
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	24	0	0	0	1	1	22	0	0	0	0	48
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	46	203	55	0	25	88	35	0	0	0	0	452
Background Conditions	14	547	620	343	24	203	303	630	35	26	33	31	2809
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	190	46	0	23	95	0	0	0	0	0	354
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	3	0	0	0	0	5
14849 Los Gatos Boulevard	0	12	0	0	0	1	0	8	19	0	0	8	48
North 40 Phase I Adjustment (approved, future network)	4	-4	0	0	1	-1	0	-4	0	0	0	4	0
North 40 Phase I Adjustment (occupied, future network)	2	-2	0	0	1	-1	-1	-5	0	0	1	5	0
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	3	0	0	0	0	0	0	0	5	17	1	11	37
Total Approved Trips	9	20	190	46	2	22	94	26	24	17	2	28	480
Cumulative Conditions	23	567	810	389	26	225	397	656	59	43	35	59	3289
Project Trips (Existing & Background)	0	25	0	0	0	1	3	61	20	0	0	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	-1	2	0	0	0	1
Project Trips (Cumulative)	5	20	0	0	0	1	0	15	20	0	3	46	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	-2	2	0	0	1	1
Existing + Project	14	526	417	288	24	179	218	655	57	26	33	31	2468
Background + Project	14	572	620	343	24	204	306	690	57	26	33	31	2920
Cumulative + Project	28	587	810	389	26	226	397	669	81	43	38	106	3400

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Los Gatos Boulevard & Walker Street
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	11	645	11	0	0	0	0	836	39	25	0	14	1581
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	5	0	0	0	0	0	1	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	26	0	0	0	0	0	0	0	31	27	0	23	107
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	26	46	0	0	0	0	0	100	31	27	0	23	253
Background Conditions	37	691	11	0	0	0	0	936	70	52	0	37	1834
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	3	0	0	0	0	0	2	0	0	0	0	5
14849 Los Gatos Boulevard	0	26	9	0	0	0	0	19	0	0	0	0	54
North 40 Phase I Adjustment (approved, future network)	-5	0	0	0	0	0	0	0	0	0	0	-4	-9
North 40 Phase I Adjustment (occupied, future network)	-3	0	0	0	0	0	0	0	0	0	0	-6	-9
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	-8	81	9	0	0	0	0	145	0	0	0	-10	217
Cumulative Conditions	29	772	20	0	0	0	0	1081	70	52	0	27	2051
Project Trips (Existing & Background)	0	78	52	0	0	0	0	20	20	17	0	12	199
Pass-By Trips (Existing & Background)	0	-1	1	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	78	3	0	0	0	0	20	20	17	0	12	150
Pass-By Trips (Cumulative)	0	-1	0	0	0	0	0	0	0	0	0	0	-1
Existing + Project	11	722	64	0	0	0	0	856	59	42	0	26	1780
Background + Project	37	768	64	0	0	0	0	956	90	69	0	49	2033
Cumulative + Project	29	849	23	0	0	0	0	1101	90	69	0	39	2200

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Los Gatos Boulevard & Lark Avenue
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	346	368	28	9	26	19	8	397	1041	841	25	443	3551
Approved Project Trips													
1700 Dell Avenue (Campbell)	5	0	0	0	0	0	0	0	4	1	0	1	11
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	19	5	0	0	0	0	0	17	0	0	0	70	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	15	12	0	0	0	0	0	11	3	0	0	20	61
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	3	3	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	7	10	0	0	40
Total Approved Trips	39	34	0	0	0	0	0	40	17	14	0	91	235
Background Conditions	385	402	28	9	26	19	8	437	1058	855	25	534	3786
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	19	4	0	0	0	0	0	18	0	0	0	77	118
14926 Los Gatos Boulevard	2	1	0	0	0	0	0	1	0	0	0	1	5
14849 Los Gatos Boulevard	17	9	0	0	0	0	0	7	0	0	0	12	45
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	23	10	0	0	62
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	5	2	0	0	14
North 40 Phase II Undeveloped Sites	11	6	0	0	0	0	0	2	0	0	0	4	23
Total Approved Trips	49	32	0	0	0	0	0	52	28	12	0	94	267
Cumulative Conditions	434	434	28	9	26	19	8	489	1086	867	25	628	4053
Project Trips (Existing & Background)	61	34	0	0	0	0	0	13	0	0	0	27	135
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	61	34	0	0	0	0	0	13	0	0	0	27	135
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	407	402	28	9	26	19	8	410	1041	841	25	470	3686
Background + Project	446	436	28	9	26	19	8	450	1058	855	25	561	3921
Cumulative + Project	495	468	28	9	26	19	8	502	1086	867	25	655	4188

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Los Gatos Boulevard & Gateway Drive/Garden Lane
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	999	131	201	5	43	18	938	27	21	6	51	2460
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	17	0	0	0	0	22
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	10	2	0	0	2	0	12	0	0	0	0	26
15475 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	24	0	0	0	0	0	16	0	0	0	0	40
Total Approved Trips	0	45	2	0	0	2	0	51	0	0	0	0	100
Background Conditions	20	1044	133	201	5	45	18	989	27	21	6	51	2560
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	0	0	18	0	0	0	0	22
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	8	1	0	0	1	0	6	0	0	0	0	16
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	5	19	29	0	20	0	0	0	0	0	0	73
15349-15376 Los Gatos Boulevard	5	0	0	0	0	0	0	0	3	7	0	11	26
North 40 Phase II Undeveloped Sites	0	5	1	0	0	0	0	2	0	0	0	0	8
Total Approved Trips	5	23	21	29	0	21	0	26	3	7	0	11	146
Cumulative Conditions	25	1067	154	230	5	66	18	1015	30	28	6	62	2706
Project Trips (Existing & Background)	0	29	5	2	0	0	0	11	0	0	0	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	29	5	2	0	0	0	11	0	0	0	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	20	1028	136	203	5	43	18	949	27	21	6	51	2507
Background + Project	20	1073	138	203	5	45	18	1000	27	21	6	51	2607
Cumulative + Project	25	1096	159	232	5	66	18	1026	30	28	6	62	2753

Intersection Number: 12
Traffix Node Number: 12
Intersection Name: Los Gatos Boulevard & Village Square
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	904	83	4	0	10	27	950	28	0	0	0	2006
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	17	0	0	0	0	22
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	10	0	0	0	0	0	12	0	0	0	0	22
15475 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	24	0	0	0	0	0	16	0	0	0	0	40
Total Approved Trips	0	45	0	0	0	0	0	51	0	0	0	0	96
Background Conditions	0	949	83	4	0	10	27	1001	28	0	0	0	2102
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	0	0	18	0	0	0	0	22
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	8	0	0	0	0	0	6	0	0	0	0	14
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	25	0	0	0	0	0	13	0	0	0	0	38
15349-15376 Los Gatos Boulevard	0	7	0	0	0	0	0	3	0	0	0	0	10
North 40 Phase II Undeveloped Sites	0	5	0	0	0	0	0	2	0	0	0	0	7
Total Approved Trips	0	50	0	0	0	0	0	42	0	0	0	0	92
Cumulative Conditions	0	999	83	4	0	10	27	1043	28	0	0	0	2194
Project Trips (Existing & Background)	0	29	0	0	0	0	0	11	0	0	0	0	40
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	29	0	0	0	0	0	11	0	0	0	0	40
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	933	83	4	0	10	27	961	28	0	0	0	2046
Background + Project	0	978	83	4	0	10	27	1012	28	0	0	0	2142
Cumulative + Project	0	1028	83	4	0	10	27	1054	28	0	0	0	2234

Intersection Number: 13
Traffix Node Number: 13
Intersection Name: Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	11	727	155	279	7	173	111	734	43	24	9	19	2292
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	3	12	17	0	0	0	0	37
400 Blossom Hill Road	0	0	0	0	0	1	0	0	0	0	0	0	1
16212 Los Gatos Boulevard	0	0	0	0	0	1	1	0	0	0	0	0	2
North 40 Phase I	0	8	3	0	0	3	0	8	0	0	0	0	22
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	24	0	0	24	0	34	0	0	0	0	82
Total Approved Trips	0	16	27	0	0	32	13	62	0	0	0	0	150
Background Conditions	11	743	182	279	7	205	124	796	43	24	9	19	2442
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	4	0	0	0	1	5	18	0	0	0	0	28
14926 Los Gatos Boulevard	0	1	1	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	6	2	0	0	2	0	4	0	0	0	0	14
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	19	6	3	0	0	0	10	0	0	0	0	38
15349-15376 Los Gatos Boulevard	0	5	2	1	0	0	0	2	0	0	0	0	10
North 40 Phase II Undeveloped Sites	0	4	1	0	0	0	0	1	0	0	0	0	6
Total Approved Trips	0	39	12	4	0	3	5	35	0	0	0	0	98
Cumulative Conditions	11	782	194	283	7	208	129	831	43	24	9	19	2540
Project Trips (Existing & Background)	0	21	8	3	0	0	0	8	0	0	0	0	40
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	21	8	3	0	0	0	8	0	0	0	0	40
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	11	748	163	282	7	173	111	742	43	24	9	19	2332
Background + Project	11	764	190	282	7	205	124	804	43	24	9	19	2482
Cumulative + Project	11	803	202	286	7	208	129	839	43	24	9	19	2580

Intersection Number: 14
Traffix Node Number: 14
Intersection Name: Los Gatos Boulevard & Blossom Hill Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	200	433	205	256	388	250	147	419	167	42	143	205	2855
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	8	0	0	0	0	0	29	0	0	0	0	37
400 Blossom Hill Road	1	0	0	0	1	0	0	0	1	0	0	0	3
16212 Los Gatos Boulevard	0	1	0	0	0	1	1	1	1	1	0	0	6
North 40 Phase I	0	3	5	0	0	5	0	3	0	0	0	0	16
15475 Los Gatos Boulevard	2	0	1	1	0	0	0	0	0	0	0	2	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	7	9	7	10	0	0	0	14	0	0	0	10	57
Total Approved Trips	10	21	13	11	1	6	1	47	2	1	0	12	125
Background Conditions	210	454	218	267	389	256	148	466	169	43	143	217	2980
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	5	0	0	0	0	0	18	0	0	0	0	23
14926 Los Gatos Boulevard	0	0	1	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	2	4	0	0	2	0	2	0	0	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	3	9	6	3	0	0	0	3	0	0	0	2	26
15349-15376 Los Gatos Boulevard	1	3	2	1	0	0	0	1	0	0	0	0	8
North 40 Phase II Undeveloped Sites	0	1	2	1	0	0	0	0	0	0	0	0	4
Total Approved Trips	4	20	15	5	0	2	0	24	0	0	0	2	72
Cumulative Conditions	214	474	233	272	389	258	148	490	169	43	143	219	3052
Project Trips (Existing & Background)	0	8	13	5	0	0	0	3	0	0	0	0	29
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	13	5	0	0	0	3	0	0	0	0	29
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	200	441	218	261	388	250	147	422	167	42	143	205	2884
Background + Project	210	462	231	272	389	256	148	469	169	43	143	217	3009
Cumulative + Project	214	482	246	277	389	258	148	493	169	43	143	219	3081

Intersection Number: 15
Traffix Node Number: 15
Intersection Name: Winchester Boulevard & Wimbledon Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	528	0	0	0	0	0	1371	124	131	0	51	2231
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	1	1	0	0	15
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	33	0	0	0	0	0	67	1	1	0	0	102
Background Conditions	26	561	0	0	0	0	0	1438	125	132	0	51	2333
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	1	1	0	0	10
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	1	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	10	2	1	0	0	26
Cumulative Conditions	26	574	0	0	0	0	0	1448	127	133	0	51	2359
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	3	1	0	0	29
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	3	1	0	0	29
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	26	536	0	0	0	0	0	1388	127	132	0	51	2260
Background + Project	26	569	0	0	0	0	0	1455	128	133	0	51	2362
Cumulative + Project	26	582	0	0	0	0	0	1465	130	134	0	51	2388

Intersection Number: 16
Traffix Node Number: 16
Intersection Name: Winchester Boulevard & Albright Way
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	65	492	37	0	1	16	78	1153	77	38	1	32	1990
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	0	60
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	5	0	0	0	0	0	3	0	0	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	33	0	0	0	0	0	67	0	0	0	0	100
Background Conditions	65	525	37	0	1	16	78	1220	77	38	1	32	2090
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	65	538	37	0	1	16	78	1230	77	38	1	32	2113
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	65	500	37	0	1	16	78	1170	77	38	1	32	2015
Background + Project	65	533	37	0	1	16	78	1237	77	38	1	32	2115
Cumulative + Project	65	546	37	0	1	16	78	1247	77	38	1	32	2138

Intersection Number: 17
Traffix Node Number: 17
Intersection Name: Winchester Boulevard & SR 85 SB Ramp
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	537	0	0	0	0	0	1152	0	362	0	293	2344
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	6	0	0	0	0	0	54	0	0	0	13	73
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	3	0	5	0	0	8
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	28	0	0	0	0	0	67	0	5	0	13	113
Background Conditions	0	565	0	0	0	0	0	1219	0	367	0	306	2457
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	0	578	0	0	0	0	0	1229	0	367	0	306	2480
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	545	0	0	0	0	0	1169	0	362	0	293	2369
Background + Project	0	573	0	0	0	0	0	1236	0	367	0	306	2482
Cumulative + Project	0	586	0	0	0	0	0	1246	0	367	0	306	2505

Intersection Number: 18
Traffix Node Number: 18
Intersection Name: Winchester Boulevard & SR 85 NB Ramp
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	298	499	6	15	15	22	17	1040	390	0	0	0	2302
Approved Project Trips													
1700 Dell Avenue (Campbell)	2	6	0	0	0	0	0	67	0	0	0	0	75
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	15	0	0	0	0	0	4	0	0	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	7	0	0	0	0	0	6	0	0	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	3	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	28	0	0	0	0	0	77	3	0	0	0	110
Background Conditions	300	527	6	15	15	22	17	1117	393	0	0	0	2412
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	9	0	0	0	0	0	2	0	0	0	0	11
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	3	0	0	0	0	0	5	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	3	0	0	0	0	4
Total Approved Trips	0	13	0	0	0	0	0	10	0	0	0	0	23
Cumulative Conditions	300	540	6	15	15	22	17	1127	393	0	0	0	2435
Project Trips (Existing & Background)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	8	0	0	0	0	0	17	0	0	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	298	507	6	15	15	22	17	1057	390	0	0	0	2327
Background + Project	300	535	6	15	15	22	17	1134	393	0	0	0	2437
Cumulative + Project	300	548	6	15	15	22	17	1144	393	0	0	0	2460

Intersection Number: 19
Traffix Node Number: 19
Intersection Name: Winchester Boulevard & Knowles Drive
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	294	437	30	17	26	51	164	495	411	256	33	290	2504
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	8	1	0	8	67	0	0	0	3	0	87
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	8	0	0	0	0	0	2	2	7	0	0	19
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	0	0	4	2	3	0	0	13
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	12	8	1	0	8	67	6	4	10	3	0	119
Background Conditions	294	449	38	18	26	59	231	501	415	266	36	290	2623
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	5	0	0	0	0	0	1	1	5	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	2	0	0	0	0	0	3	2	1	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	2	1	0	0	0	4
Total Approved Trips	0	8	0	0	0	0	0	6	4	6	0	0	24
Cumulative Conditions	294	457	38	18	26	59	231	507	419	272	36	290	2647
Project Trips (Existing & Background)	0	5	0	0	0	0	0	11	6	3	0	0	25
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	0	0	11	6	3	0	0	25
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	294	442	30	17	26	51	164	506	417	259	33	290	2529
Background + Project	294	454	38	18	26	59	231	512	421	269	36	290	2648
Cumulative + Project	294	462	38	18	26	59	231	518	425	275	36	290	2672

Intersection Number: 20
Traffix Node Number: 20
Intersection Name: Bascom Avenue & White Oaks Avenue/White Oaks Road
Peak Hour: AM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	36	776	26	65	39	149	69	623	64	106	24	38	2015
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	1	0	0	0	0	0	2	0	0	0	0	3
Samaritian Medical Expansion (SJ ATI)	0	48	0	0	0	8	2	13	0	0	0	0	71
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	4	0	0	0	0	0	4	0	0	0	0	8
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
Total Approved Trips	0	54	0	0	0	8	2	20	0	0	0	0	84
Background Conditions	36	830	26	65	39	157	71	643	64	106	24	38	2099
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	45	0	0	0	9	2	11	0	0	0	0	67
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	1	0	0	0	0	1
14849 Los Gatos Boulevard	0	2	0	0	0	0	0	3	0	0	0	0	5
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	1	0	0	0	0	0	2	0	0	0	0	3
Total Approved Trips	0	48	0	0	0	9	2	17	0	0	0	0	76
Cumulative Conditions	36	878	26	65	39	166	73	660	64	106	24	38	2175
Project Trips (Existing & Background)	0	5	0	0	0	0	0	11	0	0	0	0	16
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	5	0	0	0	0	0	11	0	0	0	0	16
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	36	781	26	65	39	149	69	634	64	106	24	38	2031
Background + Project	36	835	26	65	39	157	71	654	64	106	24	38	2115
Cumulative + Project	36	883	26	65	39	166	73	671	64	106	24	38	2191

Intersection Number: 21
Traffix Node Number: 21
Intersection Name: Los Gatos Boulevard & C5 Street
Peak Hour: AM
Count Date: n/a
Date of Analysis: 04/01/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	705	0	0	0	0	0	850	0	0	0	0	1555
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	26	0	0	0	0	0	23	0	0	0	0	49
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	67	0	0	0	0	0	122	0	0	0	0	189
Background Conditions	0	772	0	0	0	0	0	972	0	0	0	0	1744
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	31	0	0	0	0	0	0	27	0	35	0	0	93
North 40 Phase I Adjustment (approved, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
North 40 Phase I Adjustment (occupied, future network)	0	-2	0	0	0	0	0	-6	0	0	0	0	-8
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	31	44	0	0	0	0	0	141	0	35	0	0	251
Cumulative Conditions	31	816	0	0	0	0	0	1113	0	35	0	0	1995
Project Trips (Existing & Background)	29	17	0	0	0	0	0	84	0	101	0	0	231
Pass-By Trips (Existing & Background)	1	1	0	0	0	0	0	1	0	1	0	0	4
Project Trips (Cumulative)	16	17	0	0	0	0	0	35	0	56	0	0	124
Pass-By Trips (Cumulative)	1	1	0	0	0	0	0	0	0	0	0	0	2
Existing + Project	30	723	0	0	0	0	0	935	0	102	0	0	1790
Background + Project	30	790	0	0	0	0	0	1057	0	102	0	0	1979
Cumulative + Project	48	834	0	0	0	0	0	1148	0	91	0	0	2121

Intersection Number: 22
Traffix Node Number: 22
Intersection Name: Los Gatos Boulevard & C2 Street
Peak Hour: AM
Count Date: n/a
Date of Analysis: 04/01/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	705	0	0	0	0	0	850	0	0	0	0	1555
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	24	0	0	0	0	0	87	0	0	0	0	111
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	26	0	0	0	0	0	23	0	0	0	0	49
15475 Los Gatos Boulevard	0	3	0	0	0	0	0	3	0	0	0	0	6
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	14	0	0	0	0	0	9	0	0	0	0	23
Total Approved Trips	0	67	0	0	0	0	0	122	0	0	0	0	189
Background Conditions	0	772	0	0	0	0	0	972	0	0	0	0	1744
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	23	0	0	0	0	0	95	0	0	0	0	118
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	35	0	0	0	0	0	27	0	0	0	0	62
North 40 Phase I Adjustment (approved, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
North 40 Phase I Adjustment (occupied, future network)	0	-2	0	0	0	0	0	-6	0	0	0	0	-8
15300-15330 Los Gatos Boulevard	0	10	0	0	0	0	0	19	0	0	0	0	29
15349-15376 Los Gatos Boulevard	0	2	0	0	0	0	0	5	0	0	0	0	7
North 40 Phase II Undeveloped Sites	0	17	0	0	0	0	0	5	0	0	0	0	22
Total Approved Trips	0	79	0	0	0	0	0	141	0	0	0	0	220
Cumulative Conditions	0	851	0	0	0	0	0	1113	0	0	0	0	1964
Project Trips (Existing & Background)	17	101	0	0	0	0	0	84	0	29	0	0	231
Pass-By Trips (Existing & Background)	4	-2	0	0	0	0	0	1	0	2	0	0	5
Project Trips (Cumulative)	17	56	0	0	0	0	0	35	0	25	0	0	133
Pass-By Trips (Cumulative)	4	-3	0	0	0	0	0	0	0	2	0	0	3
Existing + Project	21	804	0	0	0	0	0	935	0	31	0	0	1791
Background + Project	21	871	0	0	0	0	0	1057	0	31	0	0	1980
Cumulative + Project	21	904	0	0	0	0	0	1148	0	27	0	0	2100

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Winchester Boulevard & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	338	690	680	0	222	139	283	0	0	0	0	2352
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	15	22	8	0	0	0	3	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	9	22	0	7	3	0	0	0	0	0	41
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	22	21	0	2	2	0	0	0	0	0	47
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	19	53	51	0	9	5	10	0	0	0	0	147
Background Conditions	0	357	743	731	0	231	144	293	0	0	0	0	2499
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	3	9	0	13	5	0	0	0	0	0	30
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	8	7	0	1	1	0	0	0	0	0	17
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	3	2	0	0	0	0	0	0	0	0	5
Total Approved Trips	0	0	14	18	0	14	6	0	0	0	0	0	52
Cumulative Conditions	0	357	757	749	0	245	150	293	0	0	0	0	2551
Project Trips (Existing & Background)	0	0	21	15	0	5	6	0	0	0	0	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	21	15	0	5	6	0	0	0	0	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	338	711	695	0	227	145	283	0	0	0	0	2399
Background + Project	0	357	764	746	0	236	150	293	0	0	0	0	2546
Cumulative + Project	0	357	778	764	0	250	156	293	0	0	0	0	2598

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: University Avenue & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	3	13	5	729	138	239	1	173	121	712	4	2138
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	8	0	0	0	0	0	22	0	30
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	29	0	0	0	0	0	12	0	41
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	0	22	0	0	0	0	0	24	0	46
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	1	2	0	0	0	0	0	3
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	59	1	2	0	0	0	58	0	120
Background Conditions	0	3	13	5	788	139	241	1	173	121	770	4	2258
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	22	0	0	0	0	0	8	0	30
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	0	0	0	7	0	0	0	0	0	9	0	16
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	0	0	0	2	0	0	0	0	0	3	0	5
Total Approved Trips	0	0	0	0	31	0	0	0	0	0	20	0	51
Cumulative Conditions	0	3	13	5	819	139	241	1	173	121	790	4	2309
Project Trips (Existing & Background)	0	0	0	0	20	0	0	0	0	0	27	0	47
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	20	0	0	0	0	0	27	0	47
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	3	13	5	749	138	239	1	173	121	739	4	2185
Background + Project	0	3	13	5	808	139	241	1	173	121	797	4	2305
Cumulative + Project	0	3	13	5	839	139	241	1	173	121	817	4	2356

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: SR 17 SB Ramps & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	468	19	850	103	523	34	34	7	10	6	961	77	3092
Approved Project Trips													
1700 Dell Avenue (Campbell)	3	0	0	0	4	0	0	0	0	0	9	13	29
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	19	30	29	0	0	0	0	0	12	0	90
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	26	16	22	0	0	0	0	0	24	0	88
15475 Los Gatos Boulevard	0	0	1	1	0	0	0	0	0	0	0	0	2
15860 Winchester Boulevard	1	0	0	0	0	0	0	0	0	0	0	2	3
15600-15659 Los Gatos Boulevard	0	0	19	0	0	0	0	0	0	0	0	0	19
Total Approved Trips	4	0	65	47	55	0	0	0	0	0	45	15	231
Background Conditions	472	19	915	150	578	34	34	7	10	6	1006	92	3323
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	12	18	22	0	0	0	0	0	8	0	60
14926 Los Gatos Boulevard	0	0	1	2	0	0	0	0	0	0	0	0	3
14849 Los Gatos Boulevard	0	0	10	5	7	0	0	0	0	0	9	0	31
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	12	10	0	0	0	0	0	0	0	0	22
15349-15376 Los Gatos Boulevard	0	0	3	2	0	0	0	0	0	0	0	0	5
North 40 Phase II Undeveloped Sites	0	0	4	2	2	0	0	0	0	0	3	0	11
Total Approved Trips	0	0	42	39	31	0	0	0	0	0	20	0	132
Cumulative Conditions	472	19	957	189	609	34	34	7	10	6	1026	92	3455
Project Trips (Existing & Background)	0	0	25	9	20	0	0	0	0	0	27	0	81
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	25	9	20	0	0	0	0	0	27	0	81
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	468	19	875	112	543	34	34	7	10	6	988	77	3173
Background + Project	472	19	940	159	598	34	34	7	10	6	1033	92	3404
Cumulative + Project	472	19	982	198	629	34	34	7	10	6	1053	92	3536

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: SR 17 NB Ramps & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	601	582	0	96	0	85	0	1602	285	3251
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	2	0	0	0	3	0	9	0	14
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	48	59	0	12	0	0	0	31	0	150
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	0	0	24	38	0	17	0	0	0	50	0	129
15475 Los Gatos Boulevard	0	0	0	1	1	0	1	0	0	0	1	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	19	0	0	0	0	0	0	19	0	38
Total Approved Trips	0	0	0	92	100	0	30	0	3	0	110	0	335
Background Conditions	0	0	0	693	682	0	126	0	88	0	1712	285	3586
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	35	40	0	6	0	0	0	20	0	101
14926 Los Gatos Boulevard	0	0	0	1	2	0	2	0	0	0	1	0	6
14849 Los Gatos Boulevard	0	0	0	8	13	0	6	0	0	0	19	0	46
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	10	10	0	12	0	0	0	12	0	44
15349-15376 Los Gatos Boulevard	0	0	0	2	2	0	3	0	0	0	3	0	10
North 40 Phase II Undeveloped Sites	0	0	0	2	4	0	2	0	0	0	7	0	15
Total Approved Trips	0	0	0	58	71	0	31	0	0	0	62	0	222
Cumulative Conditions	0	0	0	751	753	0	157	0	88	0	1774	285	3808
Project Trips (Existing & Background)	0	0	0	18	29	0	11	0	0	0	52	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	18	29	0	11	0	0	0	52	0	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	0	0	619	611	0	107	0	85	0	1654	285	3361
Background + Project	0	0	0	711	711	0	137	0	88	0	1764	285	3696
Cumulative + Project	0	0	0	769	782	0	168	0	88	0	1826	285	3918

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Highland Oaks Drive/Turner Street & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	0	0	15	1152	0	15	0	0	10	1653	20	2884
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	0	0	107	0	0	0	0	0	43	0	150
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	22	0	0	7	40	0	0	0	0	0	55	12	136
15475 Los Gatos Boulevard	0	0	0	0	1	0	0	0	0	0	1	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	19	0	0	0	0	0	19	0	38
Total Approved Trips	22	0	0	7	167	0	0	0	0	0	118	12	326
Background Conditions	41	0	0	22	1319	0	15	0	0	10	1771	32	3210
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	0	0	75	0	0	0	0	0	26	0	101
14926 Los Gatos Boulevard	0	0	0	0	3	0	0	0	0	0	4	0	7
14849 Los Gatos Boulevard	0	0	0	0	21	0	0	0	0	0	25	0	46
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	20	0	0	0	0	0	24	0	44
15349-15376 Los Gatos Boulevard	0	0	0	0	4	0	0	0	0	0	5	0	9
North 40 Phase II Undeveloped Sites	0	0	0	0	6	0	0	0	0	0	9	0	15
Total Approved Trips	0	0	0	0	129	0	0	0	0	0	93	0	222
Cumulative Conditions	41	0	0	22	1448	0	15	0	0	10	1864	32	3432
Project Trips (Existing & Background)	0	0	0	0	47	0	0	0	0	0	63	0	110
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	0	0	0	47	0	0	0	0	0	63	0	110
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	19	0	0	15	1199	0	15	0	0	10	1716	20	2994
Background + Project	41	0	0	22	1366	0	15	0	0	10	1834	32	3320
Cumulative + Project	41	0	0	22	1495	0	15	0	0	10	1927	32	3542

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Bascom Avenue & SR 85 NB Ramps
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	204	1104	0	208	0	235	0	1021	286	0	0	0	3058
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	1	0	0	0	0	0	0	1
16160 E Mozart Avenue (Campbell)	0	1	0	0	0	0	0	1	0	0	0	0	2
Samaritian Medical Expansion (SJ ATI)	0	34	0	0	0	45	0	85	112	0	0	0	276
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	27	0	11	24	0	0	0	74
15475 Los Gatos Boulevard	0	0	0	0	0	1	0	0	1	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	5	0	0	0	12	0	5	12	0	0	0	34
Total Approved Trips	0	52	0	0	0	86	0	102	149	0	0	0	389
Background Conditions	204	1156	0	208	0	321	0	1123	435	0	0	0	3447
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	23	0	53	66	0	0	0	160
14926 Los Gatos Boulevard	0	1	0	0	0	2	0	1	2	0	0	0	6
14849 Los Gatos Boulevard	0	4	0	0	0	10	0	4	8	0	0	0	26
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	12	0	0	10	0	0	0	22
15349-15376 Los Gatos Boulevard	0	0	0	0	0	3	0	0	2	0	0	0	5
North 40 Phase II Undeveloped Sites	0	2	0	0	0	4	0	1	2	0	0	0	9
Total Approved Trips	0	25	0	0	0	54	0	59	90	0	0	0	228
Cumulative Conditions	204	1181	0	208	0	375	0	1182	525	0	0	0	3675
Project Trips (Existing & Background)	0	11	0	0	0	26	0	9	18	0	0	0	64
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	26	0	9	18	0	0	0	64
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	204	1115	0	208	0	261	0	1030	304	0	0	0	3122
Background + Project	204	1167	0	208	0	347	0	1132	453	0	0	0	3511
Cumulative + Project	204	1192	0	208	0	401	0	1191	543	0	0	0	3739

Intersection Number: 7
Traffix Node Number: 7
Intersection Name: Los Gatos Boulevard/Bascom Avenue & SR 85 SB Ramps
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1109	243	0	0	0	512	989	0	319	36	309	3517
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	5	0	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	1	0	0	0	0	0	0	0	0	1	2
Samaritian Medical Expansion (SJ ATI)	0	79	0	0	0	0	113	198	0	45	0	0	435
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	39	0	0	0	0	26	35	0	26	0	0	126
15475 Los Gatos Boulevard	0	1	0	0	0	0	1	1	0	1	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	17	0	0	0	0	12	17	0	12	0	0	58
Total Approved Trips	0	137	1	0	0	0	157	251	0	84	0	1	631
Background Conditions	0	1246	244	0	0	0	669	1240	0	403	36	310	4148
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	41	0	0	0	0	66	120	0	23	0	0	250
14926 Los Gatos Boulevard	0	4	0	0	0	0	2	3	0	2	0	0	11
14849 Los Gatos Boulevard	0	15	0	0	0	0	8	12	0	10	0	0	45
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	12	0	0	0	0	10	10	0	12	0	0	44
15349-15376 Los Gatos Boulevard	0	3	0	0	0	0	2	2	0	3	0	0	10
North 40 Phase II Undeveloped Sites	0	6	0	0	0	0	3	4	0	4	0	0	17
Total Approved Trips	0	81	0	0	0	0	91	151	0	54	0	0	377
Cumulative Conditions	0	1327	244	0	0	0	760	1391	0	457	36	310	4525
Project Trips (Existing & Background)	0	37	0	0	0	0	20	27	0	25	0	0	109
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	37	0	0	0	0	20	27	0	25	0	0	109
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	1146	243	0	0	0	532	1016	0	344	36	309	3626
Background + Project	0	1283	244	0	0	0	689	1267	0	428	36	310	4257
Cumulative + Project	0	1364	244	0	0	0	780	1418	0	482	36	310	4634

Intersection Number: 8
Traffix Node Number: 8
Intersection Name: Los Gatos Boulevard & Samaritan Drive/Burton Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	6	875	540	479	9	255	238	1101	24	21	15	35	3598
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	0	5	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	0	124	311	0	134	54	0	0	0	0	0	623
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	65	0	0	0	3	3	61	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	96	124	311	0	137	57	96	0	0	0	0	821
Background Conditions	6	971	664	790	9	392	295	1197	24	21	15	35	4419
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	0	63	186	0	93	32	0	0	0	0	0	374
14926 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
14849 Los Gatos Boulevard	0	24	0	0	0	1	1	10	38	0	1	10	85
North 40 Phase I Adjustment (approved, future network)	12	-12	0	0	2	-2	-2	-11	0	0	2	11	0
North 40 Phase I Adjustment (occupied, future network)	5	-5	0	0	1	-1	-1	-3	0	0	1	3	0
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	9	0	0	0	0	0	0	0	14	10	0	6	39
Total Approved Trips	26	42	63	186	3	91	30	26	52	10	4	30	563
Cumulative Conditions	32	1013	727	976	12	483	325	1223	76	31	19	65	4982
Project Trips (Existing & Background)	0	62	0	0	0	3	2	47	49	0	0	0	163
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	4	0	0	0	4
Project Trips (Cumulative)	12	50	0	0	1	2	0	20	49	0	2	27	163
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	-3	4	0	0	3	4
Existing + Project	6	937	540	479	9	258	240	1148	77	21	15	35	3765
Background + Project	6	1033	664	790	9	395	297	1244	77	21	15	35	4586
Cumulative + Project	44	1063	727	976	13	485	325	1240	129	31	21	95	5149

Intersection Number: 9
Traffix Node Number: 9
Intersection Name: Los Gatos Boulevard & Walker Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 05/18/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	10	805	11	0	0	0	0	1108	22	11	0	12	1979
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	1	0	0	0	0	0	5	0	0	0	0	6
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	68	0	0	0	0	0	0	0	84	74	0	64	290
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	68	165	0	0	0	0	0	89	84	74	0	64	544
Background Conditions	78	970	11	0	0	0	0	1197	106	85	0	76	2523
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	6	0	0	0	0	0	6	0	0	0	0	12
14849 Los Gatos Boulevard	0	32	11	0	0	0	0	38	0	0	0	0	81
North 40 Phase I Adjustment (approved, future network)	-14	0	0	0	0	0	0	0	0	0	0	-13	-27
North 40 Phase I Adjustment (occupied, future network)	-6	0	0	0	0	0	0	0	0	0	0	-4	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	-20	170	11	0	0	0	0	114	0	0	0	-17	258
Cumulative Conditions	58	1140	22	0	0	0	0	1311	106	85	0	59	2781
Project Trips (Existing & Background)	0	60	40	0	0	0	0	49	48	13	0	9	219
Pass-By Trips (Existing & Background)	0	0	4	0	0	0	0	-1	1	0	0	1	5
Project Trips (Cumulative)	0	60	11	0	0	0	0	49	48	13	0	9	190
Pass-By Trips (Cumulative)	0	0	1	0	0	0	0	-1	1	0	0	1	2
Existing + Project	10	865	55	0	0	0	0	1156	71	24	0	22	2203
Background + Project	78	1030	55	0	0	0	0	1245	155	98	0	86	2747
Cumulative + Project	58	1200	34	0	0	0	0	1359	155	98	0	69	2973

Intersection Number: 10
Traffix Node Number: 10
Intersection Name: Los Gatos Boulevard & Lark Avenue
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 11/28/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	494	683	28	35	43	55	33	594	616	1181	40	599	4401
Approved Project Trips													
1700 Dell Avenue (Campbell)	1	0	0	0	0	0	0	0	1	4	0	5	11
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	107	27	0	0	0	0	0	11	0	0	0	43	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	40	34	0	0	0	0	0	29	7	0	0	55	165
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	1	1	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	19	19	0	0	96
Total Approved Trips	148	91	0	0	0	0	0	70	28	24	0	103	464
Background Conditions	642	774	28	35	43	55	33	664	644	1205	40	702	4865
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	75	18	0	0	0	0	0	6	0	0	0	26	125
14926 Los Gatos Boulevard	3	2	0	0	0	0	0	2	0	0	0	4	11
14849 Los Gatos Boulevard	21	11	0	0	0	0	0	13	0	0	0	25	70
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	37	24	0	0	105
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	4	5	0	0	18
North 40 Phase II Undeveloped Sites	6	3	0	0	0	0	0	5	0	0	0	9	23
Total Approved Trips	105	63	0	0	0	0	0	50	41	29	0	64	352
Cumulative Conditions	747	837	28	35	43	55	33	714	685	1234	40	766	5217
Project Trips (Existing & Background)	47	26	0	0	0	0	0	34	0	0	0	63	170
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	47	26	0	0	0	0	0	34	0	0	0	63	170
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	541	709	28	35	43	55	33	628	616	1181	40	662	4571
Background + Project	689	800	28	35	43	55	33	698	644	1205	40	765	5035
Cumulative + Project	794	863	28	35	43	55	33	748	685	1234	40	829	5387

Intersection Number: 11
Traffix Node Number: 11
Intersection Name: Los Gatos Boulevard & Gateway Drive/Garden Lane
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	38	1189	217	164	3	62	50	972	57	20	6	34	2812
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	0	0	11	0	0	0	0	38
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	29	5	0	0	5	0	31	0	0	0	0	70
15475 Los Gatos Boulevard	0	2	0	0	0	0	0	2	0	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	48	0	0	0	0	0	48	0	0	0	0	96
Total Approved Trips	0	106	5	0	0	5	0	92	0	0	0	0	208
Background Conditions	38	1295	222	164	3	67	50	1064	57	20	6	34	3020
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	0	0	6	0	0	0	0	24
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	10	2	0	0	2	0	12	0	0	0	0	26
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	17	47	14	0	10	0	0	0	0	0	0	88
15349-15376 Los Gatos Boulevard	11	0	0	0	0	0	0	0	7	5	0	8	31
North 40 Phase II Undeveloped Sites	0	3	0	0	0	1	0	4	0	0	0	0	8
Total Approved Trips	11	50	49	14	0	13	0	22	7	5	0	8	179
Cumulative Conditions	49	1345	271	178	3	80	50	1086	64	25	6	42	3199
Project Trips (Existing & Background)	0	22	4	5	0	0	0	29	0	0	0	0	60
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	22	4	5	0	0	0	29	0	0	0	0	60
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	38	1211	221	169	3	62	50	1001	57	20	6	34	2872
Background + Project	38	1317	226	169	3	67	50	1093	57	20	6	34	3080
Cumulative + Project	49	1367	275	183	3	80	50	1115	64	25	6	42	3259

Intersection Number: 12
Traffix Node Number: 12
Intersection Name: Los Gatos Boulevard & Village Square
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1044	159	23	0	104	83	923	34	0	0	0	2370
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	0	0	11	0	0	0	0	38
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	29	0	0	0	0	0	31	0	0	0	0	60
15475 Los Gatos Boulevard	0	2	0	0	0	0	0	2	0	0	0	0	4
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	48	0	0	0	0	0	48	0	0	0	0	96
Total Approved Trips	0	106	0	0	0	0	0	92	0	0	0	0	198
Background Conditions	0	1150	159	23	0	104	83	1015	34	0	0	0	2568
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	0	0	6	0	0	0	0	24
14926 Los Gatos Boulevard	0	2	0	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	10	0	0	0	0	0	12	0	0	0	0	22
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	27	0	0	0	0	0	32	0	0	0	0	59
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	7	0	0	0	0	12
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	4	0	0	0	0	7
Total Approved Trips	0	65	0	0	0	0	0	61	0	0	0	0	126
Cumulative Conditions	0	1215	159	23	0	104	83	1076	34	0	0	0	2694
Project Trips (Existing & Background)	0	22	0	0	0	0	0	29	0	0	0	0	51
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	22	0	0	0	0	0	29	0	0	0	0	51
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	1066	159	23	0	104	83	952	34	0	0	0	2421
Background + Project	0	1172	159	23	0	104	83	1044	34	0	0	0	2619
Cumulative + Project	0	1237	159	23	0	104	83	1105	34	0	0	0	2745

Intersection Number: 13
Traffix Node Number: 13
Intersection Name: Los Gatos Boulevard & Los Gatos Almaden Road/Chirco Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	29	898	345	179	9	161	246	711	40	19	19	38	2694
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	27	0	0	0	17	7	11	0	0	0	0	62
400 Blossom Hill Road	0	0	0	0	0	1	1	0	0	0	0	0	2
16212 Los Gatos Boulevard	0	0	0	0	0	2	2	0	0	0	0	0	4
North 40 Phase I	0	21	8	0	0	9	0	22	0	0	0	0	60
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	48	0	0	0	0	69	0	0	0	69	186
Total Approved Trips	0	49	56	0	0	29	10	103	0	0	0	69	316
Background Conditions	29	947	401	179	9	190	256	814	40	19	19	107	3010
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	18	0	0	0	4	2	6	0	0	0	0	30
14926 Los Gatos Boulevard	0	1	1	0	0	0	0	0	0	0	0	0	2
14849 Los Gatos Boulevard	0	7	3	0	0	3	0	8	0	0	0	0	21
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	20	6	8	0	0	0	24	0	0	0	0	58
15349-15376 Los Gatos Boulevard	0	4	1	2	0	0	0	5	0	0	0	0	12
North 40 Phase II Undeveloped Sites	0	2	1	0	0	1	0	3	0	0	0	0	7
Total Approved Trips	0	52	12	10	0	8	2	46	0	0	0	0	130
Cumulative Conditions	29	999	413	189	9	198	258	860	40	19	19	107	3140
Project Trips (Existing & Background)	0	16	6	8	0	0	0	21	0	0	0	0	51
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	16	6	8	0	0	0	21	0	0	0	0	51
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	29	914	351	187	9	161	246	732	40	19	19	38	2745
Background + Project	29	963	407	187	9	190	256	835	40	19	19	107	3061
Cumulative + Project	29	1015	419	197	9	198	258	881	40	19	19	107	3191

Intersection Number: 14
Traffix Node Number: 14
Intersection Name: Los Gatos Boulevard & Blossom Hill Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 04/27/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	222	459	288	183	226	214	277	465	139	38	306	280	3097
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	34	0	0	0	0	0	18	0	0	0	0	52
400 Blossom Hill Road	1	0	0	0	1	0	0	0	1	1	1	1	6
16212 Los Gatos Boulevard	0	2	0	0	0	2	2	2	2	2	0	0	12
North 40 Phase I	0	8	13	0	0	14	0	9	0	0	0	0	44
15475 Los Gatos Boulevard	1	0	0	0	0	0	0	0	0	0	0	1	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	21	27	21	21	0	0	0	27	0	0	0	21	138
Total Approved Trips	23	71	34	21	1	16	2	56	3	3	1	23	254
Background Conditions	245	530	322	204	227	230	279	521	142	41	307	303	3351
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	22	0	0	0	0	0	6	0	0	0	0	28
14926 Los Gatos Boulevard	0	0	1	0	0	0	0	0	0	0	0	0	1
14849 Los Gatos Boulevard	0	3	4	0	0	5	0	3	0	0	0	0	15
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	3	10	6	8	0	0	0	6	0	0	0	4	37
15349-15376 Los Gatos Boulevard	1	2	1	2	0	0	0	3	0	0	0	1	10
North 40 Phase II Undeveloped Sites	0	1	1	2	0	0	0	1	0	0	0	0	5
Total Approved Trips	4	38	13	12	0	5	0	19	0	0	0	5	96
Cumulative Conditions	249	568	335	216	227	235	279	540	142	41	307	308	3447
Project Trips (Existing & Background)	0	6	10	13	0	0	0	8	0	0	0	0	37
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	6	10	13	0	0	0	8	0	0	0	0	37
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	222	465	298	196	226	214	277	473	139	38	306	280	3134
Background + Project	245	536	332	217	227	230	279	529	142	41	307	303	3388
Cumulative + Project	249	574	345	229	227	235	279	548	142	41	307	308	3484

Intersection Number: 15
Traffix Node Number: 15
Intersection Name: Winchester Boulevard & Wimbledon Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	61	807	0	0	0	0	0	797	185	190	0	38	2078
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	3	3	0	0	43
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	69	0	0	0	0	0	58	3	3	0	0	133
Background Conditions	61	876	0	0	0	0	0	855	188	193	0	38	2211
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	1	1	0	0	15
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	1	1	0	0	32
Cumulative Conditions	61	889	0	0	0	0	0	872	189	194	0	38	2243
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	2	3	0	0	36
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	2	3	0	0	36
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	61	825	0	0	0	0	0	810	187	193	0	38	2114
Background + Project	61	894	0	0	0	0	0	868	190	196	0	38	2247
Cumulative + Project	61	907	0	0	0	0	0	885	191	197	0	38	2279

Intersection Number: 16
Traffix Node Number: 16
Intersection Name: Winchester Boulevard & Albright Way
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	74	748	8	4	1	31	10	800	127	54	0	51	1908
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	0	48
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	4	0	0	0	0	0	7	0	0	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	69	0	0	0	0	0	58	0	0	0	0	127
Background Conditions	74	817	8	4	1	31	10	858	127	54	0	51	2035
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	74	830	8	4	1	31	10	875	127	54	0	51	2065
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	74	766	8	4	1	31	10	813	127	54	0	51	1939
Background + Project	74	835	8	4	1	31	10	871	127	54	0	51	2066
Cumulative + Project	74	848	8	4	1	31	10	888	127	54	0	51	2096

Intersection Number: 17
Traffix Node Number: 17
Intersection Name: Winchester Boulevard & SR 85 SB Ramp
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	709	0	0	0	0	0	988	0	152	0	188	2037
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	37	0	0	0	0	0	11	0	0	0	3	51
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	7	0	4	0	0	11
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	65	0	0	0	0	0	58	0	4	0	3	130
Background Conditions	0	774	0	0	0	0	0	1046	0	156	0	191	2167
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	0	787	0	0	0	0	0	1063	0	156	0	191	2197
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	0	727	0	0	0	0	0	1001	0	152	0	188	2068
Background + Project	0	792	0	0	0	0	0	1059	0	156	0	191	2198
Cumulative + Project	0	805	0	0	0	0	0	1076	0	156	0	191	2228

Intersection Number: 18
Traffix Node Number: 18
Intersection Name: Winchester Boulevard & SR 85 NB Ramp
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/19/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	297	682	10	10	23	21	33	853	283	0	0	0	2212
Approved Project Trips													
1700 Dell Avenue (Campbell)	13	37	0	0	0	0	0	13	0	0	0	0	63
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	9	0	0	0	0	0	22	0	0	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	19	0	0	0	0	0	18	0	0	0	0	37
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	7	0	0	0	7
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	65	0	0	0	0	0	53	7	0	0	0	138
Background Conditions	310	747	10	10	23	21	33	906	290	0	0	0	2350
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	3	0	0	0	0	0	9	0	0	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	7	0	0	0	0	0	6	0	0	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Trips	0	13	0	0	0	0	0	17	0	0	0	0	30
Cumulative Conditions	310	760	10	10	23	21	33	923	290	0	0	0	2380
Project Trips (Existing & Background)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	18	0	0	0	0	0	13	0	0	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	297	700	10	10	23	21	33	866	283	0	0	0	2243
Background + Project	310	765	10	10	23	21	33	919	290	0	0	0	2381
Cumulative + Project	310	778	10	10	23	21	33	936	290	0	0	0	2411

Intersection Number: 19
Traffix Node Number: 19
Intersection Name: Winchester Boulevard & Knowles Drive
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	150	517	34	36	22	108	47	479	315	342	16	258	2324
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	2	8	3	50	13	0	0	0	1	0	77
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	5	0	0	0	0	0	11	11	4	0	0	31
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	0	0	11	6	7	0	0	36
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	17	2	8	3	50	13	22	17	11	1	0	144
Background Conditions	150	534	36	44	25	158	60	501	332	353	17	258	2468
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	2	0	0	0	0	0	4	4	2	0	0	12
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	4	0	0	0	0	0	4	2	3	0	0	13
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	0	1	1	1	0	0	5
Total Approved Trips	0	8	0	0	0	0	0	9	7	6	0	0	30
Cumulative Conditions	150	542	36	44	25	158	60	510	339	359	17	258	2498
Project Trips (Existing & Background)	0	11	0	0	0	0	0	8	5	7	0	0	31
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	0	0	8	5	7	0	0	31
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	150	528	34	36	22	108	47	487	320	349	16	258	2355
Background + Project	150	545	36	44	25	158	60	509	337	360	17	258	2499
Cumulative + Project	150	553	36	44	25	158	60	518	344	366	17	258	2529

Intersection Number: 20
Traffix Node Number: 20
Intersection Name: Bascom Avenue & White Oaks Avenue/White Oaks Road
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: 03/05/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	542	42	28	8	69	99	936	61	107	34	34	1987
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	2	0	0	0	0	0	1	1	0	0	0	4
Samaritian Medical Expansion (SJ ATI)	0	29	0	0	0	5	13	72	0	0	0	0	119
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	12	0	0	0	0	0	11	0	0	0	0	23
15475 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	5	0	0	0	0	0	5	0	0	0	0	10
Total Approved Trips	0	48	0	0	0	5	13	89	1	0	0	0	156
Background Conditions	27	590	42	28	8	74	112	1025	62	107	34	34	2143
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	15	0	0	0	3	9	44	0	0	0	0	71
14926 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
14849 Los Gatos Boulevard	0	4	0	0	0	0	0	4	0	0	0	0	8
North 40 Phase I Adjustment (approved, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I Adjustment (occupied, future network)	0	0	0	0	0	0	0	0	0	0	0	0	0
15300-15330 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15349-15376 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase II Undeveloped Sites	0	2	0	0	0	0	0	1	0	0	0	0	3
Total Approved Trips	0	22	0	0	0	3	9	50	0	0	0	0	84
Cumulative Conditions	27	612	42	28	8	77	121	1075	62	107	34	34	2227
Project Trips (Existing & Background)	0	11	0	0	0	0	0	9	0	0	0	0	20
Pass-By Trips (Existing & Background)	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips (Cumulative)	0	11	0	0	0	0	0	9	0	0	0	0	20
Pass-By Trips (Cumulative)	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing + Project	27	553	42	28	8	69	99	945	61	107	34	34	2007
Background + Project	27	601	42	28	8	74	112	1034	62	107	34	34	2163
Cumulative + Project	27	623	42	28	8	77	121	1084	62	107	34	34	2247

Intersection Number: 21
Traffix Node Number: 21
Intersection Name: Los Gatos Boulevard & C5 Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	826	0	0	0	0	0	1158	0	0	0	0	1984
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	68	0	0	0	0	0	64	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	232	0	0	0	0	0	148	0	0	0	0	380
Background Conditions	0	1058	0	0	0	0	0	1306	0	0	0	0	2364
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	64	0	0	0	0	0	0	49	0	42	0	0	155
North 40 Phase I Adjustment (approved, future network)	0	-13	0	0	0	0	0	-13	0	0	0	0	-26
North 40 Phase I Adjustment (occupied, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	64	113	0	0	0	0	0	102	0	42	0	0	321
Cumulative Conditions	64	1171	0	0	0	0	0	1408	0	42	0	0	2685
Project Trips (Existing & Background)	74	40	0	0	0	0	0	98	0	77	0	0	289
Pass-By Trips (Existing & Background)	2	2	0	0	0	0	0	4	0	4	0	0	12
Project Trips (Cumulative)	43	40	0	0	0	0	0	69	0	51	0	0	203
Pass-By Trips (Cumulative)	2	2	0	0	0	0	0	1	0	2	0	0	7
Existing + Project	76	868	0	0	0	0	0	1260	0	81	0	0	2285
Background + Project	76	1100	0	0	0	0	0	1408	0	81	0	0	2665
Cumulative + Project	109	1213	0	0	0	0	0	1478	0	95	0	0	2895

Intersection Number: 22
Traffix Node Number: 22
Intersection Name: Los Gatos Boulevard & C2 Street
Peak Hour: PM
Date of Analysis: 04/01/24
Count Date: n/a

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	826	0	0	0	0	0	1158	0	0	0	0	1984
Approved Project Trips													
1700 Dell Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
16160 E Mozart Avenue (Campbell)	0	0	0	0	0	0	0	0	0	0	0	0	0
Samaritian Medical Expansion (SJ ATI)	0	134	0	0	0	0	0	54	0	0	0	0	188
400 Blossom Hill Road	0	0	0	0	0	0	0	0	0	0	0	0	0
16212 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
North 40 Phase I	0	68	0	0	0	0	0	64	0	0	0	0	132
15475 Los Gatos Boulevard	0	1	0	0	0	0	0	1	0	0	0	0	2
15860 Winchester Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
15600-15659 Los Gatos Boulevard	0	29	0	0	0	0	0	29	0	0	0	0	58
Total Approved Trips	0	232	0	0	0	0	0	148	0	0	0	0	380
Background Conditions	0	1058	0	0	0	0	0	1306	0	0	0	0	2364
Pending Project Trips													
Good Samaritan Hospital (SJ Pending)	0	93	0	0	0	0	0	32	0	0	0	0	125
14926 Los Gatos Boulevard	0	0	0	0	0	0	0	0	0	0	0	0	0
14849 Los Gatos Boulevard	0	42	0	0	0	0	0	49	0	0	0	0	91
North 40 Phase I Adjustment (approved, future network)	0	-13	0	0	0	0	0	-13	0	0	0	0	-26
North 40 Phase I Adjustment (occupied, future network)	0	-6	0	0	0	0	0	-4	0	0	0	0	-10
15300-15330 Los Gatos Boulevard	0	24	0	0	0	0	0	20	0	0	0	0	44
15349-15376 Los Gatos Boulevard	0	5	0	0	0	0	0	4	0	0	0	0	9
North 40 Phase II Undeveloped Sites	0	10	0	0	0	0	0	14	0	0	0	0	24
Total Approved Trips	0	155	0	0	0	0	0	102	0	0	0	0	257
Cumulative Conditions	0	1213	0	0	0	0	0	1408	0	0	0	0	2621
Project Trips (Existing & Background)	40	77	0	0	0	0	0	98	0	23	0	0	238
Pass-By Trips (Existing & Background)	8	-2	0	0	0	0	0	4	0	6	0	0	16
Project Trips (Cumulative)	40	51	0	0	0	0	0	69	0	20	0	0	180
Pass-By Trips (Cumulative)	8	-4	0	0	0	0	0	1	0	5	0	0	10
Existing + Project	48	901	0	0	0	0	0	1260	0	29	0	0	2238
Background + Project	48	1133	0	0	0	0	0	1408	0	29	0	0	2618
Cumulative + Project	48	1260	0	0	0	0	0	1478	0	25	0	0	2811

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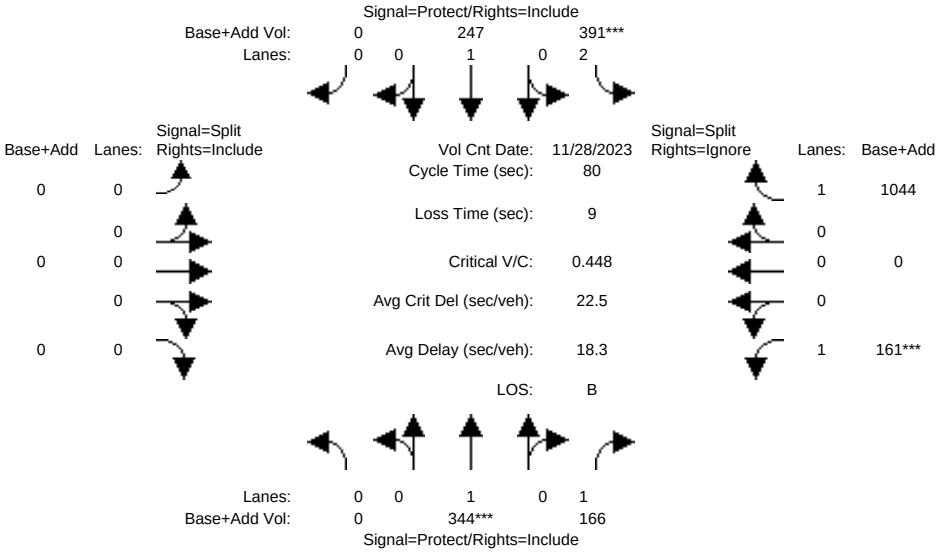
Appendix D

Level of Service Calculation

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 8:00 - 9:00 AM												
Base Vol:	0	344	166	391	247	0	0	0	0	161	0	1044
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	344	166	391	247	0	0	0	0	161	0	1044
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	166	391	247	0	0	0	0	161	0	1044
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	344	166	391	247	0	0	0	0	161	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	166	391	247	0	0	0	0	161	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	344	166	391	247	0	0	0	0	161	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.09	0.12	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.4	32.4	22.2	54.6	0.0	0.0	0.0	0.0	16.4	0.0	0.0
Volume/Cap:	0.00	0.45	0.23	0.45	0.19	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	17.7	15.8	24.2	4.7	0.0	0.0	0.0	0.0	28.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	15.8	24.2	4.7	0.0	0.0	0.0	0.0	28.7	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	3	5	2	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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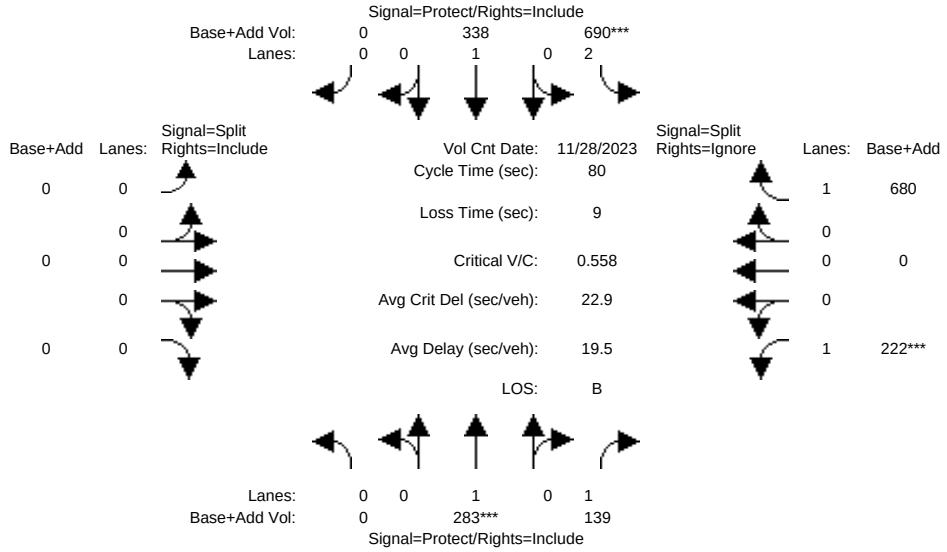
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	0	283	139	690	338	0	0	0	0	222	0	680
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	139	690	338	0	0	0	0	222	0	680
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	283	139	690	338	0	0	0	0	222	0	680
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	283	139	690	338	0	0	0	0	222	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	139	690	338	0	0	0	0	222	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	283	139	690	338	0	0	0	0	222	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.22	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.4	21.4	31.4	52.8	0.0	0.0	0.0	0.0	18.2	0.0	0.0
Volume/Cap:	0.00	0.56	0.30	0.56	0.27	0.00	0.00	0.00	0.00	0.56	0.00	0.00
Delay/Veh:	0.0	26.6	23.7	19.5	5.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.6	23.7	19.5	5.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	8	3	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

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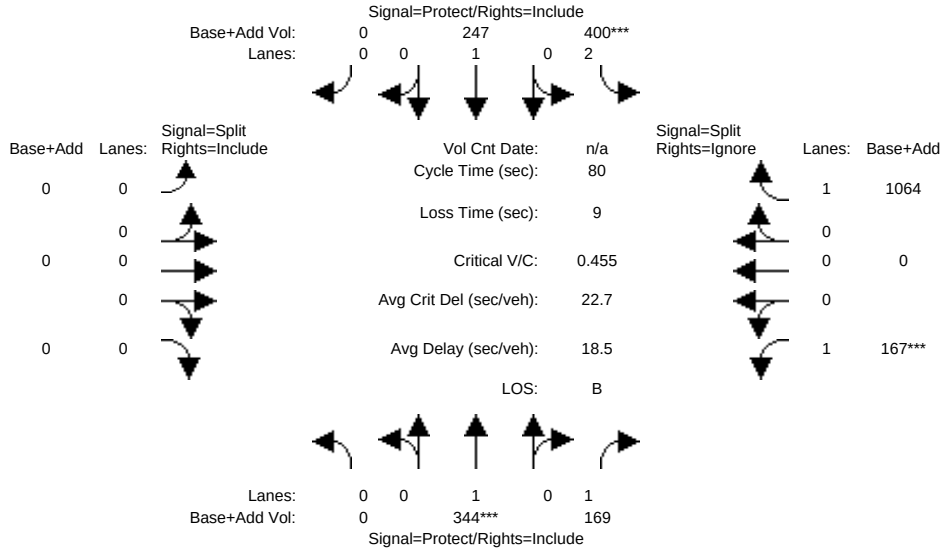
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	344	169	400	247	0	0	0	0	167	0	1064
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	344	169	400	247	0	0	0	0	167	0	1064
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	344	169	400	247	0	0	0	0	167	0	1064
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	344	169	400	247	0	0	0	0	167	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	169	400	247	0	0	0	0	167	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	344	169	400	247	0	0	0	0	167	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.13	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	31.9	31.9	22.3	54.2	0.0	0.0	0.0	0.0	16.8	0.0	0.0
Volume/Cap:	0.00	0.45	0.24	0.45	0.19	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	18.1	16.2	24.2	4.9	0.0	0.0	0.0	0.0	28.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	16.2	24.2	4.9	0.0	0.0	0.0	0.0	28.5	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	6	3	5	2	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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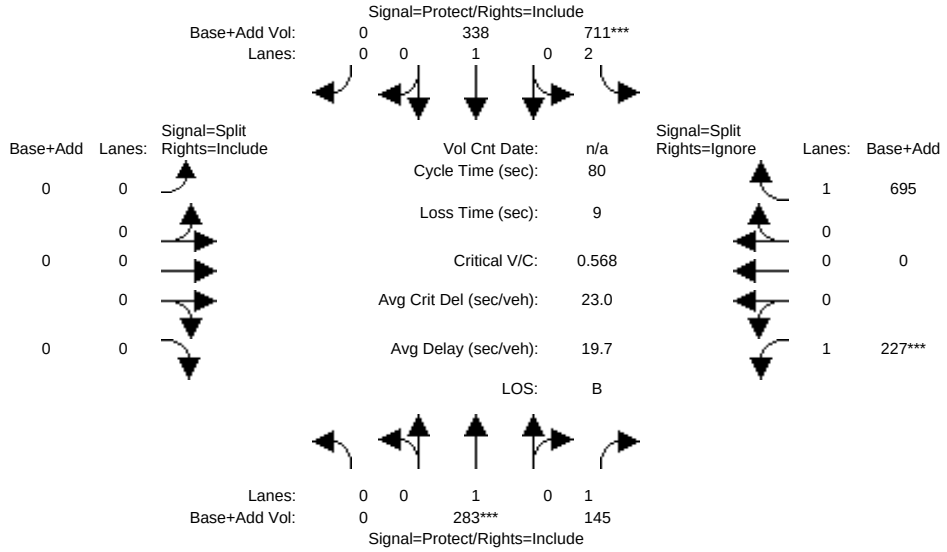
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	283	145	711	338	0	0	0	0	227	0	695
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	145	711	338	0	0	0	0	227	0	695
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	283	145	711	338	0	0	0	0	227	0	695
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	283	145	711	338	0	0	0	0	227	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	145	711	338	0	0	0	0	227	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	283	145	711	338	0	0	0	0	227	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.23	0.18	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.0	21.0	31.8	52.7	0.0	0.0	0.0	0.0	18.3	0.0	0.0
Volume/Cap:	0.00	0.57	0.32	0.57	0.27	0.00	0.00	0.00	0.00	0.57	0.00	0.00
Delay/Veh:	0.0	27.1	24.1	19.4	5.8	0.0	0.0	0.0	0.0	29.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	24.1	19.4	5.8	0.0	0.0	0.0	0.0	29.3	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	3	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

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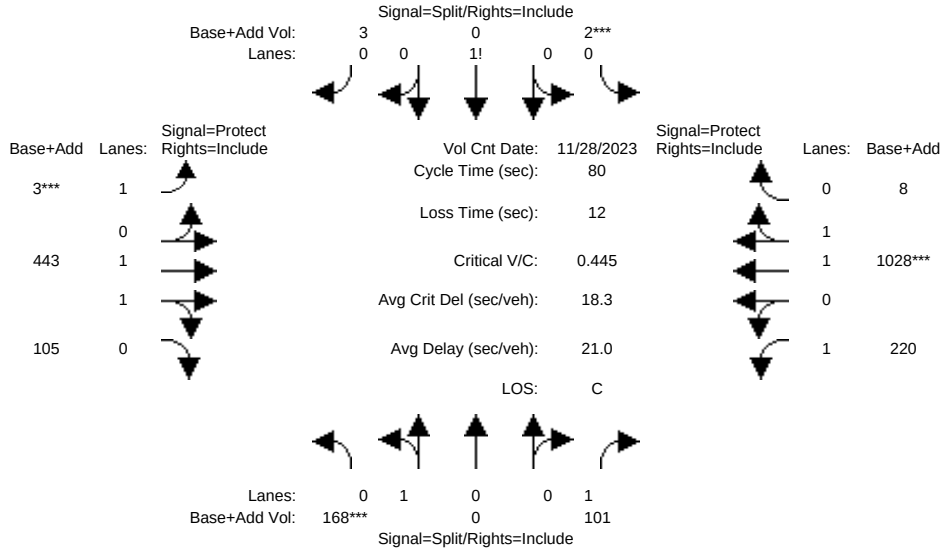
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 8:00 - 9:00 AM												
Base Vol:	168	0	101	2	0	3	3	443	105	220	1028	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	101	2	0	3	3	443	105	220	1028	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	101	2	0	3	3	443	105	220	1028	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	101	2	0	3	3	443	105	220	1028	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	101	2	0	3	3	443	105	220	1028	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	101	2	0	3	3	443	105	220	1028	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	2991	709	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.15	0.13	0.28	0.28
Crit Moves:	****			****			****				****	
Green Time:	12.7	0.0	12.7	10.0	0.0	10.0	7.0	24.5	24.5	20.8	38.3	38.3
Volume/Cap:	0.59	0.00	0.36	0.02	0.00	0.02	0.02	0.48	0.48	0.48	0.59	0.59
Delay/Veh:	34.3	0.0	30.8	30.8	0.0	30.8	33.4	22.9	22.9	25.9	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0	30.8	30.8	0.0	30.8	33.4	22.9	22.9	25.9	15.6	15.6
LOS by Move:	C	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	5	10	10

Note: Queue reported is the number of cars per lane.

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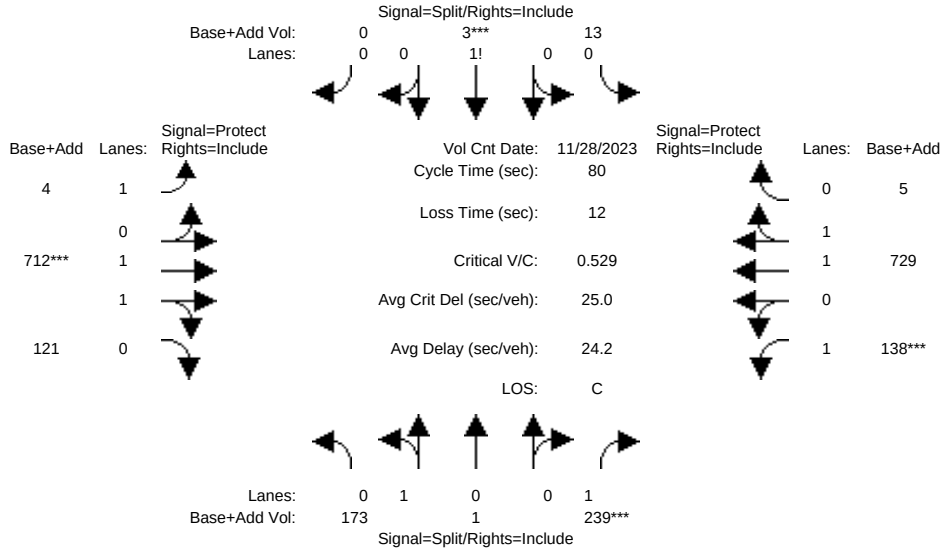
Existing PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	173	1	239	13	3	0	4	712	121	138	729	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	239	13	3	0	4	712	121	138	729	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	239	13	3	0	4	712	121	138	729	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	239	13	3	0	4	712	121	138	729	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	239	13	3	0	4	712	121	138	729	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	239	13	3	0	4	712	121	138	729	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.70	0.30	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3162	537	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.23	0.23	0.08	0.20	0.20
Crit Moves:			****		****			****		****		
Green Time:	18.0	18.0	18.0	10.0	10.0	0.0	12.2	29.6	29.6	10.4	27.8	27.8
Volume/Cap:	0.43	0.43	0.61	0.07	0.07	0.00	0.01	0.61	0.61	0.61	0.57	0.57
Delay/Veh:	27.4	27.4	30.6	31.0	31.0	0.0	28.8	21.3	21.3	37.6	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	30.6	31.0	31.0	0.0	28.8	21.3	21.3	37.6	21.9	21.9
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	9	9	5	8	8

Note: Queue reported is the number of cars per lane.

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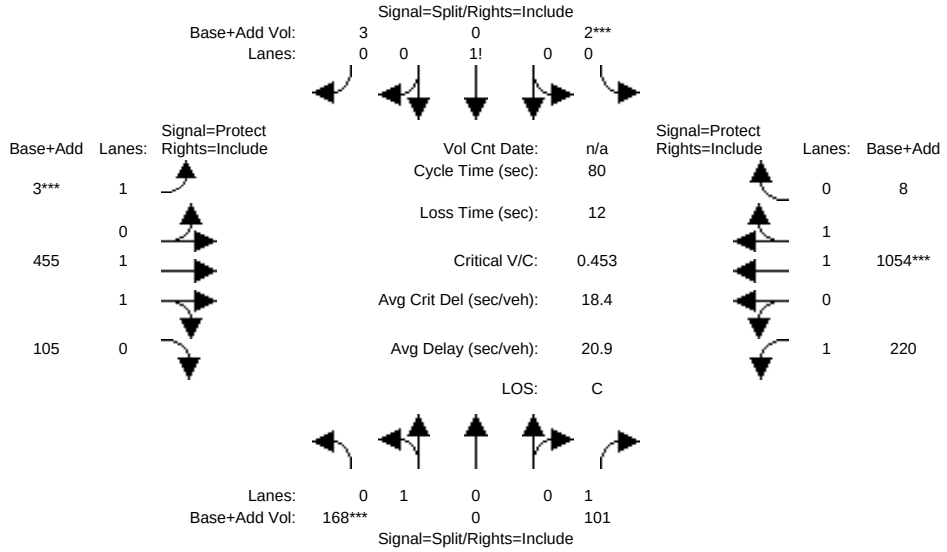

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	101	2	0	3	3	455	105	220	1054	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	101	2	0	3	3	455	105	220	1054	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	101	2	0	3	3	455	105	220	1054	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	101	2	0	3	3	455	105	220	1054	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	101	2	0	3	3	455	105	220	1054	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	101	2	0	3	3	455	105	220	1054	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.61	0.39	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	3006	694	1750	3672	28
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.15	0.13	0.29	0.29
Crit Moves:	****			****			****				****	
Green Time:	12.5	0.0	12.5	10.0	0.0	10.0	7.0	24.8	24.8	20.6	38.5	38.5
Volume/Cap:	0.60	0.00	0.37	0.02	0.00	0.02	0.02	0.49	0.49	0.49	0.60	0.60
Delay/Veh:	34.9	0.0	31.1	30.8	0.0	30.8	33.4	22.7	22.7	26.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	31.1	30.8	0.0	30.8	33.4	22.7	22.7	26.0	15.7	15.7
LOS by Move:	C	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	5	10	10

Note: Queue reported is the number of cars per lane.

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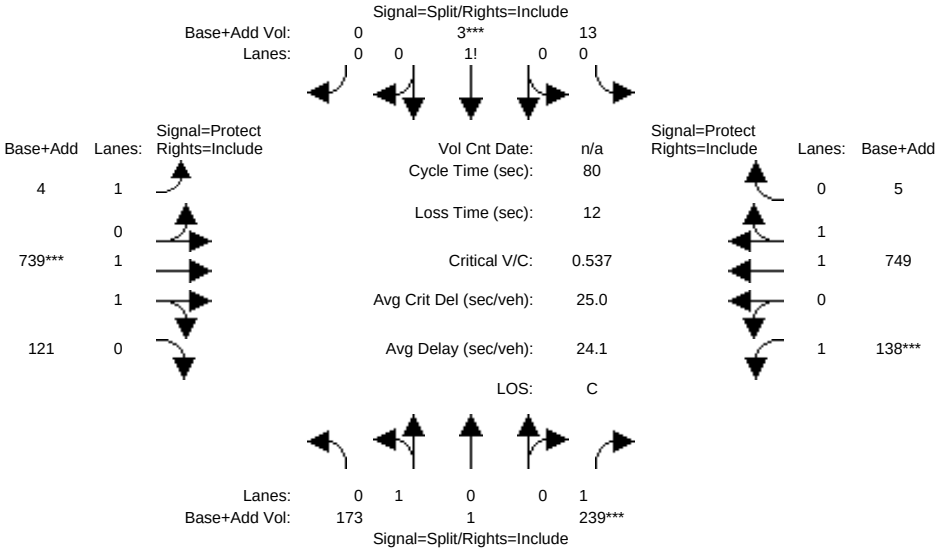
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	239	13	3	0	4	739	121	138	749	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	239	13	3	0	4	739	121	138	749	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	239	13	3	0	4	739	121	138	749	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	239	13	3	0	4	739	121	138	749	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	239	13	3	0	4	739	121	138	749	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	239	13	3	0	4	739	121	138	749	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.71	0.29	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3179	521	1750	3675	25
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.23	0.23	0.08	0.20	0.20
Crit Moves:			****		****			****		****		
Green Time:	17.7	17.7	17.7	10.0	10.0	0.0	12.1	30.1	30.1	10.2	28.2	28.2
Volume/Cap:	0.44	0.44	0.62	0.07	0.07	0.00	0.02	0.62	0.62	0.62	0.58	0.58
Delay/Veh:	27.6	27.6	31.1	31.0	31.0	0.0	28.9	21.1	21.1	38.2	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	31.1	31.0	31.0	0.0	28.9	21.1	21.1	38.2	21.7	21.7
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	8	8

Note: Queue reported is the number of cars per lane.

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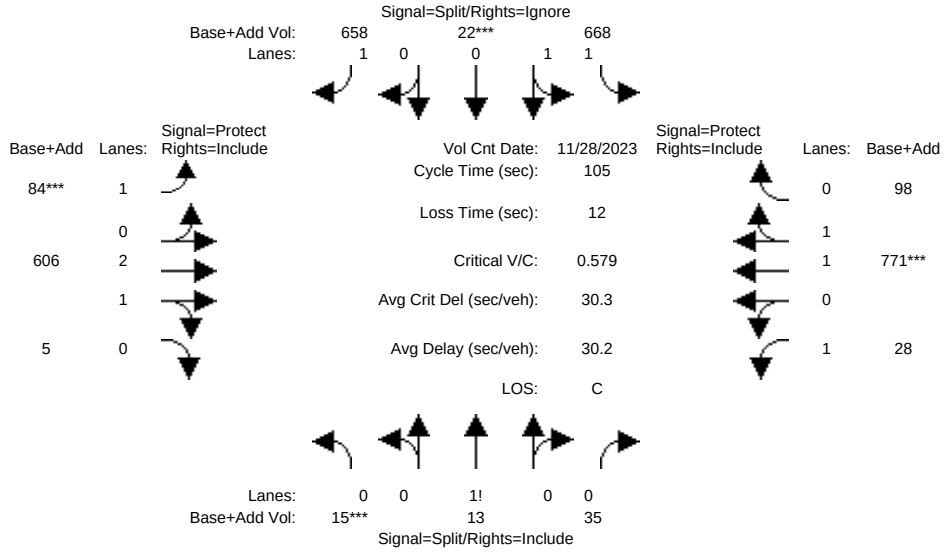
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	15	13	35	668	22	658	84	606	5	28	771	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	668	22	658	84	606	5	28	771	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	668	22	658	84	606	5	28	771	98
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	668	22	0	84	606	5	28	771	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	668	22	0	84	606	5	28	771	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	668	22	0	84	606	5	28	771	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.97	0.03	1.00	1.77	0.23
Final Sat.:	417	361	972	3437	113	1750	1750	5554	46	1750	3282	417
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.19	0.19	0.00	0.05	0.11	0.11	0.02	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	33.8	33.8	0.0	8.3	30.5	30.5	18.7	40.8	40.8
Volume/Cap:	0.38	0.38	0.38	0.60	0.60	0.00	0.60	0.38	0.38	0.09	0.60	0.60
Delay/Veh:	46.0	46.0	46.0	30.9	30.9	0.0	54.0	29.8	29.8	36.2	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	30.9	30.9	0.0	54.0	29.8	29.8	36.2	26.3	26.3
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	4	5	5	1	12	12

Note: Queue reported is the number of cars per lane.

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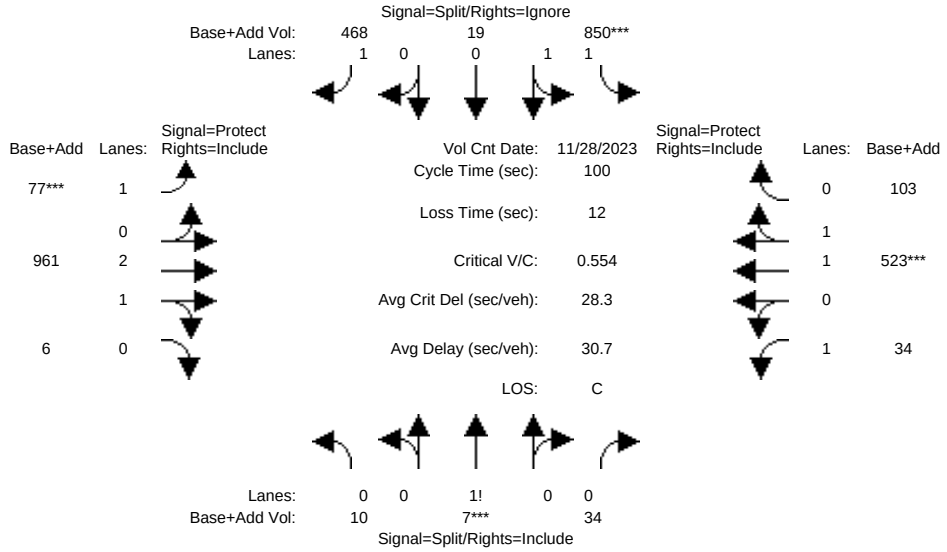
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	10	7	34	850	19	468	77	961	6	34	523	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	850	19	468	77	961	6	34	523	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	850	19	468	77	961	6	34	523	103
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	850	19	0	77	961	6	34	523	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	850	19	0	77	961	6	34	523	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	850	19	0	77	961	6	34	523	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.66	0.34
Final Sat.:	343	240	1167	3472	78	1750	1750	5565	35	1750	3091	609
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.24	0.24	0.00	0.04	0.17	0.17	0.02	0.17	0.17
Crit Moves:		****			****			****				****
Green Time:	10.0	10.0	10.0	41.7	41.7	0.0	7.5	25.8	25.8	10.5	28.8	28.8
Volume/Cap:	0.29	0.29	0.29	0.59	0.59	0.00	0.59	0.67	0.67	0.19	0.59	0.59
Delay/Veh:	42.6	42.6	42.6	23.1	23.1	0.0	51.5	34.5	34.5	41.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	23.1	23.1	0.0	51.5	34.5	34.5	41.4	31.4	31.4
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	3	10	10	1	9	9

Note: Queue reported is the number of cars per lane.

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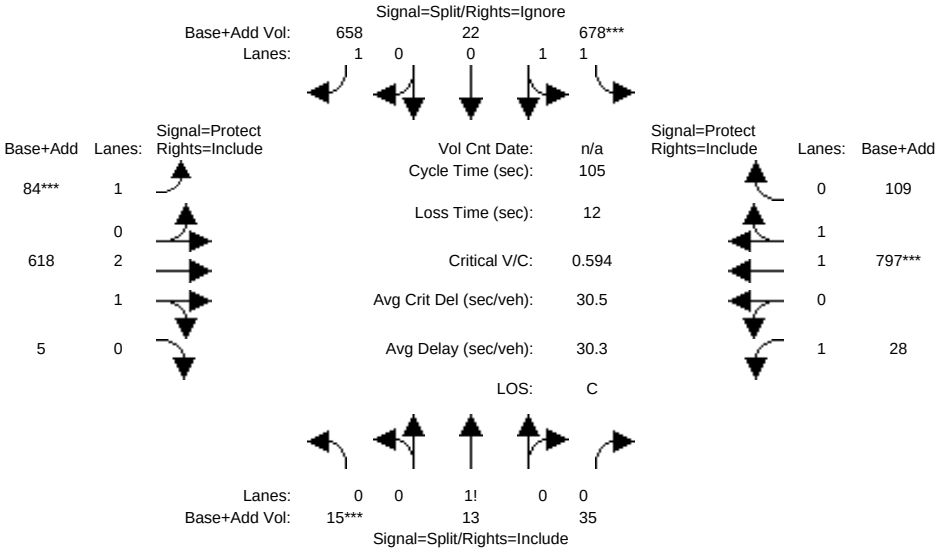
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	678	22	658	84	618	5	28	797	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	678	22	658	84	618	5	28	797	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	678	22	658	84	618	5	28	797	109
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	678	22	0	84	618	5	28	797	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	678	22	0	84	618	5	28	797	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	678	22	0	84	618	5	28	797	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.75	0.25
Final Sat.:	417	361	972	3438	112	1750	1750	5555	45	1750	3255	445
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.20	0.20	0.00	0.05	0.11	0.11	0.02	0.24	0.24
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	33.4	33.4	0.0	8.1	31.0	31.0	18.6	41.5	41.5
Volume/Cap:	0.38	0.38	0.38	0.62	0.62	0.00	0.62	0.38	0.38	0.09	0.62	0.62
Delay/Veh:	46.0	46.0	46.0	31.5	31.5	0.0	55.4	29.5	29.5	36.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.5	31.5	0.0	55.4	29.5	29.5	36.3	26.3	26.3
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	11	11	0	4	5	5	1	12	12

Note: Queue reported is the number of cars per lane.

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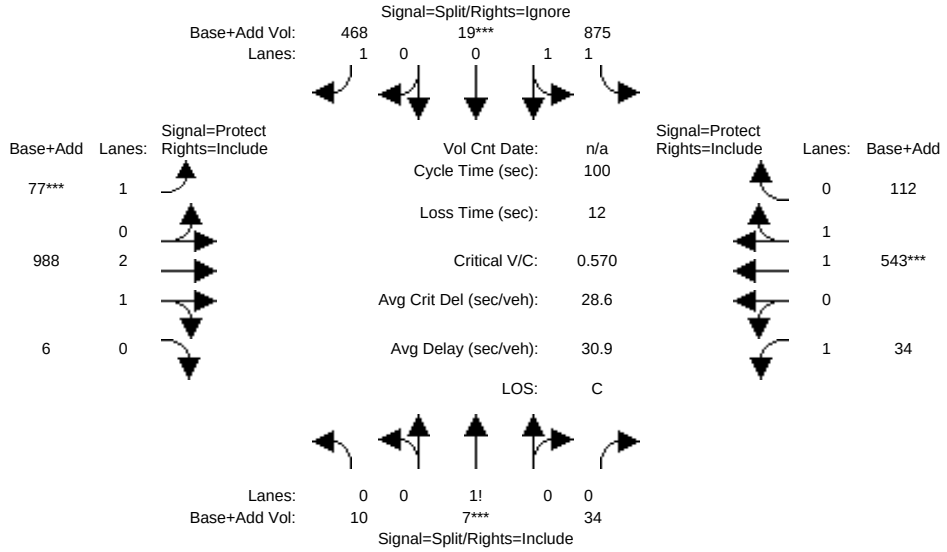
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	875	19	468	77	988	6	34	543	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	875	19	468	77	988	6	34	543	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	875	19	468	77	988	6	34	543	112
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	875	19	0	77	988	6	34	543	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	875	19	0	77	988	6	34	543	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	875	19	0	77	988	6	34	543	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.65	0.35
Final Sat.:	343	240	1167	3475	75	1750	1750	5566	34	1750	3067	633
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.25	0.25	0.00	0.04	0.18	0.18	0.02	0.18	0.18
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	41.5	41.5	0.0	7.3	26.1	26.1	10.3	29.2	29.2
Volume/Cap:	0.29	0.29	0.29	0.61	0.61	0.00	0.61	0.68	0.68	0.19	0.61	0.61
Delay/Veh:	42.6	42.6	42.6	23.6	23.6	0.0	53.1	34.5	34.5	41.5	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	23.6	23.6	0.0	53.1	34.5	34.5	41.5	31.4	31.4
LOS by Move:	D	D	D	C	C	A	D	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	10	10	1	10	10

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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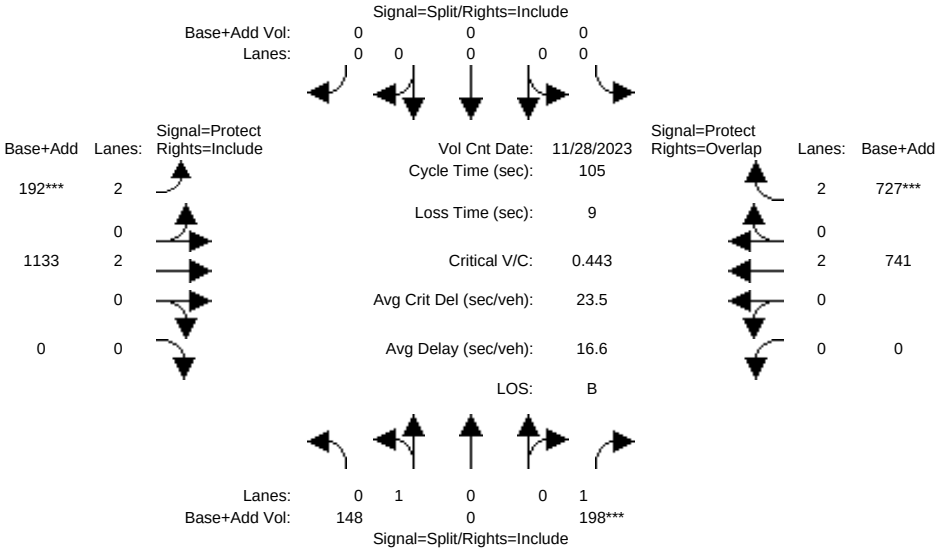
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	148	0	198	0	0	0	192	1133	0	0	741	727
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	198	0	0	0	192	1133	0	0	741	727
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	198	0	0	0	192	1133	0	0	741	727
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	198	0	0	0	192	1133	0	0	741	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	198	0	0	0	192	1133	0	0	741	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	198	0	0	0	192	1133	0	0	741	727
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.20	0.23
Crit Moves:			****				****					****
Green Time:	26.8	0.0	26.8	0.0	0.0	0.0	14.5	69.2	0.0	0.0	54.7	54.7
Volume/Cap:	0.32	0.00	0.44	0.00	0.00	0.00	0.44	0.45	0.00	0.00	0.37	0.44
Delay/Veh:	32.1	0.0	33.5	0.0	0.0	0.0	42.3	8.8	0.0	0.0	15.1	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	33.5	0.0	0.0	0.0	42.3	8.8	0.0	0.0	15.1	15.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	0	6	0	0	0	4	9	0	0	7	9

Note: Queue reported is the number of cars per lane.

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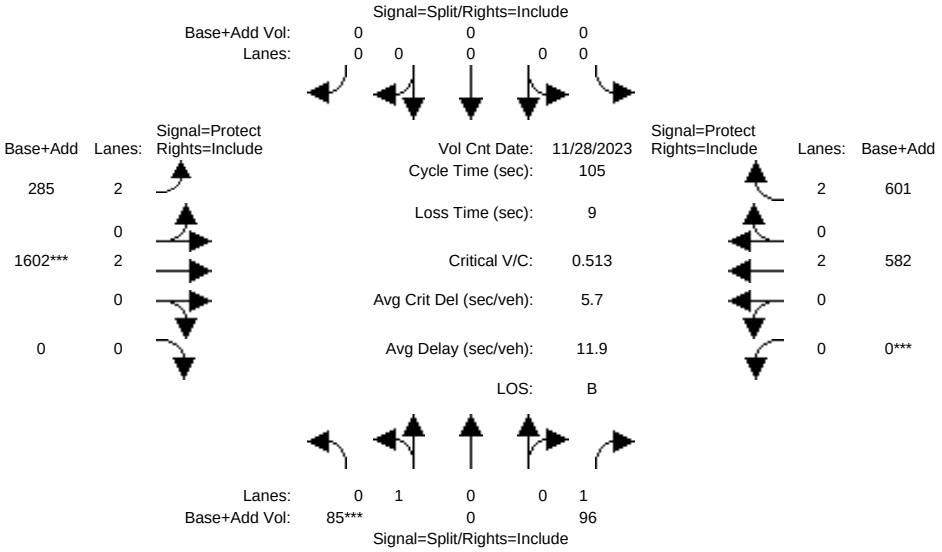
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	85	0	96	0	0	0	285	1602	0	0	582	601
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	96	0	0	0	285	1602	0	0	582	601
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	96	0	0	0	285	1602	0	0	582	601
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	96	0	0	0	285	1602	0	0	582	601
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	96	0	0	0	285	1602	0	0	582	601
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	96	0	0	0	285	1602	0	0	582	601
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.09	0.42	0.00	0.00	0.15	0.19
Crit Moves:	****							****		****		
Green Time:	11.2	0.0	11.2	0.0	0.0	0.0	27.3	84.8	0.0	0.0	57.5	57.5
Volume/Cap:	0.44	0.00	0.51	0.00	0.00	0.00	0.35	0.52	0.00	0.00	0.28	0.35
Delay/Veh:	45.6	0.0	46.7	0.0	0.0	0.0	31.9	3.5	0.0	0.0	12.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	0.0	46.7	0.0	0.0	0.0	31.9	3.5	0.0	0.0	12.8	13.4
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	4	0	0	0	5	9	0	0	5	6

Note: Queue reported is the number of cars per lane.

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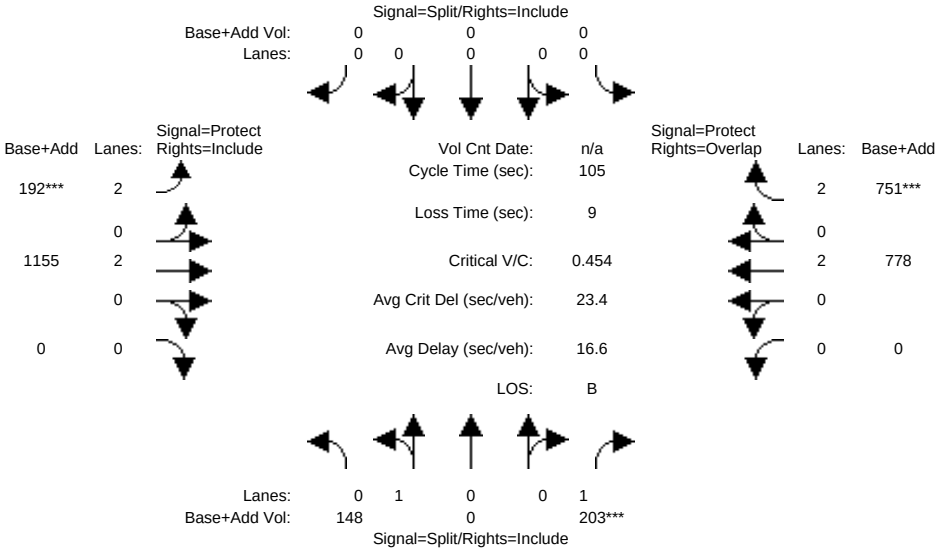
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	0	203	0	0	0	192	1155	0	0	778	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	0	203	0	0	0	192	1155	0	0	778	751
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	203	0	0	0	192	1155	0	0	778	751
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	203	0	0	0	192	1155	0	0	778	751
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	203	0	0	0	192	1155	0	0	778	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	0	203	0	0	0	192	1155	0	0	778	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.12	0.00	0.00	0.00	0.06	0.30	0.00	0.00	0.20	0.24
Crit Moves:			****				****					****
Green Time:	26.8	0.0	26.8	0.0	0.0	0.0	14.1	69.2	0.0	0.0	55.1	55.1
Volume/Cap:	0.32	0.00	0.45	0.00	0.00	0.00	0.45	0.46	0.00	0.00	0.39	0.45
Delay/Veh:	32.1	0.0	33.7	0.0	0.0	0.0	42.7	8.9	0.0	0.0	15.0	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	0.0	33.7	0.0	0.0	0.0	42.7	8.9	0.0	0.0	15.0	15.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	4	0	6	0	0	0	4	9	0	0	7	9

Note: Queue reported is the number of cars per lane.

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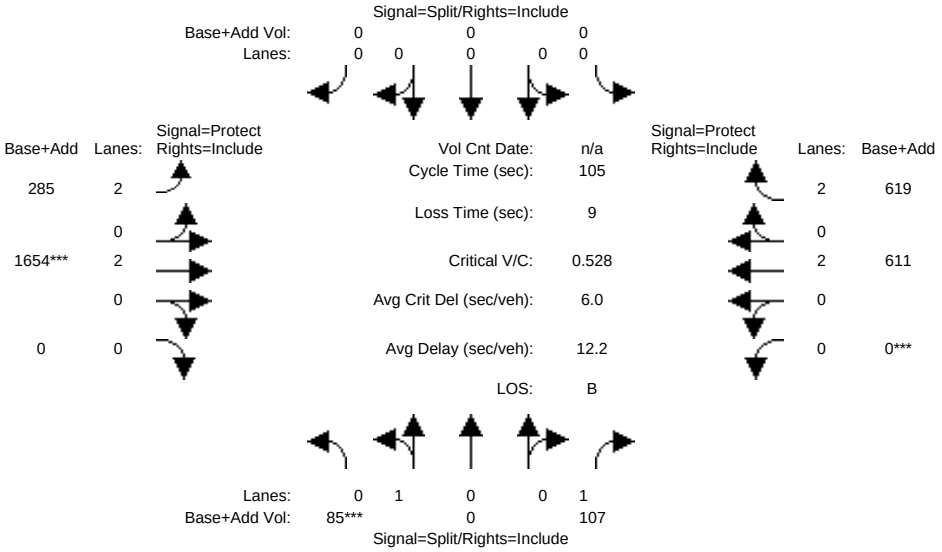
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	0	107	0	0	0	285	1654	0	0	611	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	107	0	0	0	285	1654	0	0	611	619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	0	107	0	0	0	285	1654	0	0	611	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	0	107	0	0	0	285	1654	0	0	611	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	107	0	0	0	285	1654	0	0	611	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	0	107	0	0	0	285	1654	0	0	611	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.09	0.44	0.00	0.00	0.16	0.20
Crit Moves:	****							****		****		
Green Time:	12.2	0.0	12.2	0.0	0.0	0.0	26.4	83.8	0.0	0.0	57.4	57.4
Volume/Cap:	0.41	0.00	0.53	0.00	0.00	0.00	0.36	0.55	0.00	0.00	0.29	0.36
Delay/Veh:	44.4	0.0	46.3	0.0	0.0	0.0	32.6	4.0	0.0	0.0	12.9	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	0.0	46.3	0.0	0.0	0.0	32.6	4.0	0.0	0.0	12.9	13.6
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	4	0	0	0	5	10	0	0	5	7

Note: Queue reported is the number of cars per lane.

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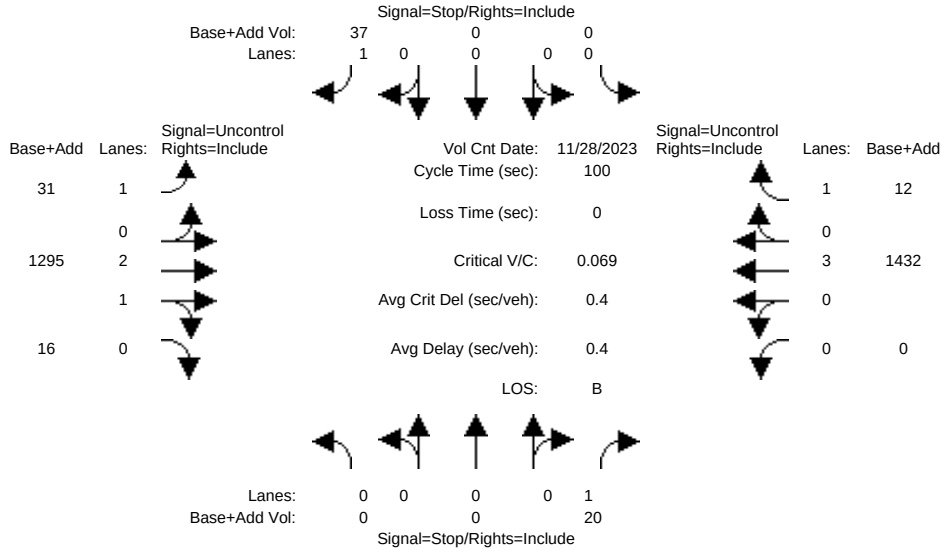
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	0	0	20	0	0	37	31	1295	16	0	1432	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	37	31	1295	16	0	1432	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	37	31	1295	16	0	1432	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	37	31	1295	16	0	1432	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	37	31	1295	16	0	1432	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	440	xxxx	xxxx	477	1444	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	571	xxxx	xxxx	540	476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	571	xxxx	xxxx	540	476	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.5	xxxxx	xxxx	12.2	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.5			12.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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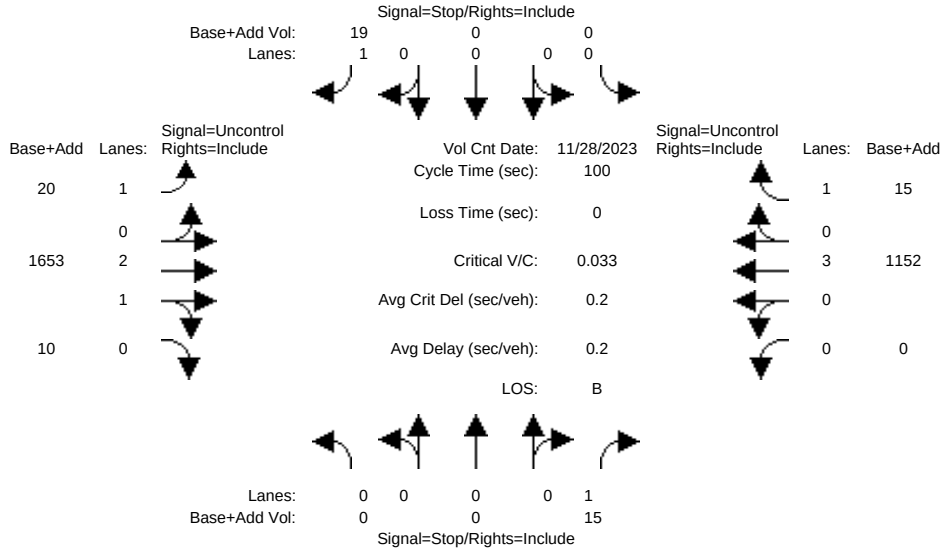
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 28 Nov 2023 << 4:30 - 5:30 PM												
Base Vol:	0	0	15	0	0	19	20	1653	10	0	1152	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	19	20	1653	10	0	1152	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	19	20	1653	10	0	1152	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	19	20	1653	10	0	1152	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	19	20	1653	10	0	1152	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	556	xxxx	xxxx	384	1167	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	480	xxxx	xxxx	620	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	480	xxxx	xxxx	620	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.7	xxxxx	xxxx	11.0	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.7			11.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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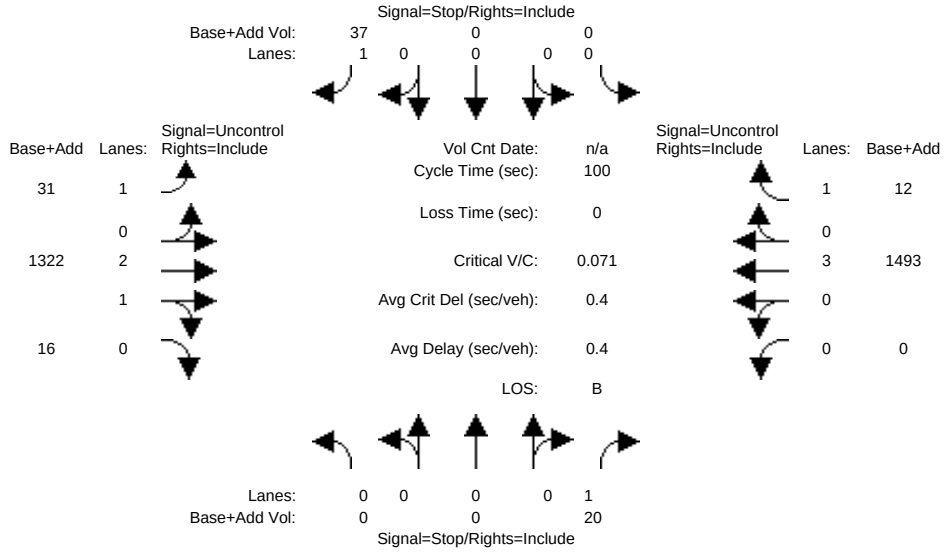
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	20	0	0	37	31	1322	16	0	1493	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	37	31	1322	16	0	1493	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	37	31	1322	16	0	1493	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	37	31	1322	16	0	1493	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	37	31	1322	16	0	1493	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	449	xxxx	xxxx	498	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	563	xxxx	xxxx	523	451	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	563	xxxx	xxxx	523	451	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.6	xxxxx	xxxx	12.4	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6			12.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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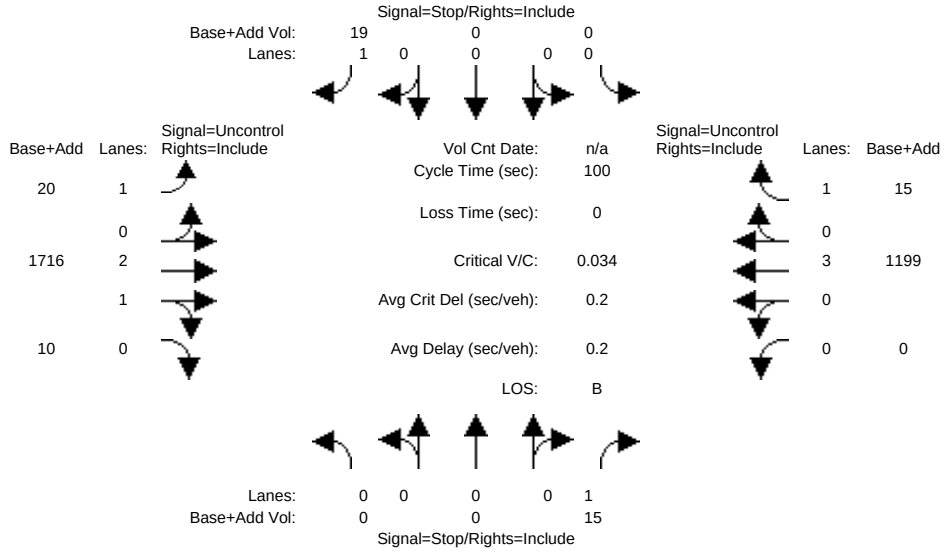
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	19	20	1716	10	0	1199	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	19	20	1716	10	0	1199	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	19	20	1716	10	0	1199	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	19	20	1716	10	0	1199	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	19	20	1716	10	0	1199	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	577	xxxx	xxxx	400	1214	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	465	xxxx	xxxx	606	582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	465	xxxx	xxxx	606	582	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.0	xxxxx	xxxx	11.1	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.0			11.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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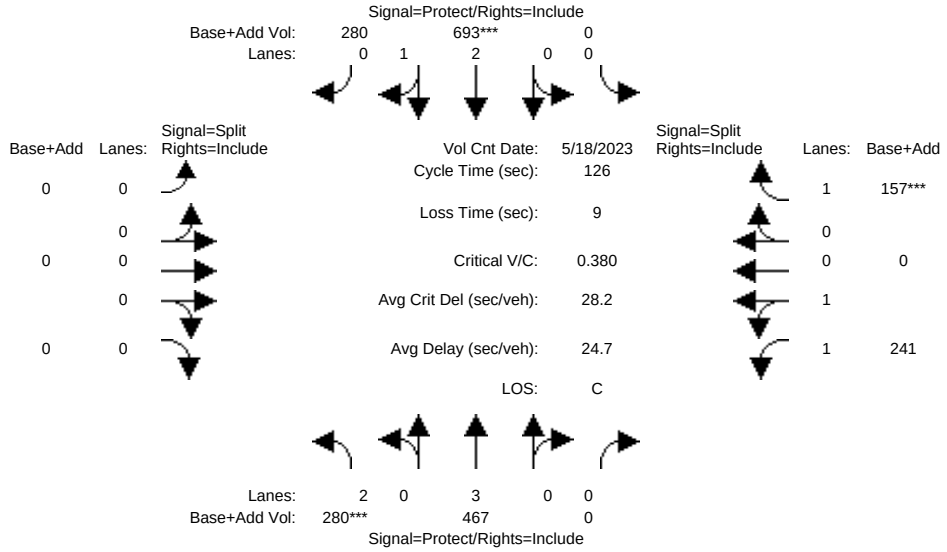
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 7:45 - 8:45 AM												
Base Vol:	280	467	0	0	693	280	0	0	0	241	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	467	0	0	693	280	0	0	0	241	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	467	0	0	693	280	0	0	0	241	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	467	0	0	693	280	0	0	0	241	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	467	0	0	693	280	0	0	0	241	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	467	0	0	693	280	0	0	0	241	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	3986	1611	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	29.5	87.2	0.0	0.0	57.7	57.7	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.38	0.12	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.29	0.00	0.38
Delay/Veh:	40.9	6.5	0.0	0.0	22.5	22.5	0.0	0.0	0.0	39.6	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	6.5	0.0	0.0	22.5	22.5	0.0	0.0	0.0	39.6	0.0	40.9
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	4	0	6

Note: Queue reported is the number of cars per lane.

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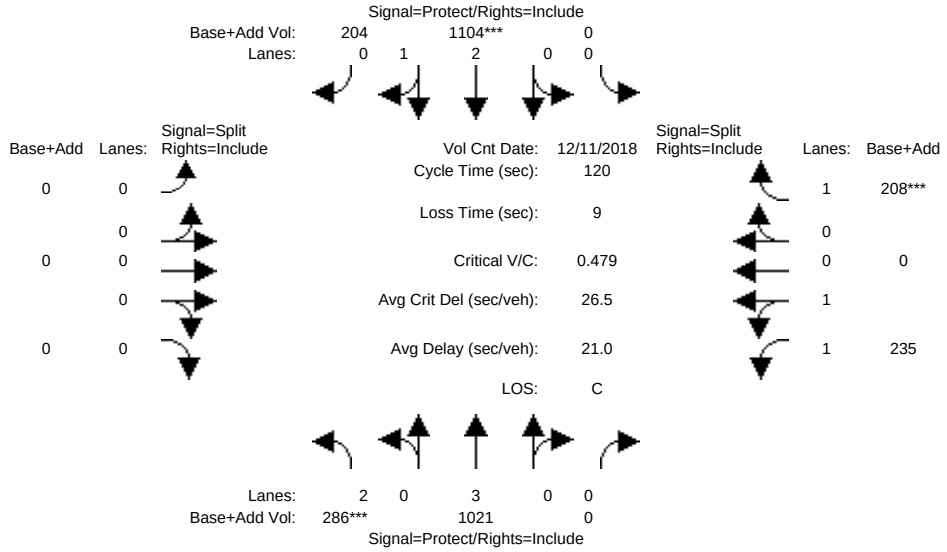
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	286	1021	0	0	1104	204	0	0	0	235	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1021	0	0	1104	204	0	0	0	235	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	1021	0	0	1104	204	0	0	0	235	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1021	0	0	1104	204	0	0	0	235	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1021	0	0	1104	204	0	0	0	235	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1021	0	0	1104	204	0	0	0	235	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.51	0.49	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4725	873	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****				****							****
Green Time:	22.7	81.2	0.0	0.0	58.5	58.5	0.0	0.0	0.0	29.8	0.0	29.8
Volume/Cap:	0.48	0.26	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.27	0.00	0.48
Delay/Veh:	44.0	7.7	0.0	0.0	20.7	20.7	0.0	0.0	0.0	36.5	0.0	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	7.7	0.0	0.0	20.7	20.7	0.0	0.0	0.0	36.5	0.0	39.3
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	4	0	7

Note: Queue reported is the number of cars per lane.

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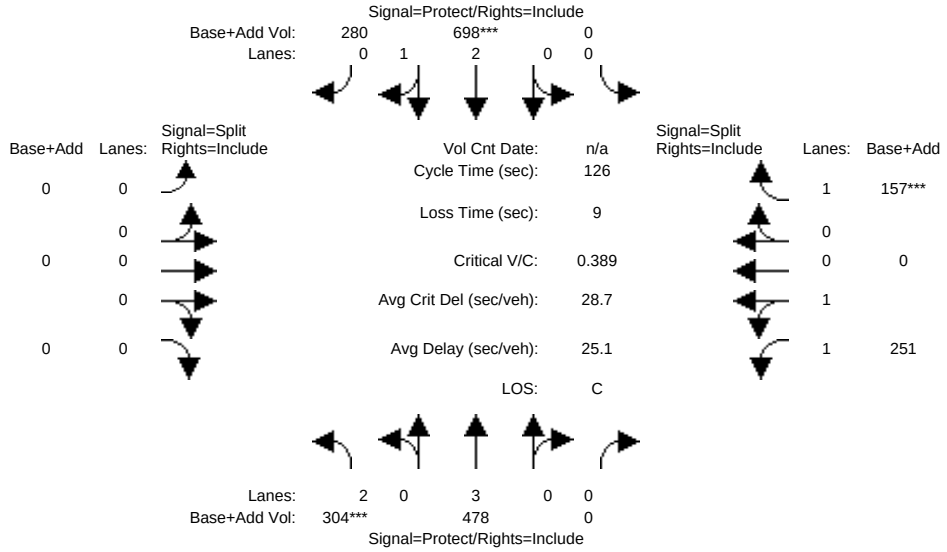
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	478	0	0	698	280	0	0	0	251	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	478	0	0	698	280	0	0	0	251	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	478	0	0	698	280	0	0	0	251	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	478	0	0	698	280	0	0	0	251	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	478	0	0	698	280	0	0	0	251	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	478	0	0	698	280	0	0	0	251	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.11	0.89	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	3995	1602	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	31.3	87.9	0.0	0.0	56.6	56.6	0.0	0.0	0.0	29.1	0.0	29.1
Volume/Cap:	0.39	0.12	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.31	0.00	0.39
Delay/Veh:	39.7	6.3	0.0	0.0	23.2	23.2	0.0	0.0	0.0	40.3	0.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	6.3	0.0	0.0	23.2	23.2	0.0	0.0	0.0	40.3	0.0	41.6
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	8	8	0	0	0	4	0	6

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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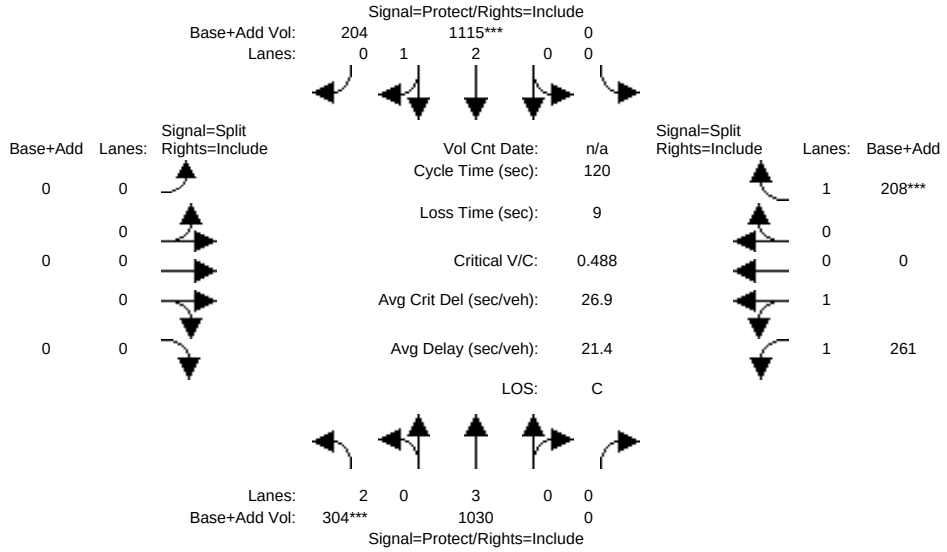
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	304	1030	0	0	1115	204	0	0	0	261	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	1030	0	0	1115	204	0	0	0	261	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1030	0	0	1115	204	0	0	0	261	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	304	1030	0	0	1115	204	0	0	0	261	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	1030	0	0	1115	204	0	0	0	261	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	1030	0	0	1115	204	0	0	0	261	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.52	0.48	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4733	866	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.07	0.00	0.12
Crit Moves:	****				****							****
Green Time:	23.8	81.7	0.0	0.0	58.0	58.0	0.0	0.0	0.0	29.3	0.0	29.3
Volume/Cap:	0.49	0.27	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.30	0.00	0.49
Delay/Veh:	43.3	7.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	37.2	0.0	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	7.5	0.0	0.0	21.1	21.1	0.0	0.0	0.0	37.2	0.0	39.8
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	4	0	7

Note: Queue reported is the number of cars per lane.

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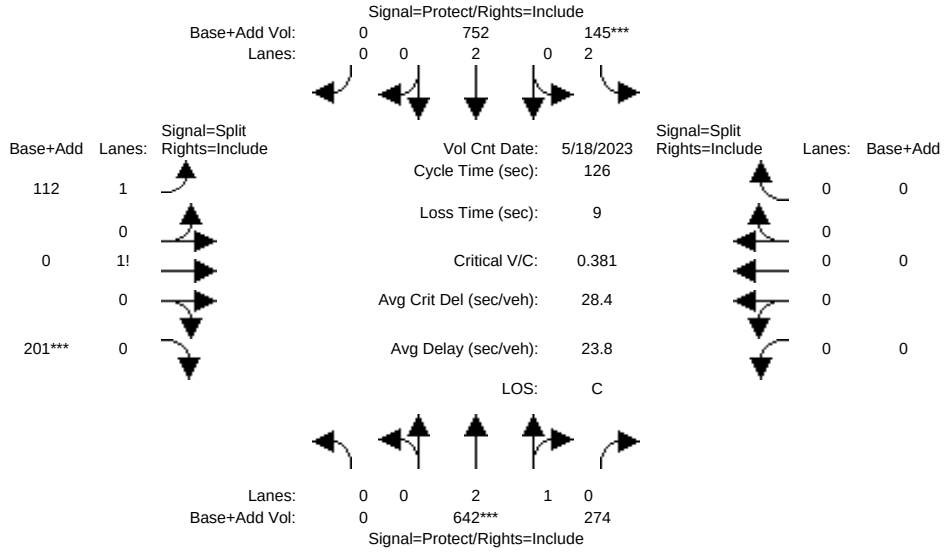
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	0	642	274	145	752	0	112	0	201	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	642	274	145	752	0	112	0	201	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	642	274	145	752	0	112	0	201	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	642	274	145	752	0	112	0	201	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	642	274	145	752	0	112	0	201	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	642	274	145	752	0	112	0	201	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.07	0.93	2.00	2.00	0.00	1.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	0	3923	1674	3150	3800	0	2140	0	1399	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.05	0.20	0.00	0.05	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	54.2	54.2	15.2	69.4	0.0	47.6	0.0	47.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.38	0.38	0.36	0.00	0.14	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	24.6	24.6	51.7	15.9	0.0	25.8	0.0	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	24.6	51.7	15.9	0.0	25.8	0.0	28.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	8	3	8	0	2	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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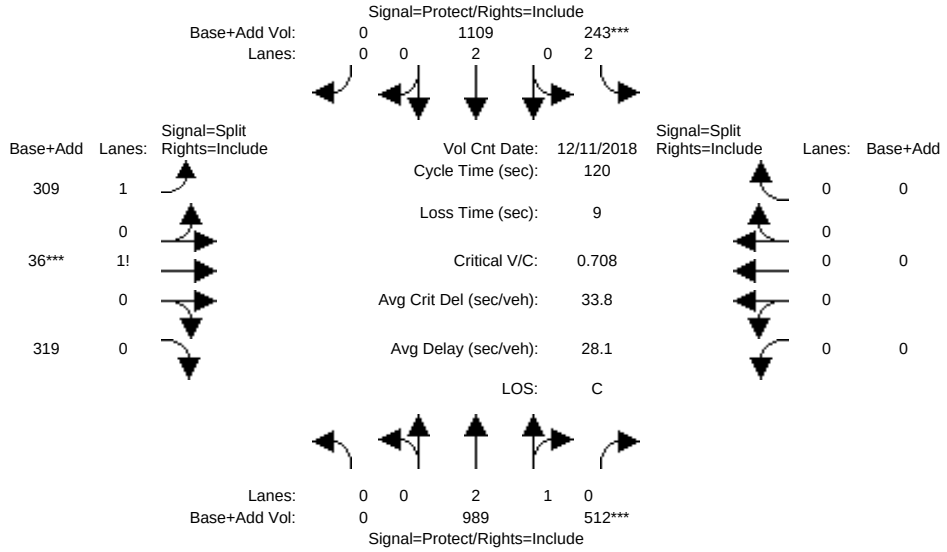
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	0	989	512	243	1109	0	309	36	319	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	989	512	243	1109	0	309	36	319	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	989	512	243	1109	0	309	36	319	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	989	512	243	1109	0	309	36	319	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	989	512	243	1109	0	309	36	319	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	989	512	243	1109	0	309	36	319	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.31	0.07	0.62	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2291	126	1117	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.29	0.08	0.29	0.00	0.13	0.29	0.29	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.6	49.6	13.1	62.6	0.0	48.4	48.4	48.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.71	0.71	0.56	0.00	0.33	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	28.5	30.3	58.3	19.7	0.0	24.8	32.4	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	30.3	58.3	19.7	0.0	24.8	32.4	32.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	18	7	14	0	6	17	17	0	0	0

Note: Queue reported is the number of cars per lane.

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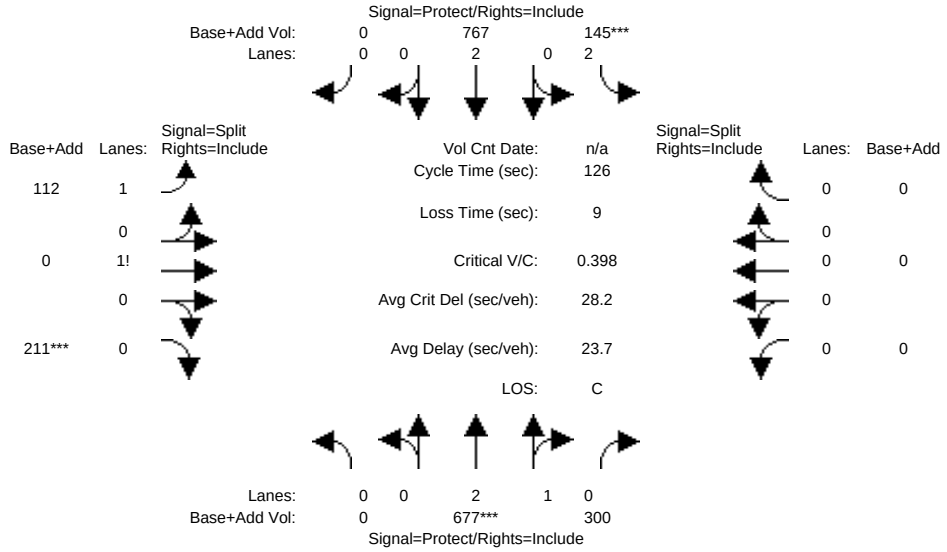
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	677	300	145	767	0	112	0	211	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	677	300	145	767	0	112	0	211	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	677	300	145	767	0	112	0	211	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	677	300	145	767	0	112	0	211	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	300	145	767	0	112	0	211	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	677	300	145	767	0	112	0	211	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.05	0.95	2.00	2.00	0.00	1.21	0.00	0.79	0.00	0.00	0.00
Final Sat.:	0	3878	1719	3150	3800	0	2125	0	1414	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.05	0.20	0.00	0.05	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	55.2	55.2	14.6	69.8	0.0	47.2	0.0	47.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.40	0.40	0.36	0.00	0.14	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	24.2	24.2	52.4	15.8	0.0	26.0	0.0	29.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	24.2	52.4	15.8	0.0	26.0	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	9	3	8	0	2	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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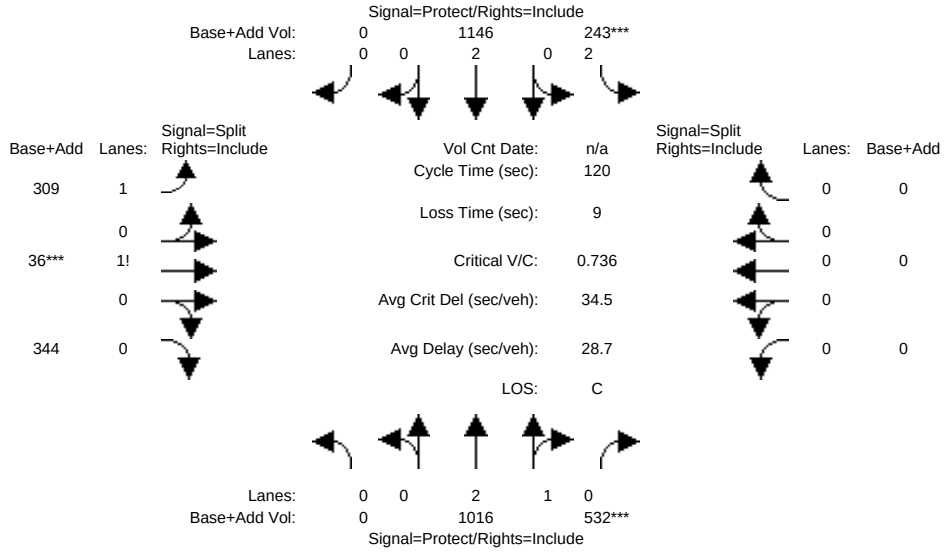
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1016	532	243	1146	0	309	36	344	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1016	532	243	1146	0	309	36	344	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1016	532	243	1146	0	309	36	344	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1016	532	243	1146	0	309	36	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1016	532	243	1146	0	309	36	344	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1016	532	243	1146	0	309	36	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.29	0.07	0.64	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2266	120	1149	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.30	0.08	0.30	0.00	0.14	0.30	0.30	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	49.6	49.6	12.6	62.2	0.0	48.8	48.8	48.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.74	0.74	0.58	0.00	0.34	0.74	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	31.1	60.5	20.4	0.0	24.5	33.2	33.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	31.1	60.5	20.4	0.0	24.5	33.2	33.2	0.0	0.0	0.0
LOS by Move:	A	C	C	E	C	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	19	7	15	0	6	19	19	0	0	0

Note: Queue reported is the number of cars per lane.

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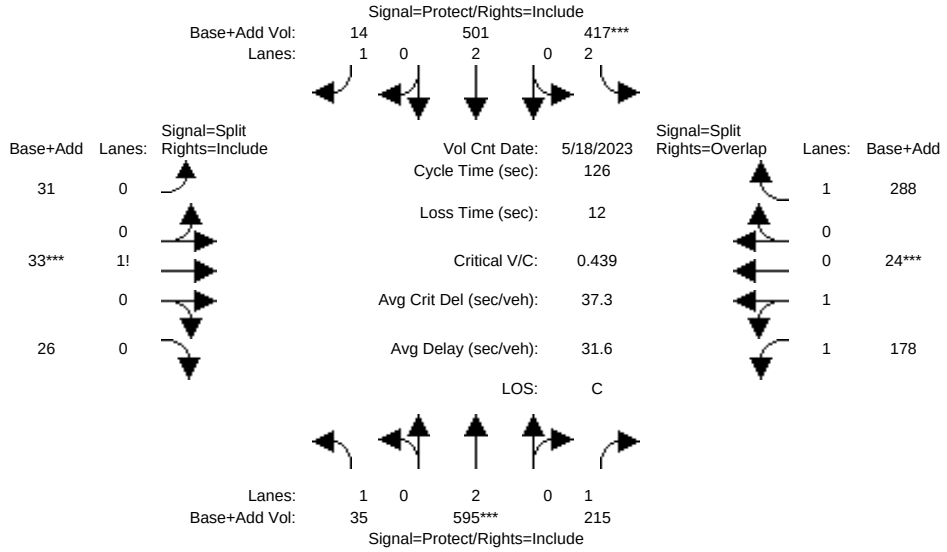
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	35	595	215	417	501	14	31	33	26	178	24	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	595	215	417	501	14	31	33	26	178	24	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	595	215	417	501	14	31	33	26	178	24	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	595	215	417	501	14	31	33	26	178	24	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	595	215	417	501	14	31	33	26	178	24	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	595	215	417	501	14	31	33	26	178	24	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.77	0.23	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3128	422	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.12	0.13	0.13	0.01	0.05	0.05	0.05	0.06	0.06	0.16
Crit Moves:		****		****				****			****	
Green Time:	24.6	44.9	44.9	38.0	58.3	58.3	14.8	14.8	14.8	16.3	16.3	54.3
Volume/Cap:	0.10	0.44	0.34	0.44	0.28	0.02	0.44	0.44	0.44	0.44	0.44	0.38
Delay/Veh:	41.8	31.2	30.1	35.8	21.0	18.3	53.3	53.3	53.3	51.3	51.3	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	31.2	30.1	35.8	21.0	18.3	53.3	53.3	53.3	51.3	51.3	24.7
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	C
HCM2kAvgQ:	1	9	7	8	6	0	4	4	4	4	4	8

Note: Queue reported is the number of cars per lane.

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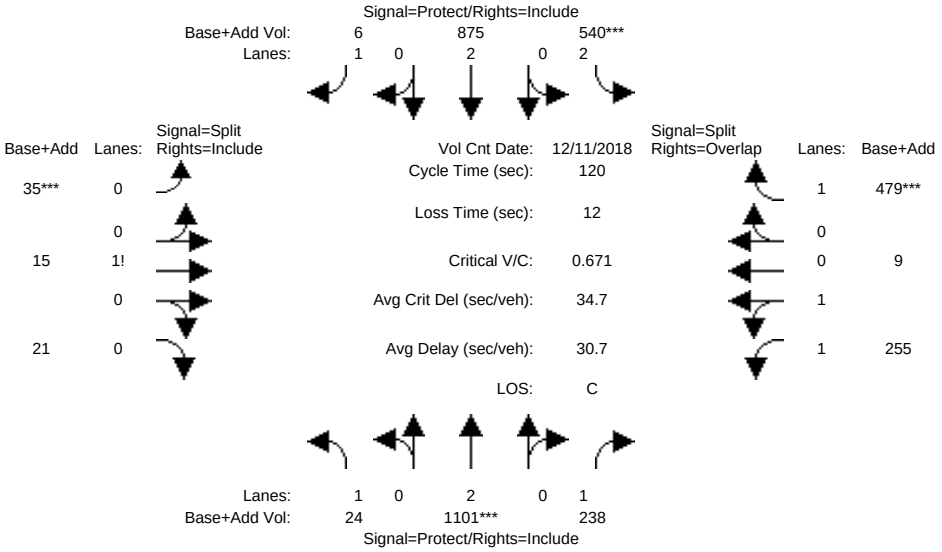
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:00 - 6:00 PM												
Base Vol:	24	1101	238	540	875	6	35	15	21	255	9	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1101	238	540	875	6	35	15	21	255	9	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1101	238	540	875	6	35	15	21	255	9	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1101	238	540	875	6	35	15	21	255	9	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1101	238	540	875	6	35	15	21	255	9	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1101	238	540	875	6	35	15	21	255	9	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.93	0.07	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3429	121	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.14	0.17	0.23	0.00	0.04	0.04	0.04	0.07	0.07	0.27
Crit Moves:		****		****			****					****
Green Time:	16.2	50.4	50.4	29.8	64.0	64.0	10.0	10.0	10.0	17.8	17.8	47.6
Volume/Cap:	0.10	0.69	0.32	0.69	0.43	0.01	0.49	0.49	0.49	0.50	0.50	0.69
Delay/Veh:	45.7	29.7	23.6	43.5	17.1	13.1	55.1	55.1	55.1	47.8	47.8	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	29.7	23.6	43.5	17.1	13.1	55.1	55.1	55.1	47.8	47.8	33.0
LOS by Move:	D	C	C	D	B	B	E	E	E	D	D	C
HCM2kAvgQ:	1	17	6	12	10	0	3	3	3	5	5	16

Note: Queue reported is the number of cars per lane.

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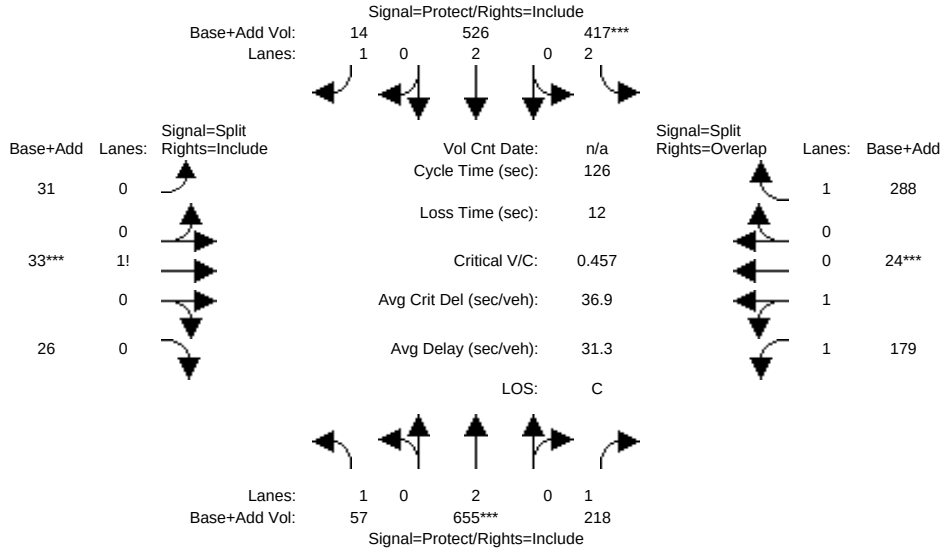
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	655	218	417	526	14	31	33	26	179	24	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	655	218	417	526	14	31	33	26	179	24	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	655	218	417	526	14	31	33	26	179	24	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	655	218	417	526	14	31	33	26	179	24	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	655	218	417	526	14	31	33	26	179	24	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	655	218	417	526	14	31	33	26	179	24	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.77	0.23	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3130	420	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.12	0.13	0.14	0.01	0.05	0.05	0.05	0.06	0.06	0.16
Crit Moves:		****		****				****			****	
Green Time:	24.1	47.5	47.5	36.5	60.0	60.0	14.2	14.2	14.2	15.8	15.8	52.3
Volume/Cap:	0.17	0.46	0.33	0.46	0.29	0.02	0.46	0.46	0.46	0.46	0.46	0.40
Delay/Veh:	42.9	29.8	28.2	37.0	20.2	17.4	54.0	54.0	54.0	51.9	51.9	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	29.8	28.2	37.0	20.2	17.4	54.0	54.0	54.0	51.9	51.9	26.2
LOS by Move:	D	C	C	D	C	B	D	D	D	D	D	C
HCM2kAvgQ:	2	9	6	8	6	0	4	4	4	4	4	8

Note: Queue reported is the number of cars per lane.

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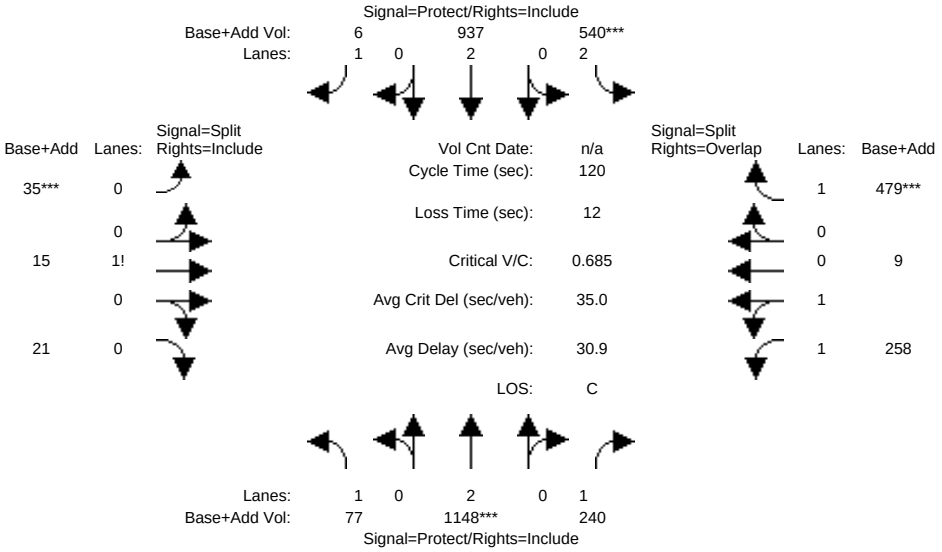
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1148	240	540	937	6	35	15	21	258	9	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1148	240	540	937	6	35	15	21	258	9	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1148	240	540	937	6	35	15	21	258	9	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1148	240	540	937	6	35	15	21	258	9	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1148	240	540	937	6	35	15	21	258	9	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1148	240	540	937	6	35	15	21	258	9	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.93	0.07	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3430	120	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.14	0.17	0.25	0.00	0.04	0.04	0.04	0.08	0.08	0.27
Crit Moves:		****		****			****					****
Green Time:	15.4	51.4	51.4	29.2	65.2	65.2	10.0	10.0	10.0	17.4	17.4	46.6
Volume/Cap:	0.34	0.71	0.32	0.71	0.45	0.01	0.49	0.49	0.49	0.52	0.52	0.71
Delay/Veh:	48.6	29.5	23.0	44.5	16.8	12.6	55.1	55.1	55.1	48.4	48.4	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	29.5	23.0	44.5	16.8	12.6	55.1	55.1	55.1	48.4	48.4	34.3
LOS by Move:	D	C	C	D	B	B	E	E	E	D	D	C
HCM2kAvgQ:	3	18	6	12	10	0	3	3	3	5	5	17

Note: Queue reported is the number of cars per lane.

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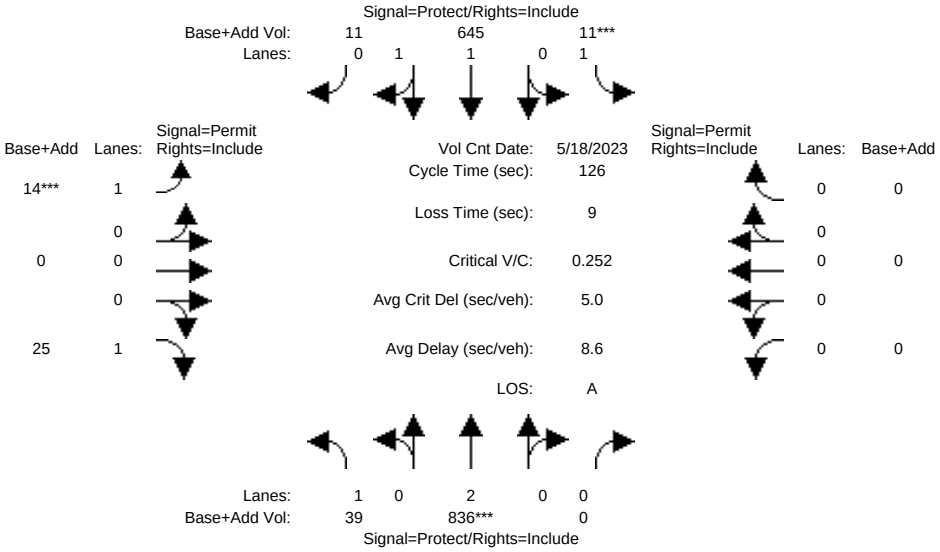
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 8:00 - 9:00 AM												
Base Vol:	39	836	0	11	645	11	14	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	836	0	11	645	11	14	0	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	836	0	11	645	11	14	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	836	0	11	645	11	14	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	836	0	11	645	11	14	0	25	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	836	0	11	645	11	14	0	25	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3638	62	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.01	0.18	0.18	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	25.5	100	0.0	7.0	81.5	81.5	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.11	0.28	0.00	0.11	0.27	0.27	0.10	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	41.1	3.5	0.0	57.1	9.6	9.6	54.1	0.0	54.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	3.5	0.0	57.1	9.6	9.6	54.1	0.0	54.8	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	4	0	1	5	5	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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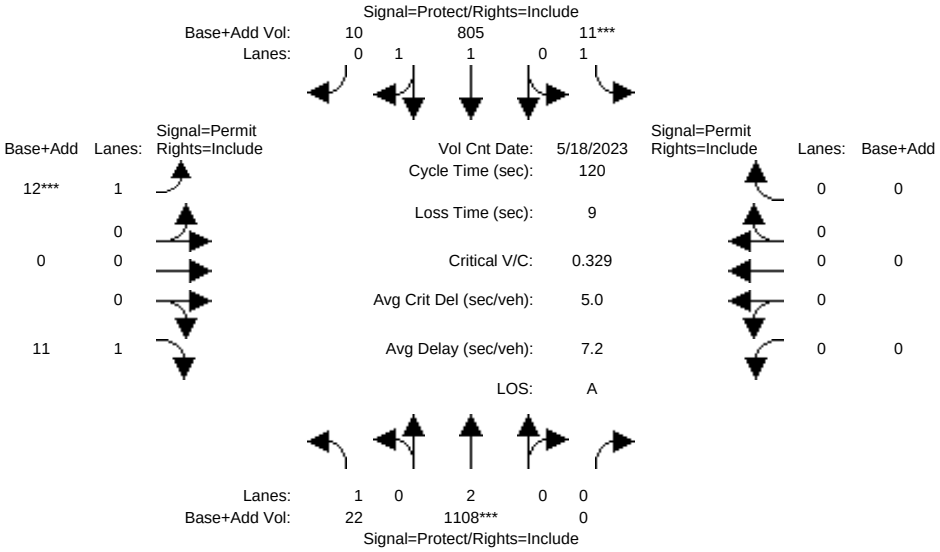
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 May 2023 << 4:15 - 5:15 PM												
Base Vol:	22	1108	0	11	805	10	12	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1108	0	11	805	10	12	0	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1108	0	11	805	10	12	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1108	0	11	805	10	12	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1108	0	11	805	10	12	0	11	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1108	0	11	805	10	12	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3655	45	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.00	0.01	0.22	0.22	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	21.1	94.0	0.0	7.0	79.9	79.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.07	0.37	0.00	0.11	0.33	0.33	0.08	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	41.3	4.1	0.0	54.0	8.7	8.7	51.0	0.0	51.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	4.1	0.0	54.0	8.7	8.7	51.0	0.0	51.0	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	6	0	0	6	6	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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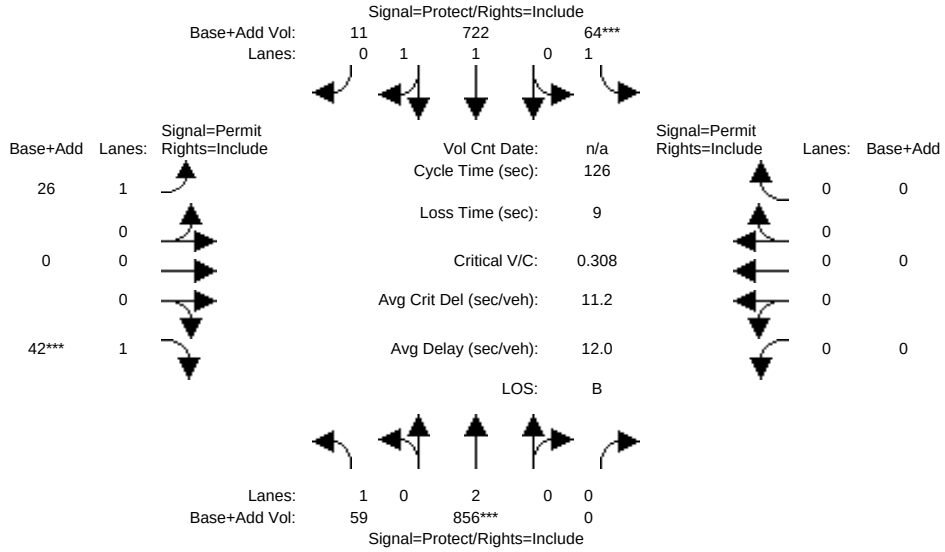
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	856	0	64	722	11	26	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	856	0	64	722	11	26	0	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	856	0	64	722	11	26	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	856	0	64	722	11	26	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	856	0	64	722	11	26	0	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	856	0	64	722	11	26	0	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3644	56	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.04	0.20	0.20	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	23.4	92.1	0.0	14.9	83.6	83.6	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.18	0.31	0.00	0.31	0.30	0.30	0.19	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	43.5	6.0	0.0	51.6	9.0	9.0	54.9	0.0	55.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	6.0	0.0	51.6	9.0	9.0	54.9	0.0	55.9	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	E	A	A	A
HCM2kAvgQ:	2	6	0	3	6	6	1	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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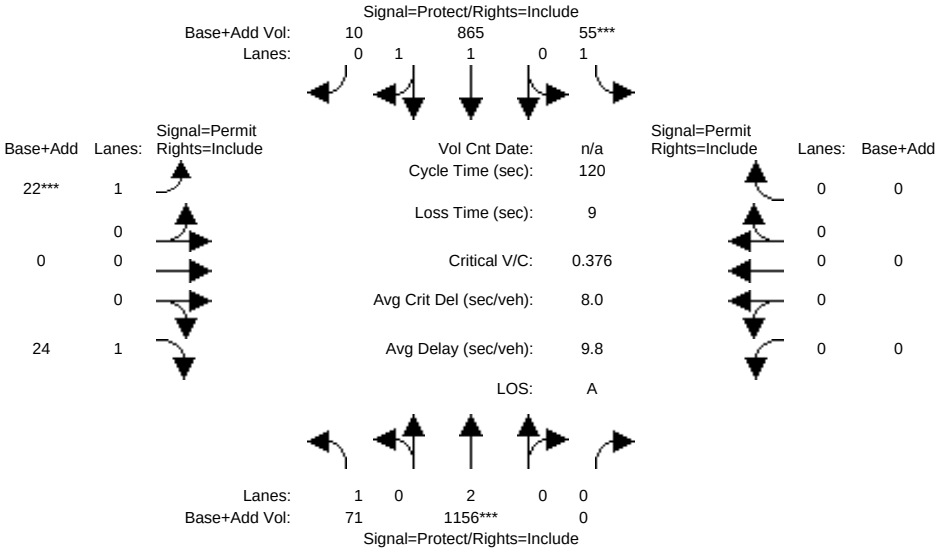
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	1156	0	55	865	10	22	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1156	0	55	865	10	22	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1156	0	55	865	10	22	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1156	0	55	865	10	22	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1156	0	55	865	10	22	0	24	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1156	0	55	865	10	22	0	24	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.98	0.02	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3658	42	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.03	0.24	0.24	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.0	91.5	0.0	9.5	81.0	81.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.24	0.40	0.00	0.40	0.35	0.35	0.15	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	43.9	4.9	0.0	54.5	8.4	8.4	51.5	0.0	51.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	4.9	0.0	54.5	8.4	8.4	51.5	0.0	51.7	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	7	0	3	7	7	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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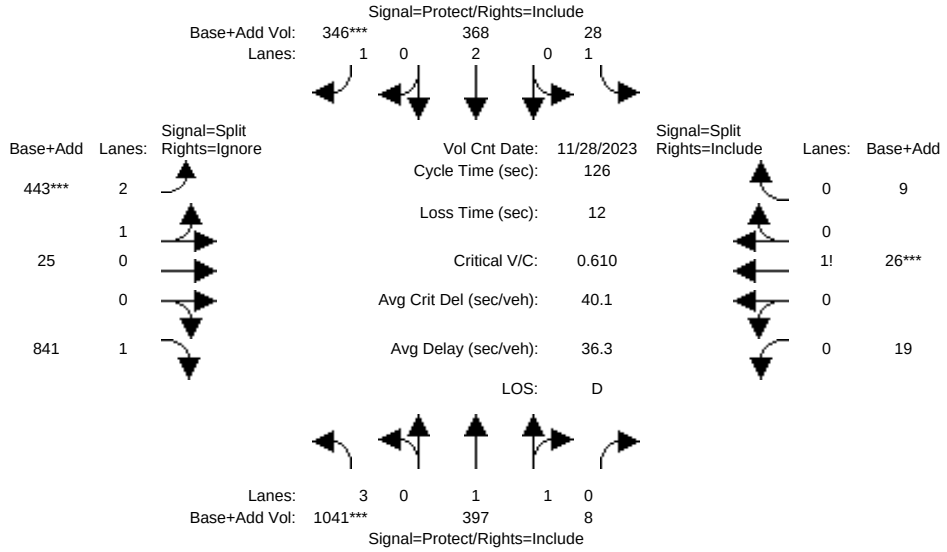
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Nov 2023 << 7:45 - 8:45 AM												
Base Vol:	1041	397	8	28	368	346	443	25	841	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1041	397	8	28	368	346	443	25	841	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1041	397	8	28	368	346	443	25	841	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1041	397	8	28	368	346	443	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1041	397	8	28	368	346	443	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1041	397	8	28	368	346	443	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.85	0.15	1.00	0.35	0.48	0.17
Final Sat.:	4551	3627	73	1750	3800	1750	4684	264	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.11	0.02	0.10	0.20	0.09	0.09	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	45.7	56.5	56.5	28.7	39.5	39.5	18.9	18.9	0.0	10.0	10.0	10.0
Volume/Cap:	0.63	0.24	0.24	0.07	0.31	0.63	0.63	0.63	0.00	0.39	0.39	0.39
Delay/Veh:	34.0	21.6	21.6	38.3	33.1	39.4	52.1	52.1	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	21.6	21.6	38.3	33.1	39.4	52.1	52.1	0.0	56.9	56.9	56.9
LOS by Move:	C	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	14	5	5	1	5	13	7	7	0	3	3	3

Note: Queue reported is the number of cars per lane.

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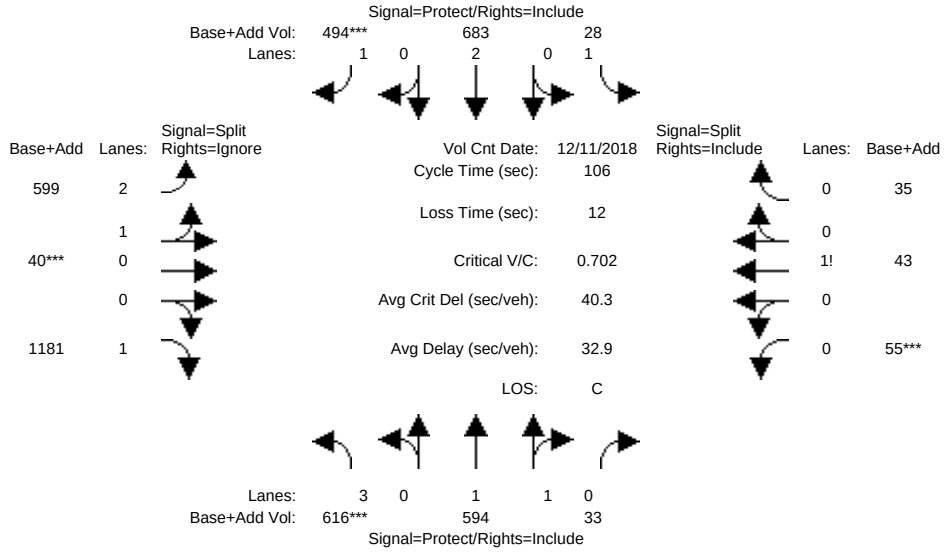
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:45 - 5:45 PM												
Base Vol:	616	594	33	28	683	494	599	40	1181	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	594	33	28	683	494	599	40	1181	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	594	33	28	683	494	599	40	1181	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	616	594	33	28	683	494	599	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	594	33	28	683	494	599	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	616	594	33	28	683	494	599	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.98	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.89	0.11	1.00	2.00	1.00	2.83	0.17	1.00	0.42	0.32	0.26
Final Sat.:	4551	3505	195	1750	3800	1750	4638	310	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.02	0.18	0.28	0.13	0.13	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	20.4	45.4	45.4	17.7	42.6	42.6	19.5	19.5	0.0	11.5	11.5	11.5
Volume/Cap:	0.70	0.40	0.40	0.10	0.45	0.70	0.70	0.70	0.00	0.70	0.70	0.70
Delay/Veh:	42.5	21.0	21.0	37.5	23.3	29.6	43.0	43.0	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	21.0	21.0	37.5	23.3	29.6	43.0	43.0	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	9	7	7	1	8	15	9	9	0	6	6	6

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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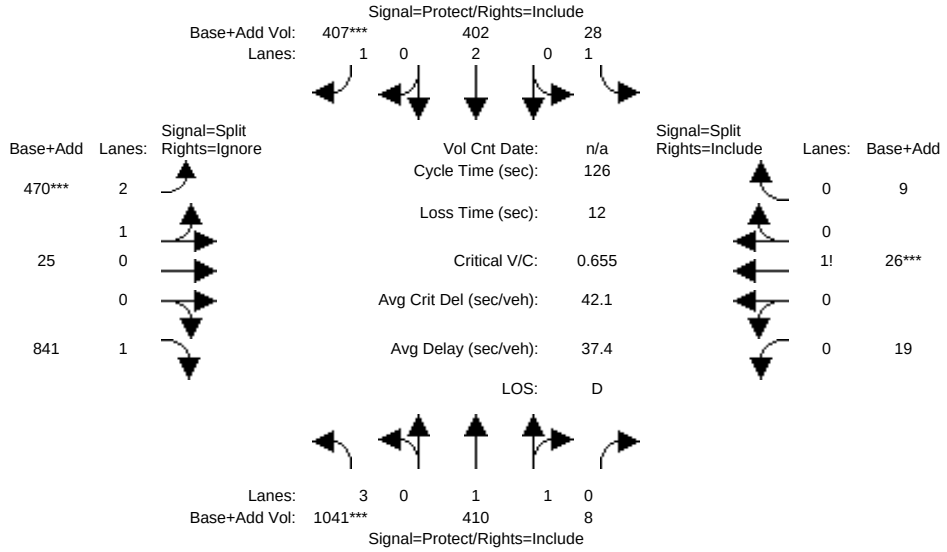
Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1041	410	8	28	402	407	470	25	841	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1041	410	8	28	402	407	470	25	841	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1041	410	8	28	402	407	470	25	841	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1041	410	8	28	402	407	470	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1041	410	8	28	402	407	470	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1041	410	8	28	402	407	470	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.86	0.14	1.00	0.35	0.48	0.17
Final Sat.:	4551	3629	71	1750	3800	1750	4698	250	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.11	0.02	0.11	0.23	0.10	0.10	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	42.4	57.3	57.3	28.2	43.1	43.1	18.5	18.5	0.0	10.0	10.0	10.0
Volume/Cap:	0.68	0.25	0.25	0.07	0.31	0.68	0.68	0.68	0.00	0.39	0.39	0.39
Delay/Veh:	37.2	21.2	21.2	38.7	30.6	38.7	53.5	53.5	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	21.2	21.2	38.7	30.6	38.7	53.5	53.5	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	15	5	5	1	6	15	8	8	0	3	3	3

Note: Queue reported is the number of cars per lane.

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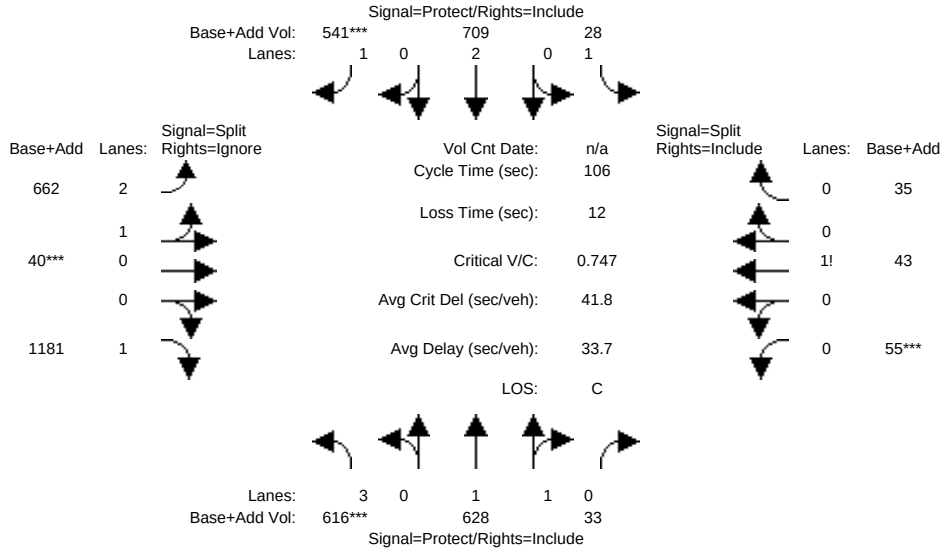
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	616	628	33	28	709	541	662	40	1181	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	628	33	28	709	541	662	40	1181	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	628	33	28	709	541	662	40	1181	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	616	628	33	28	709	541	662	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	628	33	28	709	541	662	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	616	628	33	28	709	541	662	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.98	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.90	0.10	1.00	2.00	1.00	2.84	0.16	1.00	0.42	0.32	0.26
Final Sat.:	4551	3515	185	1750	3800	1750	4666	282	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.02	0.19	0.31	0.14	0.14	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	19.2	46.1	46.1	17.0	43.9	43.9	20.1	20.1	0.0	10.8	10.8	10.8
Volume/Cap:	0.75	0.41	0.41	0.10	0.45	0.75	0.75	0.75	0.00	0.75	0.75	0.75
Delay/Veh:	44.9	20.8	20.8	38.1	22.6	30.6	43.9	43.9	0.0	62.1	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	20.8	20.8	38.1	22.6	30.6	43.9	43.9	0.0	62.1	62.1	62.1
LOS by Move:	D	C	C	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	10	8	8	1	8	17	10	10	0	6	6	6

Note: Queue reported is the number of cars per lane.

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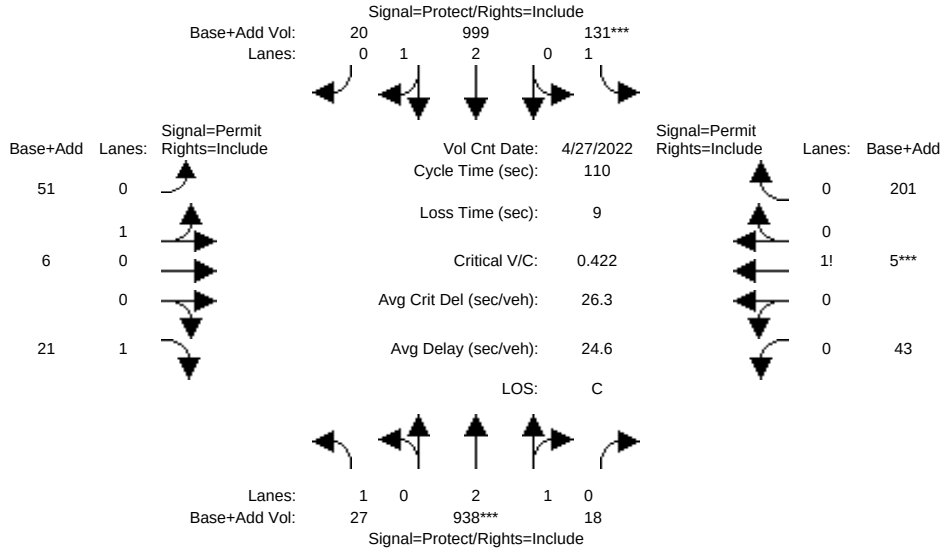
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	27	938	18	131	999	20	51	6	21	43	5	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	938	18	131	999	20	51	6	21	43	5	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	938	18	131	999	20	51	6	21	43	5	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	938	18	131	999	20	51	6	21	43	5	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	938	18	131	999	20	51	6	21	43	5	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	938	18	131	999	20	51	6	21	43	5	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.17	0.02	0.81
Final Sat.:	1750	5494	105	1750	5490	110	1611	189	1750	302	35	1413
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.07	0.18	0.18	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.6	44.5	44.5	19.5	47.4	47.4	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.10	0.42	0.42	0.42	0.42	0.42	0.09	0.09	0.04	0.42	0.42	0.42
Delay/Veh:	40.5	23.7	23.7	41.2	21.9	21.9	25.0	25.0	24.5	28.7	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	23.7	23.7	41.2	21.9	21.9	25.0	25.0	24.5	28.7	28.7	28.7
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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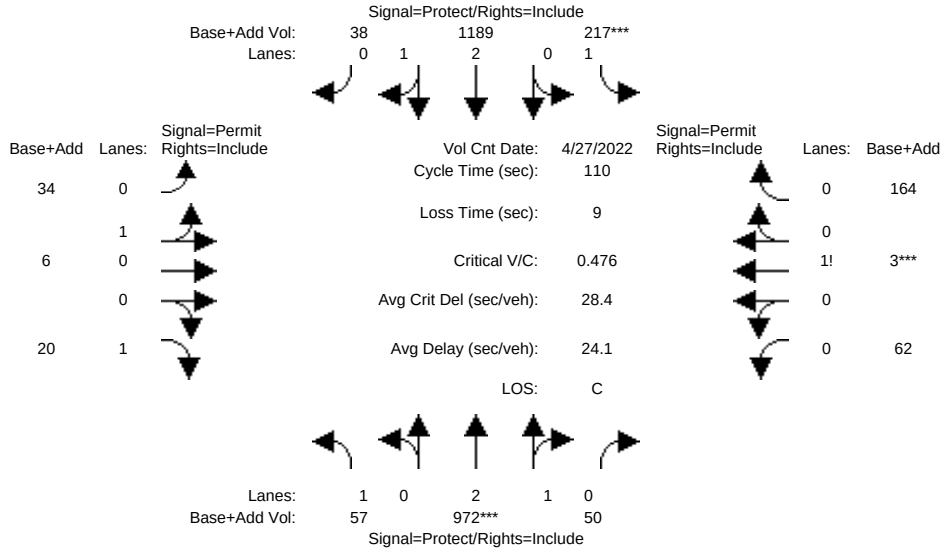
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:30 - 5:30 PM												
Base Vol:	57	972	50	217	1189	38	34	6	20	62	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	972	50	217	1189	38	34	6	20	62	3	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	972	50	217	1189	38	34	6	20	62	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	972	50	217	1189	38	34	6	20	62	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	972	50	217	1189	38	34	6	20	62	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	972	50	217	1189	38	34	6	20	62	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.90	0.10	0.85	0.15	1.00	0.27	0.01	0.72
Final Sat.:	1750	5326	274	1750	5426	173	1530	270	1750	474	23	1253
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.12	0.22	0.22	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.9	42.1	42.1	28.6	54.9	54.9	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.22	0.48	0.48	0.48	0.44	0.44	0.08	0.08	0.04	0.48	0.48	0.48
Delay/Veh:	42.0	25.8	25.8	35.1	17.8	17.8	29.7	29.7	29.3	34.0	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	25.8	25.8	35.1	17.8	17.8	29.7	29.7	29.3	34.0	34.0	34.0
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	9	9	7	9	9	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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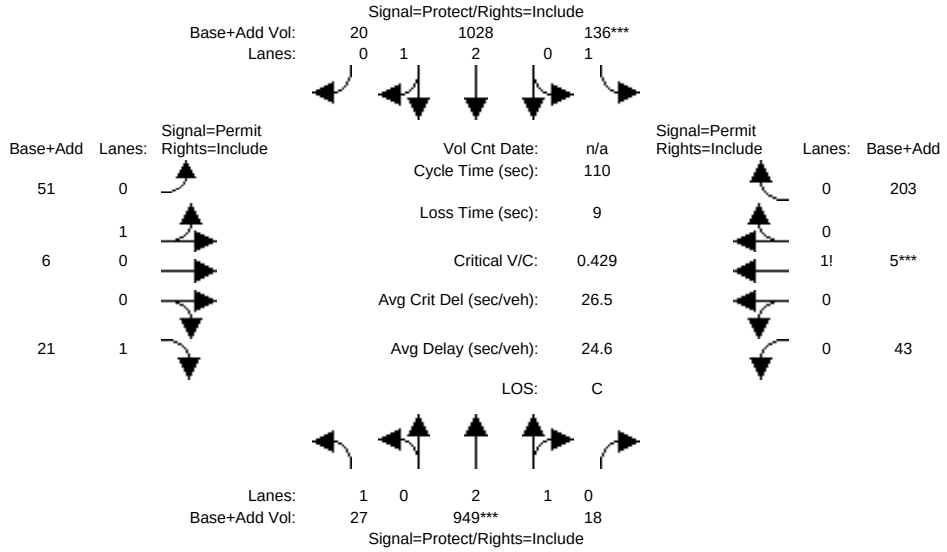
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	949	18	136	1028	20	51	6	21	43	5	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	949	18	136	1028	20	51	6	21	43	5	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	949	18	136	1028	20	51	6	21	43	5	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	949	18	136	1028	20	51	6	21	43	5	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	949	18	136	1028	20	51	6	21	43	5	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	949	18	136	1028	20	51	6	21	43	5	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.17	0.02	0.81
Final Sat.:	1750	5496	104	1750	5493	107	1611	189	1750	300	35	1415
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.08	0.19	0.19	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.3	44.3	44.3	19.9	47.9	47.9	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.10	0.43	0.43	0.43	0.43	0.43	0.09	0.09	0.04	0.43	0.43	0.43
Delay/Veh:	40.7	23.9	23.9	40.9	21.7	21.7	25.2	25.2	24.7	29.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	23.9	23.9	40.9	21.7	21.7	25.2	25.2	24.7	29.0	29.0	29.0
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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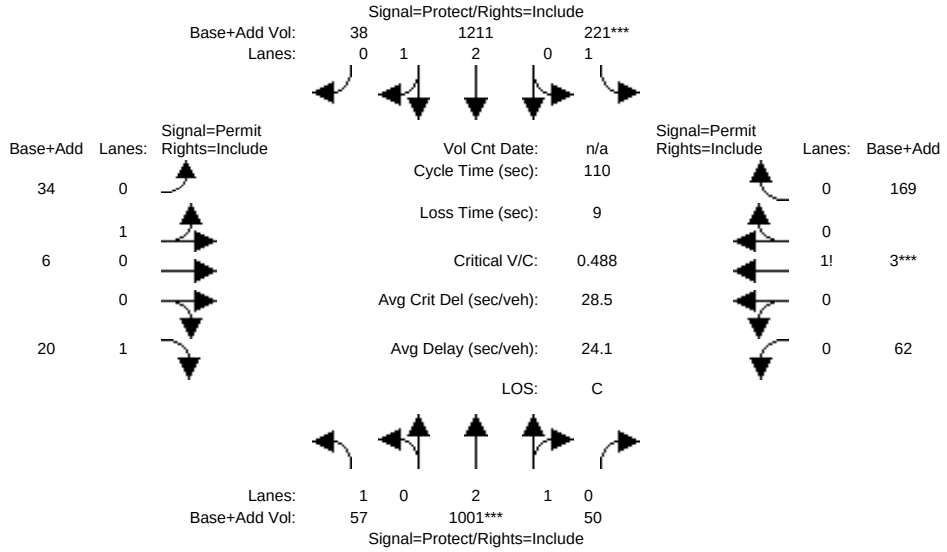
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1001	50	221	1211	38	34	6	20	62	3	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1001	50	221	1211	38	34	6	20	62	3	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1001	50	221	1211	38	34	6	20	62	3	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1001	50	221	1211	38	34	6	20	62	3	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1001	50	221	1211	38	34	6	20	62	3	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1001	50	221	1211	38	34	6	20	62	3	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.85	0.15	1.00	2.91	0.09	0.85	0.15	1.00	0.26	0.01	0.73
Final Sat.:	1750	5333	266	1750	5429	170	1530	270	1750	464	22	1264
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.13	0.22	0.22	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.7	42.3	42.3	28.5	55.1	55.1	30.2	30.2	30.2	30.2	30.2	30.2
Volume/Cap:	0.23	0.49	0.49	0.49	0.45	0.45	0.08	0.08	0.04	0.49	0.49	0.49
Delay/Veh:	42.2	25.8	25.8	35.4	17.7	17.7	29.7	29.7	29.3	34.2	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	25.8	25.8	35.4	17.7	17.7	29.7	29.7	29.3	34.2	34.2	34.2
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	9	9	7	9	9	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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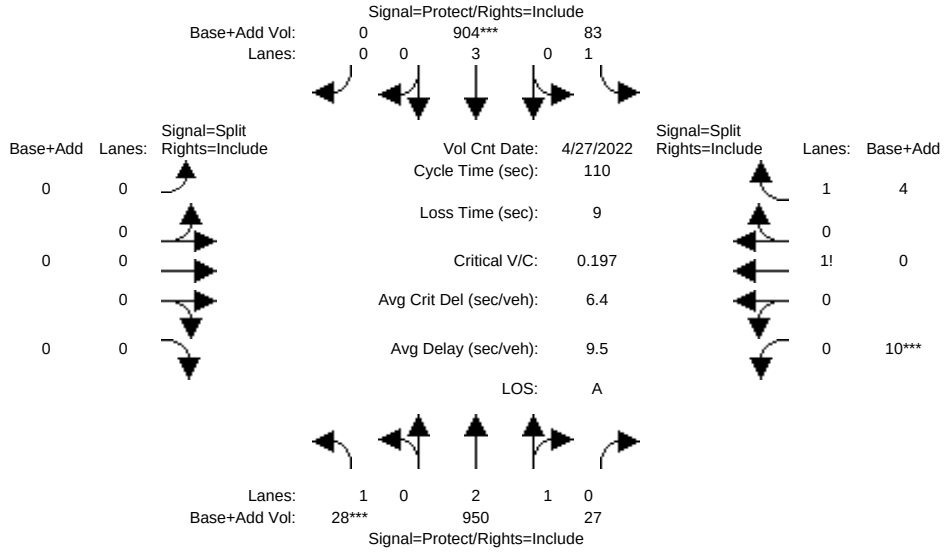
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	28	950	27	83	904	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	950	27	83	904	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	950	27	83	904	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	950	27	83	904	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	950	27	83	904	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	950	27	83	904	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5445	155	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	66.7	66.7	24.3	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.29	0.29	0.21	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.4	10.4	35.3	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.4	10.4	35.3	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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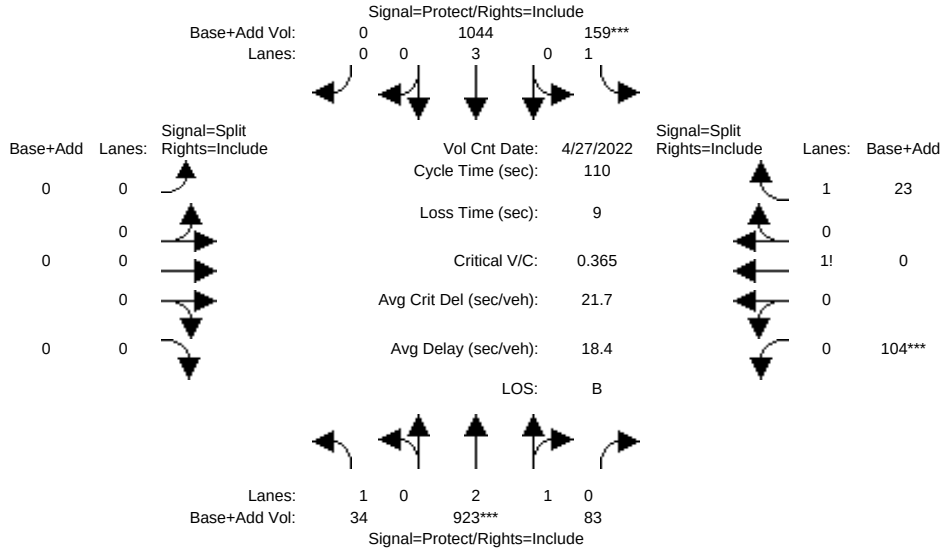
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:15 - 5:15 PM												
Base Vol:	34	923	83	159	1044	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	923	83	159	1044	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	923	83	159	1044	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	923	83	159	1044	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	923	83	159	1044	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	923	83	159	1044	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5137	462	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	21.0	54.2	54.2	27.4	60.6	0.0	0.0	0.0	0.0	19.4	0.0	19.4
Volume/Cap:	0.10	0.36	0.36	0.36	0.33	0.00	0.00	0.00	0.00	0.36	0.00	0.07
Delay/Veh:	36.8	17.3	17.3	34.6	13.7	0.0	0.0	0.0	0.0	40.5	0.0	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	17.3	17.3	34.6	13.7	0.0	0.0	0.0	0.0	40.5	0.0	37.8
LOS by Move:	D	B	B	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	7	7	5	6	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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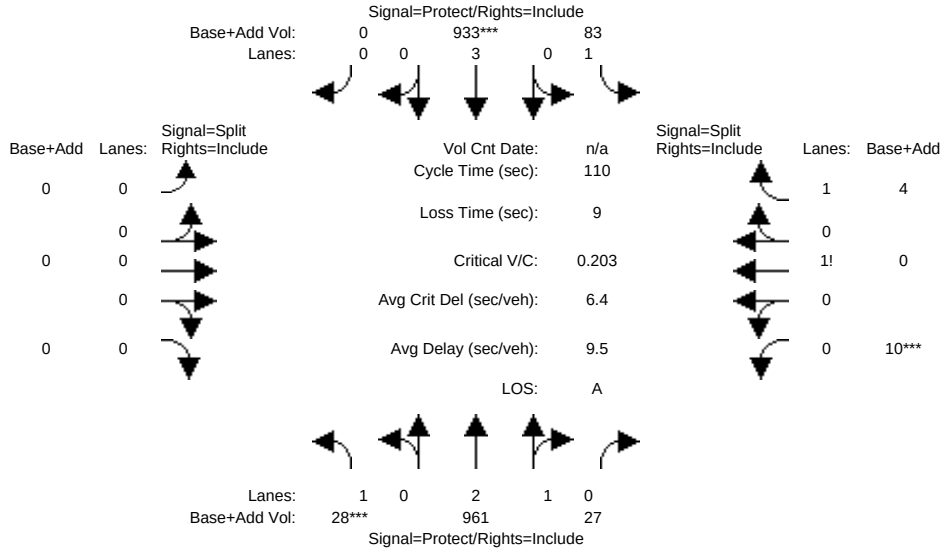
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	961	27	83	933	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	961	27	83	933	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	961	27	83	933	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	961	27	83	933	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	961	27	83	933	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	961	27	83	933	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5447	153	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.05	0.16	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	66.9	66.9	24.1	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.29	0.29	0.22	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.3	10.3	35.5	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.3	10.3	35.5	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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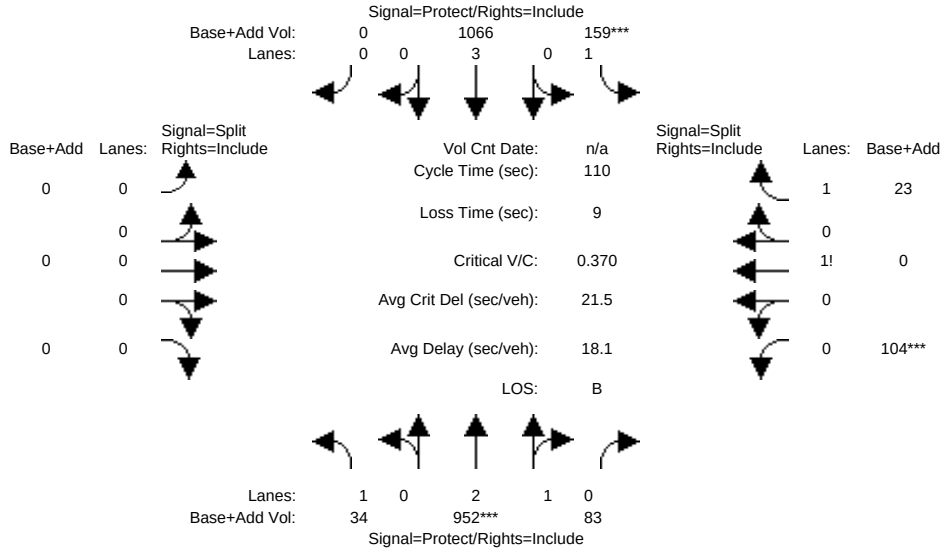
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	952	83	159	1066	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	952	83	159	1066	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	952	83	159	1066	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	952	83	159	1066	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	952	83	159	1066	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	952	83	159	1066	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5150	449	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	20.8	54.9	54.9	27.0	61.1	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.10	0.37	0.37	0.37	0.34	0.00	0.00	0.00	0.00	0.37	0.00	0.07
Delay/Veh:	37.0	17.0	17.0	35.0	13.4	0.0	0.0	0.0	0.0	40.8	0.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	17.0	17.0	35.0	13.4	0.0	0.0	0.0	0.0	40.8	0.0	38.0
LOS by Move:	D	B	B	C	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	7	7	5	6	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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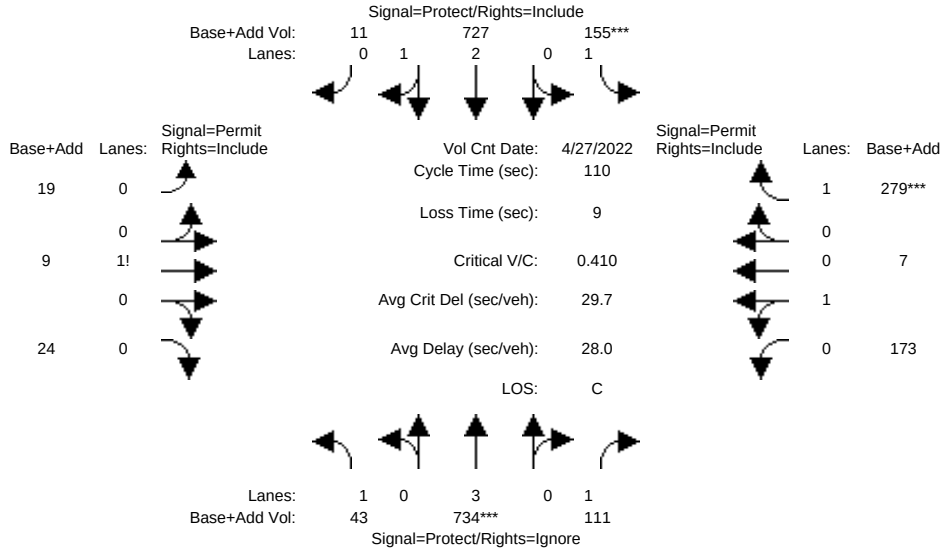
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	43	734	111	155	727	11	19	9	24	173	7	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	734	111	155	727	11	19	9	24	173	7	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	734	111	155	727	11	19	9	24	173	7	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	734	0	155	727	11	19	9	24	173	7	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	734	0	155	727	11	19	9	24	173	7	279
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	734	0	155	727	11	19	9	24	173	7	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5516	83	639	303	808	1730	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.09	0.13	0.13	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****								****
Green Time:	19.0	34.5	0.0	23.7	39.3	39.3	42.7	42.7	42.7	42.7	42.7	42.7
Volume/Cap:	0.14	0.41	0.00	0.41	0.37	0.37	0.08	0.08	0.08	0.26	0.26	0.41
Delay/Veh:	38.8	29.9	0.0	37.8	26.3	26.3	21.2	21.2	21.2	23.0	23.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	29.9	0.0	37.8	26.3	26.3	21.2	21.2	21.2	23.0	23.0	24.9
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	5	6	6	1	1	1	4	4	7

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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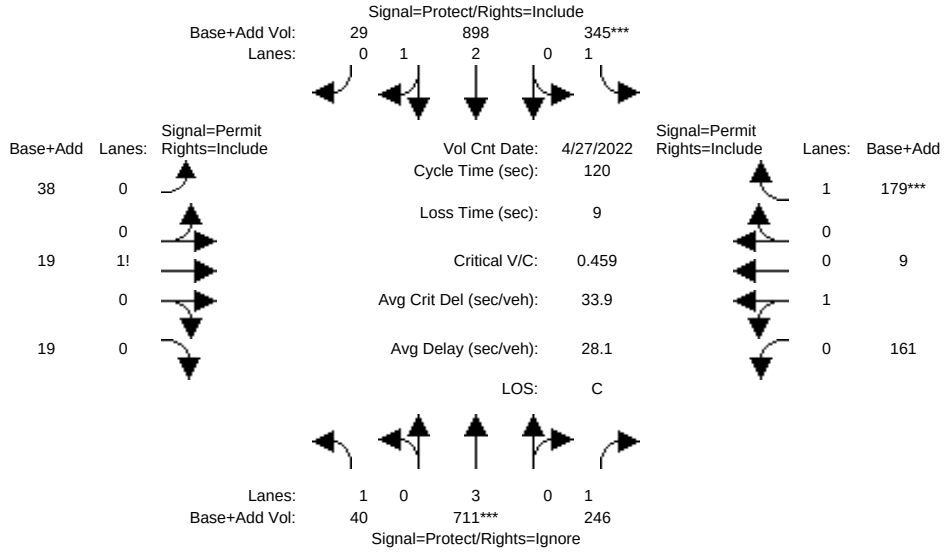
Existing PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:30 - 5:30 PM												
Base Vol:	40	711	246	345	898	29	38	19	19	161	9	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	711	246	345	898	29	38	19	19	161	9	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	711	246	345	898	29	38	19	19	161	9	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	711	0	345	898	29	38	19	19	161	9	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	711	0	345	898	29	38	19	19	161	9	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	711	0	345	898	29	38	19	19	161	9	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	0.50	0.25	0.25	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5425	175	875	438	438	1705	95	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.20	0.17	0.17	0.04	0.04	0.04	0.09	0.09	0.10
Crit Moves:		****		****								****
Green Time:	21.9	32.6	0.0	51.6	62.3	62.3	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.12	0.46	0.00	0.46	0.32	0.32	0.19	0.19	0.19	0.42	0.42	0.46
Delay/Veh:	41.2	36.5	0.0	24.7	16.7	16.7	38.1	38.1	38.1	40.7	40.7	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	36.5	0.0	24.7	16.7	16.7	38.1	38.1	38.1	40.7	40.7	41.2
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	7	0	10	7	7	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

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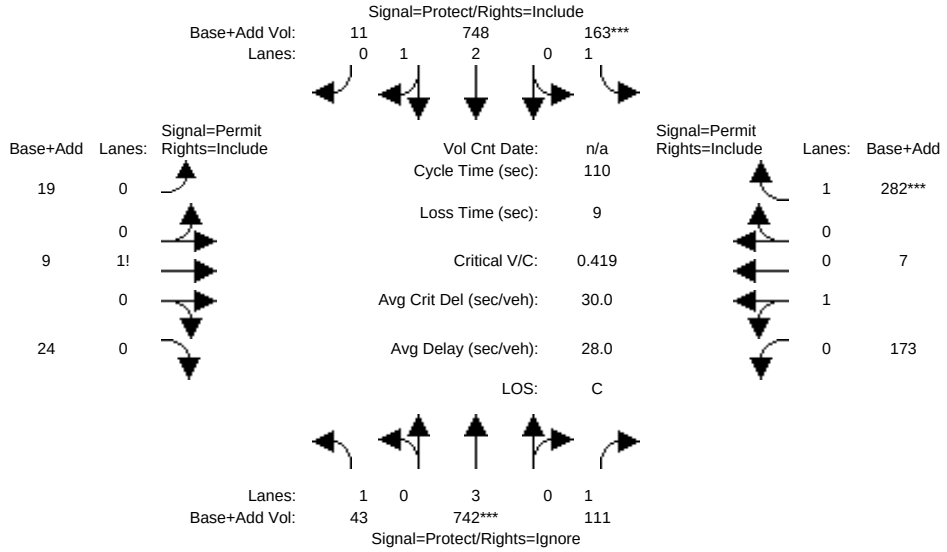
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	742	111	163	748	11	19	9	24	173	7	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	742	111	163	748	11	19	9	24	173	7	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	742	111	163	748	11	19	9	24	173	7	282
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	742	0	163	748	11	19	9	24	173	7	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	742	0	163	748	11	19	9	24	173	7	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	742	0	163	748	11	19	9	24	173	7	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5519	81	639	303	808	1730	70	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.09	0.14	0.14	0.03	0.03	0.03	0.10	0.10	0.16
Crit Moves:		****		****								****
Green Time:	18.7	34.2	0.0	24.5	39.9	39.9	42.3	42.3	42.3	42.3	42.3	42.3
Volume/Cap:	0.14	0.42	0.00	0.42	0.37	0.37	0.08	0.08	0.08	0.26	0.26	0.42
Delay/Veh:	39.0	30.2	0.0	37.4	25.9	25.9	21.5	21.5	21.5	23.3	23.3	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	30.2	0.0	37.4	25.9	25.9	21.5	21.5	21.5	23.3	23.3	25.2
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	5	6	6	1	1	1	4	4	8

Note: Queue reported is the number of cars per lane.

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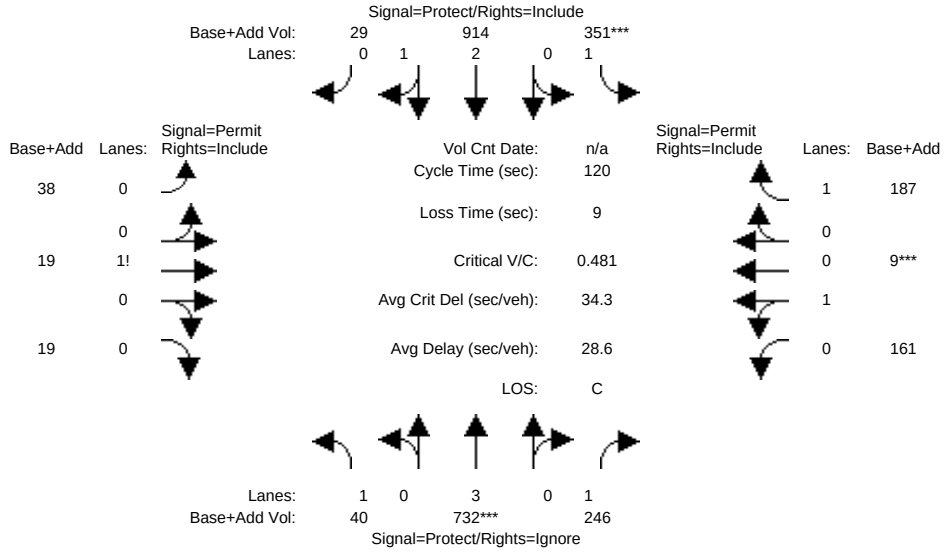
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	732	246	351	914	29	38	19	19	161	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	732	246	351	914	29	38	19	19	161	9	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	732	246	367	898	29	38	19	19	183	9	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	732	0	367	898	29	38	19	19	183	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	732	0	367	898	29	38	19	19	183	9	187
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	732	0	367	898	29	38	19	19	183	9	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	0.50	0.25	0.25	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5425	175	875	438	438	1716	84	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.21	0.17	0.17	0.04	0.04	0.04	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green Time:	22.0	32.0	0.0	52.3	62.4	62.4	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.12	0.48	0.00	0.48	0.32	0.32	0.20	0.20	0.20	0.48	0.48	0.48
Delay/Veh:	41.1	37.2	0.0	24.6	16.6	16.6	38.2	38.2	38.2	41.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	37.2	0.0	24.6	16.6	16.6	38.2	38.2	38.2	41.6	41.6	41.6
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	8	0	10	6	6	2	2	2	7	7	7

Note: Queue reported is the number of cars per lane.

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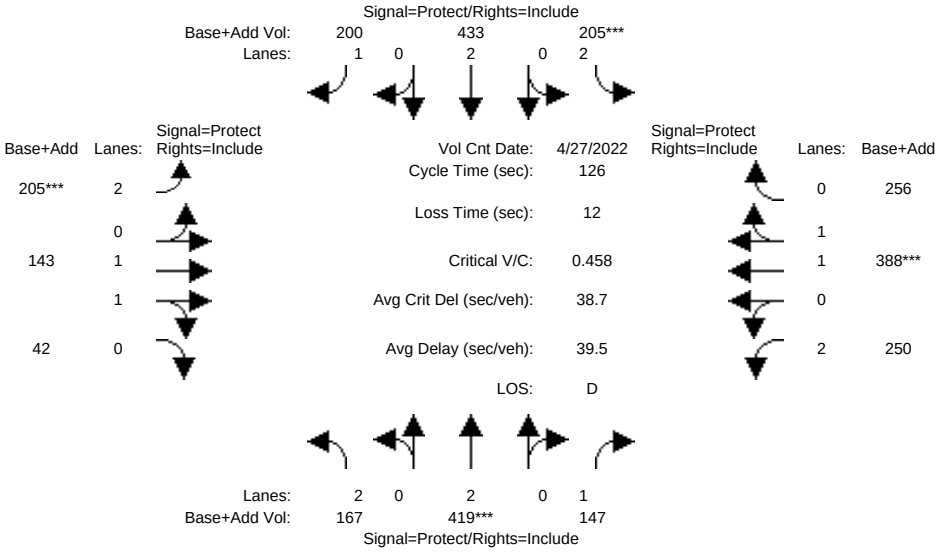
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 7:45 - 8:45 AM												
Base Vol:	167	419	147	205	433	200	205	143	42	250	388	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	419	147	205	433	200	205	143	42	250	388	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	419	147	205	433	200	205	143	42	250	388	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	419	147	205	433	200	205	143	42	250	388	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	419	147	205	433	200	205	143	42	250	388	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	419	147	205	433	200	205	143	42	250	388	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47	2.00	1.18	0.82
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2859	840	3150	2228	1470
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.08	0.07	0.11	0.11	0.07	0.05	0.05	0.08	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	15.8	30.3	30.3	17.9	32.4	32.4	17.9	32.9	32.9	32.9	47.9	47.9
Volume/Cap:	0.42	0.46	0.35	0.46	0.44	0.44	0.46	0.19	0.19	0.30	0.46	0.46
Delay/Veh:	51.7	41.2	40.2	50.3	39.5	39.9	50.3	36.3	36.3	37.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	41.2	40.2	50.3	39.5	39.9	50.3	36.3	36.3	37.6	29.6	29.6
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	7	5	5	7	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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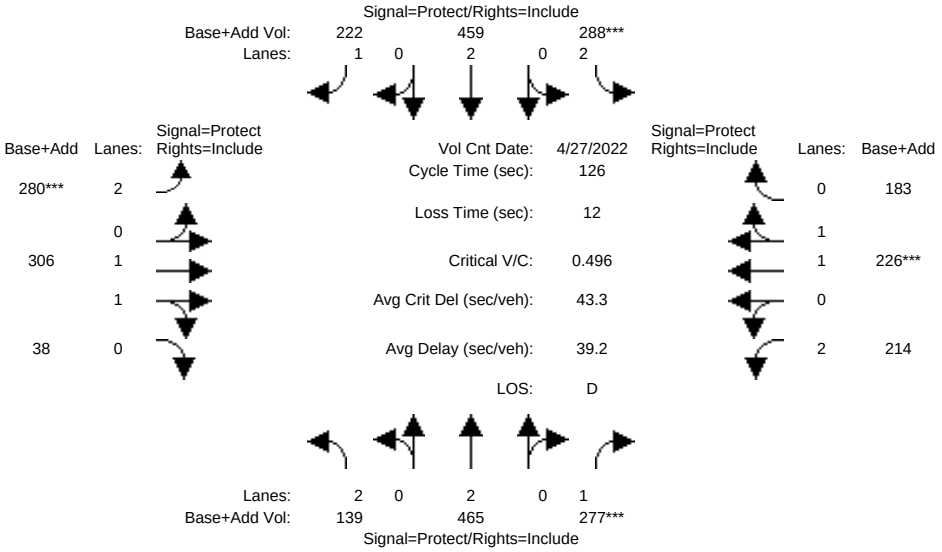
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Apr 2022 << 4:15 - 5:15 PM												
Base Vol:	139	465	277	288	459	222	280	306	38	214	226	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	465	277	288	459	222	280	306	38	214	226	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	465	277	288	459	222	280	306	38	214	226	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	465	277	288	459	222	280	306	38	214	226	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	465	277	288	459	222	280	306	38	214	226	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	465	277	288	459	222	280	306	38	214	226	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	2.00	1.08	0.92
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3291	409	3150	2043	1655
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.12	0.13	0.09	0.09	0.09	0.07	0.11	0.11
Crit Moves:			****	****			****				****	
Green Time:	19.3	40.2	40.2	23.2	44.1	44.1	22.6	29.3	29.3	21.4	28.1	28.1
Volume/Cap:	0.29	0.38	0.50	0.50	0.35	0.36	0.50	0.40	0.40	0.40	0.50	0.50
Delay/Veh:	47.6	33.5	35.4	46.8	30.5	30.9	47.3	41.3	41.3	47.1	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	33.5	35.4	46.8	30.5	30.9	47.3	41.3	41.3	47.1	43.3	43.3
LOS by Move:	D	C	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	7	9	6	6	7	6	6	6	5	7	7

Note: Queue reported is the number of cars per lane.

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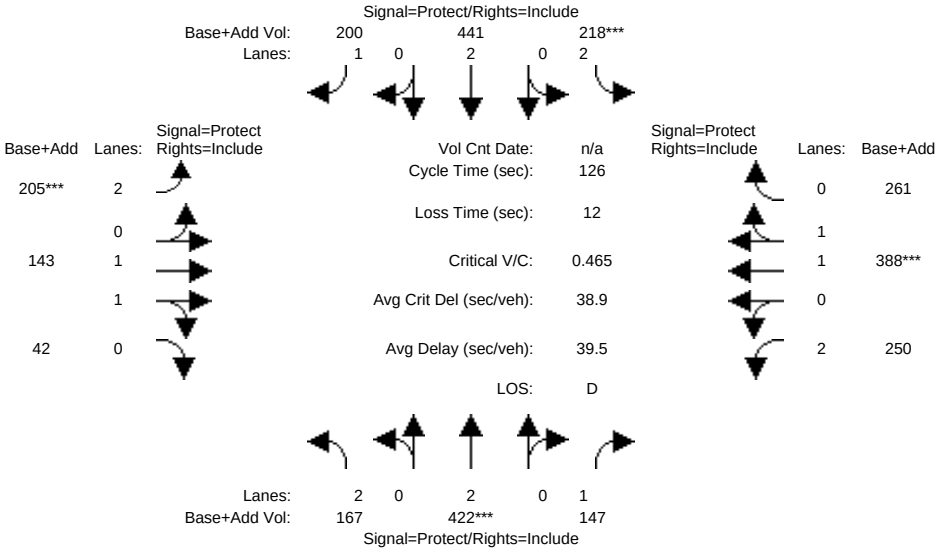
Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	422	147	218	441	200	205	143	42	250	388	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	422	147	218	441	200	205	143	42	250	388	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	422	147	218	441	200	205	143	42	250	388	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	422	147	218	441	200	205	143	42	250	388	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	422	147	218	441	200	205	143	42	250	388	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	422	147	218	441	200	205	143	42	250	388	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.53	0.47	2.00	1.17	0.83
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2859	840	3150	2211	1487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.08	0.07	0.12	0.11	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	30.1	30.1	18.7	33.0	33.0	17.6	32.6	32.6	32.6	47.5	47.5
Volume/Cap:	0.42	0.47	0.35	0.47	0.44	0.44	0.47	0.19	0.19	0.31	0.47	0.47
Delay/Veh:	51.6	41.4	40.4	49.8	39.1	39.4	50.6	36.6	36.6	37.8	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	41.4	40.4	49.8	39.1	39.4	50.6	36.6	36.6	37.8	29.9	29.9
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	7	5	5	7	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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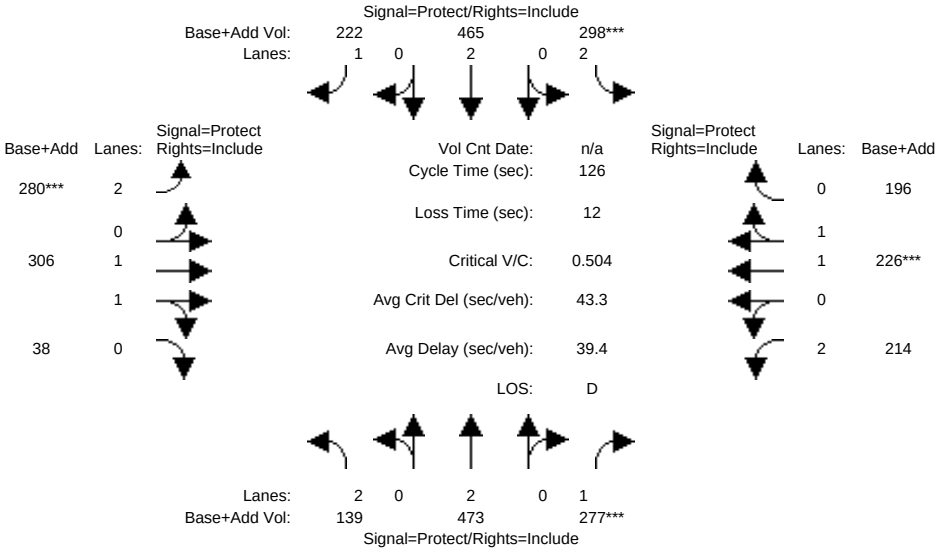
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	473	277	298	465	222	280	306	38	214	226	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	473	277	298	465	222	280	306	38	214	226	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	473	277	298	465	222	280	306	38	214	226	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	473	277	298	465	222	280	306	38	214	226	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	473	277	298	465	222	280	306	38	214	226	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	473	277	298	465	222	280	306	38	214	226	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.77	0.23	2.00	1.05	0.95
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3291	409	3150	1980	1717
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.12	0.13	0.09	0.09	0.09	0.07	0.11	0.11
Crit Moves:			****	****			****				****	
Green Time:	19.3	39.6	39.6	23.7	44.0	44.0	22.2	29.3	29.3	21.4	28.5	28.5
Volume/Cap:	0.29	0.40	0.50	0.50	0.35	0.36	0.50	0.40	0.40	0.40	0.50	0.50
Delay/Veh:	47.6	34.1	36.0	46.6	30.6	30.9	47.6	41.2	41.2	47.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	34.1	36.0	46.6	30.6	30.9	47.6	41.2	41.2	47.0	43.0	43.0
LOS by Move:	D	C	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	7	10	7	7	7	6	6	6	5	8	8

Note: Queue reported is the number of cars per lane.

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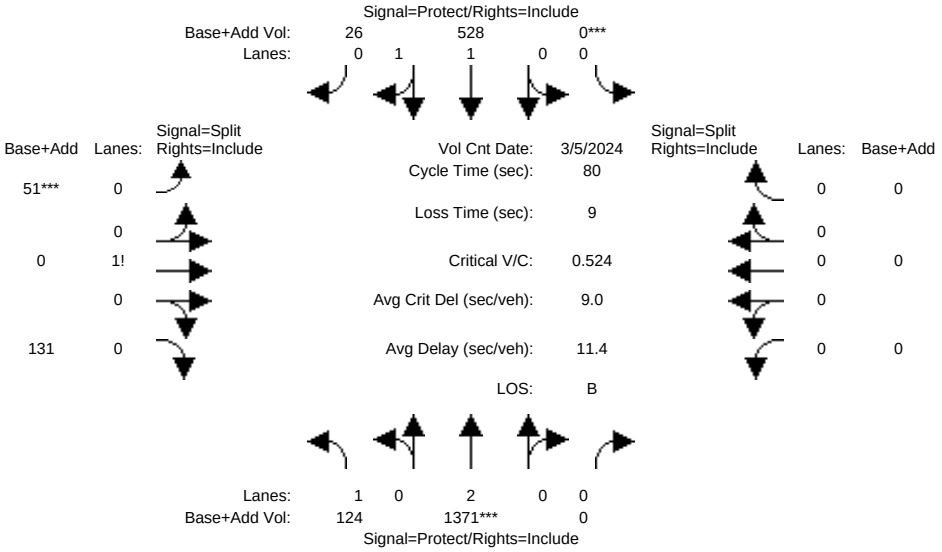
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	124	1371	0	0	528	26	51	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1371	0	0	528	26	51	0	131	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1371	0	0	528	26	51	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1371	0	0	528	26	51	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1371	0	0	528	26	51	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1371	0	0	528	26	51	0	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3526	174	490	0	1260	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.00	0.15	0.15	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.3	55.1	0.0	0.0	34.8	34.8	15.9	0.0	15.9	0.0	0.0	0.0
Volume/Cap:	0.28	0.52	0.00	0.00	0.34	0.34	0.52	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	24.3	6.3	0.0	0.0	15.2	15.2	30.1	0.0	30.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	6.3	0.0	0.0	15.2	15.2	30.1	0.0	30.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	8	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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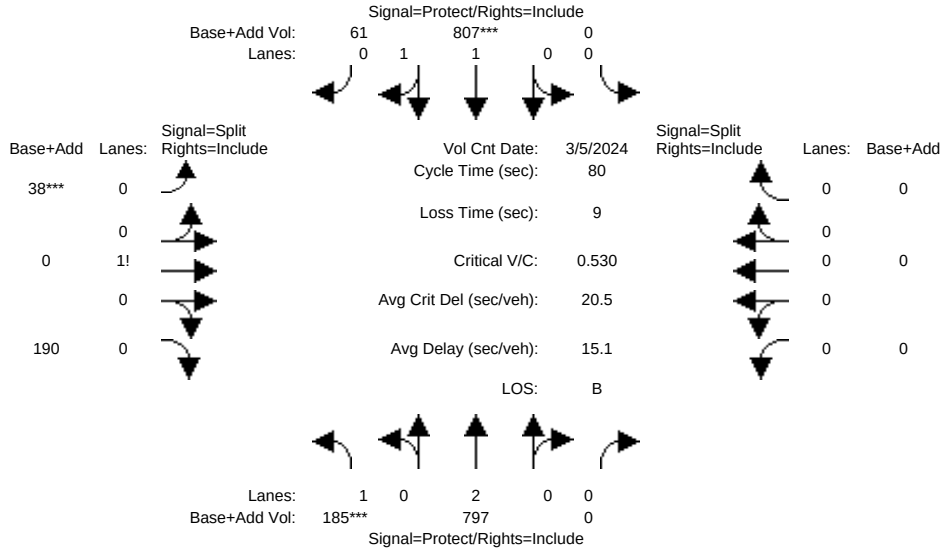
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	185	797	0	0	807	61	38	0	190	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	797	0	0	807	61	38	0	190	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	797	0	0	807	61	38	0	190	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	797	0	0	807	61	38	0	190	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	797	0	0	807	61	38	0	190	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	797	0	0	807	61	38	0	190	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	0.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3440	260	292	0	1458	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.00	0.23	0.23	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.9	51.3	0.0	0.0	35.4	35.4	19.7	0.0	19.7	0.0	0.0	0.0
Volume/Cap:	0.53	0.33	0.00	0.00	0.53	0.53	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	30.2	6.6	0.0	0.0	16.6	16.6	27.4	0.0	27.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	6.6	0.0	0.0	16.6	16.6	27.4	0.0	27.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	4	0	0	8	8	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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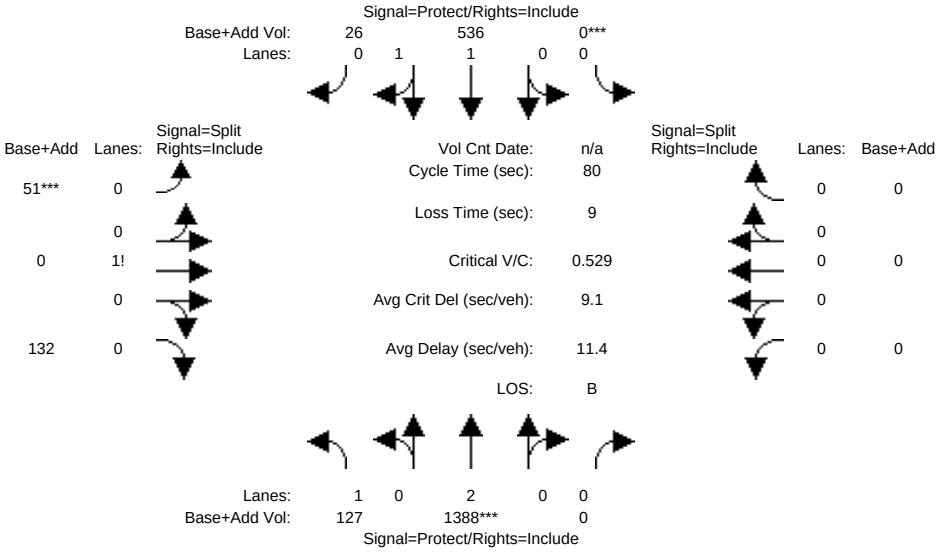
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	1388	0	0	536	26	51	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1388	0	0	536	26	51	0	132	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1388	0	0	536	26	51	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1388	0	0	536	26	51	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1388	0	0	536	26	51	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1388	0	0	536	26	51	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3529	171	488	0	1262	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.00	0.00	0.15	0.15	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.2	55.2	0.0	0.0	35.0	35.0	15.8	0.0	15.8	0.0	0.0	0.0
Volume/Cap:	0.29	0.53	0.00	0.00	0.35	0.35	0.53	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	24.5	6.3	0.0	0.0	15.0	15.0	30.3	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	6.3	0.0	0.0	15.0	15.0	30.3	0.0	30.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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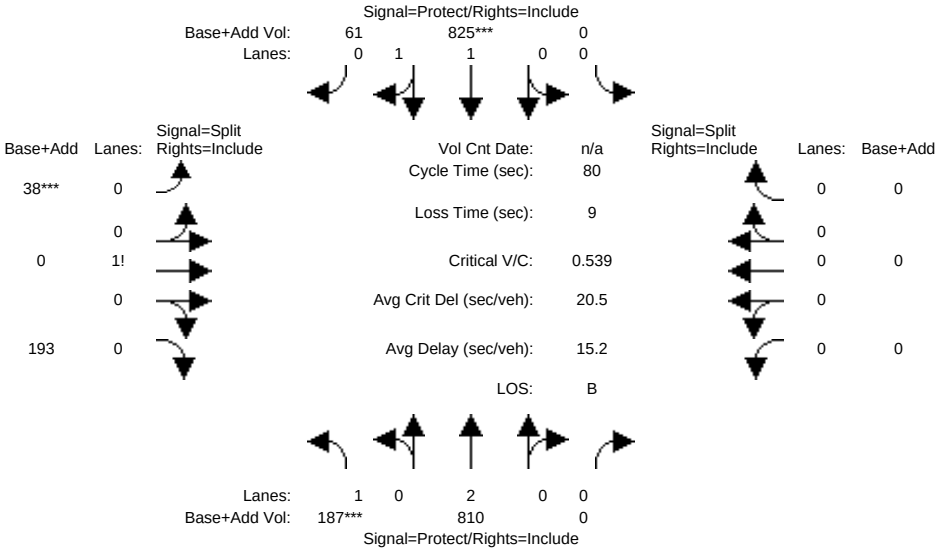
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	810	0	0	825	61	38	0	193	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	810	0	0	825	61	38	0	193	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	810	0	0	825	61	38	0	193	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	810	0	0	825	61	38	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	810	0	0	825	61	38	0	193	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	810	0	0	825	61	38	0	193	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.86	0.14	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3445	255	288	0	1462	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.00	0.00	0.24	0.24	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.9	51.4	0.0	0.0	35.5	35.5	19.6	0.0	19.6	0.0	0.0	0.0
Volume/Cap:	0.54	0.33	0.00	0.00	0.54	0.54	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	30.5	6.6	0.0	0.0	16.6	16.6	27.7	0.0	27.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	6.6	0.0	0.0	16.6	16.6	27.7	0.0	27.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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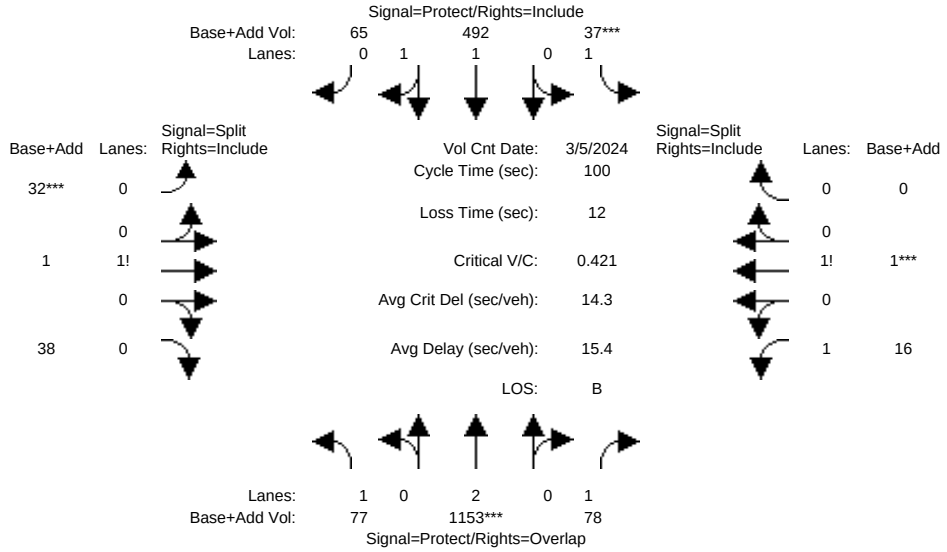
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	77	1153	78	37	492	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1153	78	37	492	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1153	78	37	492	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1153	78	37	492	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1153	78	37	492	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1153	78	37	492	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3268	432	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.04	0.02	0.15	0.15	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	21.6	61.0	71.0	7.0	46.4	46.4	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.20	0.50	0.06	0.30	0.32	0.32	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	32.4	11.1	4.4	45.6	17.0	17.0	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	11.1	4.4	45.6	17.0	17.0	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	10	1	1	5	5	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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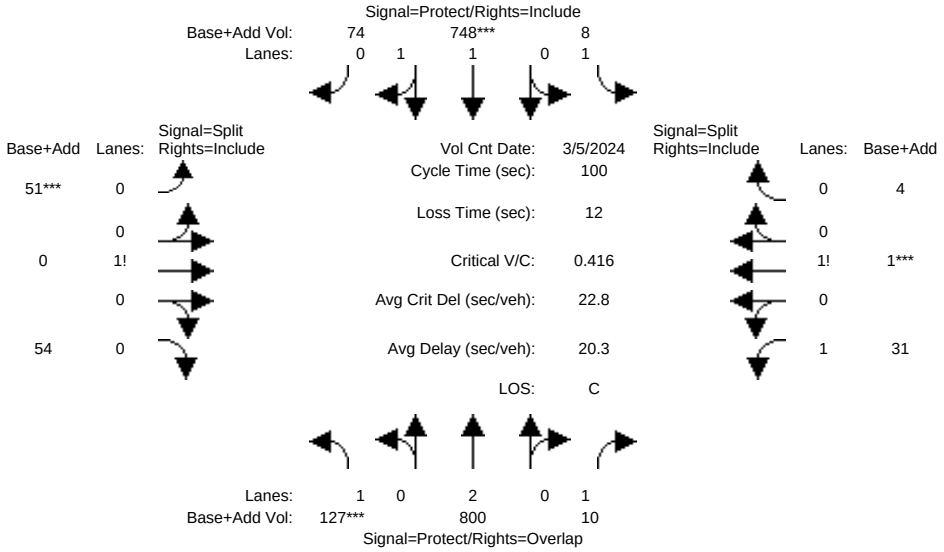
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:30 - 5:30 PM												
Base Vol:	127	800	10	8	748	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	800	10	8	748	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	800	10	8	748	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	800	10	8	748	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	800	10	8	748	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	800	10	8	748	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3367	333	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.01	0.00	0.22	0.22	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	16.0	48.6	58.6	16.2	48.9	48.9	13.2	0.0	13.2	10.0	10.0	10.0
Volume/Cap:	0.45	0.43	0.01	0.03	0.45	0.45	0.45	0.00	0.45	0.10	0.12	0.12
Delay/Veh:	39.3	16.9	8.6	35.3	17.0	17.0	41.5	0.0	41.5	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	16.9	8.6	35.3	17.0	17.0	41.5	0.0	41.5	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	8	0	0	9	9	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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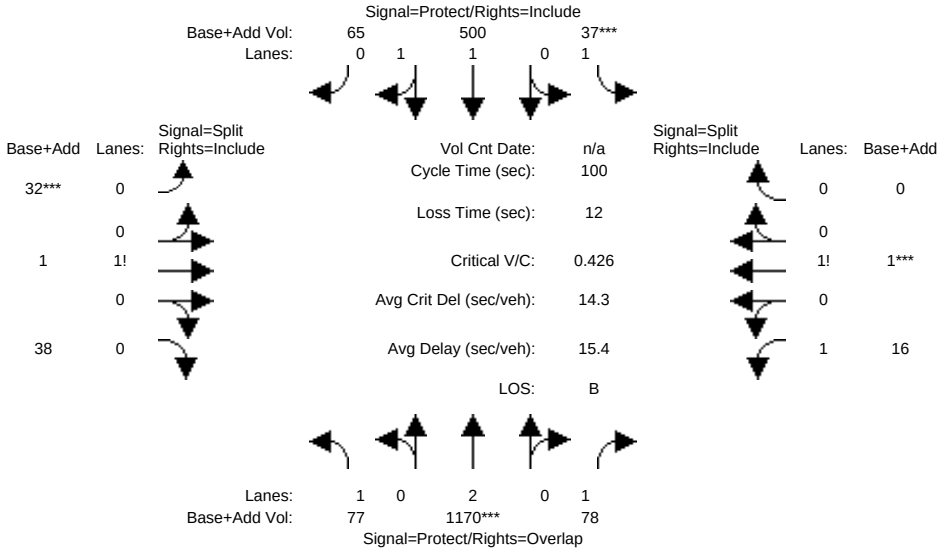
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1170	78	37	500	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1170	78	37	500	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1170	78	37	500	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1170	78	37	500	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1170	78	37	500	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1170	78	37	500	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3274	426	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.04	0.02	0.15	0.15	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	21.4	61.0	71.0	7.0	46.6	46.6	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.50	0.06	0.30	0.33	0.33	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	32.6	11.2	4.4	45.6	16.9	16.9	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	11.2	4.4	45.6	16.9	16.9	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	10	1	1	6	6	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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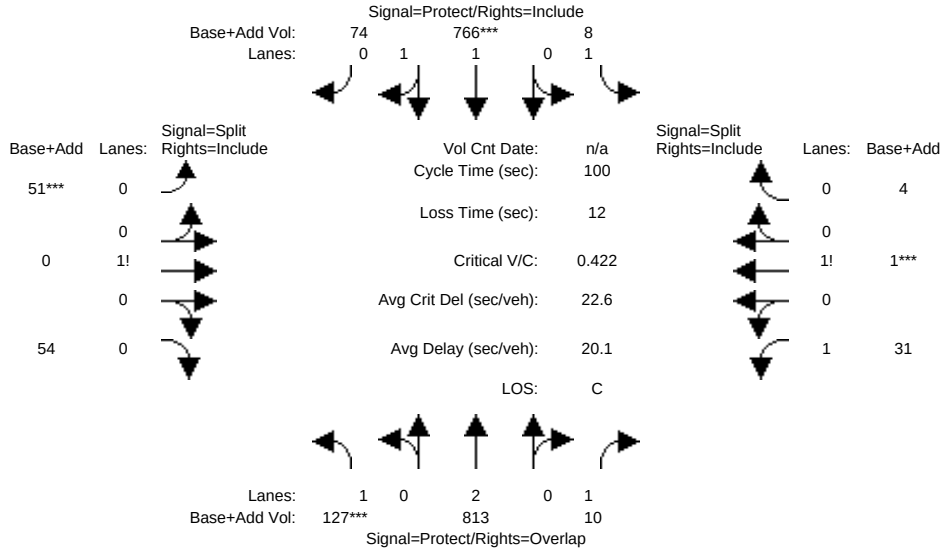
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	813	10	8	766	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	813	10	8	766	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	813	10	8	766	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	813	10	8	766	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	813	10	8	766	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	813	10	8	766	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3374	326	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.01	0.00	0.23	0.23	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.7	49.0	59.0	16.0	49.2	49.2	13.0	0.0	13.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.44	0.01	0.03	0.46	0.46	0.46	0.00	0.46	0.10	0.12	0.12
Delay/Veh:	39.5	16.7	8.5	35.5	16.8	16.8	41.7	0.0	41.7	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	16.7	8.5	35.5	16.8	16.8	41.7	0.0	41.7	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	8	0	0	9	9	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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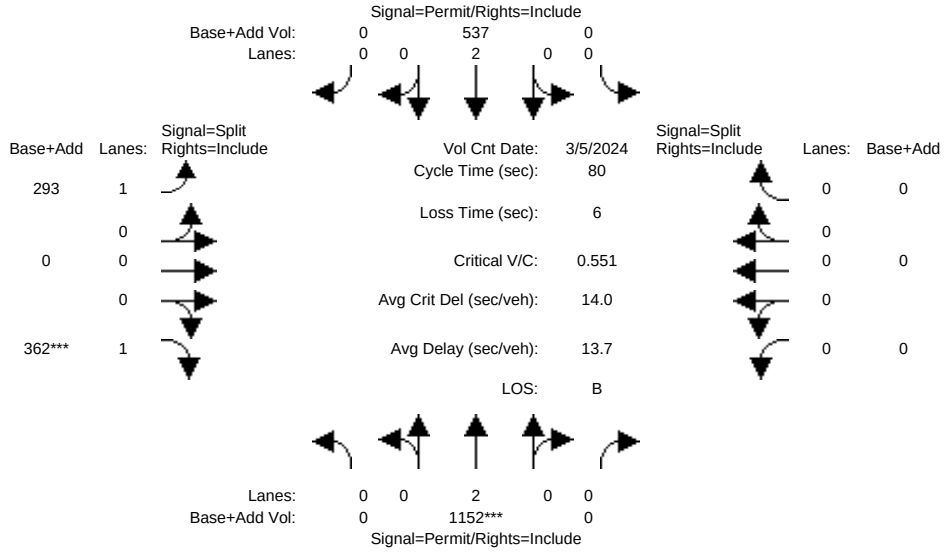
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	0	1152	0	0	537	0	293	0	362	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1152	0	0	537	0	293	0	362	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1152	0	0	537	0	293	0	362	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1152	0	0	537	0	293	0	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1152	0	0	537	0	293	0	362	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1152	0	0	537	0	293	0	362	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.14	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.0	0.0	0.0	44.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.55	0.00	0.00	0.26	0.00	0.45	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	12.0	0.0	0.0	9.5	0.0	19.2	0.0	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	0.0	9.5	0.0	19.2	0.0	20.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	3	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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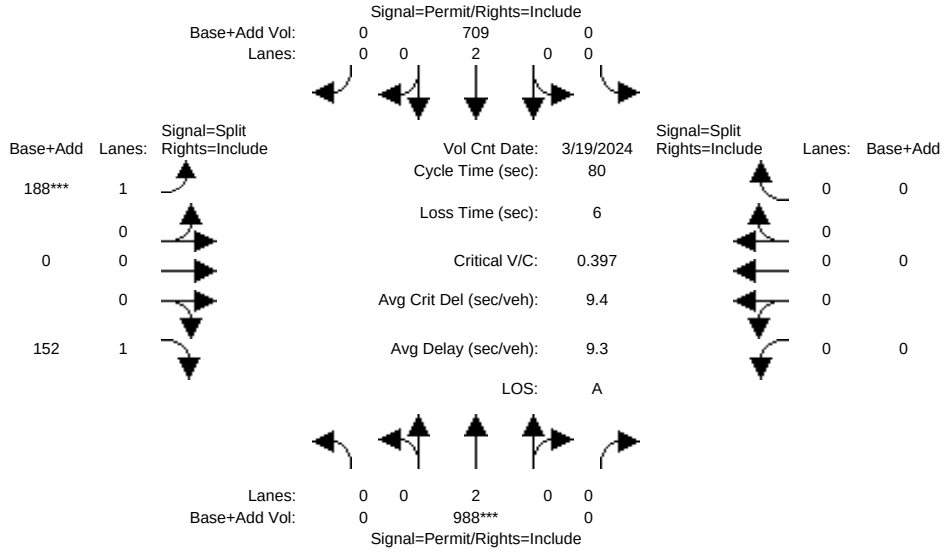
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	0	988	0	0	709	0	188	0	152	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	988	0	0	709	0	188	0	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	988	0	0	709	0	188	0	152	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	988	0	0	709	0	188	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	988	0	0	709	0	188	0	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	988	0	0	709	0	188	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.19	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	52.4	0.0	0.0	52.4	0.0	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.29	0.00	0.40	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	5.9	0.0	24.4	0.0	23.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	5.9	0.0	24.4	0.0	23.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	4	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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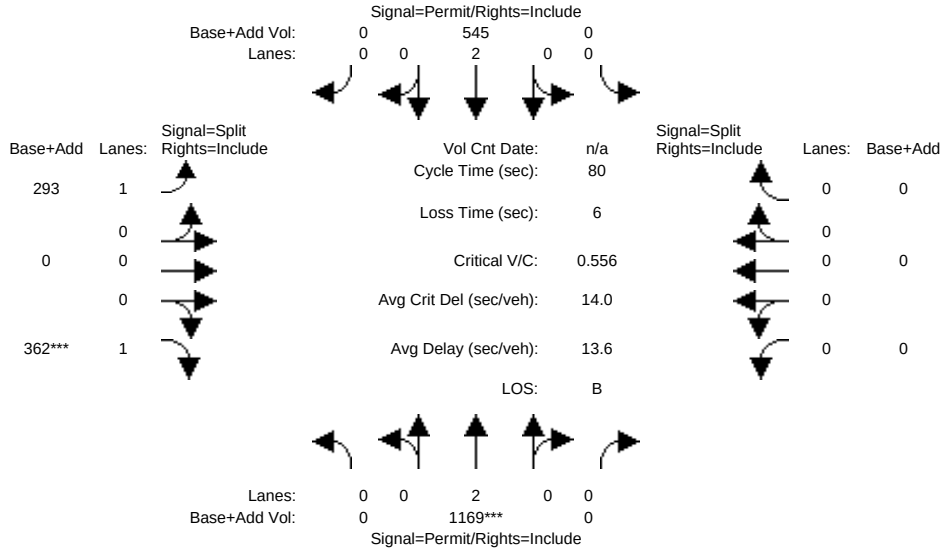
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1169	0	0	545	0	293	0	362	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	0	0	545	0	293	0	362	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1169	0	0	545	0	293	0	362	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1169	0	0	545	0	293	0	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1169	0	0	545	0	293	0	362	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1169	0	0	545	0	293	0	362	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.14	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.2	0.0	0.0	44.2	0.0	29.8	0.0	29.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.56	0.00	0.00	0.26	0.00	0.45	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	11.9	0.0	0.0	9.4	0.0	19.5	0.0	21.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	9.4	0.0	19.5	0.0	21.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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2000 HCM Operations (Future Volume Alternative)
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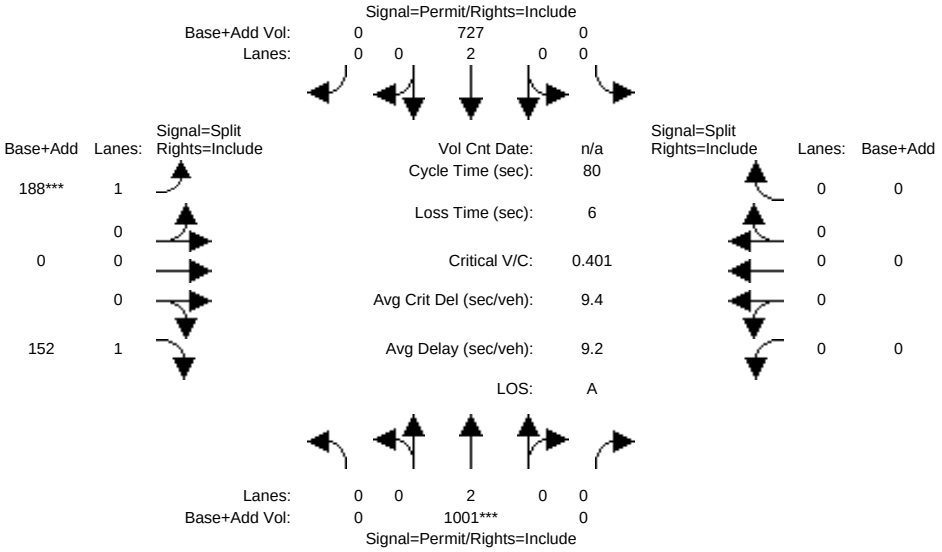
Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1001	0	0	727	0	188	0	152	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1001	0	0	727	0	188	0	152	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1001	0	0	727	0	188	0	152	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1001	0	0	727	0	188	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1001	0	0	727	0	188	0	152	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1001	0	0	727	0	188	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.19	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	52.6	0.0	0.0	52.6	0.0	21.4	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.29	0.00	0.40	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.5	0.0	0.0	5.9	0.0	24.6	0.0	23.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	0.0	0.0	5.9	0.0	24.6	0.0	23.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	4	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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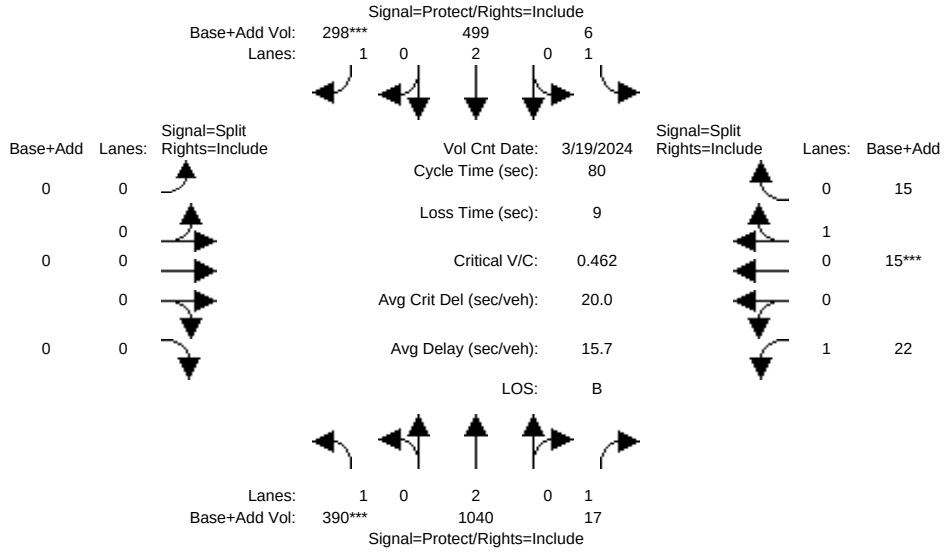
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 8:00 - 9:00 AM												
Base Vol:	390	1040	17	6	499	298	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1040	17	6	499	298	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1040	17	6	499	298	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1040	17	6	499	298	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1040	17	6	499	298	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	1040	17	6	499	298	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.01	0.00	0.13	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	46.2	46.2	14.8	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.47	0.02	0.02	0.40	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.2	10.0	7.2	26.7	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	10.0	7.2	26.7	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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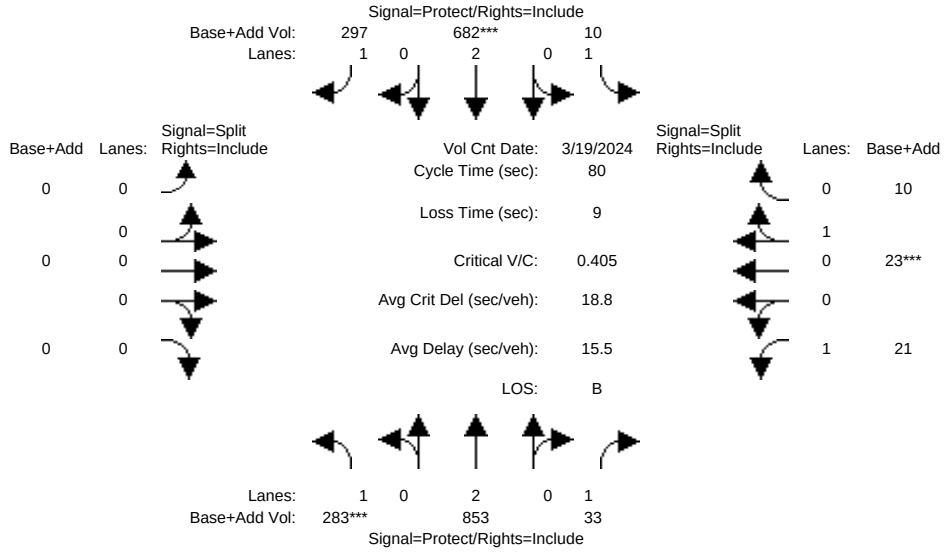

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2024 << 4:45 - 5:45 PM												
Base Vol:	283	853	33	10	682	297	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	853	33	10	682	297	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	853	33	10	682	297	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	853	33	10	682	297	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	853	33	10	682	297	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	853	33	10	682	297	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.02	0.01	0.18	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	28.9	43.9	43.9	17.1	32.1	32.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.45	0.41	0.03	0.03	0.45	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.0	10.6	8.3	24.9	17.7	17.7	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	10.6	8.3	24.9	17.7	17.7	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	B	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	6	0	0	6	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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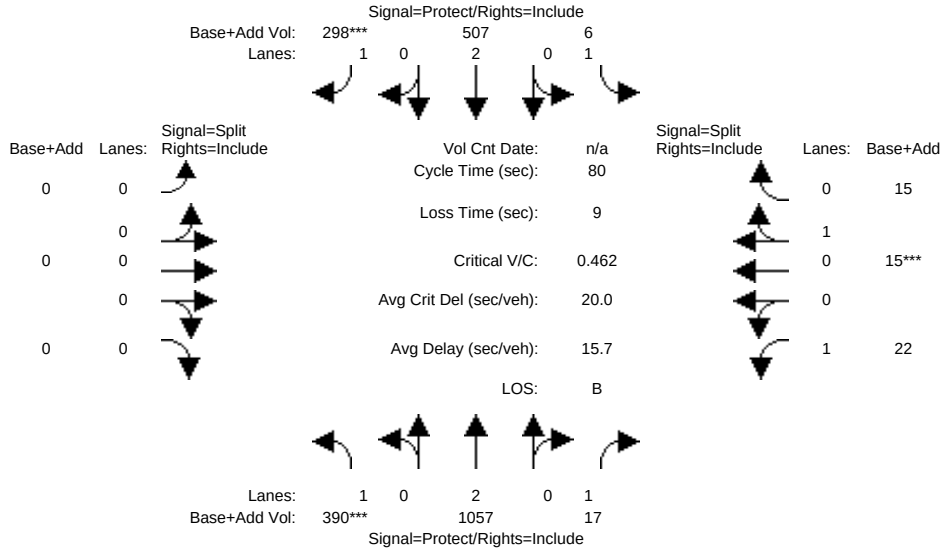

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	390	1057	17	6	507	298	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1057	17	6	507	298	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1057	17	6	507	298	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	1057	17	6	507	298	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	1057	17	6	507	298	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	390	1057	17	6	507	298	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.01	0.00	0.13	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	46.4	46.4	14.6	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.48	0.02	0.02	0.40	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.2	9.9	7.1	26.9	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	9.9	7.1	26.9	20.9	22.4	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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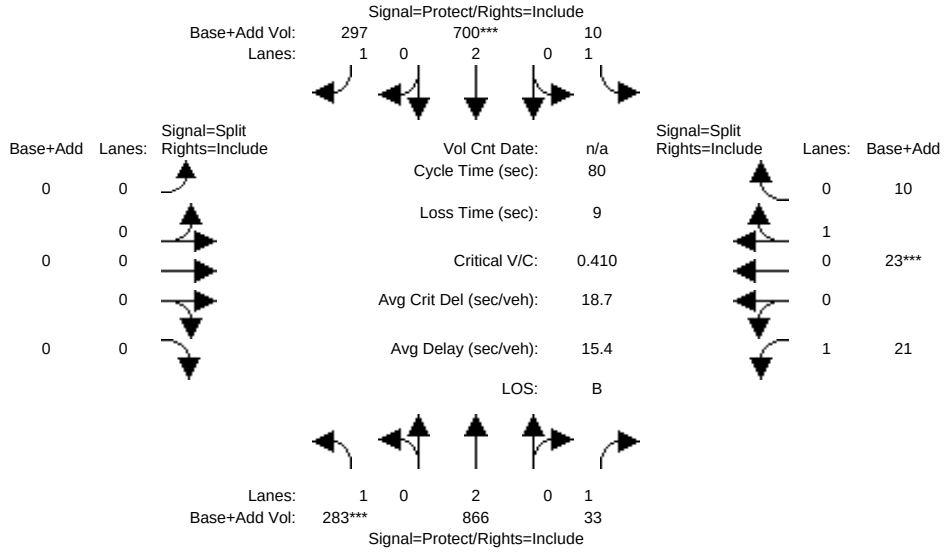
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	866	33	10	700	297	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	866	33	10	700	297	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	866	33	10	700	297	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	866	33	10	700	297	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	866	33	10	700	297	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	866	33	10	700	297	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.02	0.01	0.18	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	28.5	44.1	44.1	16.9	32.5	32.5	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.45	0.41	0.03	0.03	0.45	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.3	10.6	8.2	25.0	17.5	17.4	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	10.6	8.2	25.0	17.5	17.4	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	6	0	0	6	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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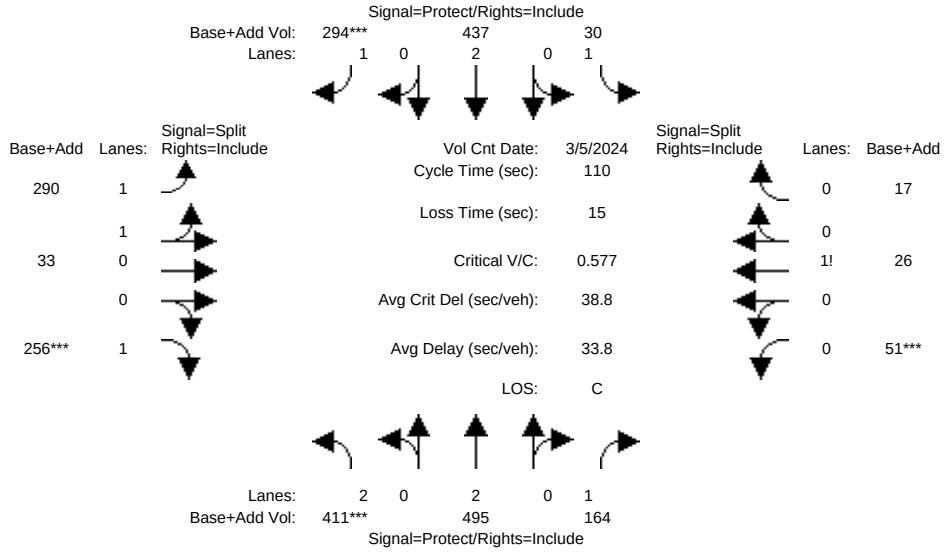
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 7:45 - 8:45 AM												
Base Vol:	411	495	164	30	437	294	290	33	256	51	26	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	495	164	30	437	294	290	33	256	51	26	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	495	164	30	437	294	290	33	256	51	26	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	495	164	30	437	294	290	33	256	51	26	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	495	164	30	437	294	290	33	256	51	26	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	495	164	30	437	294	290	33	256	51	26	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.54	0.28	0.18
Final Sat.:	3150	3800	1750	1750	3800	1750	3187	363	1750	949	484	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.02	0.12	0.17	0.09	0.09	0.15	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green Time:	24.9	38.2	38.2	18.7	32.0	32.0	27.9	27.9	27.9	10.2	10.2	10.2
Volume/Cap:	0.58	0.37	0.27	0.10	0.40	0.58	0.36	0.36	0.58	0.58	0.58	0.58
Delay/Veh:	39.1	27.1	26.1	38.7	31.5	34.9	34.0	34.0	37.8	52.9	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	27.1	26.1	38.7	31.5	34.9	34.0	34.0	37.8	52.9	52.9	52.9
LOS by Move:	D	C	C	D	C	C	C	C	D	D	D	D
HCM2kAvgQ:	8	6	4	1	6	10	5	5	9	4	4	4

Note: Queue reported is the number of cars per lane.

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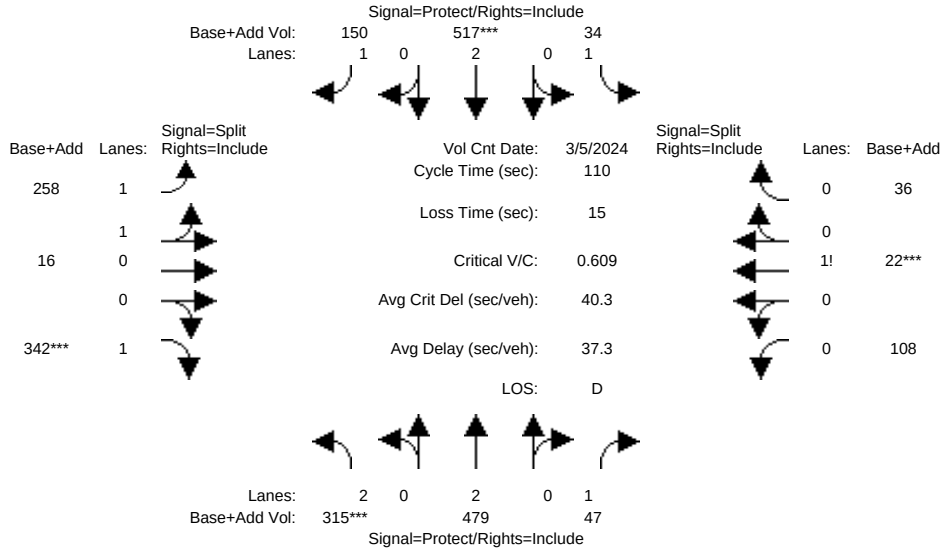
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:15 - 5:15 PM												
Base Vol:	315	479	47	34	517	150	258	16	342	108	22	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	479	47	34	517	150	258	16	342	108	22	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	479	47	34	517	150	258	16	342	108	22	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	479	47	34	517	150	258	16	342	108	22	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	479	47	34	517	150	258	16	342	108	22	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	479	47	34	517	150	258	16	342	108	22	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.65	0.13	0.22
Final Sat.:	3150	3800	1750	1750	3800	1750	3343	207	1750	1139	232	380
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.09	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	18.0	28.3	28.3	14.3	24.6	24.6	35.3	35.3	35.3	17.1	17.1	17.1
Volume/Cap:	0.61	0.49	0.10	0.15	0.61	0.38	0.24	0.24	0.61	0.61	0.61	0.61
Delay/Veh:	44.8	35.1	31.3	42.8	39.7	36.9	27.6	27.6	33.5	47.3	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	35.1	31.3	42.8	39.7	36.9	27.6	27.6	33.5	47.3	47.3	47.3
LOS by Move:	D	D	C	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	7	1	1	9	5	4	4	11	7	7	7

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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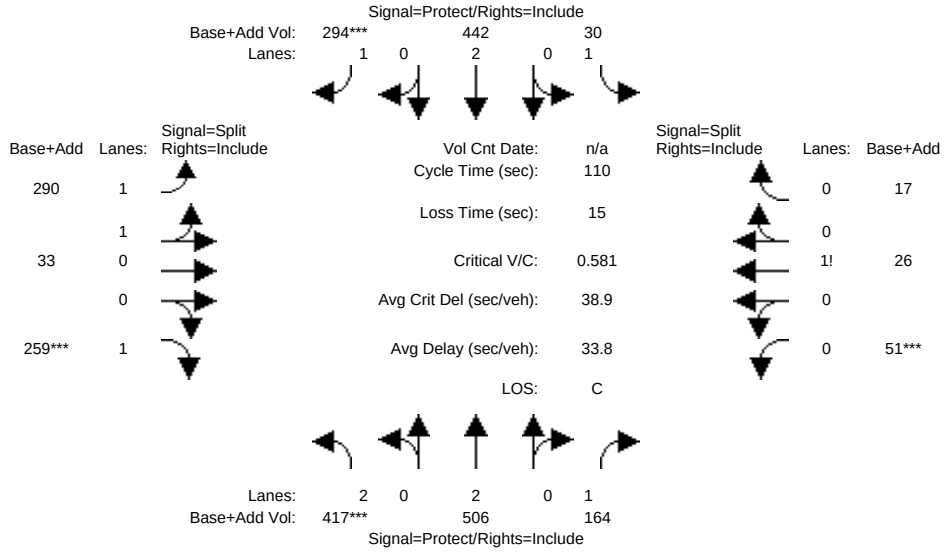
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	417	506	164	30	442	294	290	33	259	51	26	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	506	164	30	442	294	290	33	259	51	26	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	506	164	30	442	294	290	33	259	51	26	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	506	164	30	442	294	290	33	259	51	26	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	506	164	30	442	294	290	33	259	51	26	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	506	164	30	442	294	290	33	259	51	26	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.80	0.20	1.00	0.54	0.28	0.18
Final Sat.:	3150	3800	1750	1750	3800	1750	3187	363	1750	949	484	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.02	0.12	0.17	0.09	0.09	0.15	0.05	0.05	0.05
Crit Moves:	****					****			****	****		
Green Time:	25.0	38.5	38.5	18.4	31.8	31.8	28.0	28.0	28.0	10.2	10.2	10.2
Volume/Cap:	0.58	0.38	0.27	0.10	0.40	0.58	0.36	0.36	0.58	0.58	0.58	0.58
Delay/Veh:	39.0	27.0	25.9	39.0	31.7	35.1	33.9	33.9	37.8	53.1	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	27.0	25.9	39.0	31.7	35.1	33.9	33.9	37.8	53.1	53.1	53.1
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	6	4	1	6	10	5	5	9	4	4	4

Note: Queue reported is the number of cars per lane.

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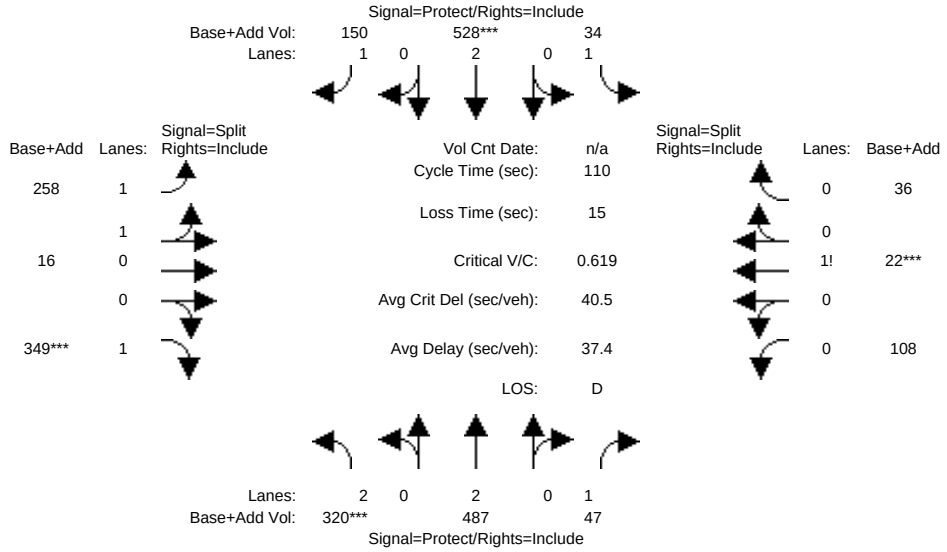
Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	320	487	47	34	528	150	258	16	349	108	22	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	487	47	34	528	150	258	16	349	108	22	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	487	47	34	528	150	258	16	349	108	22	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	487	47	34	528	150	258	16	349	108	22	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	487	47	34	528	150	258	16	349	108	22	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	487	47	34	528	150	258	16	349	108	22	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.65	0.13	0.22
Final Sat.:	3150	3800	1750	1750	3800	1750	3343	207	1750	1139	232	380
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.09	0.09	0.09
Crit Moves:	****				****				****		****	
Green Time:	18.0	28.5	28.5	14.2	24.7	24.7	35.4	35.4	35.4	16.8	16.8	16.8
Volume/Cap:	0.62	0.49	0.10	0.15	0.62	0.38	0.24	0.24	0.62	0.62	0.62	0.62
Delay/Veh:	45.1	35.0	31.1	42.9	39.8	36.8	27.5	27.5	33.7	47.9	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	35.0	31.1	42.9	39.8	36.8	27.5	27.5	33.7	47.9	47.9	47.9
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	D
HCM2kAvgQ:	7	7	1	1	9	5	4	4	11	7	7	7

Note: Queue reported is the number of cars per lane.

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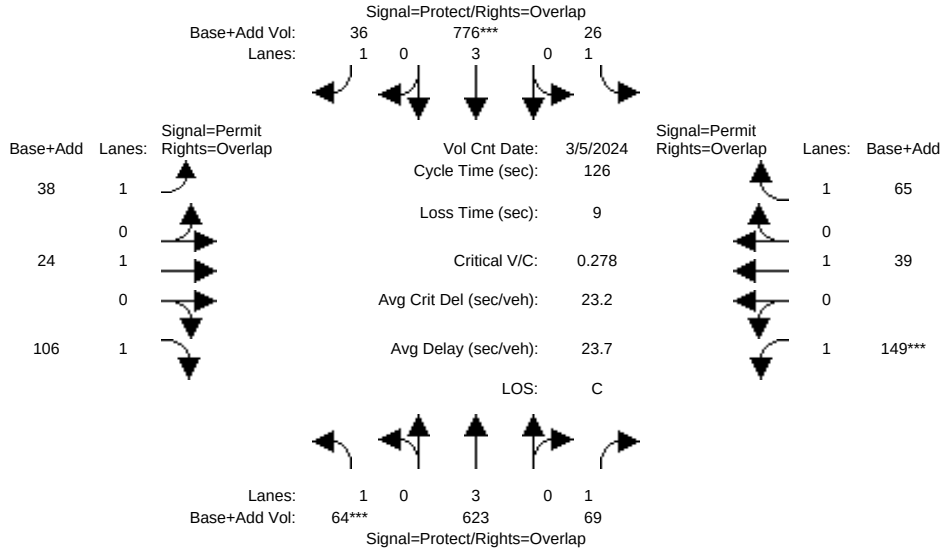
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 7:45 - 8:45 AM												
Base Vol:	64	623	69	26	776	36	38	24	106	149	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	623	69	26	776	36	38	24	106	149	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	623	69	26	776	36	38	24	106	149	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	623	69	26	776	36	38	24	106	149	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	623	69	26	776	36	38	24	106	149	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	623	69	26	776	36	38	24	106	149	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.14	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	16.6	52.0	52.0	26.4	61.8	61.8	38.6	38.6	55.2	38.6	38.6	65.0
Volume/Cap:	0.28	0.27	0.10	0.07	0.28	0.04	0.07	0.04	0.14	0.28	0.07	0.07
Delay/Veh:	50.0	24.5	22.7	40.0	19.0	16.7	31.0	30.7	21.2	33.4	31.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	24.5	22.7	40.0	19.0	16.7	31.0	30.7	21.2	33.4	31.0	15.3
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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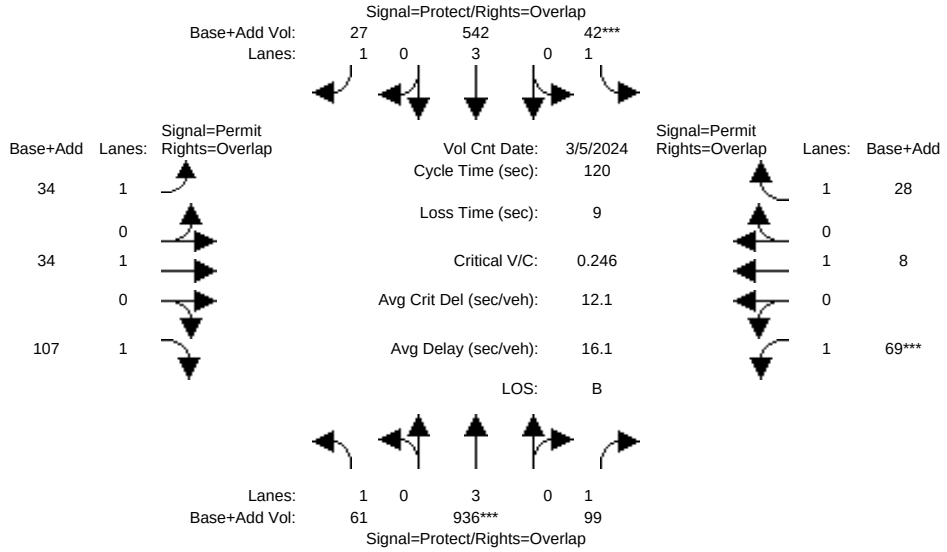
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Mar 2024 << 4:00 - 5:00 PM												
Base Vol:	61	936	99	42	542	27	34	34	107	69	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	936	99	42	542	27	34	34	107	69	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	936	99	42	542	27	34	34	107	69	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	936	99	42	542	27	34	34	107	69	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	936	99	42	542	27	34	34	107	69	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	936	99	42	542	27	34	34	107	69	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	34.9	80.1	80.1	11.7	56.9	56.9	19.2	19.2	54.1	19.2	19.2	30.9
Volume/Cap:	0.12	0.25	0.08	0.25	0.20	0.03	0.12	0.11	0.14	0.25	0.03	0.06
Delay/Veh:	31.4	8.0	7.1	50.8	18.4	16.9	43.3	43.2	19.3	44.5	42.5	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	8.0	7.1	50.8	18.4	16.9	43.3	43.2	19.3	44.5	42.5	33.7
LOS by Move:	C	A	A	D	B	B	D	D	B	D	D	C
HCM2kAvgQ:	2	4	1	2	4	1	1	1	2	3	0	1

Note: Queue reported is the number of cars per lane.

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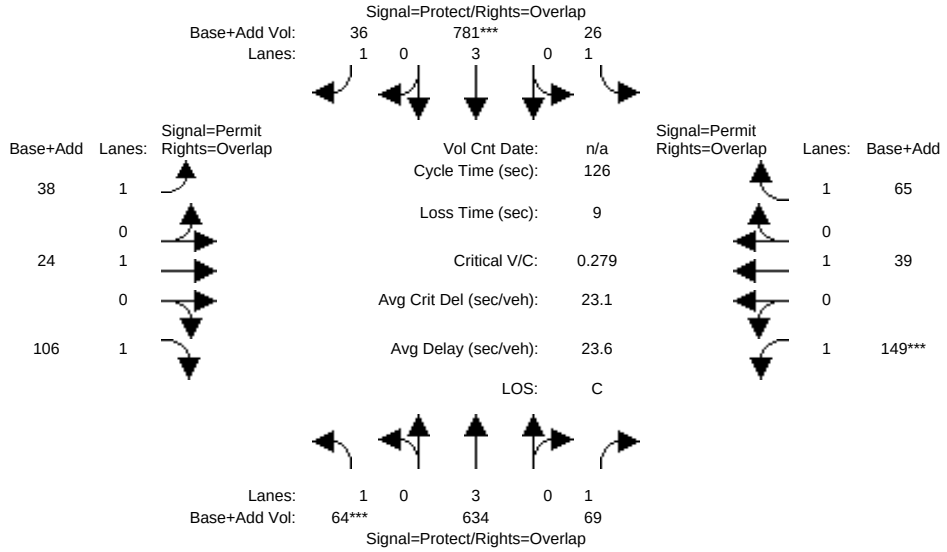
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	634	69	26	781	36	38	24	106	149	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	634	69	26	781	36	38	24	106	149	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	634	69	26	781	36	38	24	106	149	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	634	69	26	781	36	38	24	106	149	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	634	69	26	781	36	38	24	106	149	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	634	69	26	781	36	38	24	106	149	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.14	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	16.5	52.4	52.4	26.1	62.0	62.0	38.5	38.5	55.0	38.5	38.5	64.6
Volume/Cap:	0.28	0.27	0.09	0.07	0.28	0.04	0.07	0.04	0.14	0.28	0.07	0.07
Delay/Veh:	50.0	24.3	22.5	40.2	18.9	16.6	31.1	30.8	21.4	33.5	31.1	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	24.3	22.5	40.2	18.9	16.6	31.1	30.8	21.4	33.5	31.1	15.5
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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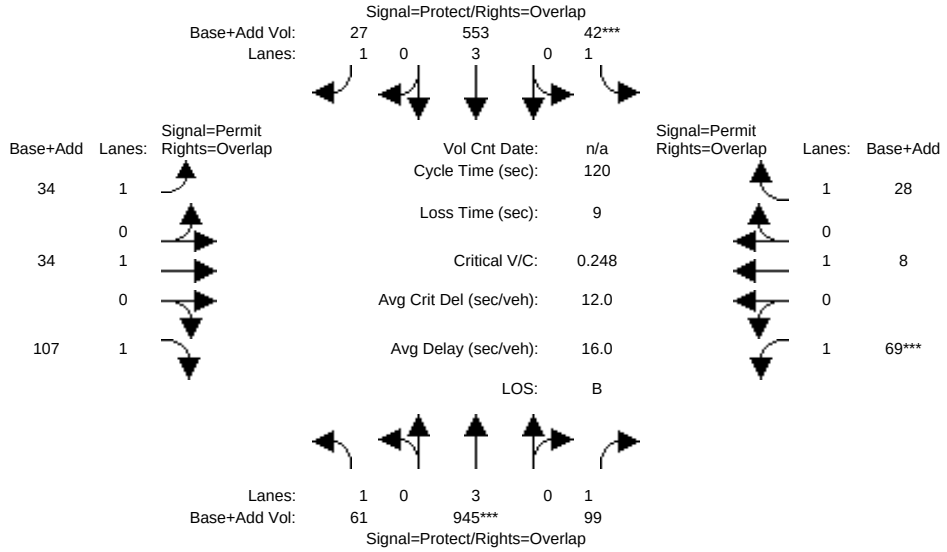
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Project PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	61	945	99	42	553	27	34	34	107	69	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	945	99	42	553	27	34	34	107	69	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	945	99	42	553	27	34	34	107	69	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	945	99	42	553	27	34	34	107	69	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	945	99	42	553	27	34	34	107	69	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	945	99	42	553	27	34	34	107	69	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	34.5	80.3	80.3	11.6	57.4	57.4	19.1	19.1	53.6	19.1	19.1	30.7
Volume/Cap:	0.12	0.25	0.08	0.25	0.20	0.03	0.12	0.11	0.14	0.25	0.03	0.06
Delay/Veh:	31.7	7.9	7.0	50.9	18.1	16.6	43.5	43.4	19.6	44.6	42.6	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	7.9	7.0	50.9	18.1	16.6	43.5	43.4	19.6	44.6	42.6	33.8
LOS by Move:	C	A	A	D	B	B	D	D	B	D	D	C
HCM2kAvgQ:	2	4	1	2	4	1	1	1	2	3	0	1

Note: Queue reported is the number of cars per lane.

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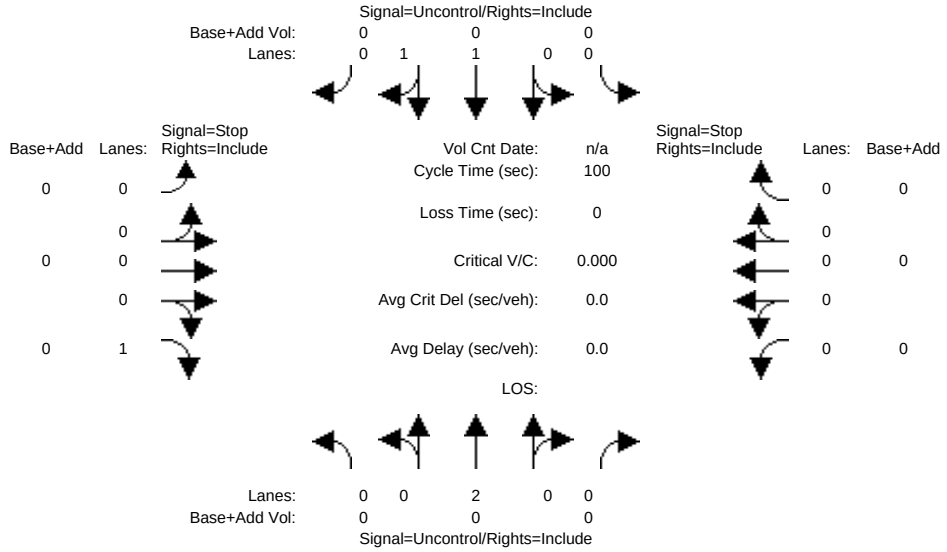
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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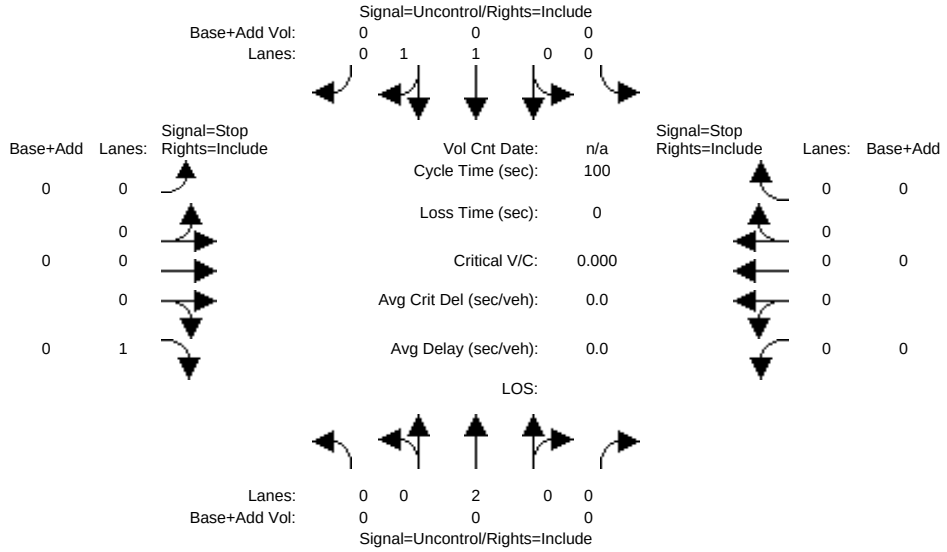
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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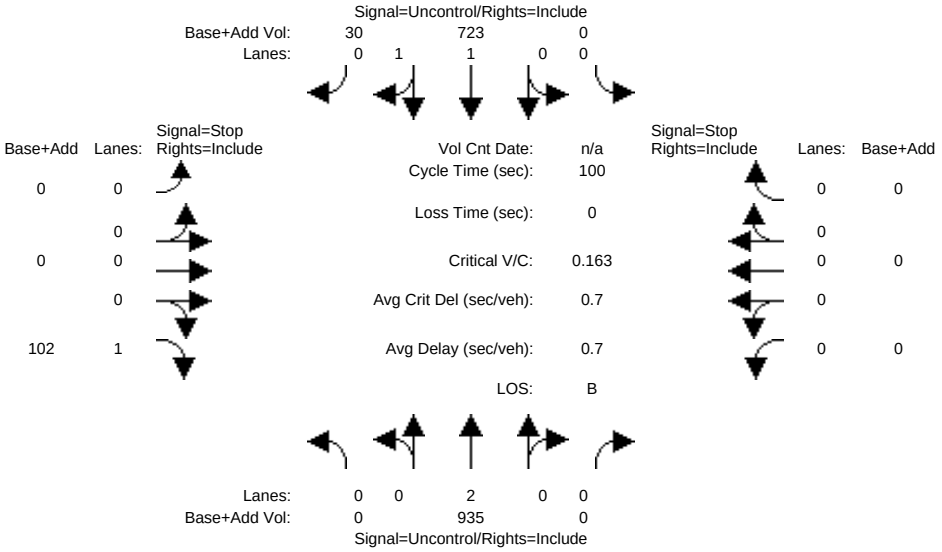
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	935	0	0	723	30	0	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	935	0	0	723	30	0	0	102	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	0	0	723	30	0	0	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	0	0	723	30	0	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	935	0	0	723	30	0	0	102	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	377	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	627	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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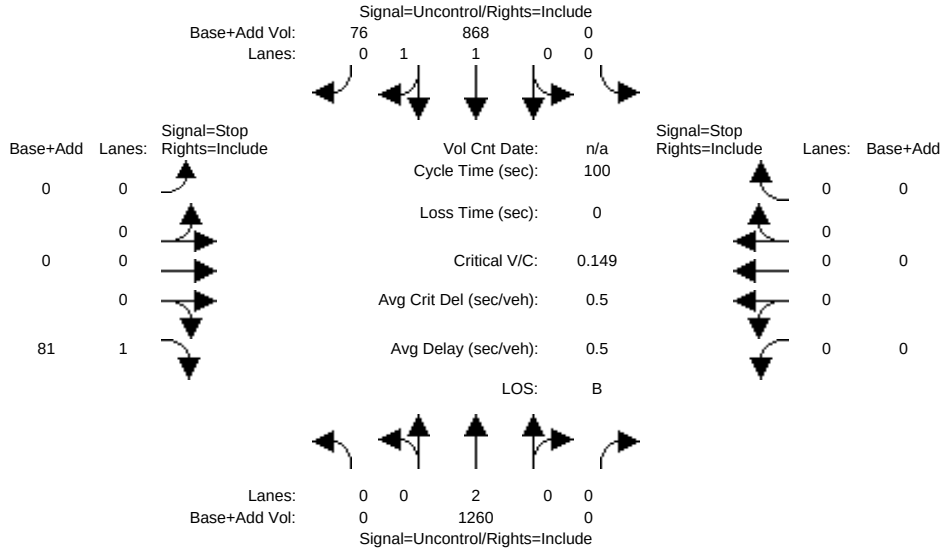
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1260	0	0	868	76	0	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1260	0	0	868	76	0	0	81	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	0	0	868	76	0	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1260	0	0	868	76	0	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1260	0	0	868	76	0	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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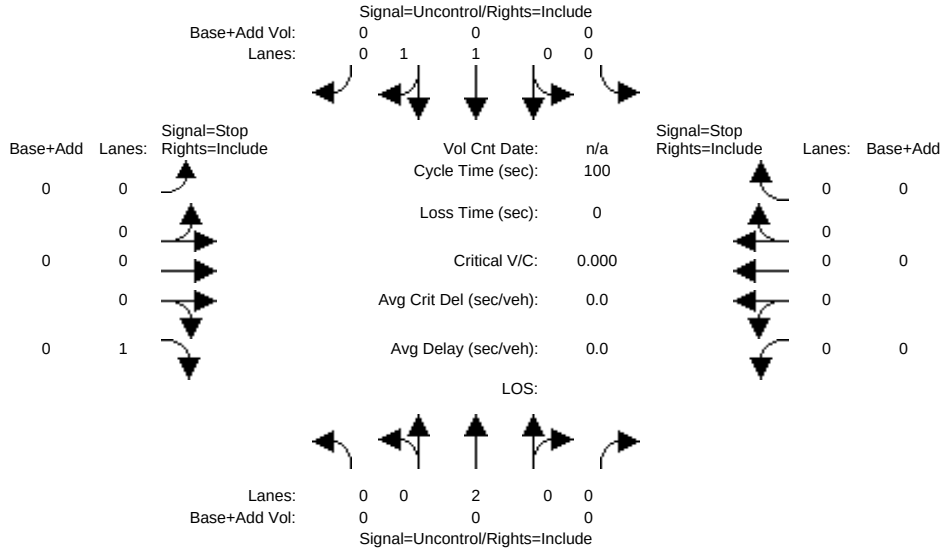
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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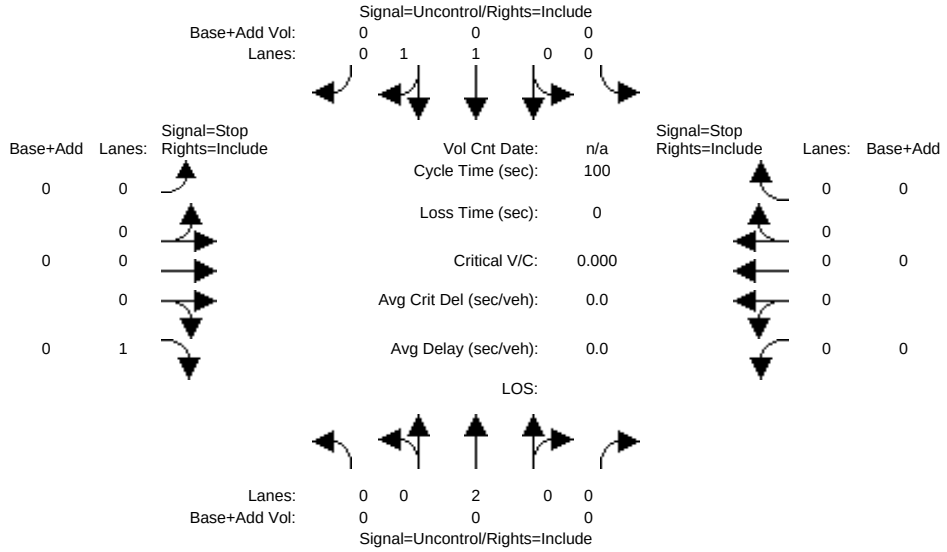
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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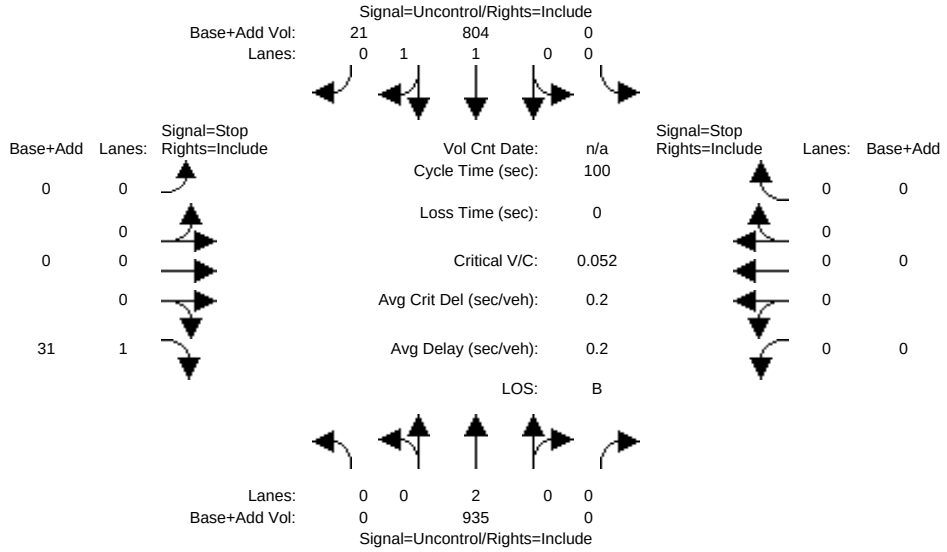
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	935	0	0	804	21	0	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	935	0	0	804	21	0	0	31	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	935	0	0	804	21	0	0	31	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	935	0	0	804	21	0	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	935	0	0	804	21	0	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	413	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	594	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	594	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*

Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.4			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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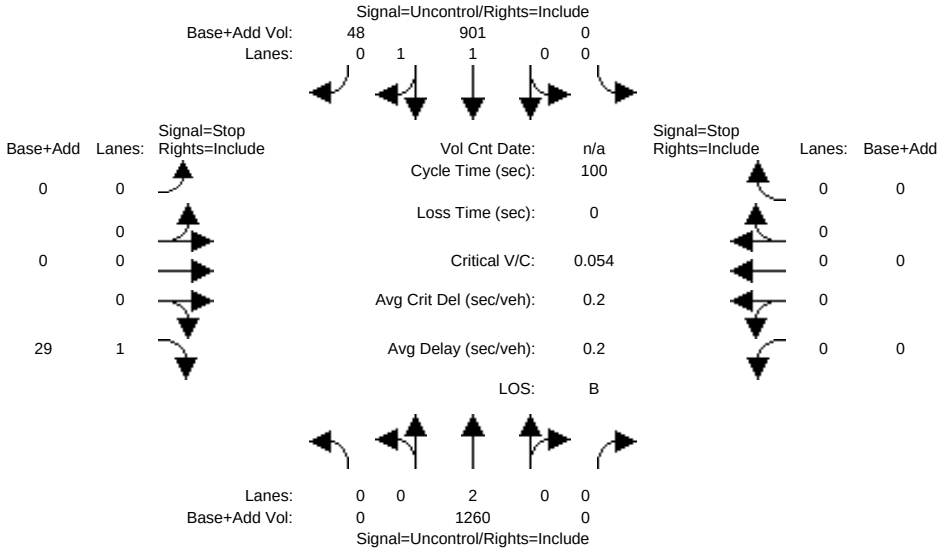
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex+Project PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1260	0	0	901	48	0	0	29	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1260	0	0	901	48	0	0	29	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	0	0	901	48	0	0	29	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1260	0	0	901	48	0	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1260	0	0	901	48	0	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	475	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	542	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	542	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*

Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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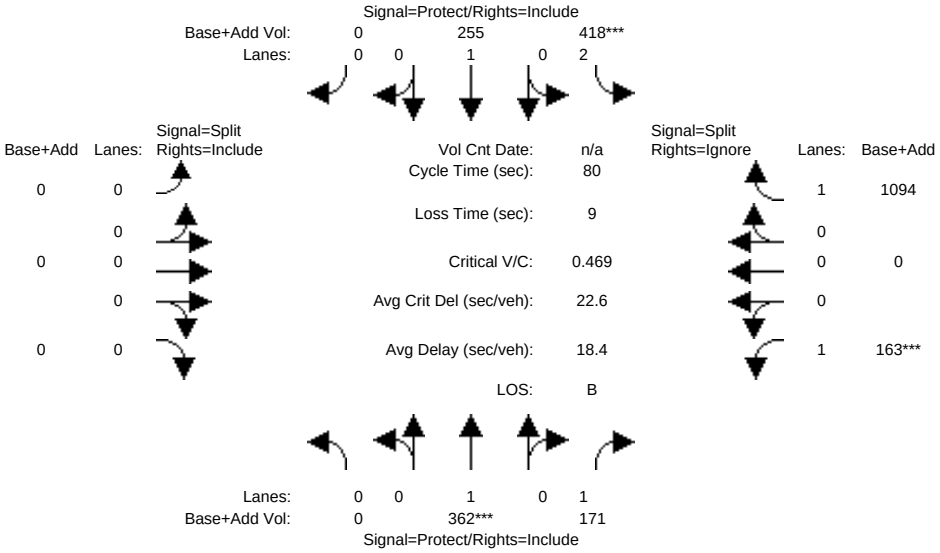
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	171	418	255	0	0	0	0	163	0	1094
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	362	171	418	255	0	0	0	0	163	0	1094
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	171	418	255	0	0	0	0	163	0	1094
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	171	418	255	0	0	0	0	163	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	171	418	255	0	0	0	0	163	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	171	418	255	0	0	0	0	163	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.10	0.13	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.5	32.5	22.6	55.1	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Volume/Cap:	0.00	0.47	0.24	0.47	0.19	0.00	0.00	0.00	0.00	0.47	0.00	0.00
Delay/Veh:	0.0	17.9	15.8	24.1	4.5	0.0	0.0	0.0	0.0	29.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	15.8	24.1	4.5	0.0	0.0	0.0	0.0	29.3	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	5	2	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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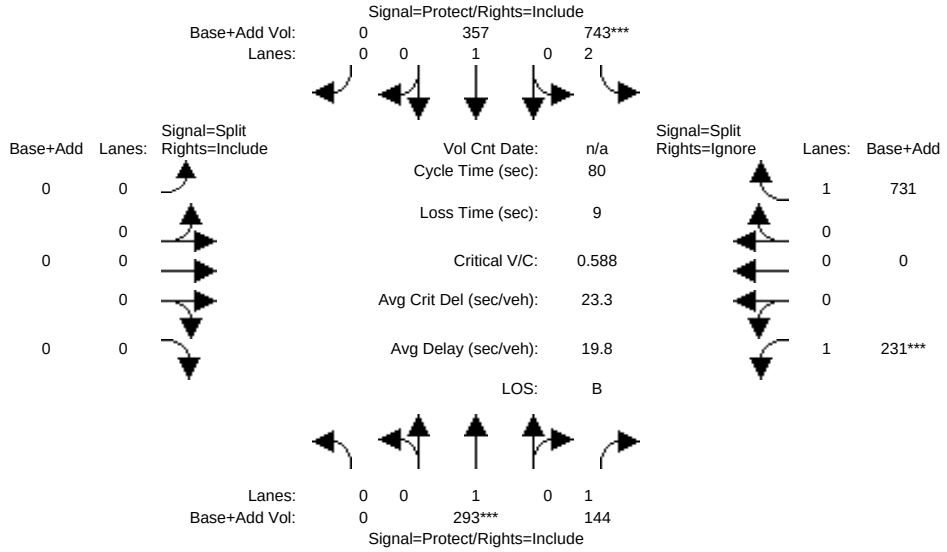
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	144	743	357	0	0	0	0	231	0	731
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	144	743	357	0	0	0	0	231	0	731
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	144	743	357	0	0	0	0	231	0	731
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	144	743	357	0	0	0	0	231	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	144	743	357	0	0	0	0	231	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	144	743	357	0	0	0	0	231	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.24	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	21.0	21.0	32.1	53.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.31	0.59	0.28	0.00	0.00	0.00	0.00	0.59	0.00	0.00
Delay/Veh:	0.0	27.6	24.1	19.5	5.7	0.0	0.0	0.0	0.0	30.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	24.1	19.5	5.7	0.0	0.0	0.0	0.0	30.1	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	6	0	0

Note: Queue reported is the number of cars per lane.

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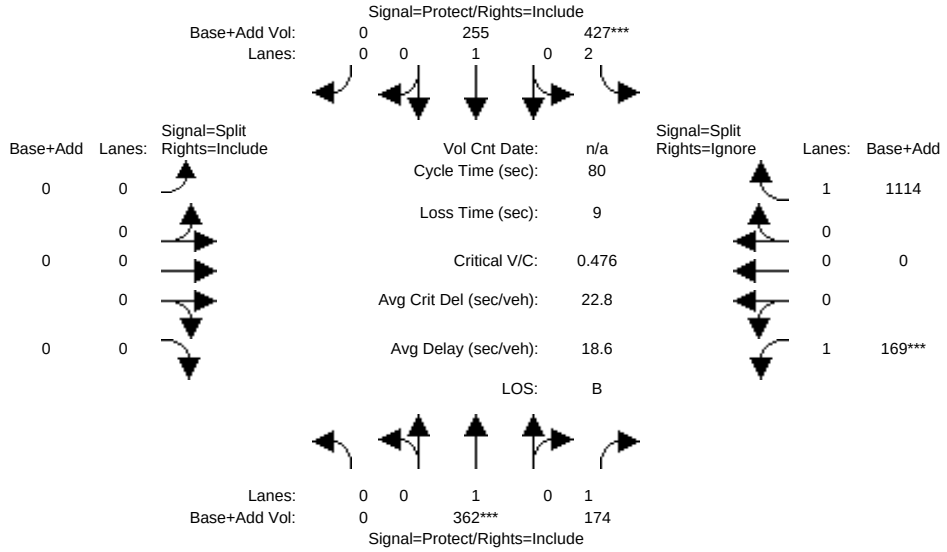
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	174	427	255	0	0	0	0	169	0	1114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	362	174	427	255	0	0	0	0	169	0	1114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	174	427	255	0	0	0	0	169	0	1114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	174	427	255	0	0	0	0	169	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	174	427	255	0	0	0	0	169	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	174	427	255	0	0	0	0	169	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.10	0.14	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.0	32.0	22.8	54.8	0.0	0.0	0.0	0.0	16.2	0.0	0.0
Volume/Cap:	0.00	0.48	0.25	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.3	16.2	24.1	4.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	16.2	24.1	4.7	0.0	0.0	0.0	0.0	29.1	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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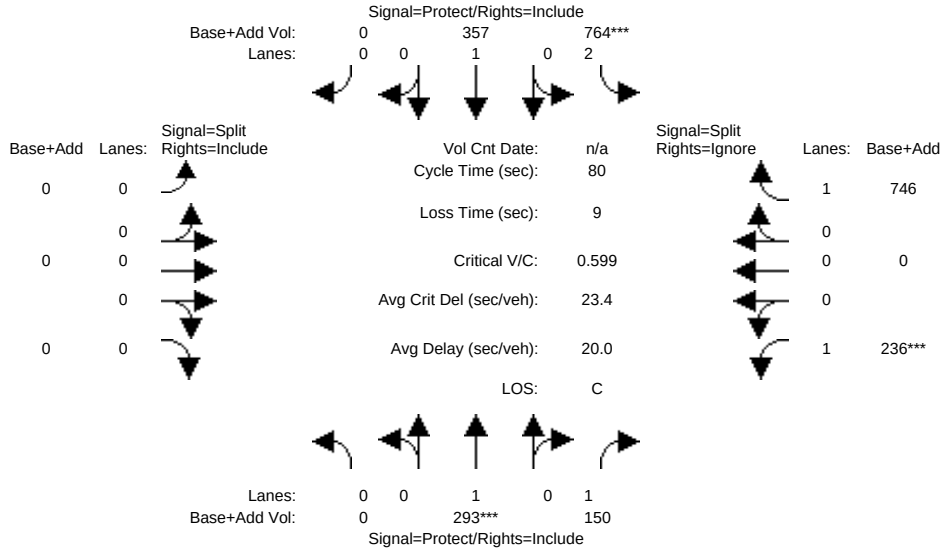
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	150	764	357	0	0	0	0	236	0	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	150	764	357	0	0	0	0	236	0	746
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	150	764	357	0	0	0	0	236	0	746
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	150	764	357	0	0	0	0	236	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	150	764	357	0	0	0	0	236	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	150	764	357	0	0	0	0	236	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.24	0.19	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.6	20.6	32.4	53.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.33	0.60	0.28	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Delay/Veh:	0.0	28.1	24.6	19.5	5.7	0.0	0.0	0.0	0.0	30.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	24.6	19.5	5.7	0.0	0.0	0.0	0.0	30.3	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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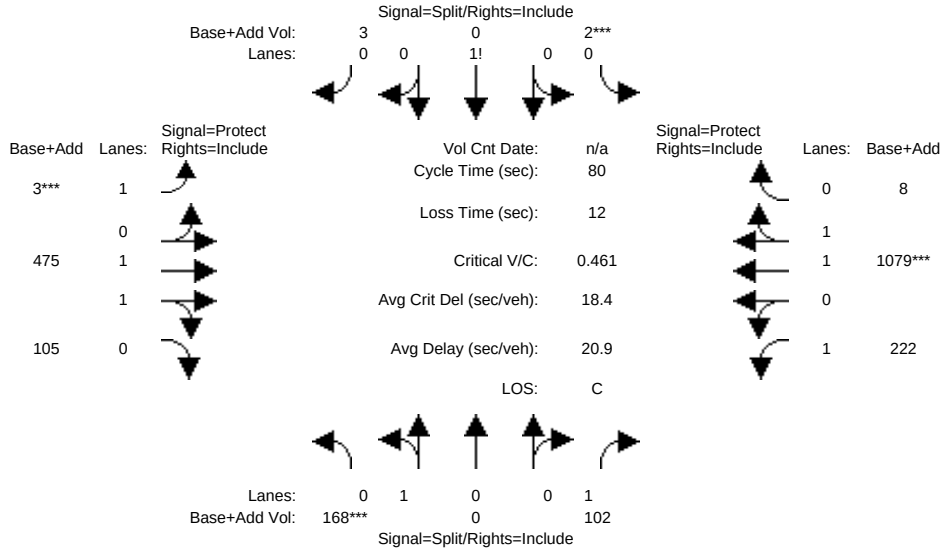
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	475	105	222	1079	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	475	105	222	1079	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	475	105	222	1079	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	475	105	222	1079	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	475	105	222	1079	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	475	105	222	1079	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.63	0.37	1.00	1.98	0.02
Final Sat.:	1800	0	1750	700	0	1050	1750	3030	670	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.29	0.29
Crit Moves:	****			****			****				****	
Green Time:	12.3	0.0	12.3	10.0	0.0	10.0	7.0	25.3	25.3	20.4	38.7	38.7
Volume/Cap:	0.61	0.00	0.38	0.02	0.00	0.02	0.02	0.50	0.50	0.50	0.61	0.61
Delay/Veh:	35.5	0.0	31.3	30.8	0.0	30.8	33.4	22.5	22.5	26.3	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	0.0	31.3	30.8	0.0	30.8	33.4	22.5	22.5	26.3	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	6	11	11

Note: Queue reported is the number of cars per lane.

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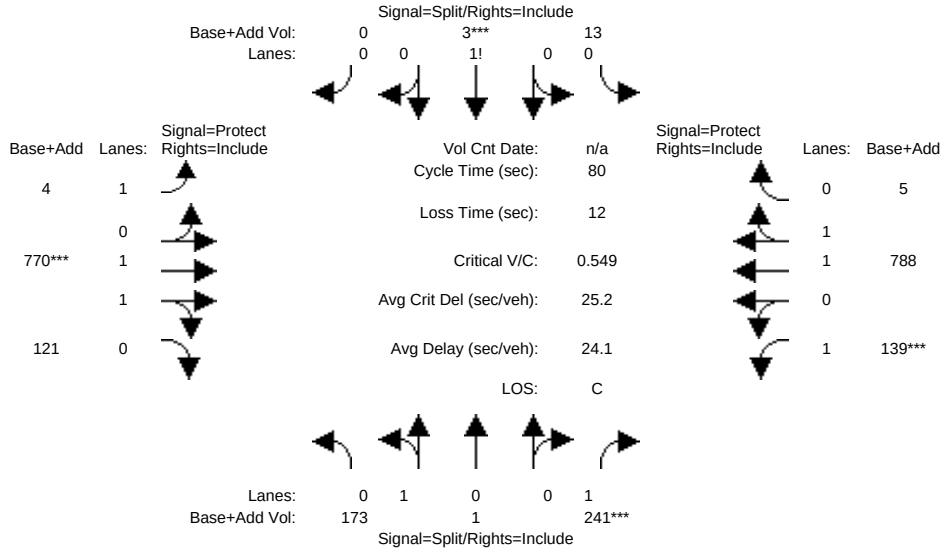
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	770	121	139	788	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	770	121	139	788	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	770	121	139	788	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	770	121	139	788	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	770	121	139	788	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	770	121	139	788	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.72	0.28	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3197	502	1750	3677	23
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.24	0.24	0.08	0.21	0.21
Crit Moves:			****		****			****		****		
Green Time:	17.4	17.4	17.4	10.0	10.0	0.0	11.8	30.5	30.5	10.1	28.8	28.8
Volume/Cap:	0.44	0.44	0.63	0.07	0.07	0.00	0.02	0.63	0.63	0.63	0.60	0.60
Delay/Veh:	27.9	27.9	31.8	31.0	31.0	0.0	29.2	21.1	21.1	39.0	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	31.8	31.0	31.0	0.0	29.2	21.1	21.1	39.0	21.6	21.6
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

Note: Queue reported is the number of cars per lane.

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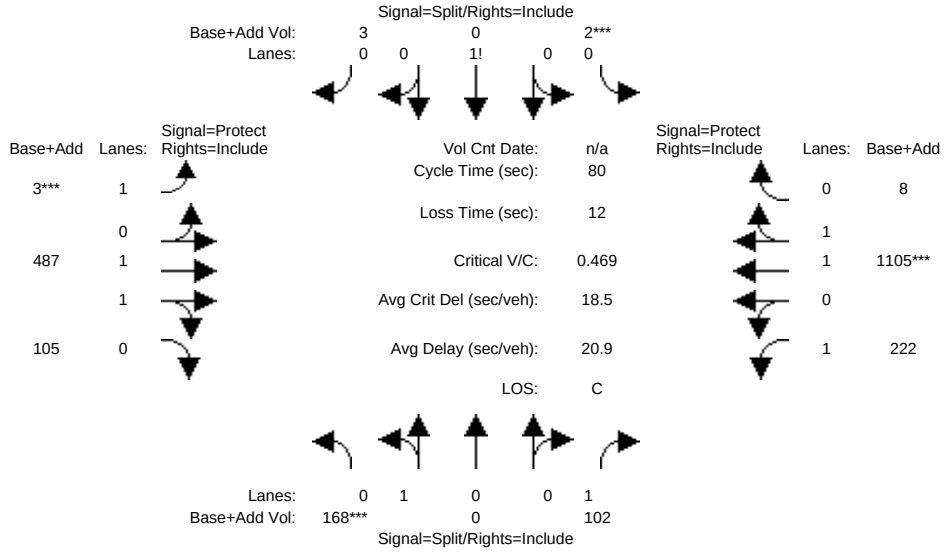
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	487	105	222	1105	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	487	105	222	1105	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	487	105	222	1105	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	487	105	222	1105	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	487	105	222	1105	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	487	105	222	1105	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.64	0.36	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3043	656	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.1	0.0	12.1	10.0	0.0	10.0	7.0	25.6	25.6	20.3	38.9	38.9
Volume/Cap:	0.62	0.00	0.39	0.02	0.00	0.02	0.02	0.50	0.50	0.50	0.62	0.62
Delay/Veh:	36.1	0.0	31.6	30.8	0.0	30.8	33.4	22.3	22.3	26.4	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	0.0	31.6	30.8	0.0	30.8	33.4	22.3	22.3	26.4	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	6	11	11

Note: Queue reported is the number of cars per lane.

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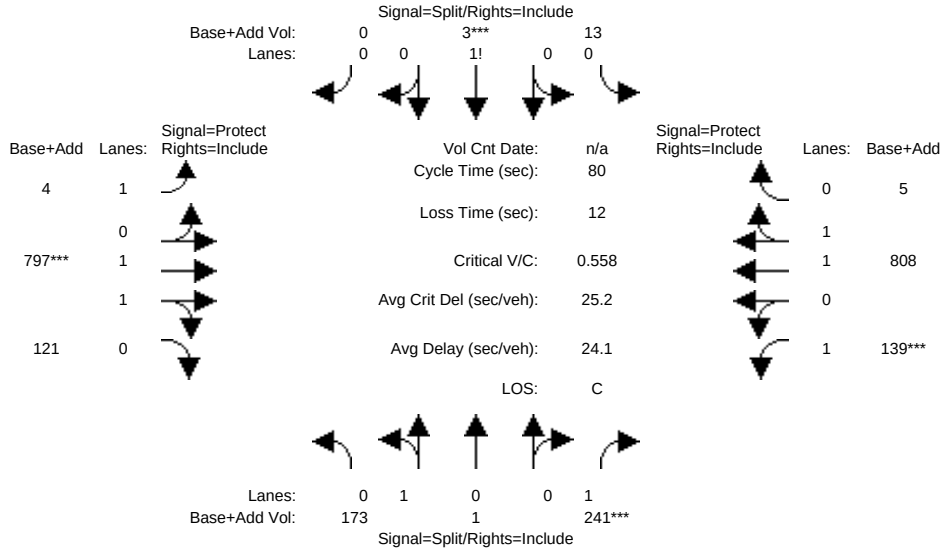
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	797	121	139	808	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	797	121	139	808	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	797	121	139	808	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	797	121	139	808	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	797	121	139	808	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	797	121	139	808	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3212	488	1750	3677	23
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.22	0.22
Crit Moves:			****		****			****		****		
Green Time:	17.2	17.2	17.2	10.0	10.0	0.0	11.6	30.9	30.9	9.9	29.2	29.2
Volume/Cap:	0.45	0.45	0.64	0.07	0.07	0.00	0.02	0.64	0.64	0.64	0.60	0.60
Delay/Veh:	28.2	28.2	32.4	31.0	31.0	0.0	29.3	21.0	21.0	39.8	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	32.4	31.0	31.0	0.0	29.3	21.0	21.0	39.8	21.4	21.4
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

Note: Queue reported is the number of cars per lane.

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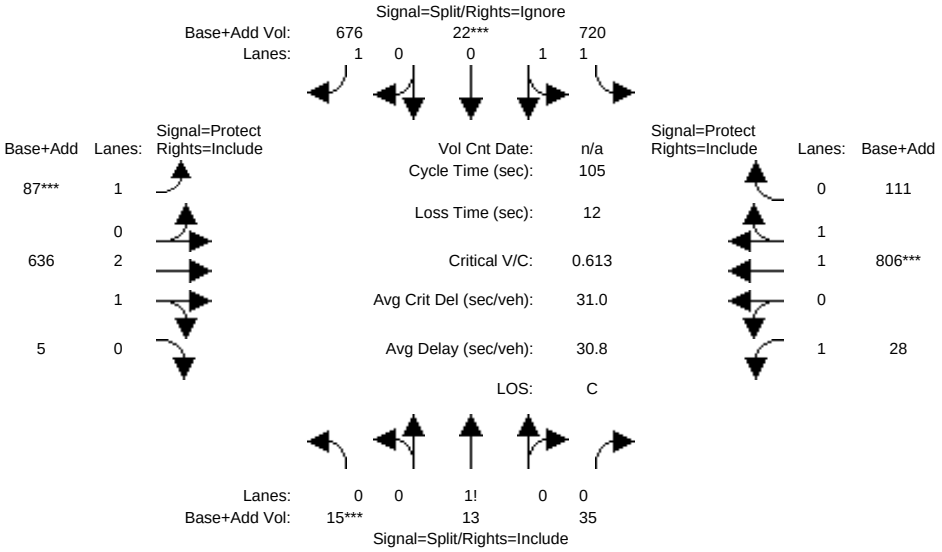
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	720	22	676	87	636	5	28	806	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	720	22	676	87	636	5	28	806	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	720	22	676	87	636	5	28	806	111
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	720	22	0	87	636	5	28	806	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	720	22	0	87	636	5	28	806	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	720	22	0	87	636	5	28	806	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.75	0.25
Final Sat.:	417	361	972	3445	105	1750	1750	5556	44	1750	3252	448
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.21	0.21	0.00	0.05	0.11	0.11	0.02	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	34.2	34.2	0.0	8.1	30.8	30.8	17.9	40.6	40.6
Volume/Cap:	0.38	0.38	0.38	0.64	0.64	0.00	0.64	0.39	0.39	0.09	0.64	0.64
Delay/Veh:	46.0	46.0	46.0	31.4	31.4	0.0	56.9	29.8	29.8	36.8	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.4	31.4	0.0	56.9	29.8	29.8	36.8	27.2	27.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	6	6	1	13	13

Note: Queue reported is the number of cars per lane.

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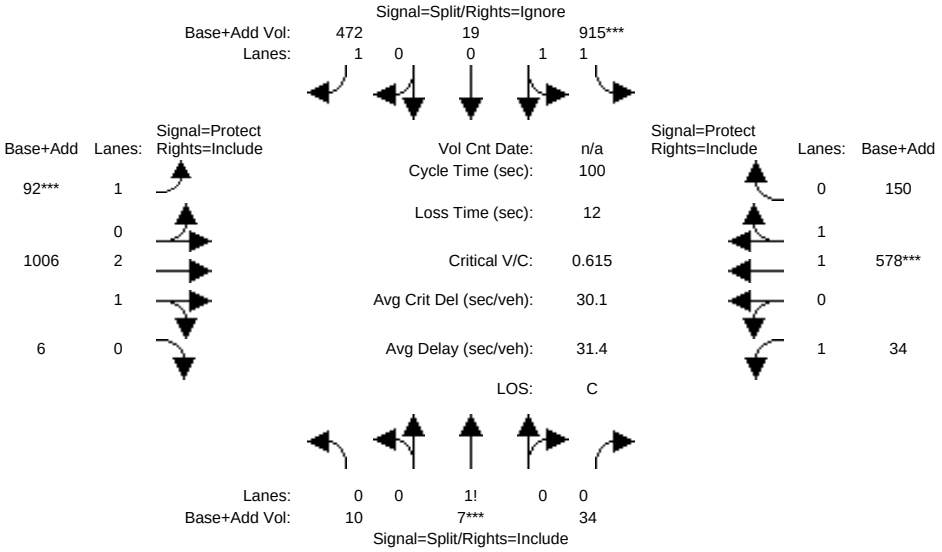
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	915	19	472	92	1006	6	34	578	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	915	19	472	92	1006	6	34	578	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	915	19	472	92	1006	6	34	578	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	915	19	0	92	1006	6	34	578	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	915	19	0	92	1006	6	34	578	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	915	19	0	92	1006	6	34	578	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.58	0.42
Final Sat.:	343	240	1167	3478	72	1750	1750	5567	33	1750	2937	762
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.26	0.26	0.00	0.05	0.18	0.18	0.02	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	40.0	40.0	0.0	8.0	27.4	27.4	10.6	30.0	30.0
Volume/Cap:	0.29	0.29	0.29	0.66	0.66	0.00	0.66	0.66	0.66	0.18	0.66	0.66
Delay/Veh:	42.6	42.6	42.6	25.5	25.5	0.0	55.5	33.3	33.3	41.2	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	25.5	25.5	0.0	55.5	33.3	33.3	41.2	32.0	32.0
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	10	10	1	11	11

Note: Queue reported is the number of cars per lane.

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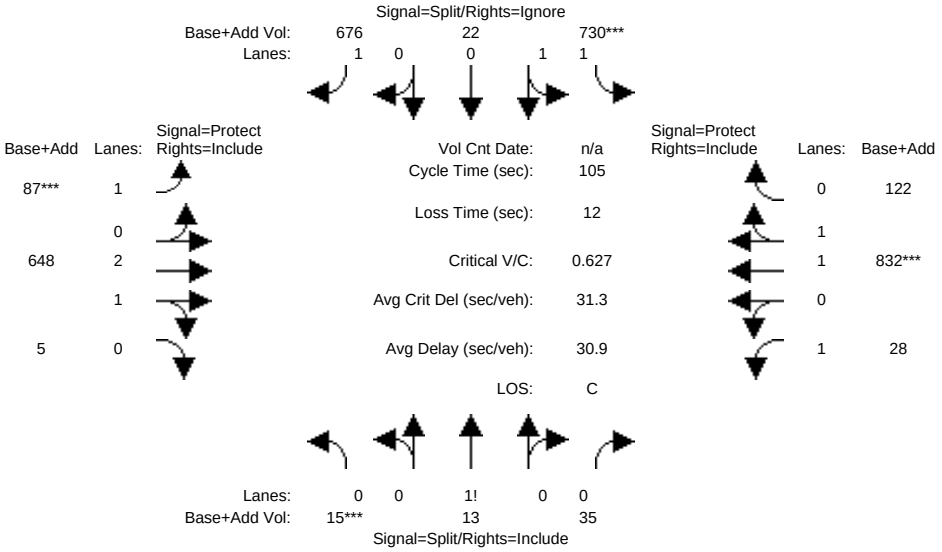
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	730	22	676	87	648	5	28	832	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	730	22	676	87	648	5	28	832	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	730	22	676	87	648	5	28	832	122
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	730	22	0	87	648	5	28	832	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	730	22	0	87	648	5	28	832	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	730	22	0	87	648	5	28	832	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.94	0.06	1.00	1.00	2.98	0.02	1.00	1.74	0.26
Final Sat.:	417	361	972	3446	104	1750	1750	5557	43	1750	3226	473
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.21	0.21	0.00	0.05	0.12	0.12	0.02	0.26	0.26
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	33.8	33.8	0.0	7.9	31.3	31.3	17.9	41.2	41.2
Volume/Cap:	0.38	0.38	0.38	0.66	0.66	0.00	0.66	0.39	0.39	0.09	0.66	0.66
Delay/Veh:	46.0	46.0	46.0	32.0	32.0	0.0	58.6	29.5	29.5	36.9	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	32.0	32.0	0.0	58.6	29.5	29.5	36.9	27.2	27.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	12	12	0	4	6	6	1	14	14

Note: Queue reported is the number of cars per lane.

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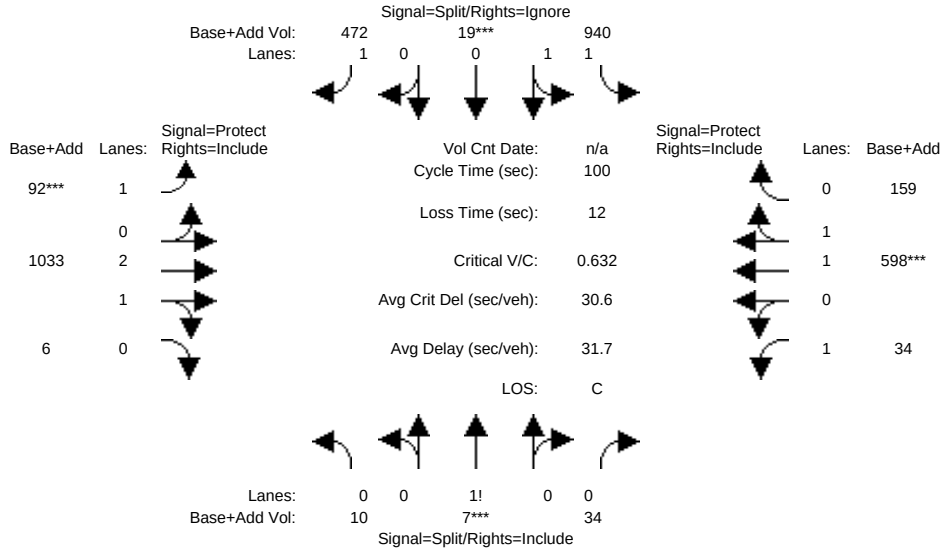
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	940	19	472	92	1033	6	34	598	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	940	19	472	92	1033	6	34	598	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	940	19	472	92	1033	6	34	598	159
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	940	19	0	92	1033	6	34	598	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	940	19	0	92	1033	6	34	598	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	940	19	0	92	1033	6	34	598	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.57	0.43
Final Sat.:	343	240	1167	3480	70	1750	1750	5568	32	1750	2922	777
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.00	0.05	0.19	0.19	0.02	0.20	0.20
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	40.0	40.0	0.0	7.8	27.6	27.6	10.4	30.3	30.3
Volume/Cap:	0.29	0.29	0.29	0.68	0.68	0.00	0.68	0.67	0.67	0.19	0.68	0.68
Delay/Veh:	42.6	42.6	42.6	26.0	26.0	0.0	57.6	33.3	33.3	41.4	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	26.0	26.0	0.0	57.6	33.3	33.3	41.4	32.2	32.2
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	4	11	11	1	11	11

Note: Queue reported is the number of cars per lane.

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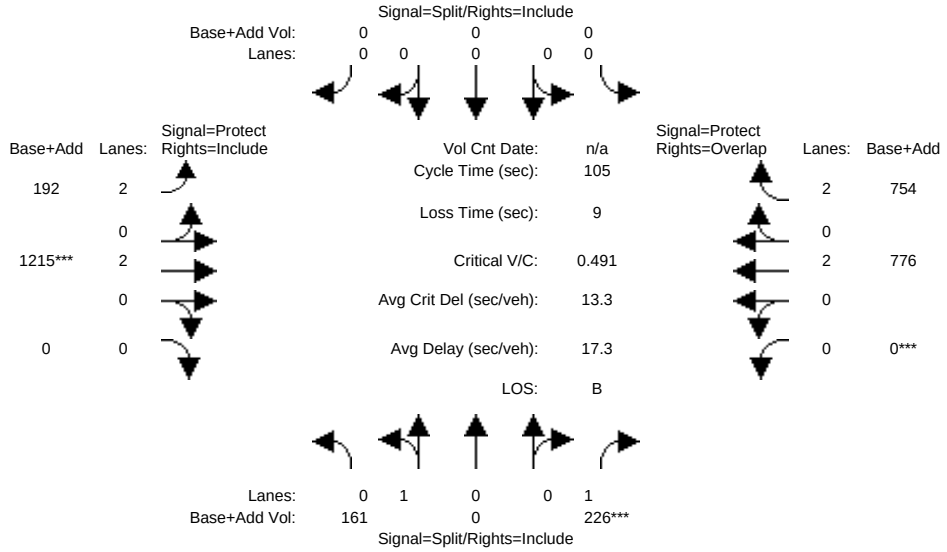
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	226	0	0	0	192	1215	0	0	776	754
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	226	0	0	0	192	1215	0	0	776	754
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	226	0	0	0	192	1215	0	0	776	754
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	226	0	0	0	192	1215	0	0	776	754
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	226	0	0	0	192	1215	0	0	776	754
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	226	0	0	0	192	1215	0	0	776	754
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.06	0.32	0.00	0.00	0.20	0.24
Crit Moves:			****					****		****		
Green Time:	27.6	0.0	27.6	0.0	0.0	0.0	14.9	68.4	0.0	0.0	53.5	53.5
Volume/Cap:	0.34	0.00	0.49	0.00	0.00	0.00	0.43	0.49	0.00	0.00	0.40	0.47
Delay/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	41.8	9.5	0.0	0.0	16.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	41.8	9.5	0.0	0.0	16.0	16.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	5	0	7	0	0	0	4	10	0	0	8	9

Note: Queue reported is the number of cars per lane.

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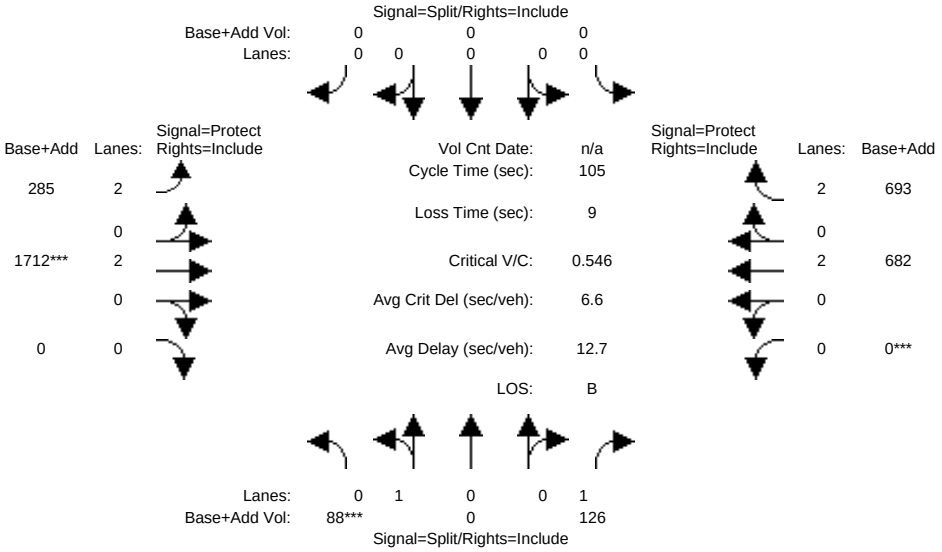

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	126	0	0	0	285	1712	0	0	682	693
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	126	0	0	0	285	1712	0	0	682	693
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	126	0	0	0	285	1712	0	0	682	693
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	126	0	0	0	285	1712	0	0	682	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	126	0	0	0	285	1712	0	0	682	693
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	126	0	0	0	285	1712	0	0	682	693
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.09	0.45	0.00	0.00	0.18	0.22
Crit Moves:	****							****		****		
Green Time:	13.8	0.0	13.8	0.0	0.0	0.0	23.9	82.2	0.0	0.0	58.2	58.2
Volume/Cap:	0.37	0.00	0.55	0.00	0.00	0.00	0.40	0.58	0.00	0.00	0.32	0.40
Delay/Veh:	42.6	0.0	45.4	0.0	0.0	0.0	34.8	4.8	0.0	0.0	12.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	0.0	45.4	0.0	0.0	0.0	34.8	4.8	0.0	0.0	12.8	13.5
LOS by Move:	D	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	5	0	0	0	5	11	0	0	6	8

Note: Queue reported is the number of cars per lane.

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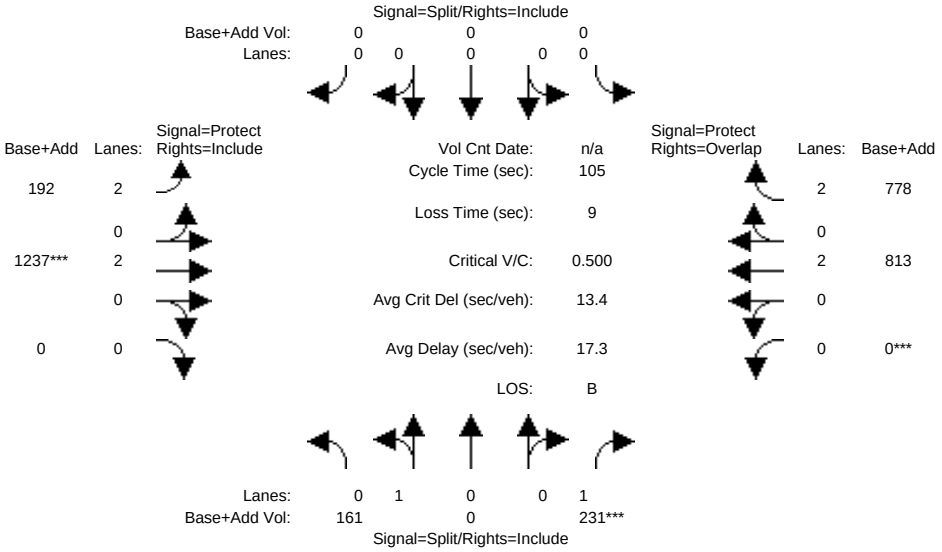
Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	231	0	0	0	192	1237	0	0	813	778
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	231	0	0	0	192	1237	0	0	813	778
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	231	0	0	0	192	1237	0	0	813	778
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	231	0	0	0	192	1237	0	0	813	778
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	231	0	0	0	192	1237	0	0	813	778
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	231	0	0	0	192	1237	0	0	813	778
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.06	0.33	0.00	0.00	0.21	0.25
Crit Moves:			****					****		****		
Green Time:	27.7	0.0	27.7	0.0	0.0	0.0	14.5	68.3	0.0	0.0	53.8	53.8
Volume/Cap:	0.34	0.00	0.50	0.00	0.00	0.00	0.44	0.50	0.00	0.00	0.42	0.48
Delay/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	42.2	9.7	0.0	0.0	16.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	0.0	33.6	0.0	0.0	0.0	42.2	9.7	0.0	0.0	16.0	16.8
LOS by Move:	C	A	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	5	0	7	0	0	0	4	10	0	0	8	10

Note: Queue reported is the number of cars per lane.

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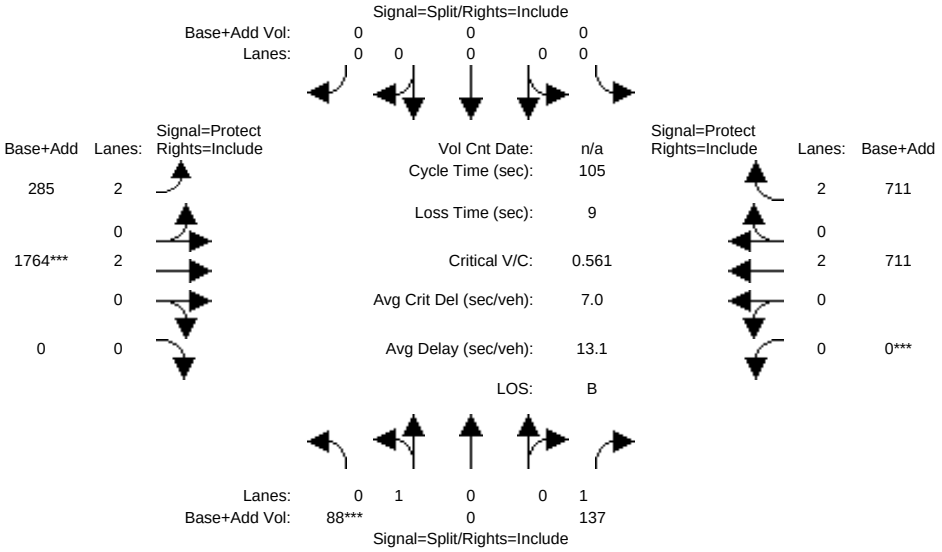
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	137	0	0	0	285	1764	0	0	711	711
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	137	0	0	0	285	1764	0	0	711	711
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	137	0	0	0	285	1764	0	0	711	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	137	0	0	0	285	1764	0	0	711	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	137	0	0	0	285	1764	0	0	711	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	137	0	0	0	285	1764	0	0	711	711
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.09	0.46	0.00	0.00	0.19	0.23
Crit Moves:	****							****		****		
Green Time:	14.6	0.0	14.6	0.0	0.0	0.0	23.3	81.4	0.0	0.0	58.1	58.1
Volume/Cap:	0.35	0.00	0.56	0.00	0.00	0.00	0.41	0.60	0.00	0.00	0.34	0.41
Delay/Veh:	41.7	0.0	45.1	0.0	0.0	0.0	35.4	5.3	0.0	0.0	13.0	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	45.1	0.0	0.0	0.0	35.4	5.3	0.0	0.0	13.0	13.7
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	5	0	0	0	5	12	0	0	6	8

Note: Queue reported is the number of cars per lane.

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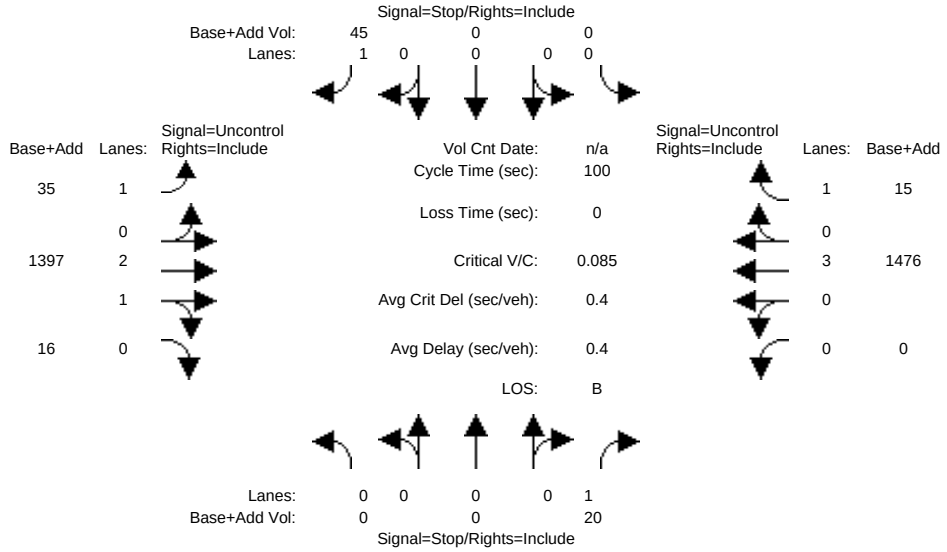
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	20	0	0	45	35	1397	16	0	1476	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	45	35	1397	16	0	1476	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	45	35	1397	16	0	1476	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	45	35	1397	16	0	1476	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1397	16	0	1476	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	474	xxxx	xxxx	492	1491	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	542	xxxx	xxxx	528	456	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	542	xxxx	xxxx	528	456	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.9	xxxxx	xxxx	12.5	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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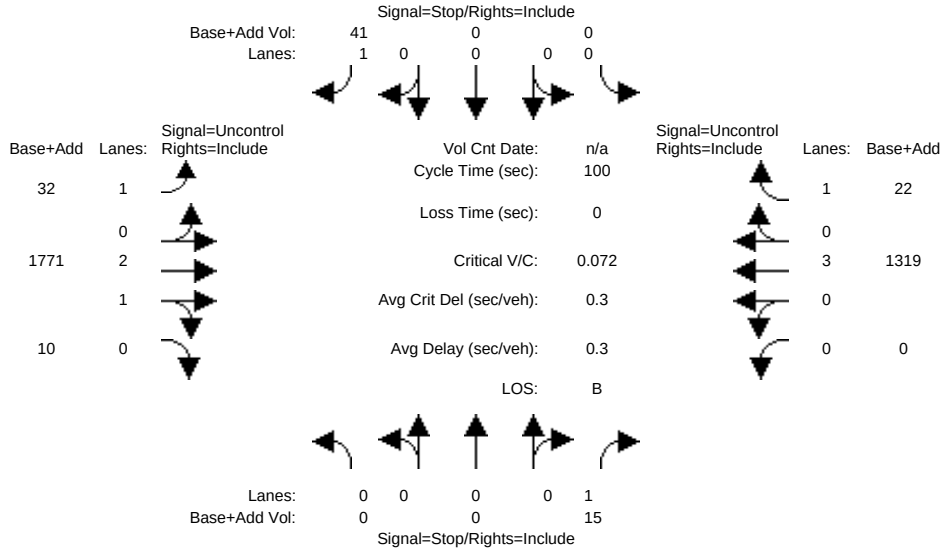
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	41	32	1771	10	0	1319	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1771	10	0	1319	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1771	10	0	1319	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1771	10	0	1319	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1771	10	0	1319	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	595	xxxx	xxxx	440	1341	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	452	xxxx	xxxx	571	521	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	452	xxxx	xxxx	571	521	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.07	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	11.8	12.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.2			11.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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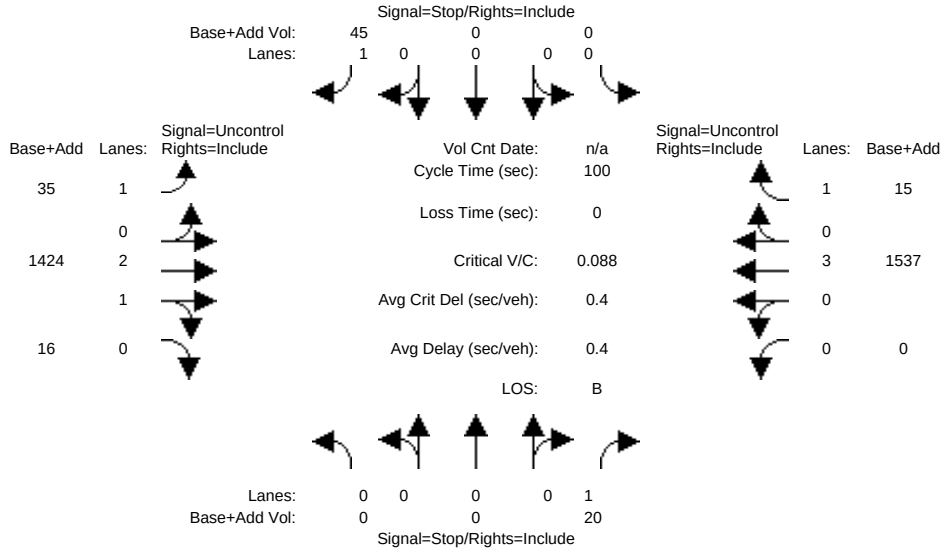
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	20	0	0	45	35	1424	16	0	1537	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	45	35	1424	16	0	1537	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	45	35	1424	16	0	1537	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	45	35	1424	16	0	1537	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1424	16	0	1537	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	483	xxxx	xxxx	512	1552	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	535	xxxx	xxxx	512	433	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	535	xxxx	xxxx	512	433	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.0	xxxxx	xxxx	12.7	14.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.0			12.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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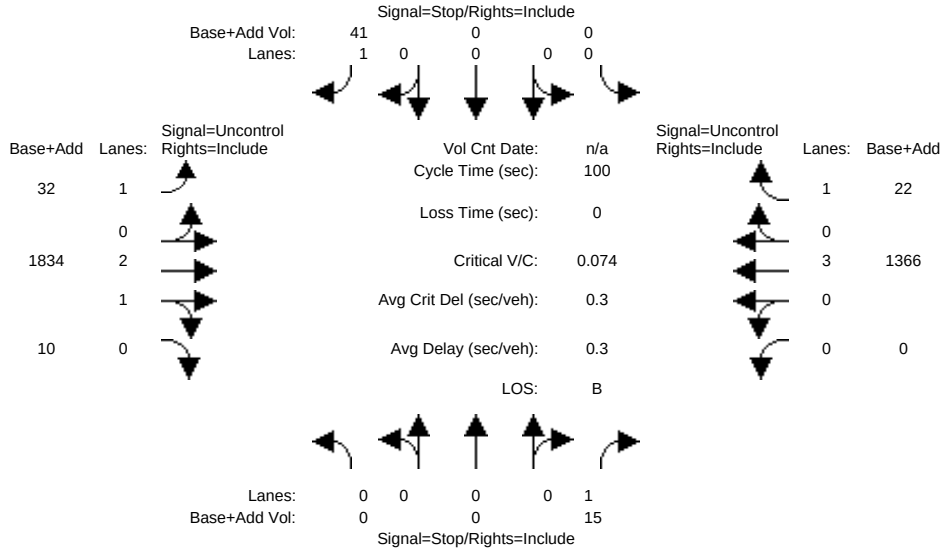
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	41	32	1834	10	0	1366	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1834	10	0	1366	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1834	10	0	1366	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1834	10	0	1366	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1834	10	0	1366	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	616	xxxx	xxxx	455	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	438	xxxx	xxxx	558	500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	438	xxxx	xxxx	558	500	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.07	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	12.0	12.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.5			12.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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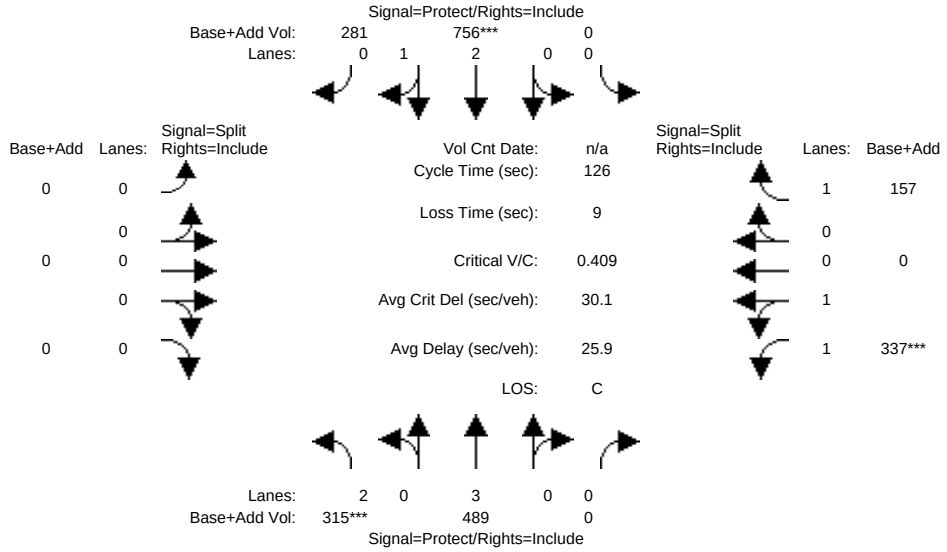
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	315	489	0	0	756	281	0	0	0	337	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	489	0	0	756	281	0	0	0	337	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	489	0	0	756	281	0	0	0	337	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	489	0	0	756	281	0	0	0	337	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	489	0	0	756	281	0	0	0	337	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	489	0	0	756	281	0	0	0	337	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.16	0.84	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4081	1517	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	30.8	87.8	0.0	0.0	57.0	57.0	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.41	0.12	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.41	0.00	0.39
Delay/Veh:	40.3	6.4	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.4	0.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	6.4	0.0	0.0	23.3	23.3	0.0	0.0	0.0	41.4	0.0	41.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	6	2	0	0	9	9	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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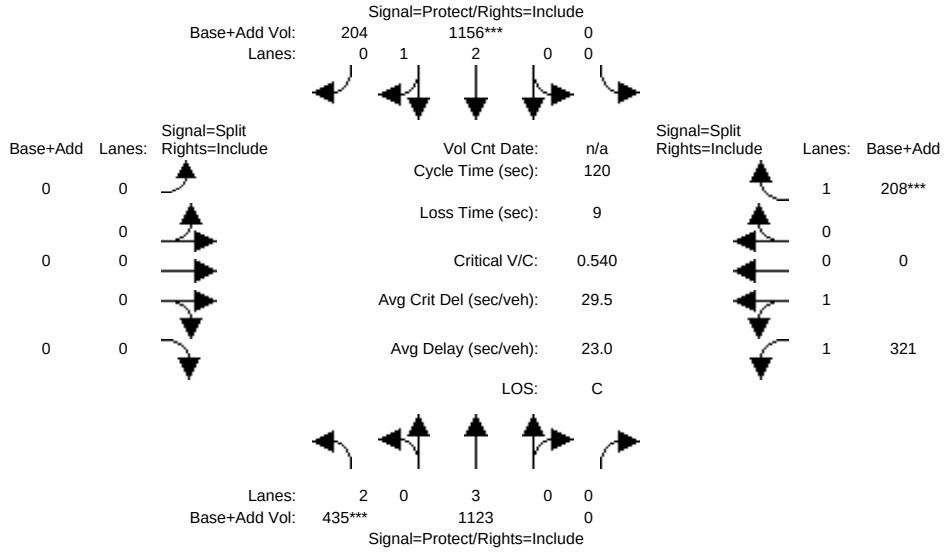
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	435	1123	0	0	1156	204	0	0	0	321	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	1123	0	0	1156	204	0	0	0	321	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	1123	0	0	1156	204	0	0	0	321	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1123	0	0	1156	204	0	0	0	321	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1123	0	0	1156	204	0	0	0	321	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	1123	0	0	1156	204	0	0	0	321	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.53	0.47	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4759	840	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.09	0.00	0.12
Crit Moves:	****				****							****
Green Time:	30.7	84.6	0.0	0.0	53.9	53.9	0.0	0.0	0.0	26.4	0.0	26.4
Volume/Cap:	0.54	0.28	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.41	0.00	0.54
Delay/Veh:	39.3	6.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	40.5	0.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	6.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	40.5	0.0	43.0
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	9	5	0	0	12	12	0	0	0	6	0	8

Note: Queue reported is the number of cars per lane.

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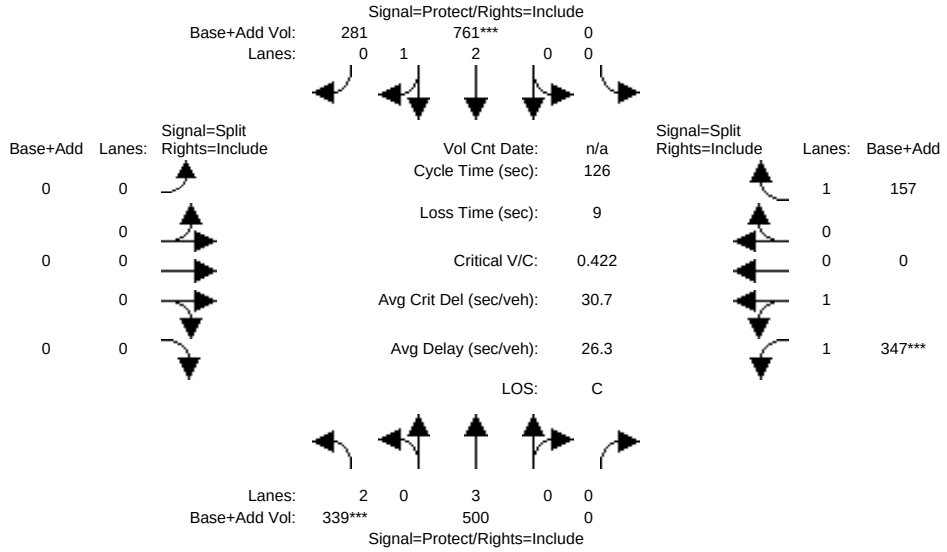
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	500	0	0	761	281	0	0	0	347	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	500	0	0	761	281	0	0	0	347	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	500	0	0	761	281	0	0	0	347	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	500	0	0	761	281	0	0	0	347	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	500	0	0	761	281	0	0	0	347	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	500	0	0	761	281	0	0	0	347	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.16	0.84	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4088	1509	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	32.2	87.8	0.0	0.0	55.6	55.6	0.0	0.0	0.0	29.2	0.0	29.2
Volume/Cap:	0.42	0.13	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.00	0.39
Delay/Veh:	39.5	6.4	0.0	0.0	24.3	24.3	0.0	0.0	0.0	41.6	0.0	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	6.4	0.0	0.0	24.3	24.3	0.0	0.0	0.0	41.6	0.0	41.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	7	2	0	0	9	9	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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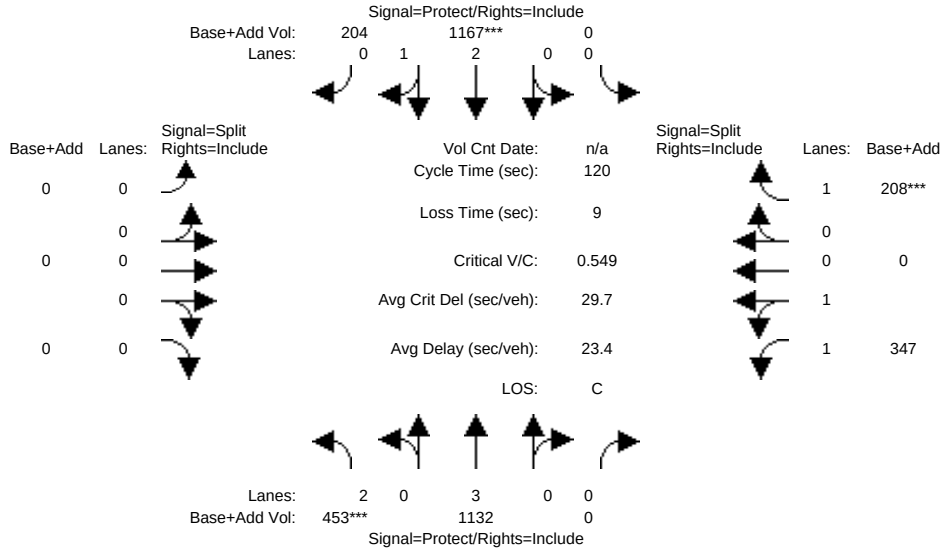
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	453	1132	0	0	1167	204	0	0	0	347	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	453	1132	0	0	1167	204	0	0	0	347	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	1132	0	0	1167	204	0	0	0	347	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	1132	0	0	1167	204	0	0	0	347	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	1132	0	0	1167	204	0	0	0	347	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	453	1132	0	0	1167	204	0	0	0	347	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.54	0.46	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4766	833	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.10	0.00	0.12
Crit Moves:	****				****							****
Green Time:	31.5	85.0	0.0	0.0	53.6	53.6	0.0	0.0	0.0	26.0	0.0	26.0
Volume/Cap:	0.55	0.28	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.45	0.00	0.55
Delay/Veh:	38.9	6.4	0.0	0.0	24.6	24.6	0.0	0.0	0.0	41.2	0.0	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	6.4	0.0	0.0	24.6	24.6	0.0	0.0	0.0	41.2	0.0	43.5
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	9	5	0	0	13	13	0	0	0	6	0	8

Note: Queue reported is the number of cars per lane.

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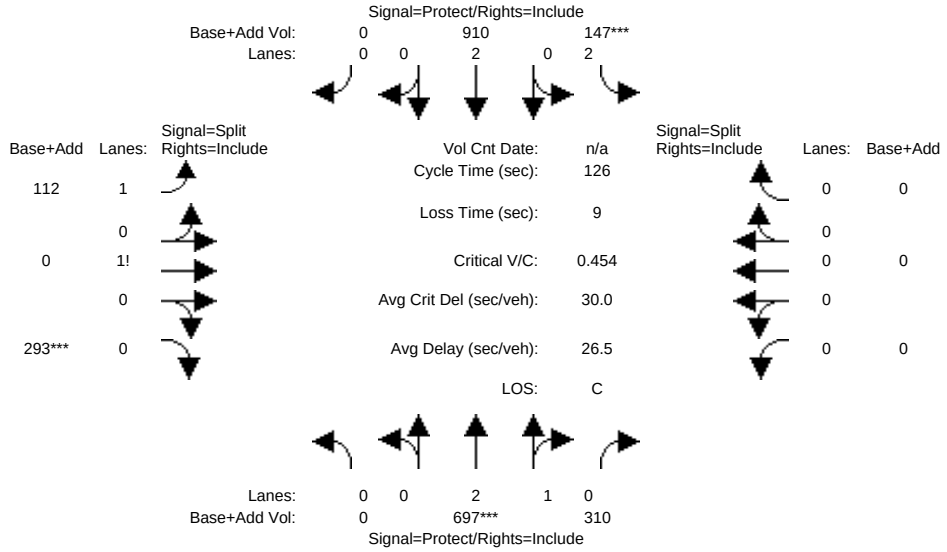
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	697	310	147	910	0	112	0	293	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	697	310	147	910	0	112	0	293	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	697	310	147	910	0	112	0	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	697	310	147	910	0	112	0	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	310	147	910	0	112	0	293	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	697	310	147	910	0	112	0	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.04	0.96	2.00	2.00	0.00	1.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	0	3874	1723	3150	3800	0	2038	0	1504	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.24	0.00	0.05	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	50.0	50.0	13.0	62.9	0.0	54.1	0.0	54.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.45	0.45	0.48	0.00	0.13	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	28.1	28.1	54.2	21.0	0.0	21.7	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.1	28.1	54.2	21.0	0.0	21.7	0.0	25.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	10	4	11	0	2	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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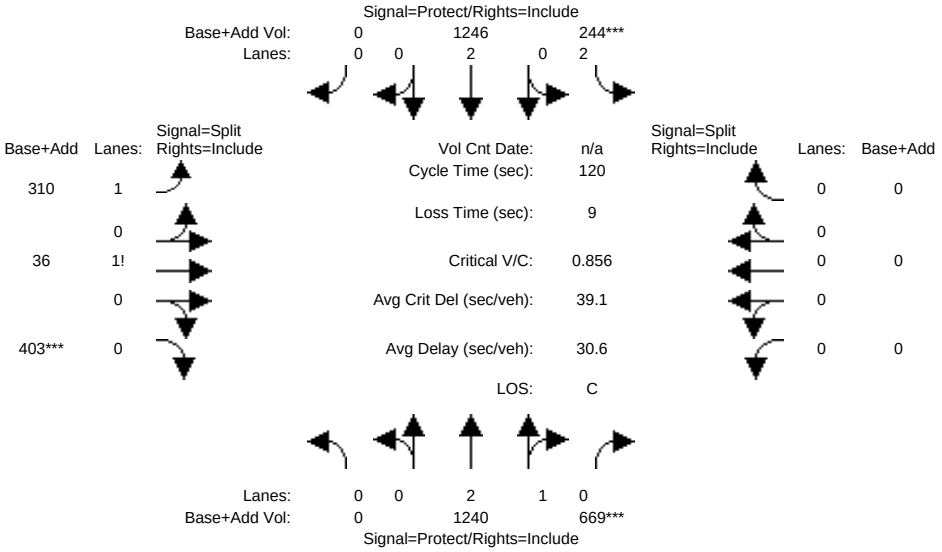
Background PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1240	669	244	1246	0	310	36	403	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	669	244	1246	0	310	36	403	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1240	669	244	1246	0	310	36	403	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	669	244	1246	0	310	36	403	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	669	244	1246	0	310	36	403	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1240	669	244	1246	0	310	36	403	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.27	0.06	0.67	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2216	108	1212	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.38	0.08	0.33	0.00	0.14	0.33	0.33	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	53.6	53.6	10.9	64.4	0.0	46.6	46.6	46.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.86	0.86	0.61	0.00	0.36	0.86	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	33.3	75.5	19.7	0.0	26.2	42.0	42.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	33.3	75.5	19.7	0.0	26.2	42.0	42.0	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	19	26	8	16	0	7	24	24	0	0	0

Note: Queue reported is the number of cars per lane.

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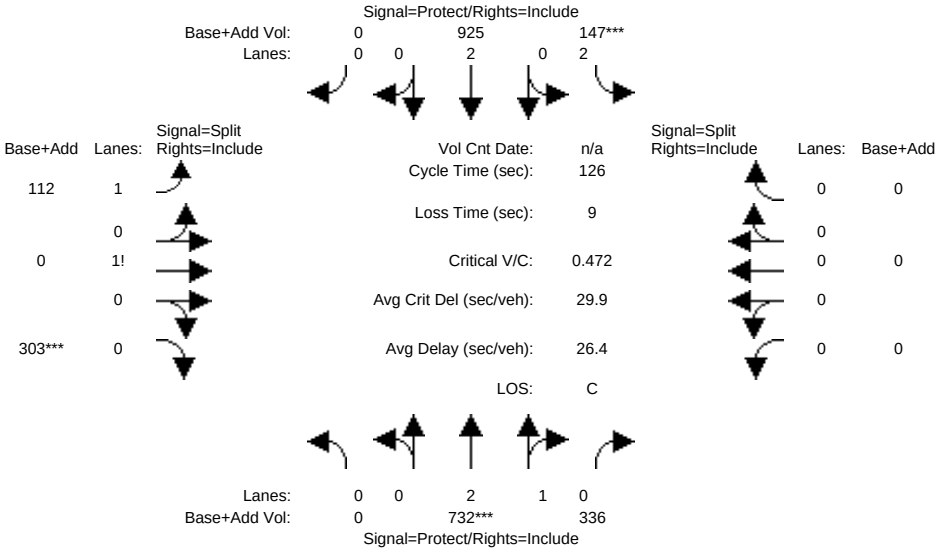
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	732	336	147	925	0	112	0	303	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	732	336	147	925	0	112	0	303	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	732	336	147	925	0	112	0	303	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	732	336	147	925	0	112	0	303	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	732	336	147	925	0	112	0	303	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	732	336	147	925	0	112	0	303	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.02	0.98	2.00	2.00	0.00	1.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	0	3836	1761	3150	3800	0	2030	0	1512	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.05	0.24	0.00	0.06	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	51.0	51.0	12.5	63.5	0.0	53.5	0.0	53.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.47	0.47	0.48	0.00	0.13	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	27.7	27.7	54.8	20.7	0.0	22.1	0.0	26.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	27.7	54.8	20.7	0.0	22.1	0.0	26.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	10	4	12	0	2	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
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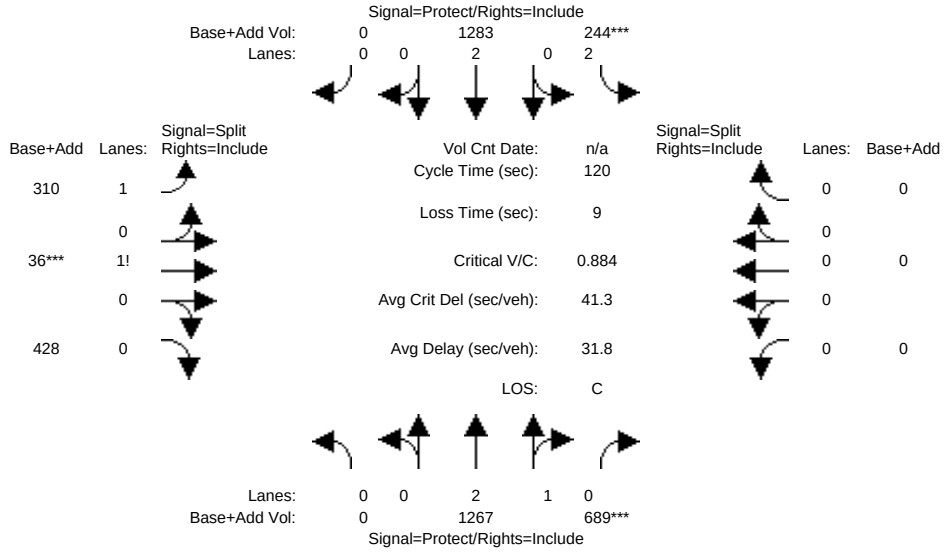
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1267	689	244	1283	0	310	36	428	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1267	689	244	1283	0	310	36	428	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1267	689	244	1283	0	310	36	428	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1267	689	244	1283	0	310	36	428	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1267	689	244	1283	0	310	36	428	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1267	689	244	1283	0	310	36	428	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.25	0.06	0.69	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2198	104	1236	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.39	0.08	0.34	0.00	0.14	0.35	0.35	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	53.5	53.5	10.5	64.0	0.0	47.0	47.0	47.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.75	0.88	0.88	0.63	0.00	0.36	0.88	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	28.9	35.1	80.9	20.4	0.0	25.9	44.5	44.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	35.1	80.9	20.4	0.0	25.9	44.5	44.5	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	D	D	A	A	A
HCM2kAvgQ:	0	20	28	8	17	0	7	26	26	0	0	0

Note: Queue reported is the number of cars per lane.

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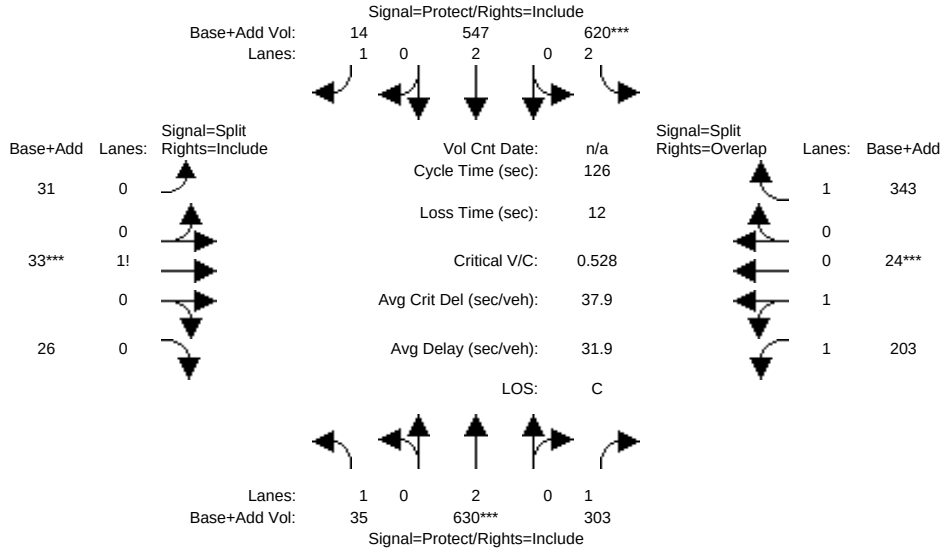
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	630	303	620	547	14	31	33	26	203	24	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	630	303	620	547	14	31	33	26	203	24	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	630	303	620	547	14	31	33	26	203	24	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	630	303	620	547	14	31	33	26	203	24	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	630	303	620	547	14	31	33	26	203	24	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	630	303	620	547	14	31	33	26	203	24	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.79	0.21	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3175	375	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.20	0.14	0.01	0.05	0.05	0.05	0.06	0.06	0.20
Crit Moves:		****		****				****			****	
Green Time:	24.1	39.5	39.5	46.9	62.4	62.4	12.3	12.3	12.3	15.3	15.3	62.2
Volume/Cap:	0.10	0.53	0.55	0.53	0.29	0.02	0.53	0.53	0.53	0.53	0.53	0.40
Delay/Veh:	42.2	36.0	37.1	31.3	18.8	16.2	57.2	57.2	57.2	53.2	53.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	36.0	37.1	31.3	18.8	16.2	57.2	57.2	57.2	53.2	53.2	20.4
LOS by Move:	D	D	D	C	B	B	E	E	E	D	D	C
HCM2kAvgQ:	1	10	11	11	6	0	4	4	4	5	5	9

Note: Queue reported is the number of cars per lane.

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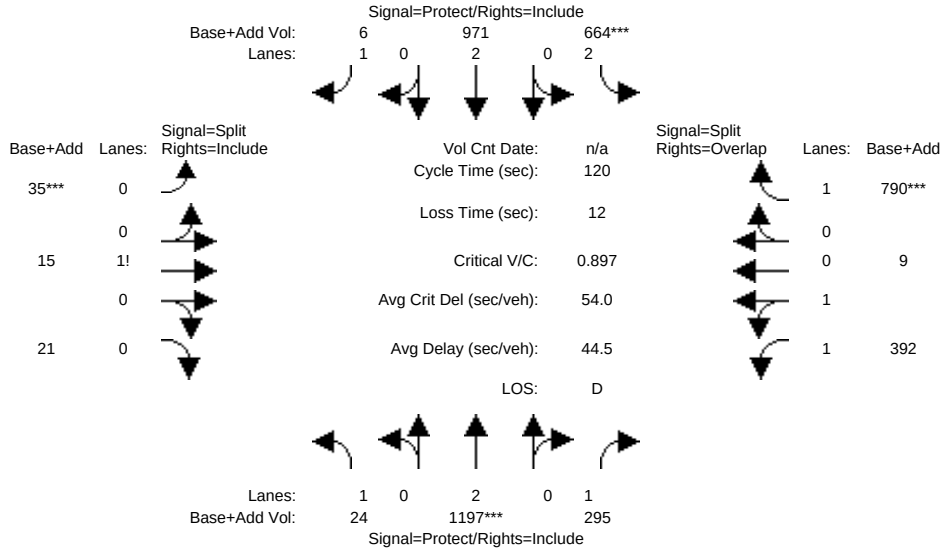
Background PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1197	295	664	971	6	35	15	21	392	9	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1197	295	664	971	6	35	15	21	392	9	790
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1197	295	664	971	6	35	15	21	392	9	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1197	295	664	971	6	35	15	21	392	9	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1197	295	664	971	6	35	15	21	392	9	790
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1197	295	664	971	6	35	15	21	392	9	790
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.96	0.04	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3470	80	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.17	0.21	0.26	0.00	0.04	0.04	0.04	0.11	0.11	0.45
Crit Moves:		****		****			****					****
Green Time:	12.5	40.3	40.3	27.0	54.7	54.7	10.0	10.0	10.0	30.8	30.8	57.7
Volume/Cap:	0.13	0.94	0.50	0.94	0.56	0.01	0.49	0.49	0.49	0.44	0.44	0.94
Delay/Veh:	49.2	51.8	32.5	65.9	24.3	17.8	55.1	55.1	55.1	37.7	37.7	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	51.8	32.5	65.9	24.3	17.8	55.1	55.1	55.1	37.7	37.7	47.3
LOS by Move:	D	D	C	E	C	B	E	E	E	D	D	D
HCM2kAvgQ:	1	26	10	19	13	0	3	3	3	7	7	34

Note: Queue reported is the number of cars per lane.

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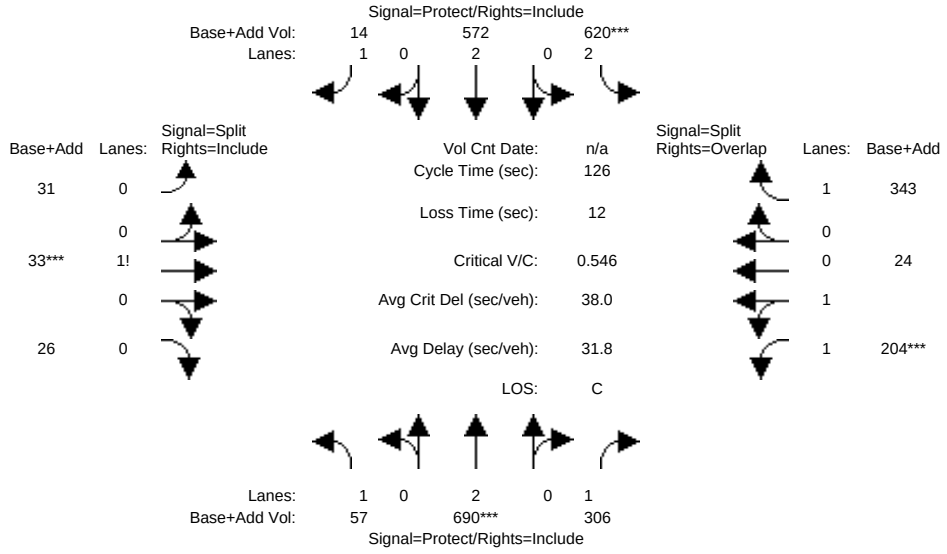

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	690	306	620	572	14	31	33	26	204	24	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	690	306	620	572	14	31	33	26	204	24	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	690	306	620	572	14	31	33	26	204	24	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	690	306	620	572	14	31	33	26	204	24	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	690	306	620	572	14	31	33	26	204	24	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	690	306	620	572	14	31	33	26	204	24	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.34	0.37	0.29	1.79	0.21	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	603	642	506	3176	374	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.17	0.20	0.15	0.01	0.05	0.05	0.05	0.06	0.06	0.20
Crit Moves:		****		****				****		****		
Green Time:	23.5	41.9	41.9	45.4	63.8	63.8	11.9	11.9	11.9	14.8	14.8	60.2
Volume/Cap:	0.17	0.55	0.53	0.55	0.30	0.02	0.55	0.55	0.55	0.55	0.55	0.41
Delay/Veh:	43.3	34.8	34.9	32.6	18.2	15.5	58.3	58.3	58.3	53.9	53.9	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	34.8	34.9	32.6	18.2	15.5	58.3	58.3	58.3	53.9	53.9	21.7
LOS by Move:	D	C	C	C	B	B	E	E	E	D	D	C
HCM2kAvgQ:	2	11	10	12	6	0	4	4	4	5	5	9

Note: Queue reported is the number of cars per lane.

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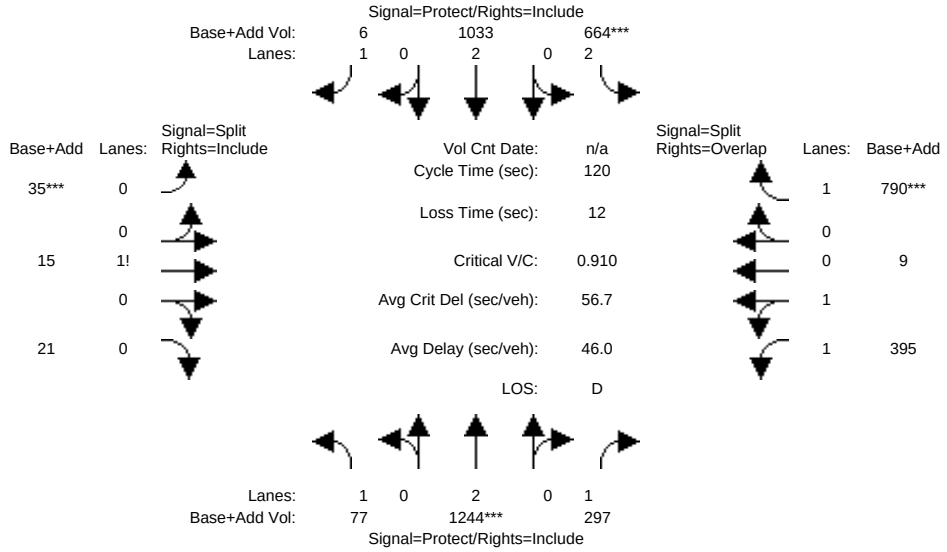
Bckg+Prj PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1244	297	664	1033	6	35	15	21	395	9	790
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1244	297	664	1033	6	35	15	21	395	9	790
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1244	297	664	1033	6	35	15	21	395	9	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1244	297	664	1033	6	35	15	21	395	9	790
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1244	297	664	1033	6	35	15	21	395	9	790
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1244	297	664	1033	6	35	15	21	395	9	790
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.49	0.21	0.30	1.96	0.04	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	863	370	518	3471	79	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.17	0.21	0.27	0.00	0.04	0.04	0.04	0.11	0.11	0.45
Crit Moves:		****		****			****					****
Green Time:	12.0	41.2	41.2	26.5	55.8	55.8	10.0	10.0	10.0	30.3	30.3	56.8
Volume/Cap:	0.44	0.95	0.49	0.95	0.59	0.01	0.49	0.49	0.49	0.45	0.45	0.95
Delay/Veh:	52.7	53.7	31.8	69.4	24.1	17.3	55.1	55.1	55.1	38.2	38.2	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	53.7	31.8	69.4	24.1	17.3	55.1	55.1	55.1	38.2	38.2	51.1
LOS by Move:	D	D	C	E	C	B	E	E	E	D	D	D
HCM2kAvgQ:	3	27	9	19	14	0	3	3	3	7	7	36

Note: Queue reported is the number of cars per lane.

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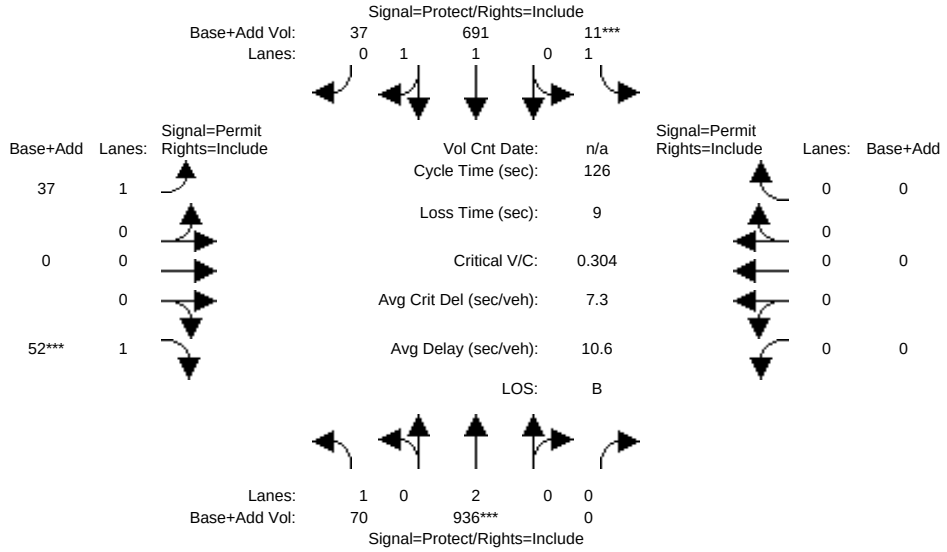
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	936	0	11	691	37	37	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	936	0	11	691	37	37	0	52	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	936	0	11	691	37	37	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	936	0	11	691	37	37	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	936	0	11	691	37	37	0	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	936	0	11	691	37	37	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3512	188	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.00	0.01	0.20	0.20	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	23.2	98.2	0.0	7.0	82.0	82.0	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.22	0.32	0.00	0.11	0.30	0.30	0.22	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	44.1	4.1	0.0	57.1	9.6	9.6	53.5	0.0	54.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	4.1	0.0	57.1	9.6	9.6	53.5	0.0	54.4	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	5	0	1	6	6	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
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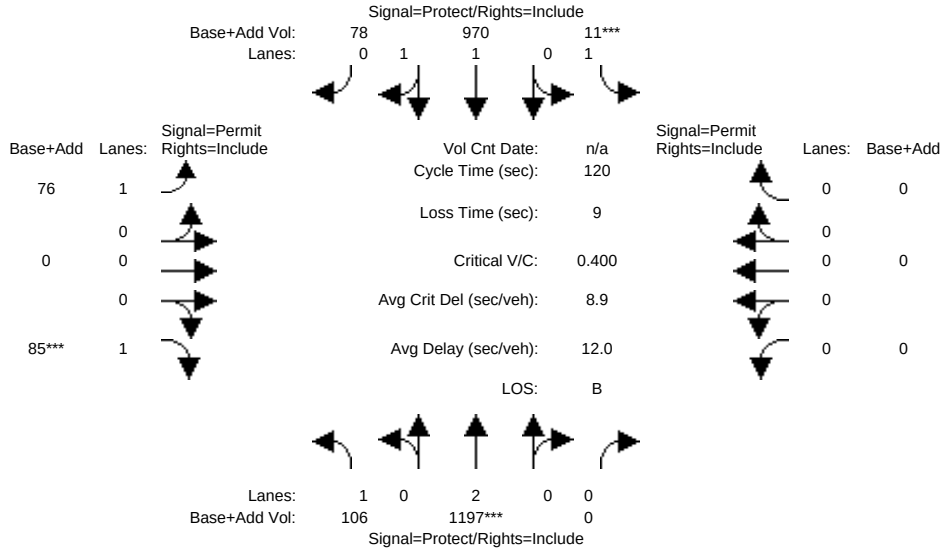
Background PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	1197	0	11	970	78	76	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1197	0	11	970	78	76	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1197	0	11	970	78	76	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1197	0	11	970	78	76	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1197	0	11	970	78	76	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1197	0	11	970	78	76	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3424	275	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.01	0.28	0.28	0.04	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	17.1	90.1	0.0	7.0	80.0	80.0	13.9	0.0	13.9	0.0	0.0	0.0
Volume/Cap:	0.42	0.42	0.00	0.11	0.42	0.42	0.38	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	48.1	5.5	0.0	54.0	9.4	9.4	50.2	0.0	50.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	5.5	0.0	54.0	9.4	9.4	50.2	0.0	50.7	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	9	9	3	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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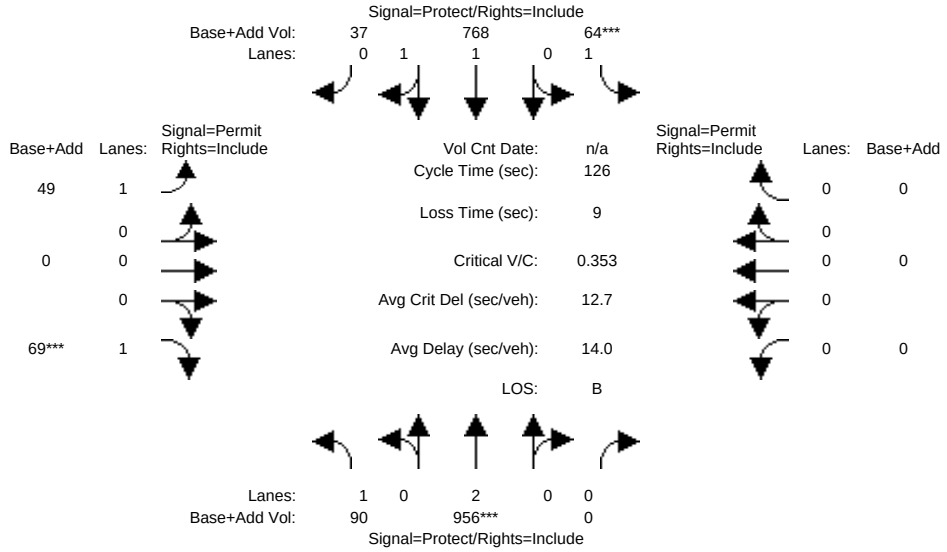
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	956	0	64	768	37	49	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	956	0	64	768	37	49	0	69	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	956	0	64	768	37	49	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	956	0	64	768	37	49	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	956	0	64	768	37	49	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	956	0	64	768	37	49	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3530	170	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.04	0.22	0.22	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	20.9	89.9	0.0	13.1	82.0	82.0	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.31	0.35	0.00	0.35	0.33	0.33	0.25	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	46.8	7.0	0.0	53.7	9.9	9.9	51.8	0.0	52.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	7.0	0.0	53.7	9.9	9.9	51.8	0.0	52.8	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	7	0	3	7	7	2	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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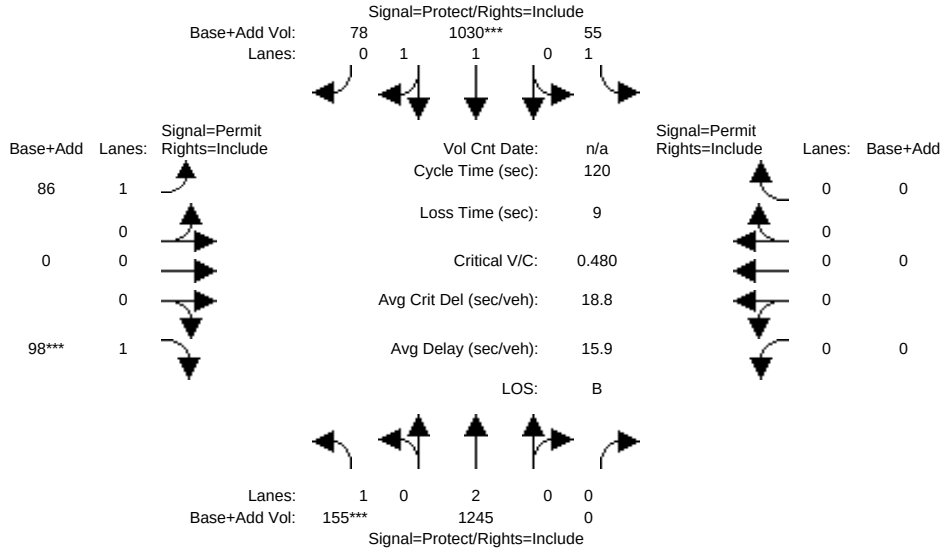
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	1245	0	55	1030	78	86	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1245	0	55	1030	78	86	0	98	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1245	0	55	1030	78	86	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1245	0	55	1030	78	86	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1245	0	55	1030	78	86	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1245	0	55	1030	78	86	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.86	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3439	260	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.00	0.03	0.30	0.30	0.05	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	22.1	82.3	0.0	14.7	74.9	74.9	14.0	0.0	14.0	0.0	0.0	0.0
Volume/Cap:	0.48	0.48	0.00	0.26	0.48	0.48	0.42	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	44.9	8.9	0.0	48.4	12.3	12.3	50.6	0.0	51.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	8.9	0.0	48.4	12.3	12.3	50.6	0.0	51.4	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	A	D	A	A	A
HCM2kAvgQ:	6	11	0	2	11	11	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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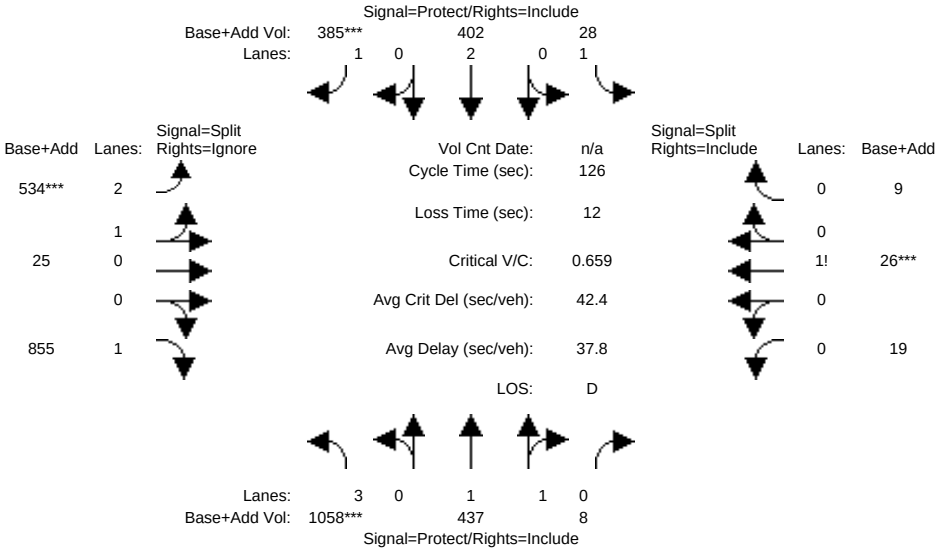
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1058	437	8	28	402	385	534	25	855	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	437	8	28	402	385	534	25	855	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1058	437	8	28	402	385	534	25	855	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1058	437	8	28	402	385	534	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	437	8	28	402	385	534	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1058	437	8	28	402	385	534	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.88	0.12	1.00	0.35	0.48	0.17
Final Sat.:	4551	3633	67	1750	3800	1750	4727	221	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.12	0.12	0.02	0.11	0.22	0.11	0.11	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	42.8	56.9	56.9	26.3	40.5	40.5	20.8	20.8	0.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.27	0.27	0.08	0.33	0.69	0.69	0.69	0.00	0.39	0.39	0.39
Delay/Veh:	37.1	21.6	21.6	40.2	32.6	40.7	52.0	52.0	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	21.6	21.6	40.2	32.6	40.7	52.0	52.0	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	15	5	5	1	6	15	9	9	0	3	3	3

Note: Queue reported is the number of cars per lane.

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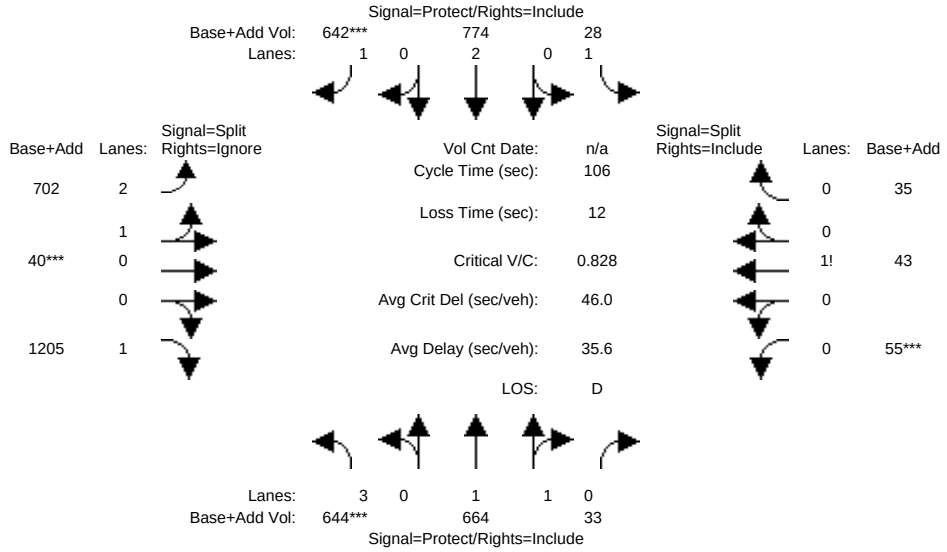
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	664	33	28	774	642	702	40	1205	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	664	33	28	774	642	702	40	1205	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	644	664	33	28	774	642	702	40	1205	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	644	664	33	28	774	642	702	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	664	33	28	774	642	702	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	644	664	33	28	774	642	702	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.90	0.10	1.00	2.00	1.00	2.85	0.15	1.00	0.42	0.32	0.26
Final Sat.:	4551	3525	175	1750	3800	1750	4681	267	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.02	0.20	0.37	0.15	0.15	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	18.1	48.0	48.0	16.8	46.8	46.8	19.1	19.1	0.0	10.0	10.0	10.0
Volume/Cap:	0.83	0.42	0.42	0.10	0.46	0.83	0.83	0.83	0.00	0.81	0.81	0.81
Delay/Veh:	50.1	19.7	19.7	38.3	21.0	33.7	48.5	48.5	0.0	71.4	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	19.7	19.7	38.3	21.0	33.7	48.5	48.5	0.0	71.4	71.4	71.4
LOS by Move:	D	B	B	D	C	C	D	D	A	E	E	E
HCM2kAvgQ:	11	8	8	1	9	22	11	11	0	7	7	7

Note: Queue reported is the number of cars per lane.

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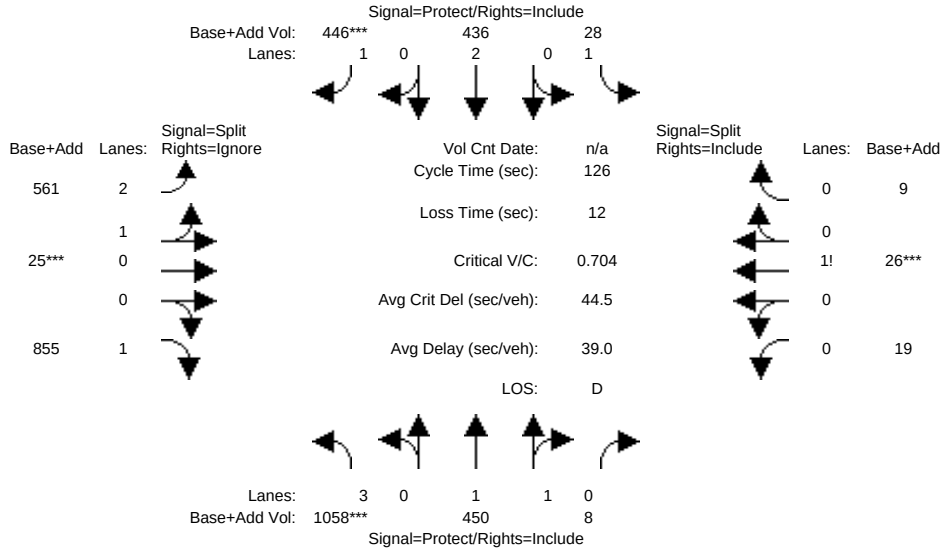
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1058	450	8	28	436	446	561	25	855	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1058	450	8	28	436	446	561	25	855	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1058	450	8	28	436	446	561	25	855	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1058	450	8	28	436	446	561	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	450	8	28	436	446	561	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1058	450	8	28	436	446	561	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.96	0.04	1.00	2.00	1.00	2.88	0.12	1.00	0.35	0.48	0.17
Final Sat.:	4551	3635	65	1750	3800	1750	4737	211	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.23	0.12	0.12	0.02	0.11	0.25	0.12	0.12	0.00	0.03	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	39.9	57.7	57.7	25.9	43.8	43.8	20.3	20.3	0.0	10.0	10.0	10.0
Volume/Cap:	0.73	0.27	0.27	0.08	0.33	0.73	0.73	0.73	0.00	0.39	0.39	0.39
Delay/Veh:	40.3	21.2	21.2	40.5	30.5	40.6	53.8	53.8	0.0	56.9	56.9	56.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	21.2	21.2	40.5	30.5	40.6	53.8	53.8	0.0	56.9	56.9	56.9
LOS by Move:	D	C	C	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	16	5	5	1	6	17	10	10	0	3	3	3

Note: Queue reported is the number of cars per lane.

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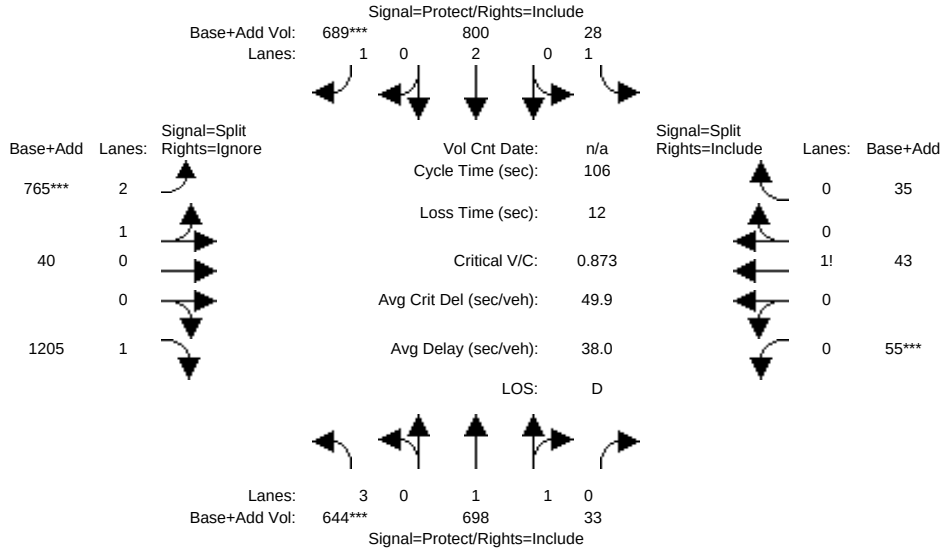
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	698	33	28	800	689	765	40	1205	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	698	33	28	800	689	765	40	1205	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	644	698	33	28	800	689	765	40	1205	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	644	698	33	28	800	689	765	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	698	33	28	800	689	765	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	644	698	33	28	800	689	765	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.86	0.14	1.00	0.42	0.32	0.26
Final Sat.:	4551	3533	167	1750	3800	1750	4702	246	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.20	0.02	0.21	0.39	0.16	0.16	0.00	0.08	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	17.0	48.3	48.3	16.1	47.4	47.4	19.6	19.6	0.0	10.0	10.0	10.0
Volume/Cap:	0.88	0.43	0.43	0.11	0.47	0.88	0.88	0.88	0.00	0.81	0.81	0.81
Delay/Veh:	55.5	19.8	19.8	38.9	20.7	38.1	52.0	52.0	0.0	71.4	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	19.8	19.8	38.9	20.7	38.1	52.0	52.0	0.0	71.4	71.4	71.4
LOS by Move:	E	B	B	D	C	D	D	D	A	E	E	E
HCM2kAvgQ:	12	8	8	1	9	25	13	13	0	7	7	7

Note: Queue reported is the number of cars per lane.

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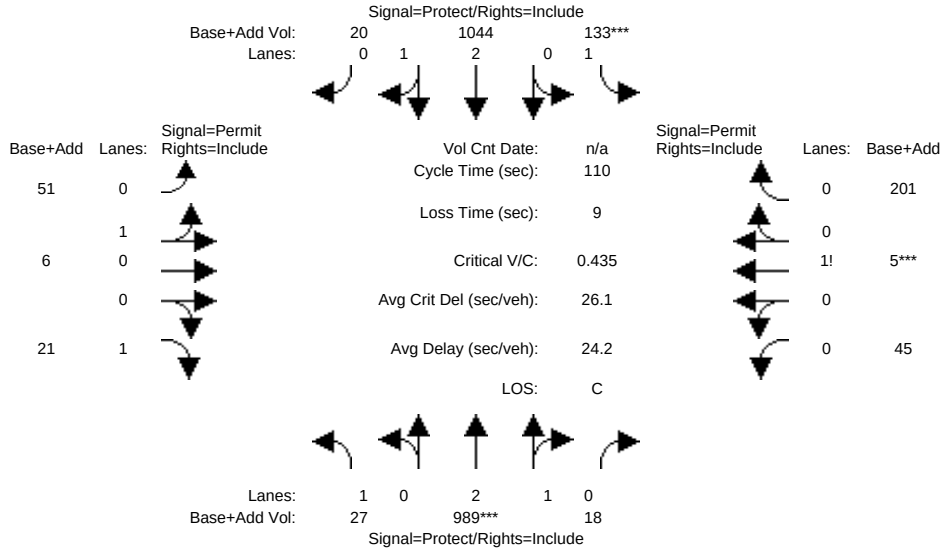
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	989	18	133	1044	20	51	6	21	45	5	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	989	18	133	1044	20	51	6	21	45	5	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	989	18	133	1044	20	51	6	21	45	5	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	989	18	133	1044	20	51	6	21	45	5	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	989	18	133	1044	20	51	6	21	45	5	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	989	18	133	1044	20	51	6	21	45	5	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.18	0.02	0.80
Final Sat.:	1750	5500	100	1750	5495	105	1611	189	1750	314	35	1401
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.19	0.19	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.2	45.5	45.5	19.2	48.5	48.5	36.3	36.3	36.3	36.3	36.3	36.3
Volume/Cap:	0.10	0.43	0.43	0.43	0.43	0.43	0.10	0.10	0.04	0.43	0.43	0.43
Delay/Veh:	40.8	23.2	23.2	41.5	21.4	21.4	25.6	25.6	25.0	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	23.2	23.2	41.5	21.4	21.4	25.6	25.6	25.0	29.4	29.4	29.4
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	8	8	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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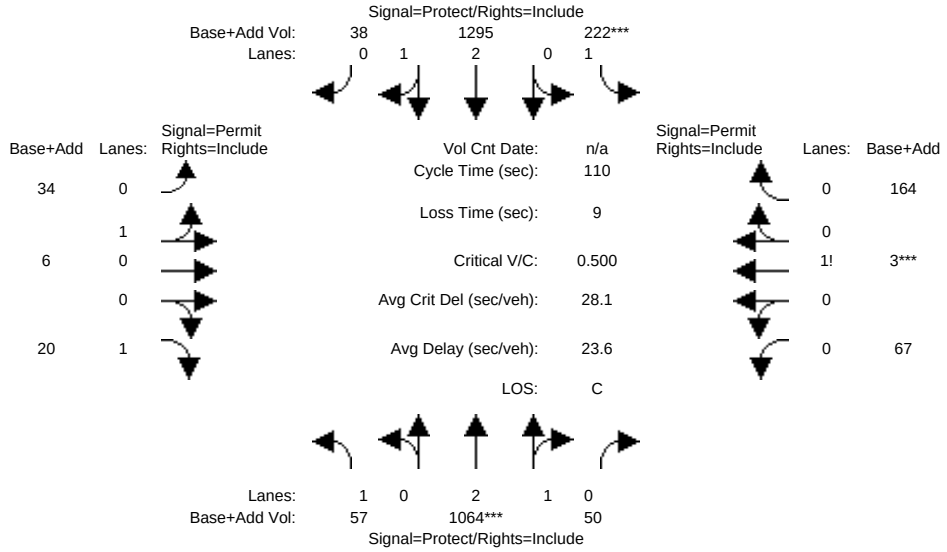
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1064	50	222	1295	38	34	6	20	67	3	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1064	50	222	1295	38	34	6	20	67	3	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1064	50	222	1295	38	34	6	20	67	3	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1064	50	222	1295	38	34	6	20	67	3	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1064	50	222	1295	38	34	6	20	67	3	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1064	50	222	1295	38	34	6	20	67	3	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.91	0.09	0.85	0.15	1.00	0.29	0.01	0.70
Final Sat.:	1750	5348	251	1750	5440	160	1530	270	1750	501	22	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.13	0.24	0.24	0.02	0.02	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	15.1	43.7	43.7	27.9	56.5	56.5	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.24	0.50	0.50	0.50	0.46	0.46	0.08	0.08	0.04	0.50	0.50	0.50
Delay/Veh:	42.8	25.1	25.1	36.0	17.2	17.2	30.3	30.3	29.9	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	25.1	25.1	36.0	17.2	17.2	30.3	30.3	29.9	34.9	34.9	34.9
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	10	10	7	10	10	1	1	1	8	8	8

Note: Queue reported is the number of cars per lane.

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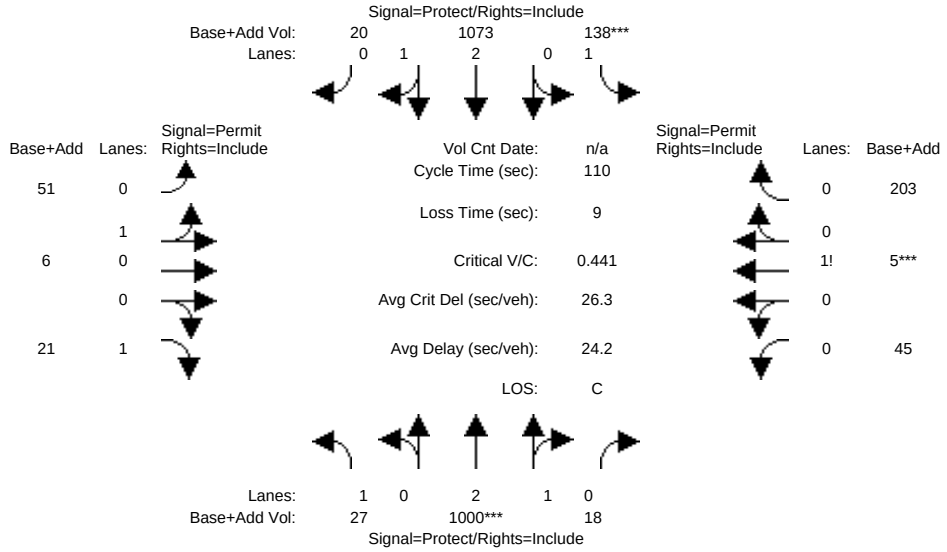
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	1000	18	138	1073	20	51	6	21	45	5	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1000	18	138	1073	20	51	6	21	45	5	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1000	18	138	1073	20	51	6	21	45	5	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1000	18	138	1073	20	51	6	21	45	5	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1000	18	138	1073	20	51	6	21	45	5	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1000	18	138	1073	20	51	6	21	45	5	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.94	0.06	1.00	2.94	0.06	0.89	0.11	1.00	0.18	0.02	0.80
Final Sat.:	1750	5501	99	1750	5497	102	1611	189	1750	311	35	1404
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.08	0.20	0.20	0.03	0.03	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	16.0	45.3	45.3	19.7	49.0	49.0	36.0	36.0	36.0	36.0	36.0	36.0
Volume/Cap:	0.11	0.44	0.44	0.44	0.44	0.44	0.10	0.10	0.04	0.44	0.44	0.44
Delay/Veh:	41.0	23.4	23.4	41.3	21.1	21.1	25.8	25.8	25.2	29.6	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	23.4	23.4	41.3	21.1	21.1	25.8	25.8	25.2	29.6	29.6	29.6
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	5	9	9	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

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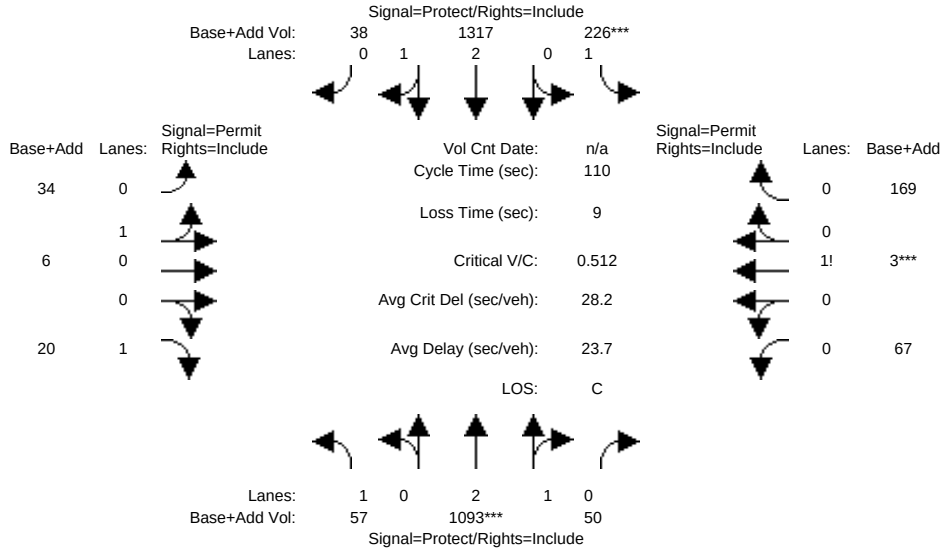
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1093	50	226	1317	38	34	6	20	67	3	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1093	50	226	1317	38	34	6	20	67	3	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1093	50	226	1317	38	34	6	20	67	3	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1093	50	226	1317	38	34	6	20	67	3	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1093	50	226	1317	38	34	6	20	67	3	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1093	50	226	1317	38	34	6	20	67	3	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.91	0.09	0.85	0.15	1.00	0.28	0.01	0.71
Final Sat.:	1750	5355	245	1750	5443	157	1530	270	1750	491	22	1237
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.13	0.24	0.24	0.02	0.02	0.01	0.14	0.14	0.14
Crit Moves:		****		****							****	
Green Time:	14.9	43.9	43.9	27.8	56.7	56.7	29.4	29.4	29.4	29.4	29.4	29.4
Volume/Cap:	0.24	0.51	0.51	0.51	0.47	0.47	0.08	0.08	0.04	0.51	0.51	0.51
Delay/Veh:	43.0	25.2	25.2	36.3	17.1	17.1	30.3	30.3	29.9	35.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	25.2	25.2	36.3	17.1	17.1	30.3	30.3	29.9	35.2	35.2	35.2
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	10	10	7	10	10	1	1	1	8	8	8

Note: Queue reported is the number of cars per lane.

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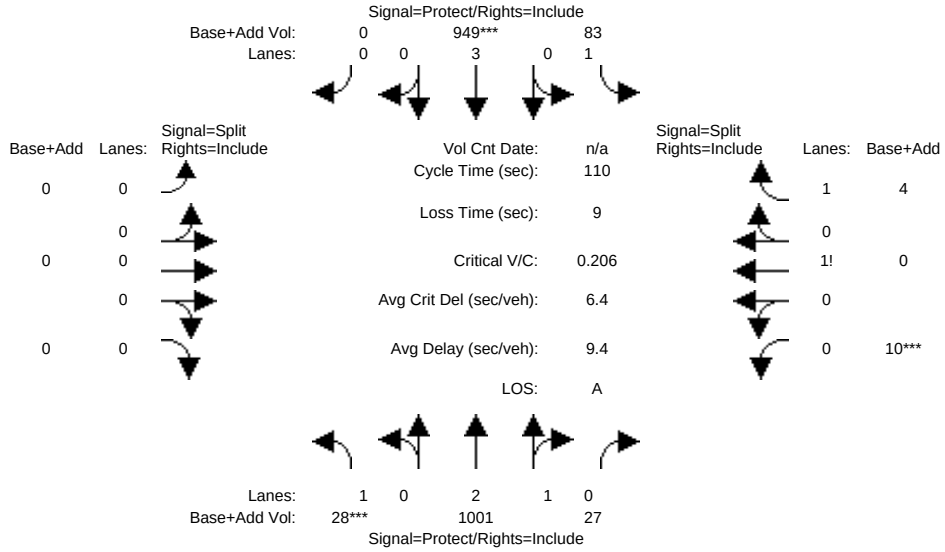
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1001	27	83	949	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1001	27	83	949	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1001	27	83	949	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1001	27	83	949	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1001	27	83	949	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1001	27	83	949	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5453	147	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.05	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	67.6	67.6	23.4	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.30	0.30	0.22	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.1	10.1	36.1	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.1	10.1	36.1	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	5	5	3	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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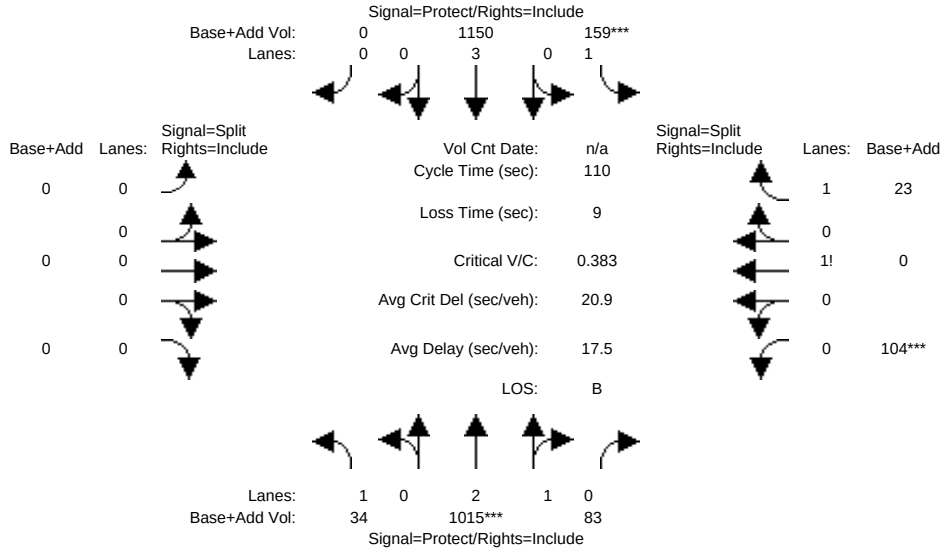
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1015	83	159	1150	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1015	83	159	1150	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1015	83	159	1150	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1015	83	159	1150	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1015	83	159	1150	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1015	83	159	1150	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.76	0.24	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5176	423	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.09	0.20	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.8	56.4	56.4	26.1	62.7	0.0	0.0	0.0	0.0	18.5	0.0	18.5
Volume/Cap:	0.11	0.38	0.38	0.38	0.35	0.00	0.00	0.00	0.00	0.38	0.00	0.07
Delay/Veh:	37.9	16.3	16.3	35.8	12.8	0.0	0.0	0.0	0.0	41.4	0.0	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	16.3	16.3	35.8	12.8	0.0	0.0	0.0	0.0	41.4	0.0	38.5
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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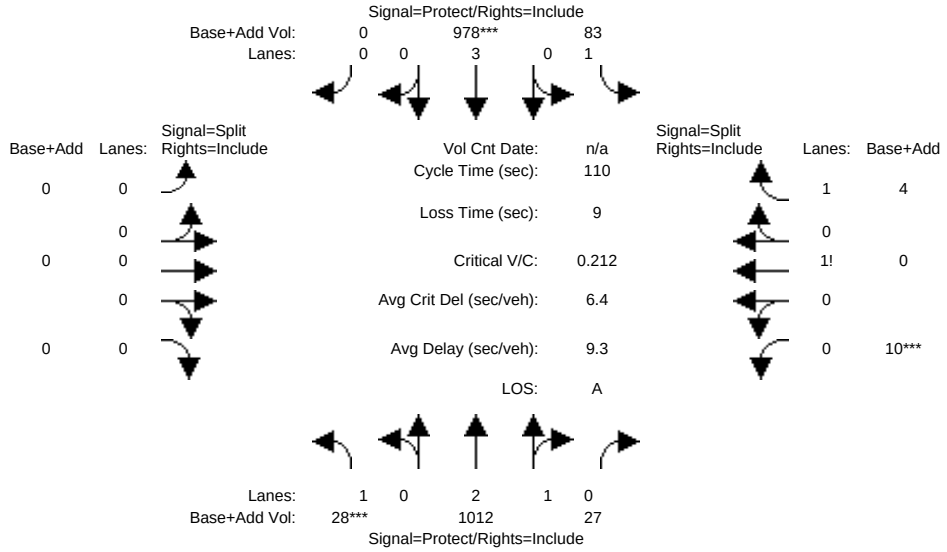
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1012	27	83	978	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1012	27	83	978	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1012	27	83	978	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1012	27	83	978	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1012	27	83	978	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1012	27	83	978	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5454	146	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	67.8	67.8	23.2	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.30	0.30	0.22	0.23	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	10.0	10.0	36.2	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	10.0	10.0	36.2	4.6	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	3	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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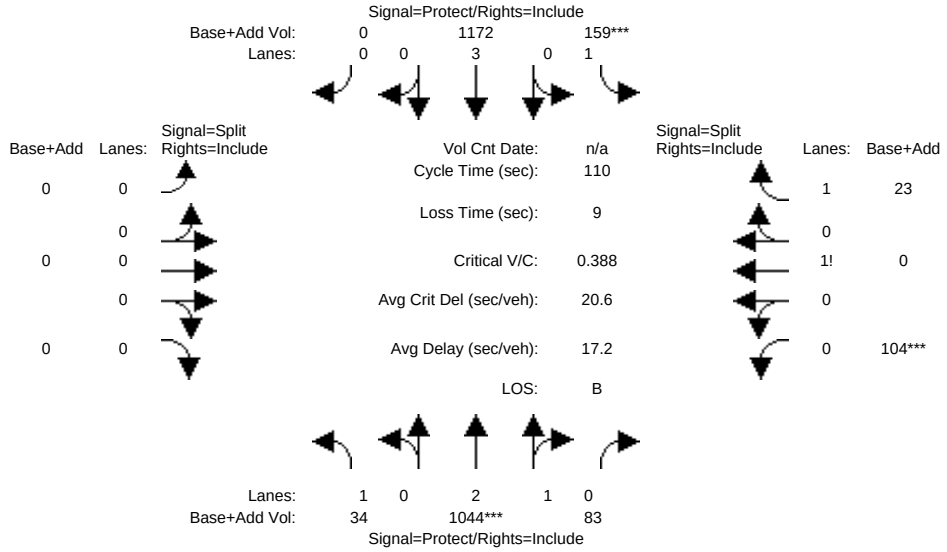
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1044	83	159	1172	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1044	83	159	1172	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1044	83	159	1172	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1044	83	159	1172	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1044	83	159	1172	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1044	83	159	1172	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.77	0.23	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5187	412	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.09	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.6	57.0	57.0	25.7	63.2	0.0	0.0	0.0	0.0	18.2	0.0	18.2
Volume/Cap:	0.11	0.39	0.39	0.39	0.36	0.00	0.00	0.00	0.00	0.39	0.00	0.07
Delay/Veh:	38.1	16.1	16.1	36.1	12.6	0.0	0.0	0.0	0.0	41.7	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	16.1	16.1	36.1	12.6	0.0	0.0	0.0	0.0	41.7	0.0	38.8
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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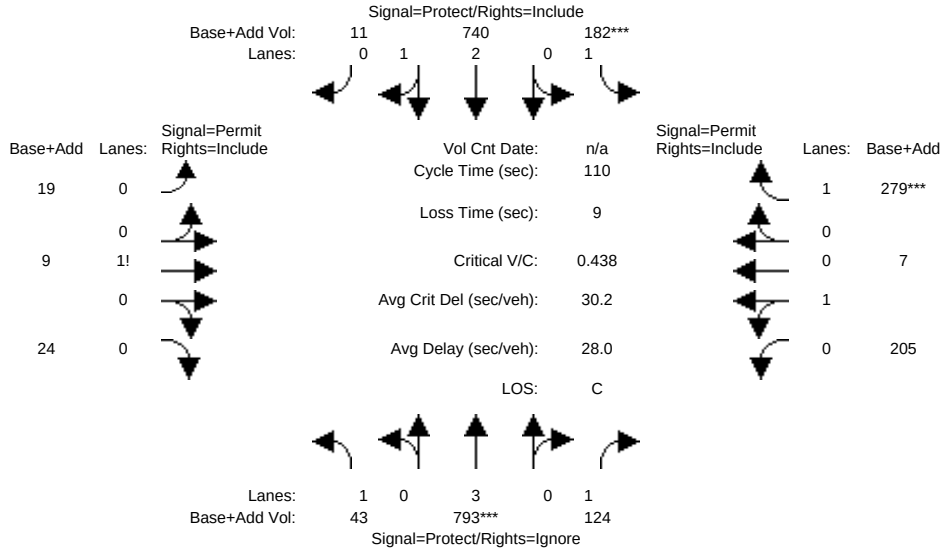
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	793	124	182	740	11	19	9	24	205	7	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	793	124	182	740	11	19	9	24	205	7	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	793	124	182	740	11	19	9	24	205	7	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	793	0	182	740	11	19	9	24	205	7	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	793	0	182	740	11	19	9	24	205	7	279
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	793	0	182	740	11	19	9	24	205	7	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.95	0.05	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5518	82	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.10	0.13	0.13	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.6	34.9	0.0	26.1	41.4	41.4	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.14	0.44	0.00	0.44	0.36	0.36	0.08	0.08	0.08	0.32	0.32	0.44
Delay/Veh:	38.3	29.9	0.0	36.5	24.8	24.8	23.0	23.0	23.0	25.5	25.5	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	29.9	0.0	36.5	24.8	24.8	23.0	23.0	23.0	25.5	25.5	27.0
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	6	6	6	1	1	1	5	5	8

Note: Queue reported is the number of cars per lane.

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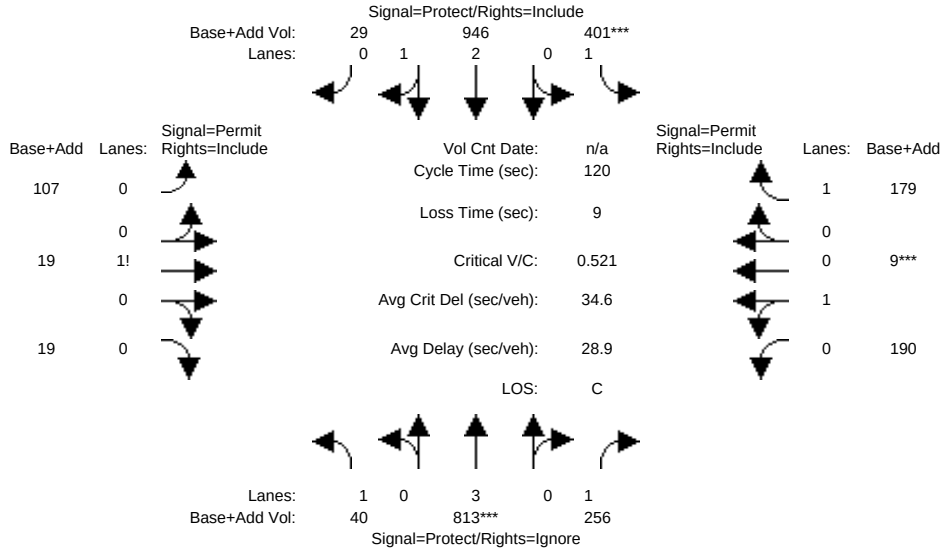
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	813	256	401	946	29	107	19	19	190	9	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	813	256	401	946	29	107	19	19	190	9	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	813	256	401	946	29	107	19	19	190	9	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	813	0	401	946	29	107	19	19	190	9	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	813	0	401	946	29	107	19	19	190	9	179
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	813	0	401	946	29	107	19	19	190	9	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.95	0.05	1.00
Final Sat.:	1750	5700	1750	1750	5433	167	1291	229	229	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.23	0.17	0.17	0.08	0.08	0.08	0.11	0.11	0.10
Crit Moves:		****		****							****	
Green Time:	21.5	32.8	0.0	52.7	64.1	64.1	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.13	0.52	0.00	0.52	0.33	0.33	0.39	0.39	0.39	0.52	0.52	0.48
Delay/Veh:	41.6	37.3	0.0	25.1	15.8	15.8	41.3	41.3	41.3	43.2	43.2	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	37.3	0.0	25.1	15.8	15.8	41.3	41.3	41.3	43.2	43.2	42.5
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	12	7	7	5	5	5	7	7	7

Note: Queue reported is the number of cars per lane.

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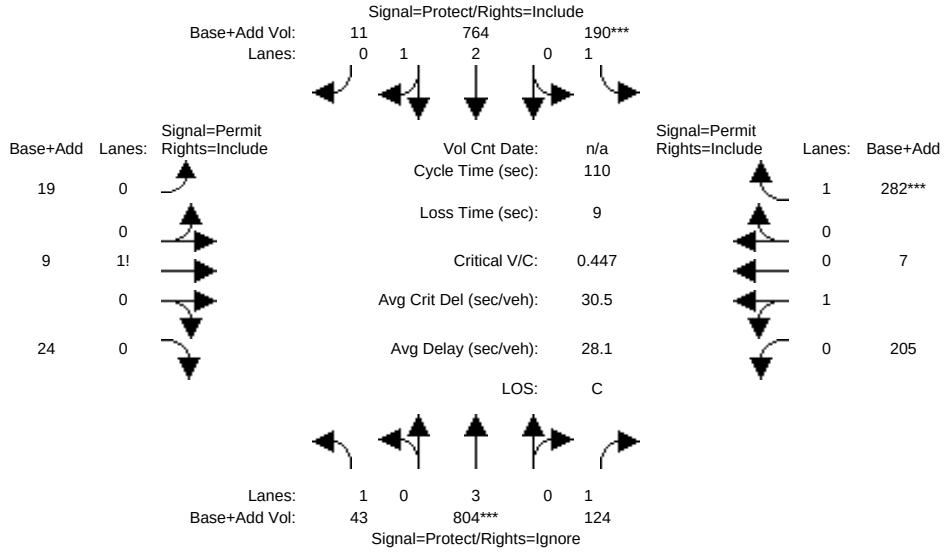
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	804	124	190	764	11	19	9	24	205	7	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	804	124	190	764	11	19	9	24	205	7	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	804	124	190	764	11	19	9	24	205	7	282
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	804	0	190	764	11	19	9	24	205	7	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	804	0	190	764	11	19	9	24	205	7	282
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	804	0	190	764	11	19	9	24	205	7	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5520	79	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.11	0.14	0.14	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.3	34.7	0.0	26.7	42.0	42.0	39.6	39.6	39.6	39.6	39.6	39.6
Volume/Cap:	0.14	0.45	0.00	0.45	0.36	0.36	0.08	0.08	0.08	0.33	0.33	0.45
Delay/Veh:	38.5	30.2	0.0	36.1	24.5	24.5	23.3	23.3	23.3	25.8	25.8	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	30.2	0.0	36.1	24.5	24.5	23.3	23.3	23.3	25.8	25.8	27.3
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	0	6	6	6	1	1	1	5	5	8

Note: Queue reported is the number of cars per lane.

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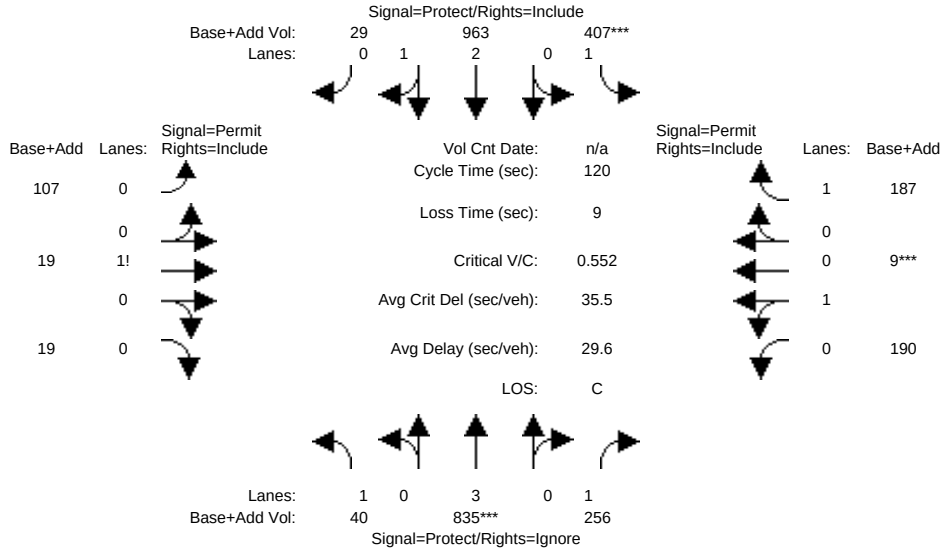
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	835	256	407	963	29	107	19	19	190	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	835	256	407	963	29	107	19	19	190	9	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	835	256	423	947	29	107	19	19	212	9	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	835	0	423	947	29	107	19	19	212	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	835	0	423	947	29	107	19	19	212	9	187
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	835	0	423	947	29	107	19	19	212	9	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5433	166	1291	229	229	1727	73	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.24	0.17	0.17	0.08	0.08	0.08	0.12	0.12	0.11
Crit Moves:		****		****							****	
Green Time:	21.1	31.8	0.0	52.5	63.2	63.2	26.7	26.7	26.7	26.7	26.7	26.7
Volume/Cap:	0.13	0.55	0.00	0.55	0.33	0.33	0.37	0.37	0.37	0.55	0.55	0.48
Delay/Veh:	41.9	38.4	0.0	25.9	16.4	16.4	40.2	40.2	40.2	43.0	43.0	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	38.4	0.0	25.9	16.4	16.4	40.2	40.2	40.2	43.0	43.0	41.6
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	13	7	7	5	5	5	8	8	7

Note: Queue reported is the number of cars per lane.

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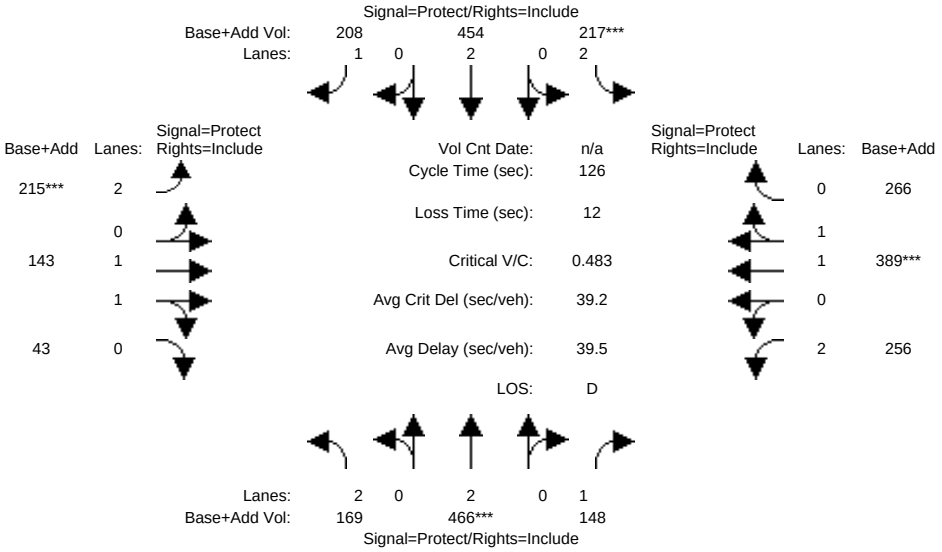
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	466	148	217	454	208	215	143	43	256	389	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	466	148	217	454	208	215	143	43	256	389	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	466	148	217	454	208	215	143	43	256	389	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	466	148	217	454	208	215	143	43	256	389	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	466	148	217	454	208	215	143	43	256	389	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	466	148	217	454	208	215	143	43	256	389	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.17	0.83
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2196	1502
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.9	32.0	32.0	18.0	34.1	34.1	17.8	31.6	31.6	32.4	46.2	46.2
Volume/Cap:	0.43	0.48	0.33	0.48	0.44	0.44	0.48	0.20	0.20	0.32	0.48	0.48
Delay/Veh:	51.6	40.3	38.7	50.6	38.4	38.7	50.7	37.3	37.3	38.1	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	40.3	38.7	50.6	38.4	38.7	50.7	37.3	37.3	38.1	31.0	31.0
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	7	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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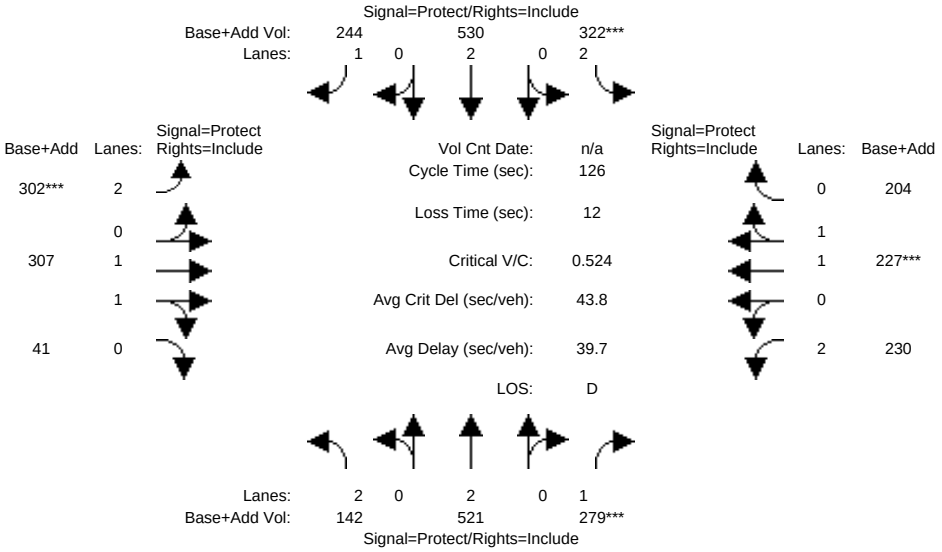
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	521	279	322	530	244	302	307	41	230	227	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	521	279	322	530	244	302	307	41	230	227	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	521	279	322	530	244	302	307	41	230	227	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	521	279	322	530	244	302	307	41	230	227	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	521	279	322	530	244	302	307	41	230	227	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	521	279	322	530	244	302	307	41	230	227	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.03	0.97
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1947	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.10	0.14	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.9	38.3	38.3	24.6	45.0	45.0	23.1	28.8	28.8	22.3	28.0	28.0
Volume/Cap:	0.32	0.45	0.52	0.52	0.39	0.39	0.52	0.41	0.41	0.41	0.52	0.52
Delay/Veh:	48.9	35.6	37.2	46.3	30.4	30.7	47.4	41.7	41.7	46.5	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	35.6	37.2	46.3	30.4	30.7	47.4	41.7	41.7	46.5	43.7	43.7
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	8	10	7	8	8	7	6	6	5	8	8

Note: Queue reported is the number of cars per lane.

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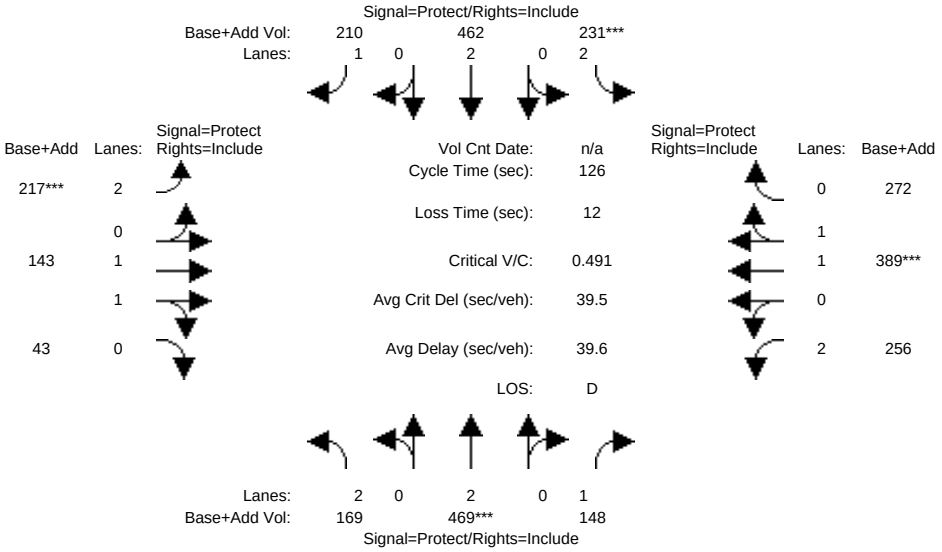
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	469	148	231	462	210	217	143	43	256	389	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	469	148	231	462	210	217	143	43	256	389	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	469	148	231	462	210	217	143	43	256	389	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	469	148	231	462	210	217	143	43	256	389	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	469	148	231	462	210	217	143	43	256	389	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	469	148	231	462	210	217	143	43	256	389	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2176	1522
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	31.7	31.7	18.8	34.6	34.6	17.7	31.4	31.4	32.1	45.9	45.9
Volume/Cap:	0.43	0.49	0.34	0.49	0.44	0.44	0.49	0.20	0.20	0.32	0.49	0.49
Delay/Veh:	51.6	40.7	39.0	50.0	38.0	38.3	50.9	37.5	37.5	38.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	40.7	39.0	50.0	38.0	38.3	50.9	37.5	37.5	38.3	31.3	31.3
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	7	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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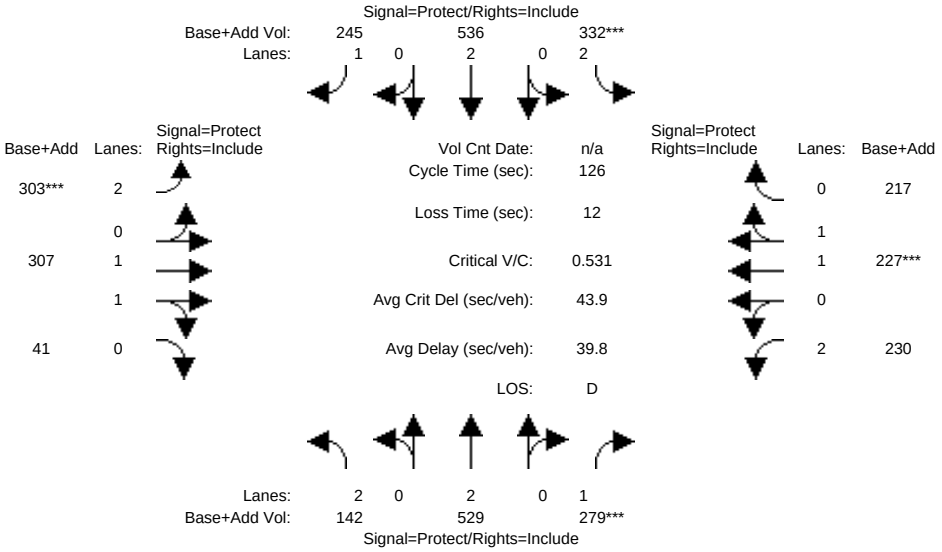
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	529	279	332	536	245	303	307	41	230	227	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	529	279	332	536	245	303	307	41	230	227	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	529	279	332	536	245	303	307	41	230	227	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	529	279	332	536	245	303	307	41	230	227	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	529	279	332	536	245	303	307	41	230	227	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	529	279	332	536	245	303	307	41	230	227	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.14	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.7	37.8	37.8	25.0	45.1	45.1	22.8	28.8	28.8	22.4	28.4	28.4
Volume/Cap:	0.32	0.46	0.53	0.53	0.39	0.39	0.53	0.41	0.41	0.41	0.53	0.54
Delay/Veh:	49.1	36.2	37.8	46.1	30.5	30.6	47.7	41.7	41.7	46.5	43.6	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	36.2	37.8	46.1	30.5	30.6	47.7	41.7	41.7	46.5	43.6	43.7
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	8	10	7	8	8	7	6	6	5	8	8

Note: Queue reported is the number of cars per lane.

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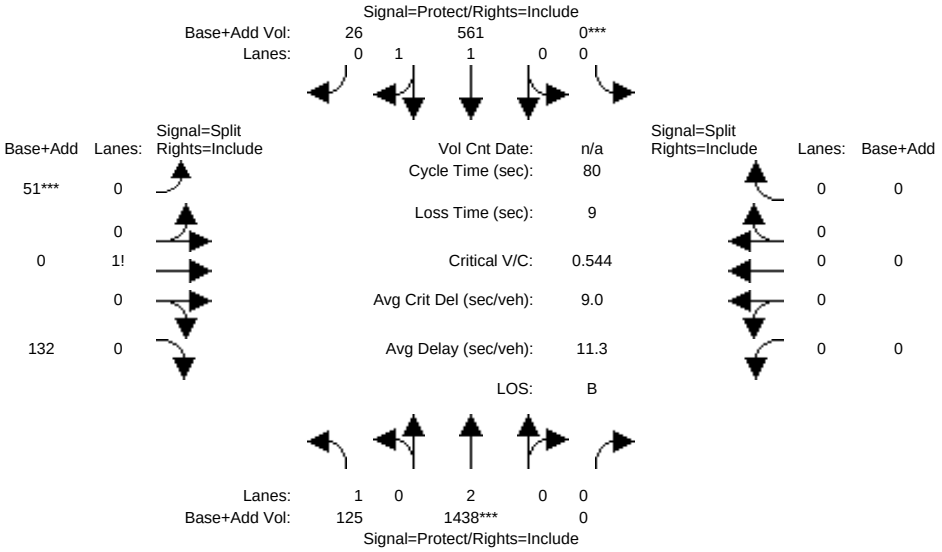
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1438	0	0	561	26	51	0	132	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1438	0	0	561	26	51	0	132	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1438	0	0	561	26	51	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1438	0	0	561	26	51	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1438	0	0	561	26	51	0	132	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1438	0	0	561	26	51	0	132	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3536	164	488	0	1262	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.8	55.6	0.0	0.0	35.9	35.9	15.4	0.0	15.4	0.0	0.0	0.0
Volume/Cap:	0.29	0.54	0.00	0.00	0.35	0.35	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	24.8	6.2	0.0	0.0	14.6	14.6	31.0	0.0	31.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	6.2	0.0	0.0	14.6	14.6	31.0	0.0	31.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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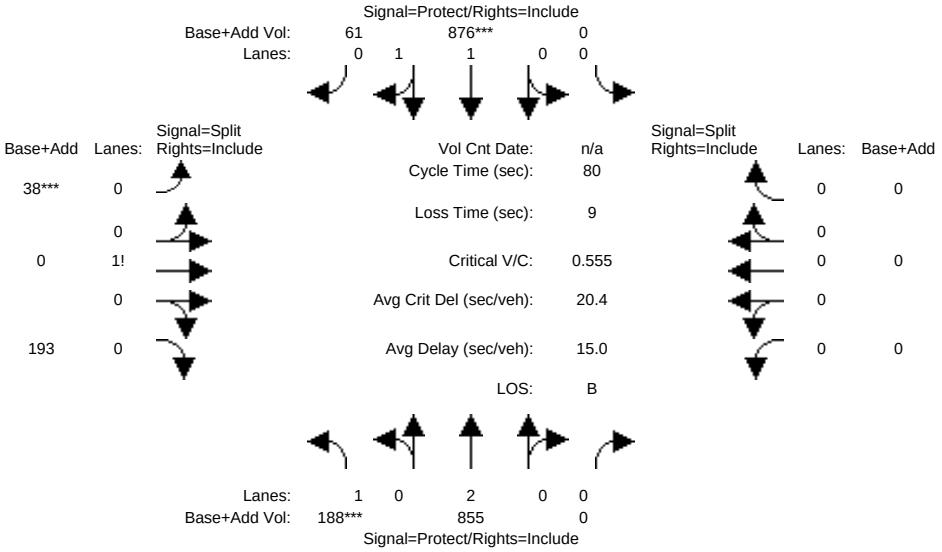
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	855	0	0	876	61	38	0	193	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	855	0	0	876	61	38	0	193	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	855	0	0	876	61	38	0	193	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	855	0	0	876	61	38	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	855	0	0	876	61	38	0	193	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	855	0	0	876	61	38	0	193	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3459	241	288	0	1462	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.25	0.25	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	15.5	52.0	0.0	0.0	36.5	36.5	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.2	6.4	0.0	0.0	16.2	16.2	28.4	0.0	28.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	6.4	0.0	0.0	16.2	16.2	28.4	0.0	28.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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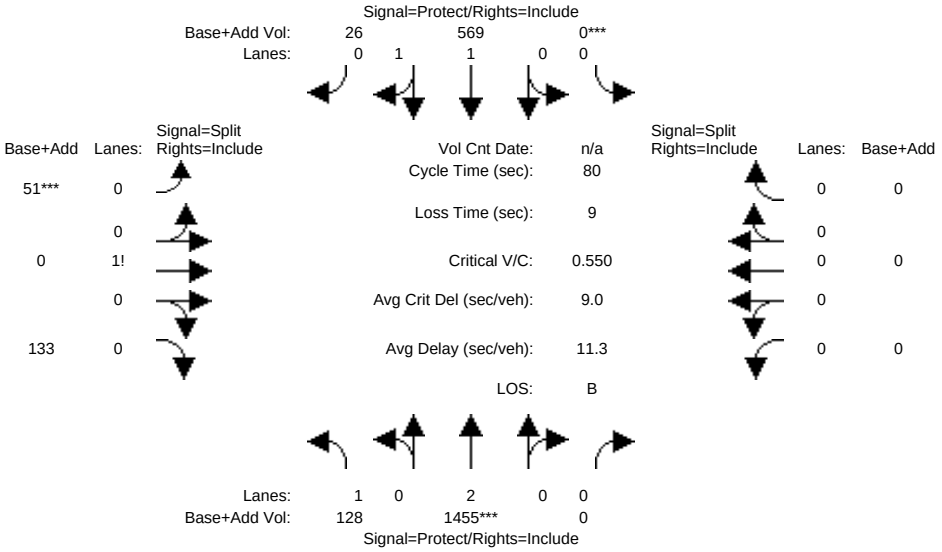
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	1455	0	0	569	26	51	0	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1455	0	0	569	26	51	0	133	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1455	0	0	569	26	51	0	133	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1455	0	0	569	26	51	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1455	0	0	569	26	51	0	133	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1455	0	0	569	26	51	0	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3538	162	485	0	1265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.6	55.7	0.0	0.0	36.1	36.1	15.3	0.0	15.3	0.0	0.0	0.0
Volume/Cap:	0.30	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.0	6.2	0.0	0.0	14.5	14.5	31.2	0.0	31.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	6.2	0.0	0.0	14.5	14.5	31.2	0.0	31.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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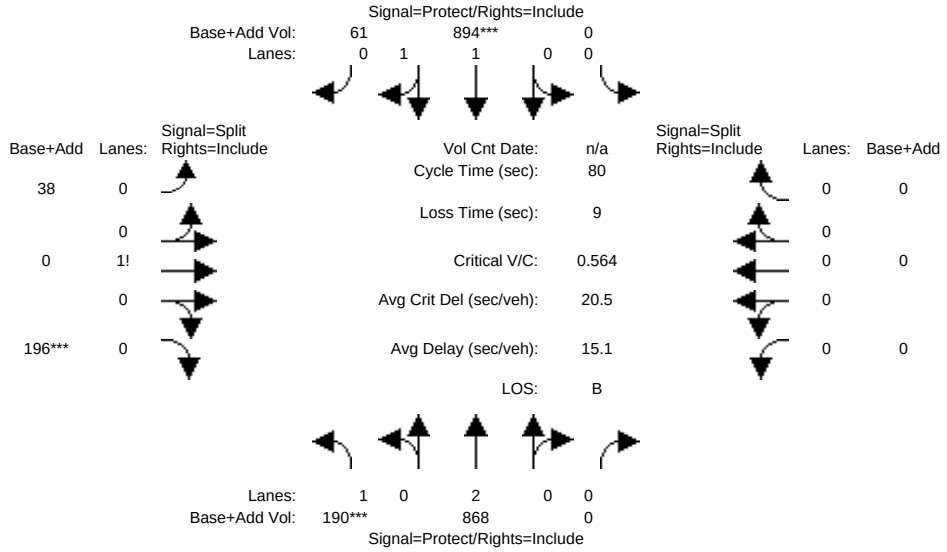
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	868	0	0	894	61	38	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	868	0	0	894	61	38	0	196	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	868	0	0	894	61	38	0	196	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	868	0	0	894	61	38	0	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	868	0	0	894	61	38	0	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	868	0	0	894	61	38	0	196	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3463	236	284	0	1466	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.4	52.0	0.0	0.0	36.6	36.6	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.5	6.4	0.0	0.0	16.3	16.3	28.7	0.0	28.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	6.4	0.0	0.0	16.3	16.3	28.7	0.0	28.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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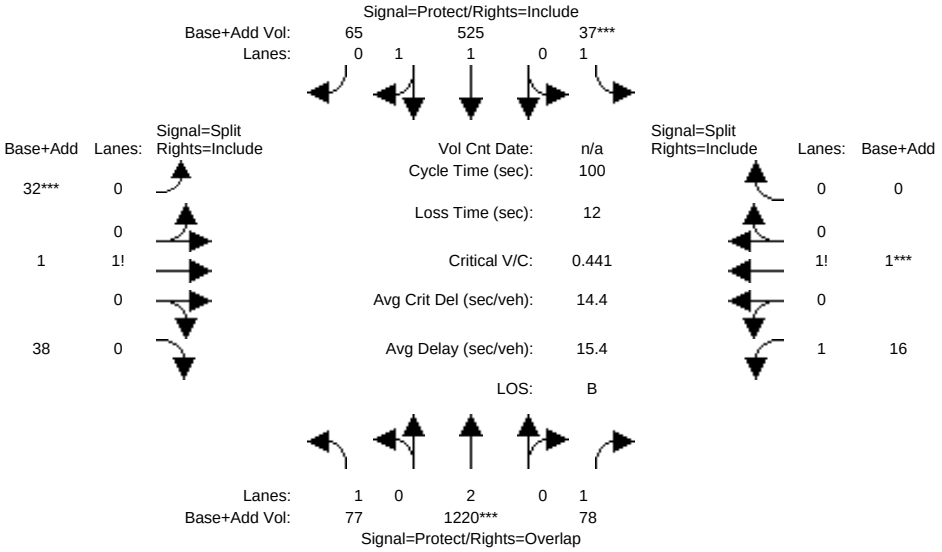
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1220	78	37	525	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1220	78	37	525	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1220	78	37	525	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1220	78	37	525	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1220	78	37	525	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1220	78	37	525	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3292	408	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.7	61.0	71.0	7.0	47.3	47.3	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.1	11.4	4.4	45.6	16.7	16.7	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	11.4	4.4	45.6	16.7	16.7	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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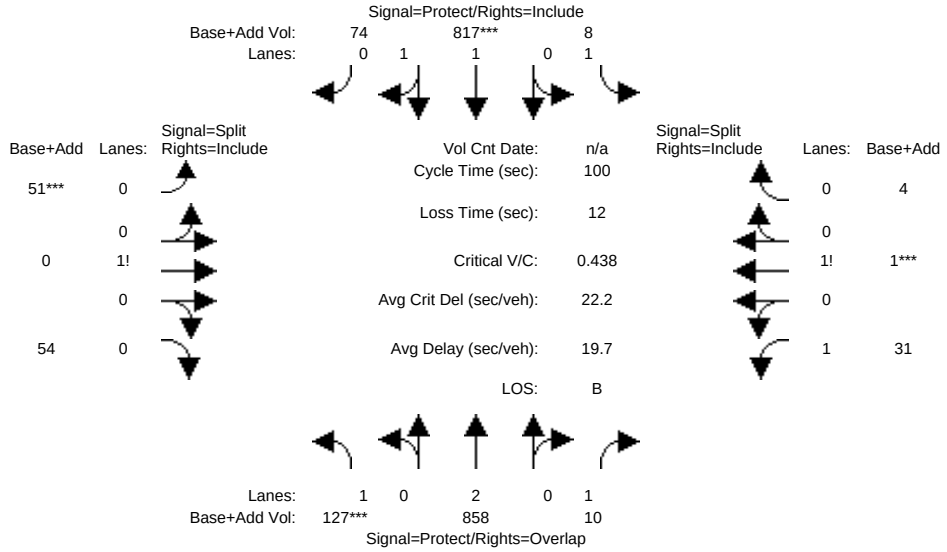
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	858	10	8	817	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	858	10	8	817	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	858	10	8	817	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	858	10	8	817	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	858	10	8	817	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	858	10	8	817	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3392	307	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.24	0.24	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.2	50.0	60.0	15.5	50.3	50.3	12.5	0.0	12.5	10.0	10.0	10.0
Volume/Cap:	0.48	0.45	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.2	16.3	8.1	35.9	16.5	16.5	42.3	0.0	42.3	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	16.3	8.1	35.9	16.5	16.5	42.3	0.0	42.3	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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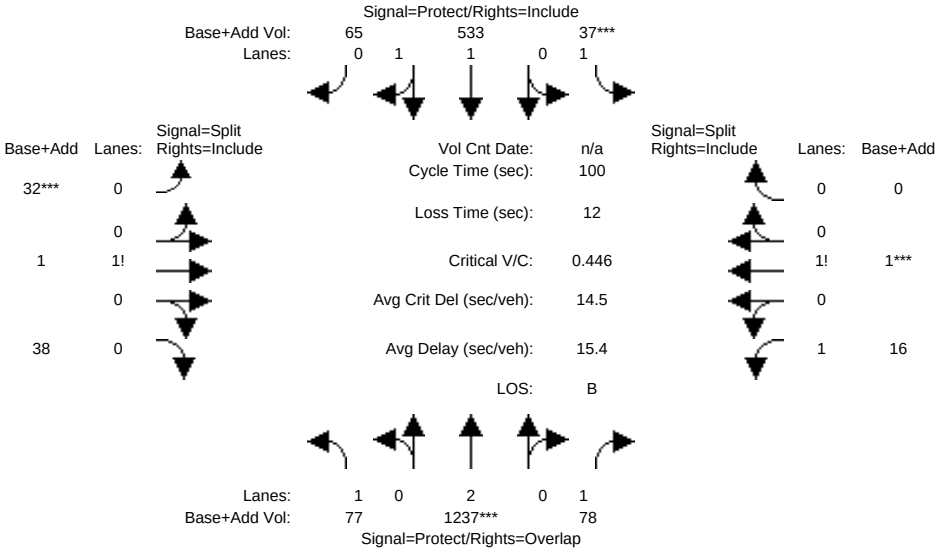
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1237	78	37	533	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1237	78	37	533	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1237	78	37	533	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1237	78	37	533	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1237	78	37	533	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1237	78	37	533	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3298	402	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.5	61.0	71.0	7.0	47.5	47.5	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.21	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.3	11.5	4.4	45.6	16.6	16.6	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	11.5	4.4	45.6	16.6	16.6	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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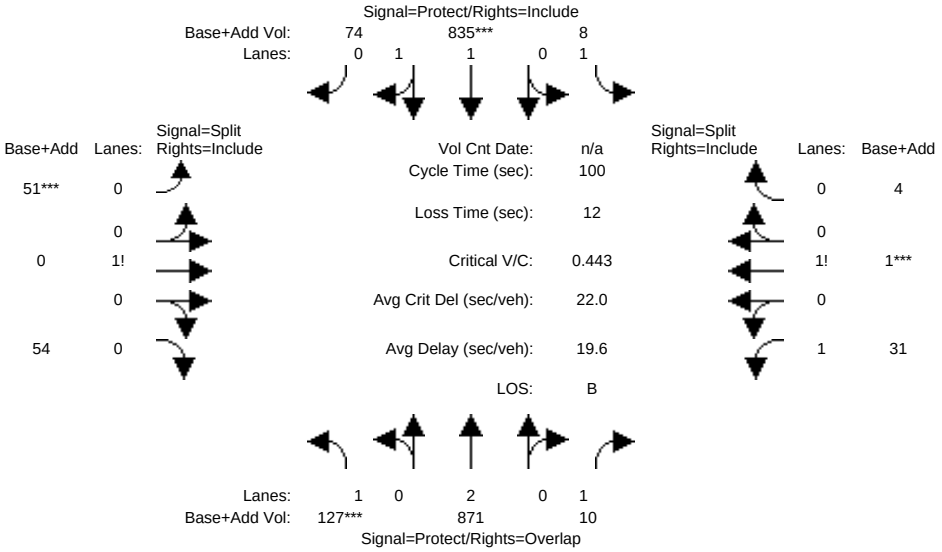
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	871	10	8	835	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	871	10	8	835	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	871	10	8	835	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	871	10	8	835	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	871	10	8	835	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	871	10	8	835	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3399	301	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.25	0.25	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.0	50.3	60.3	15.4	50.7	50.7	12.4	0.0	12.4	10.0	10.0	10.0
Volume/Cap:	0.48	0.46	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.4	16.2	7.9	36.0	16.3	16.3	42.6	0.0	42.6	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	16.2	7.9	36.0	16.3	16.3	42.6	0.0	42.6	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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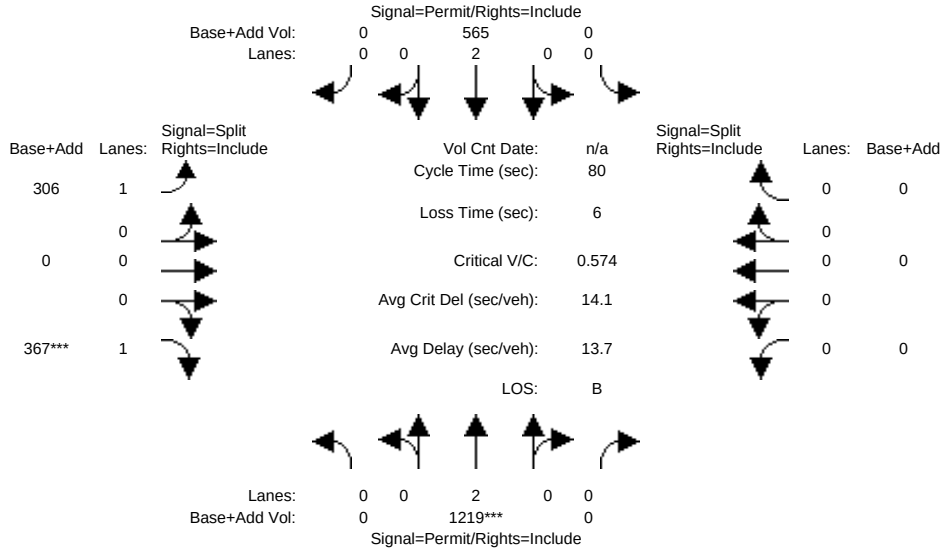
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1219	0	0	565	0	306	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1219	0	0	565	0	306	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1219	0	0	565	0	306	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1219	0	0	565	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1219	0	0	565	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1219	0	0	565	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.7	0.0	0.0	44.7	0.0	29.3	0.0	29.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.27	0.00	0.48	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.1	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.1	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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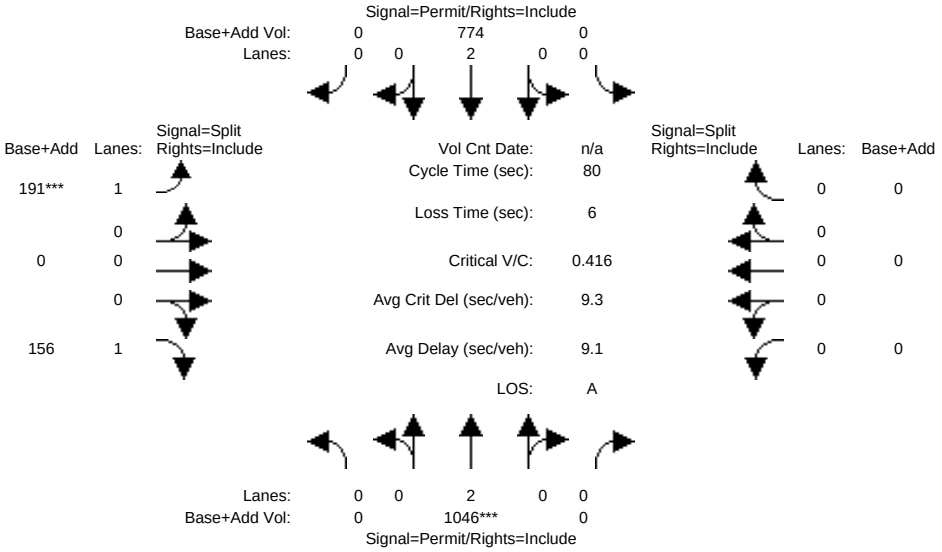
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1046	0	0	774	0	191	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	0	0	774	0	191	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1046	0	0	774	0	191	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1046	0	0	774	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	0	0	774	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1046	0	0	774	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.20	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.0	0.0	0.0	53.0	0.0	21.0	0.0	21.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	5.8	0.0	25.0	0.0	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	5.8	0.0	25.0	0.0	24.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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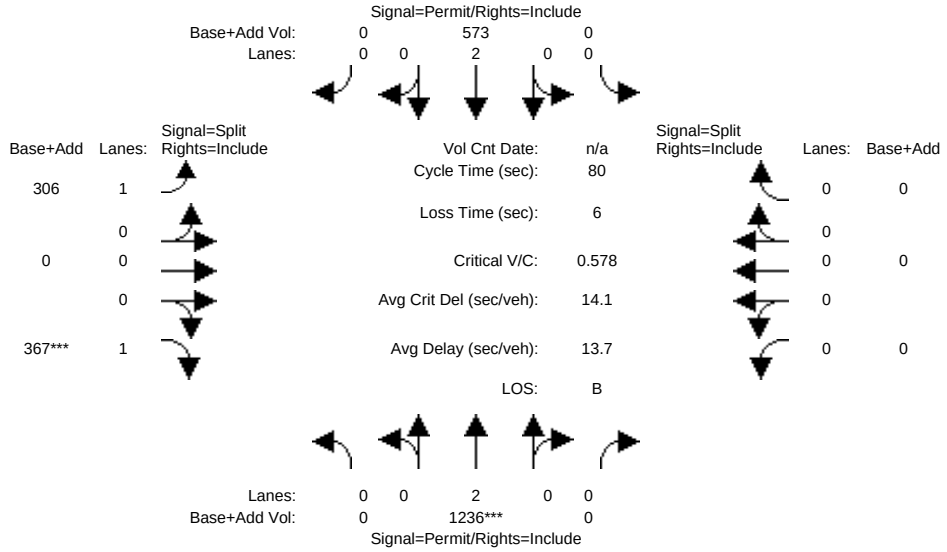
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1236	0	0	573	0	306	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1236	0	0	573	0	306	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1236	0	0	573	0	306	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1236	0	0	573	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	0	0	573	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1236	0	0	573	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	45.0	0.0	0.0	45.0	0.0	29.0	0.0	29.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.1	0.0	20.3	0.0	21.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.1	0.0	20.3	0.0	21.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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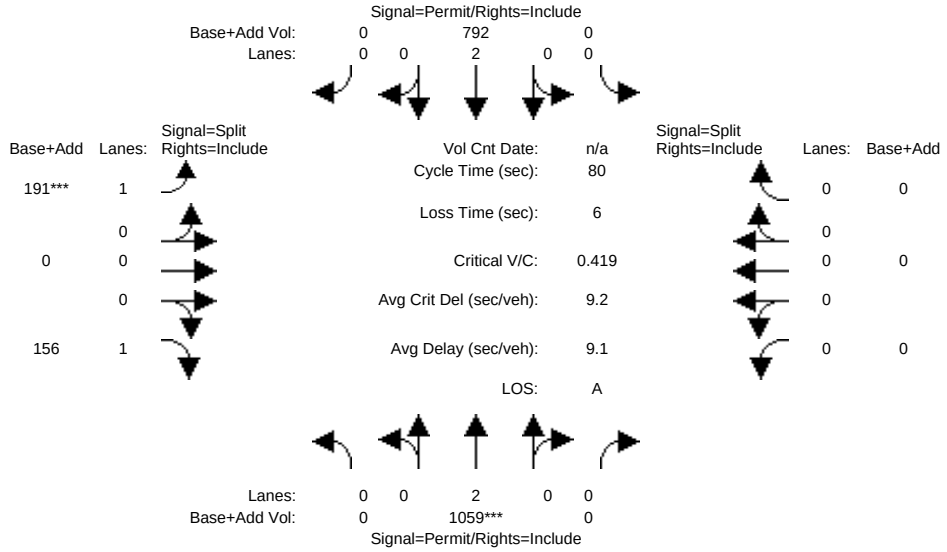
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1059	0	0	792	0	191	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1059	0	0	792	0	191	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1059	0	0	792	0	191	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1059	0	0	792	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1059	0	0	792	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1059	0	0	792	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.2	0.0	0.0	53.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.8	0.0	25.2	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.8	0.0	25.2	0.0	24.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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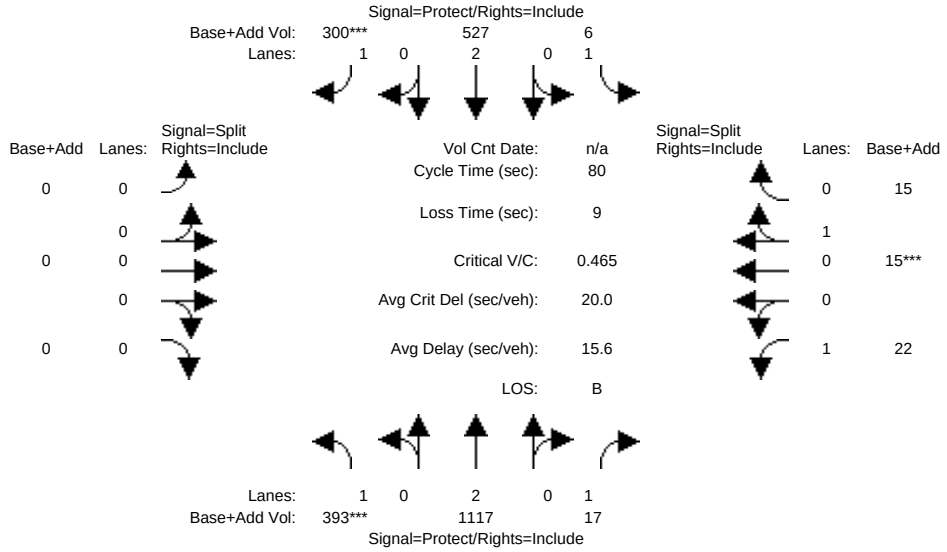
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1117	17	6	527	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1117	17	6	527	300	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1117	17	6	527	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1117	17	6	527	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1117	17	6	527	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	1117	17	6	527	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.29	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.0	47.0	14.0	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.50	0.02	0.02	0.42	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.9	27.4	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.9	27.4	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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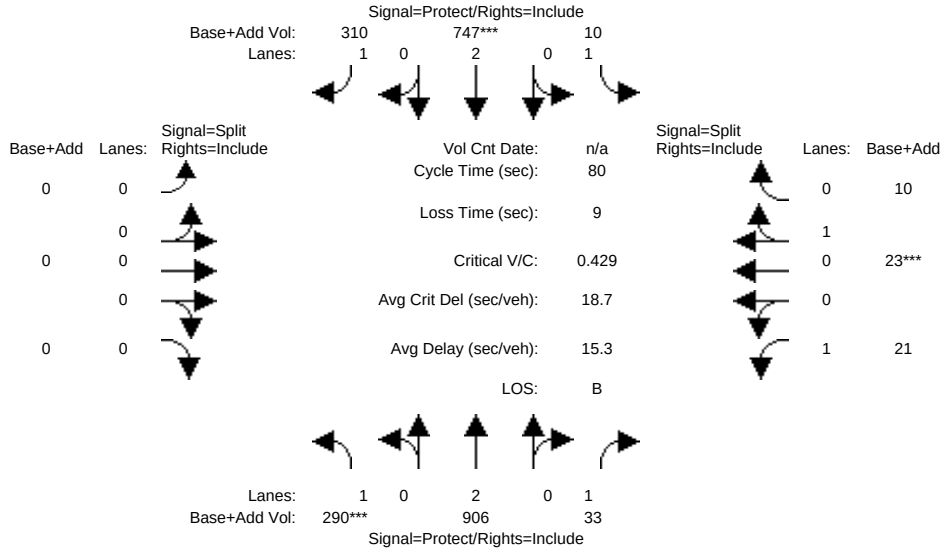
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	906	33	10	747	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	906	33	10	747	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	906	33	10	747	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	906	33	10	747	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	906	33	10	747	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	906	33	10	747	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.9	44.6	44.6	16.4	33.1	33.1	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.43	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	20.9	10.4	8.0	25.5	17.3	17.1	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	10.4	8.0	25.5	17.3	17.1	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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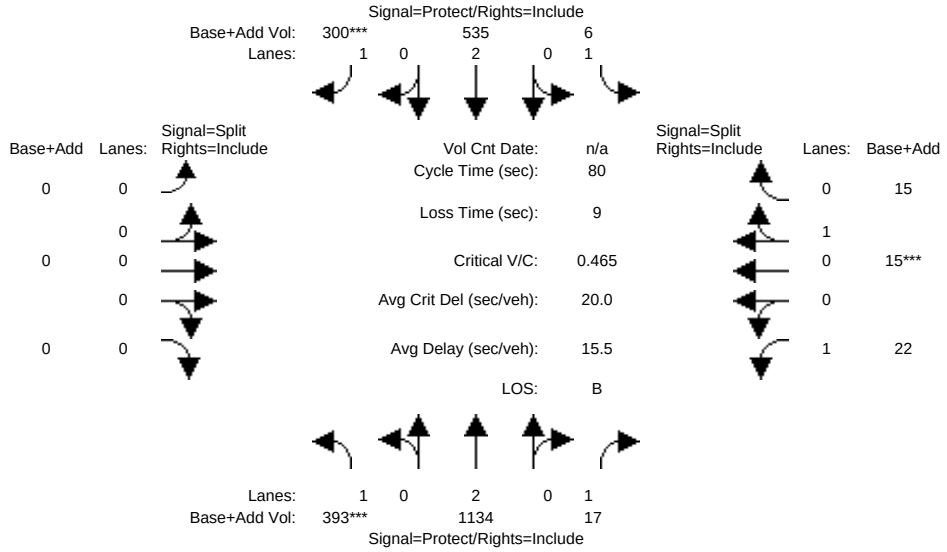
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1134	17	6	535	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1134	17	6	535	300	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1134	17	6	535	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1134	17	6	535	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1134	17	6	535	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	1134	17	6	535	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.2	47.2	13.8	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.51	0.02	0.02	0.43	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.5	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.5	21.1	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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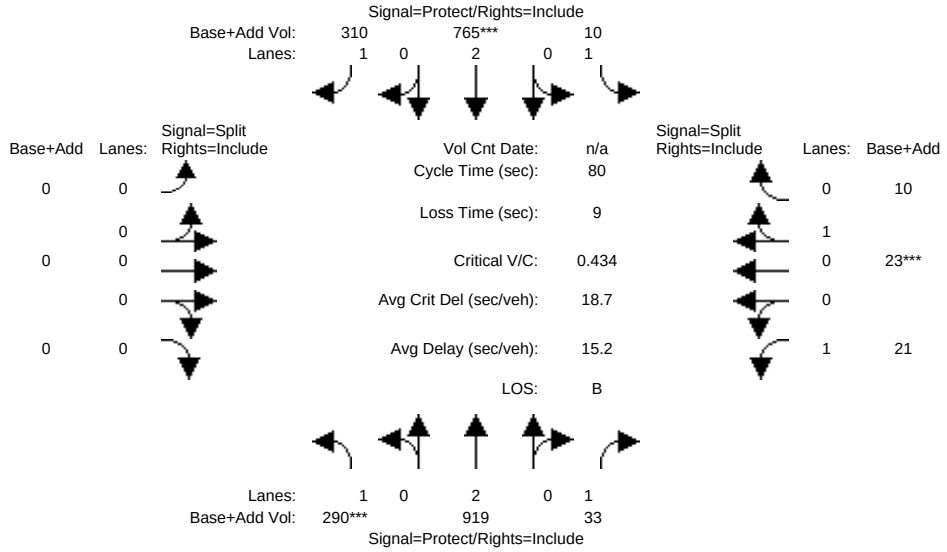
Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	919	33	10	765	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	919	33	10	765	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	919	33	10	765	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	919	33	10	765	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	919	33	10	765	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	919	33	10	765	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.5	44.8	44.8	16.2	33.5	33.5	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.2	10.4	7.9	25.6	17.2	16.8	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	10.4	7.9	25.6	17.2	16.8	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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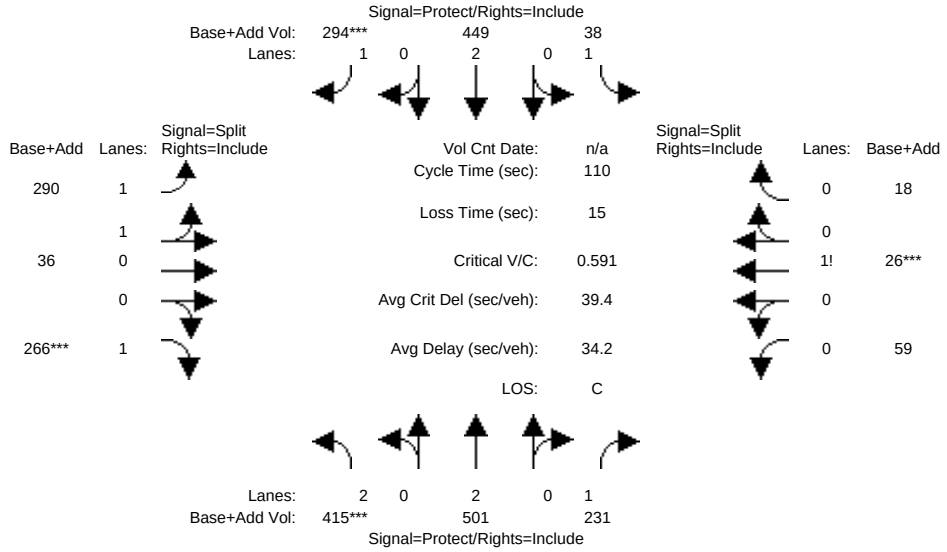
Background AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	415	501	231	38	449	294	290	36	266	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	501	231	38	449	294	290	36	266	59	26	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	501	231	38	449	294	290	36	266	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	501	231	38	449	294	290	36	266	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	501	231	38	449	294	290	36	266	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	501	231	38	449	294	290	36	266	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.15	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.5	37.6	37.6	18.1	31.3	31.3	28.3	28.3	28.3	11.0	11.0	11.0
Volume/Cap:	0.59	0.39	0.39	0.13	0.42	0.59	0.36	0.36	0.59	0.59	0.59	0.59
Delay/Veh:	39.6	27.6	27.8	39.4	32.2	35.8	33.7	33.7	37.9	52.7	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.6	27.8	39.4	32.2	35.8	33.7	33.7	37.9	52.7	52.7	52.7
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	6	6	1	6	10	5	5	9	5	5	5

Note: Queue reported is the number of cars per lane.

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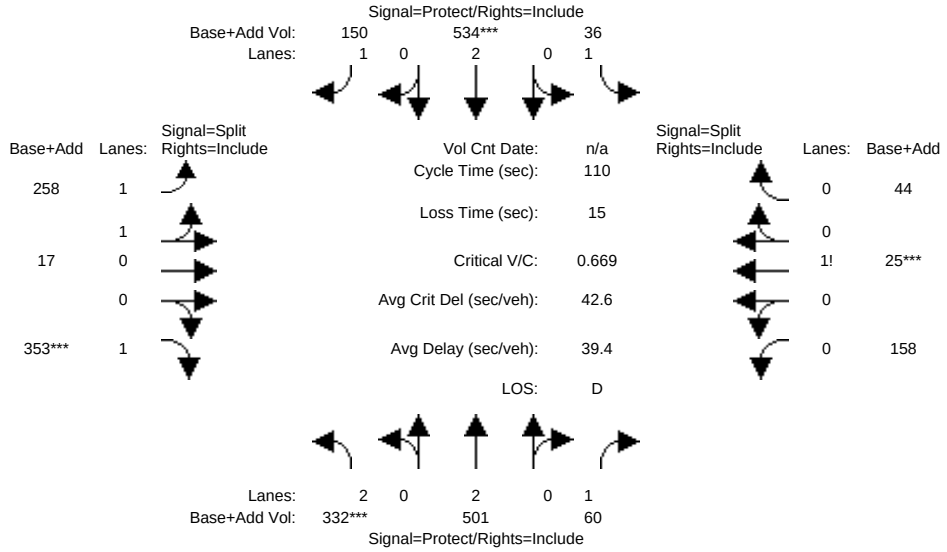
Background PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	332	501	60	36	534	150	258	17	353	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	501	60	36	534	150	258	17	353	158	25	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	501	60	36	534	150	258	17	353	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	332	501	60	36	534	150	258	17	353	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	501	60	36	534	150	258	17	353	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	501	60	36	534	150	258	17	353	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.20	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.3	27.3	27.3	13.2	23.1	23.1	33.2	33.2	33.2	21.3	21.3	21.3
Volume/Cap:	0.67	0.53	0.14	0.17	0.67	0.41	0.26	0.26	0.67	0.67	0.67	0.67
Delay/Veh:	47.1	36.4	32.3	43.9	42.1	38.3	29.2	29.2	36.9	46.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	36.4	32.3	43.9	42.1	38.3	29.2	29.2	36.9	46.1	46.1	46.1
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	9	5	4	4	12	9	9	9

Note: Queue reported is the number of cars per lane.

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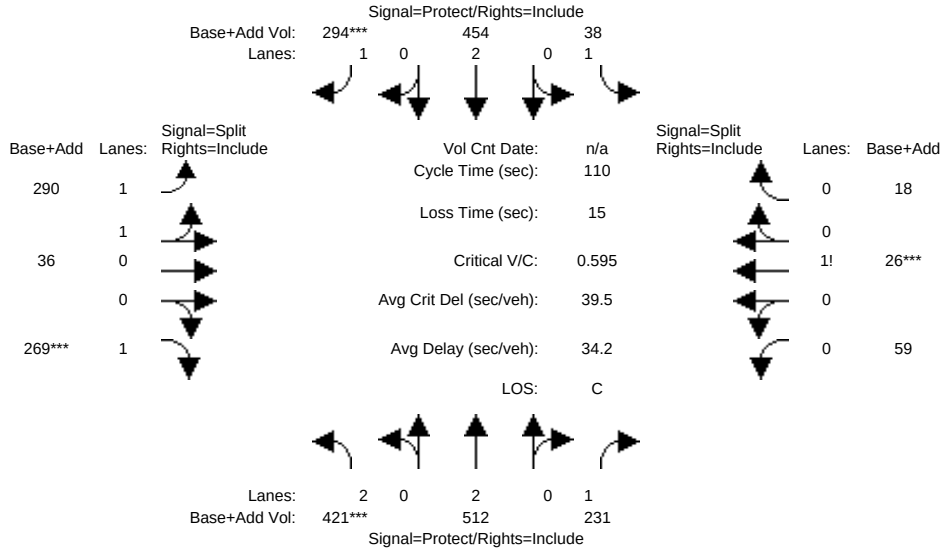
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	421	512	231	38	454	294	290	36	269	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	512	231	38	454	294	290	36	269	59	26	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	421	512	231	38	454	294	290	36	269	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	512	231	38	454	294	290	36	269	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	512	231	38	454	294	290	36	269	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	512	231	38	454	294	290	36	269	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.15	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.7	37.9	37.9	17.9	31.0	31.0	28.4	28.4	28.4	10.9	10.9	10.9
Volume/Cap:	0.60	0.39	0.38	0.13	0.42	0.60	0.36	0.36	0.60	0.60	0.60	0.60
Delay/Veh:	39.6	27.5	27.7	39.6	32.5	36.0	33.6	33.6	37.9	53.0	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	27.5	27.7	39.6	32.5	36.0	33.6	33.6	37.9	53.0	53.0	53.0
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	6	10	5	5	9	5	5	5

Note: Queue reported is the number of cars per lane.

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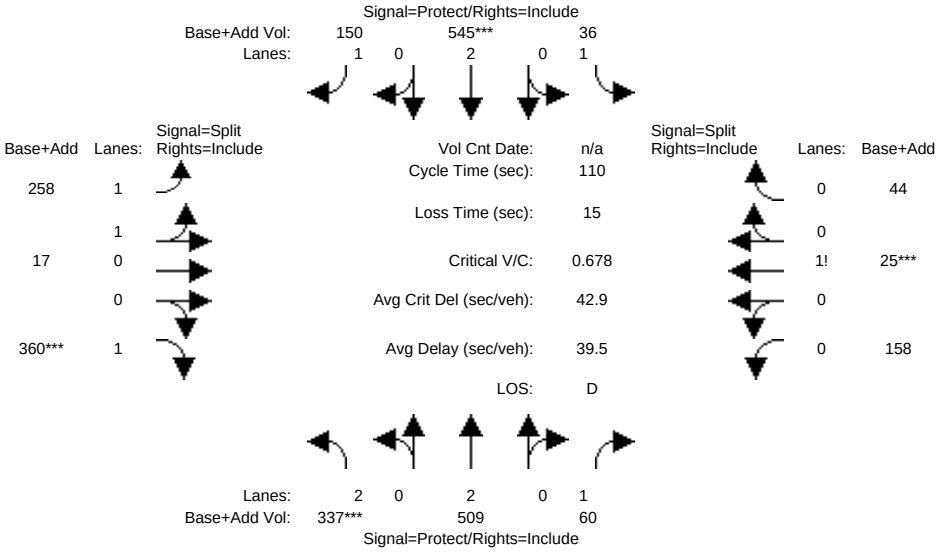
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	337	509	60	36	545	150	258	17	360	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	509	60	36	545	150	258	17	360	158	25	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	509	60	36	545	150	258	17	360	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	509	60	36	545	150	258	17	360	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	509	60	36	545	150	258	17	360	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	509	60	36	545	150	258	17	360	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.3	27.5	27.5	13.1	23.3	23.3	33.4	33.4	33.4	21.0	21.0	21.0
Volume/Cap:	0.68	0.54	0.14	0.17	0.68	0.41	0.26	0.26	0.68	0.68	0.68	0.68
Delay/Veh:	47.5	36.3	32.2	44.0	42.3	38.1	29.1	29.1	37.1	46.9	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	36.3	32.2	44.0	42.3	38.1	29.1	29.1	37.1	46.9	46.9	46.9
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	12	9	9	9

Note: Queue reported is the number of cars per lane.

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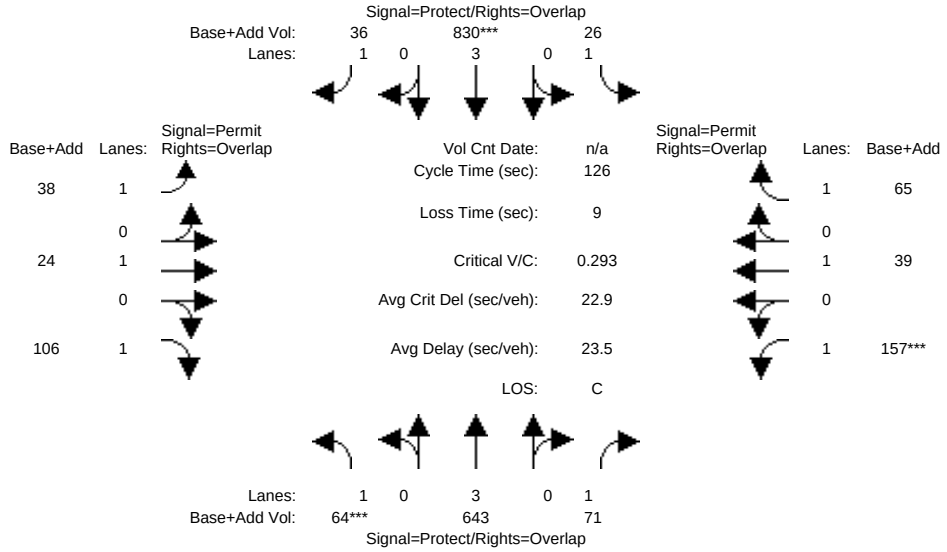
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	643	71	26	830	36	38	24	106	157	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	643	71	26	830	36	38	24	106	157	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	643	71	26	830	36	38	24	106	157	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	643	71	26	830	36	38	24	106	157	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	643	71	26	830	36	38	24	106	157	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	643	71	26	830	36	38	24	106	157	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.7	52.5	52.5	25.9	62.7	62.7	38.6	38.6	54.3	38.6	38.6	64.5
Volume/Cap:	0.29	0.27	0.10	0.07	0.29	0.04	0.07	0.04	0.14	0.29	0.07	0.07
Delay/Veh:	50.8	24.2	22.4	40.5	18.7	16.3	31.0	30.7	21.8	33.6	31.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	24.2	22.4	40.5	18.7	16.3	31.0	30.7	21.8	33.6	31.0	15.6
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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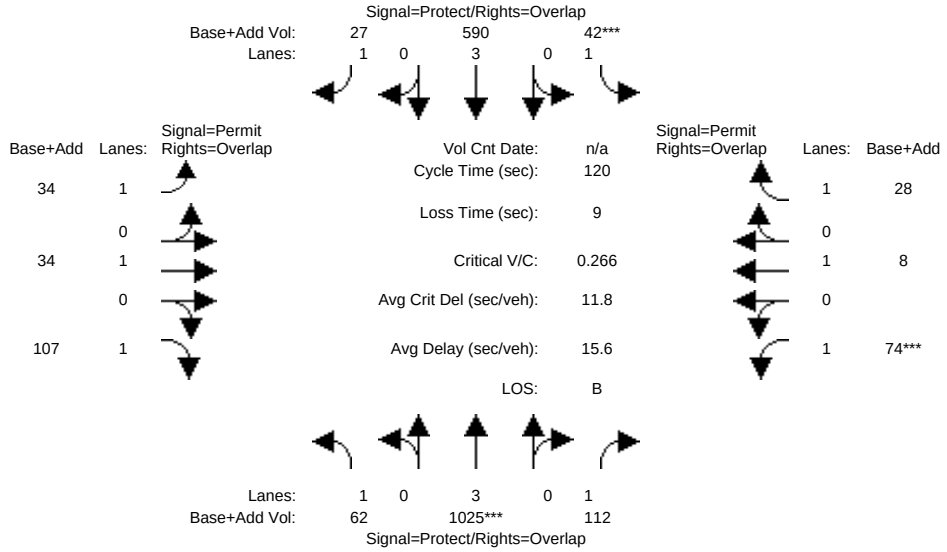
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1025	112	42	590	27	34	34	107	74	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1025	112	42	590	27	34	34	107	74	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1025	112	42	590	27	34	34	107	74	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1025	112	42	590	27	34	34	107	74	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1025	112	42	590	27	34	34	107	74	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1025	112	42	590	27	34	34	107	74	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.02	0.10	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	33.1	81.1	81.1	10.8	58.8	58.8	19.1	19.1	52.2	19.1	19.1	29.9
Volume/Cap:	0.13	0.27	0.09	0.27	0.21	0.03	0.12	0.11	0.14	0.27	0.03	0.06
Delay/Veh:	32.7	7.7	6.8	51.8	17.4	15.9	43.5	43.4	20.5	44.8	42.7	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	7.7	6.8	51.8	17.4	15.9	43.5	43.4	20.5	44.8	42.7	34.4
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	2	3	0	1

Note: Queue reported is the number of cars per lane.

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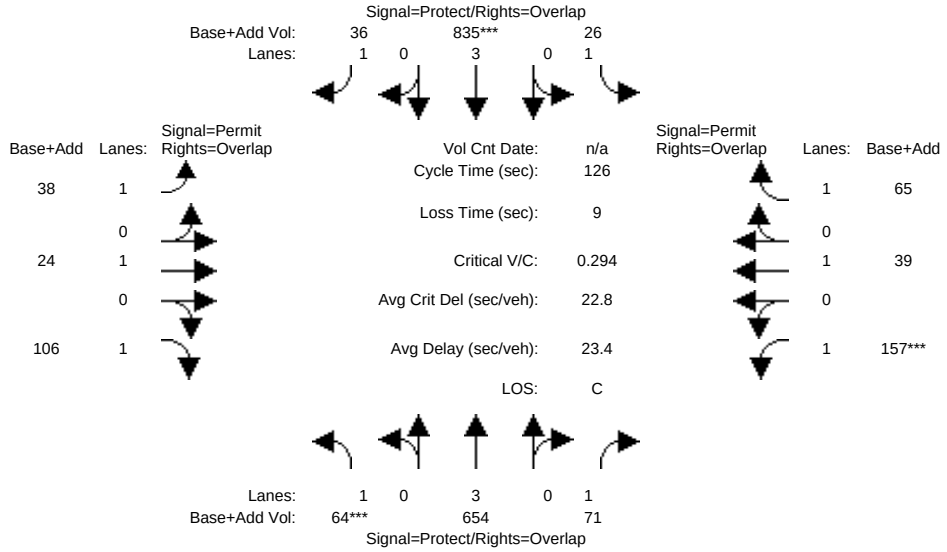
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	654	71	26	835	36	38	24	106	157	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	654	71	26	835	36	38	24	106	157	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	654	71	26	835	36	38	24	106	157	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	654	71	26	835	36	38	24	106	157	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	654	71	26	835	36	38	24	106	157	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	654	71	26	835	36	38	24	106	157	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.7	52.9	52.9	25.6	62.8	62.8	38.5	38.5	54.2	38.5	38.5	64.1
Volume/Cap:	0.29	0.27	0.10	0.07	0.29	0.04	0.07	0.04	0.14	0.29	0.07	0.07
Delay/Veh:	50.9	24.0	22.2	40.7	18.6	16.2	31.1	30.8	21.9	33.7	31.1	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	24.0	22.2	40.7	18.6	16.2	31.1	30.8	21.9	33.7	31.1	15.8
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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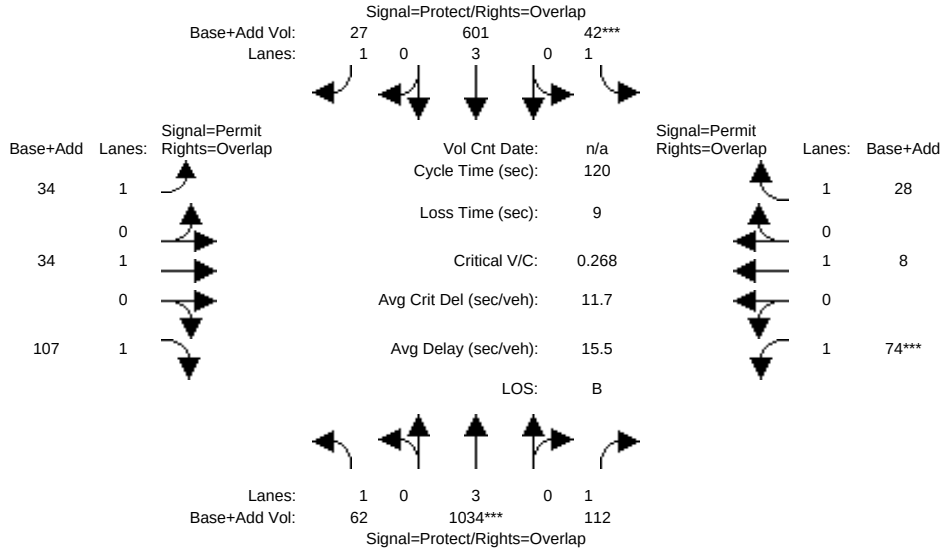
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bckg+Prj PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1034	112	42	601	27	34	34	107	74	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1034	112	42	601	27	34	34	107	74	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1034	112	42	601	27	34	34	107	74	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1034	112	42	601	27	34	34	107	74	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1034	112	42	601	27	34	34	107	74	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1034	112	42	601	27	34	34	107	74	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.8	81.3	81.3	10.8	59.3	59.3	19.0	19.0	51.7	19.0	19.0	29.7
Volume/Cap:	0.13	0.27	0.09	0.27	0.21	0.03	0.12	0.11	0.14	0.27	0.03	0.06
Delay/Veh:	33.0	7.7	6.7	51.9	17.2	15.6	43.6	43.5	20.8	44.9	42.8	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	7.7	6.7	51.9	17.2	15.6	43.6	43.5	20.8	44.9	42.8	34.6
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

Note: Queue reported is the number of cars per lane.

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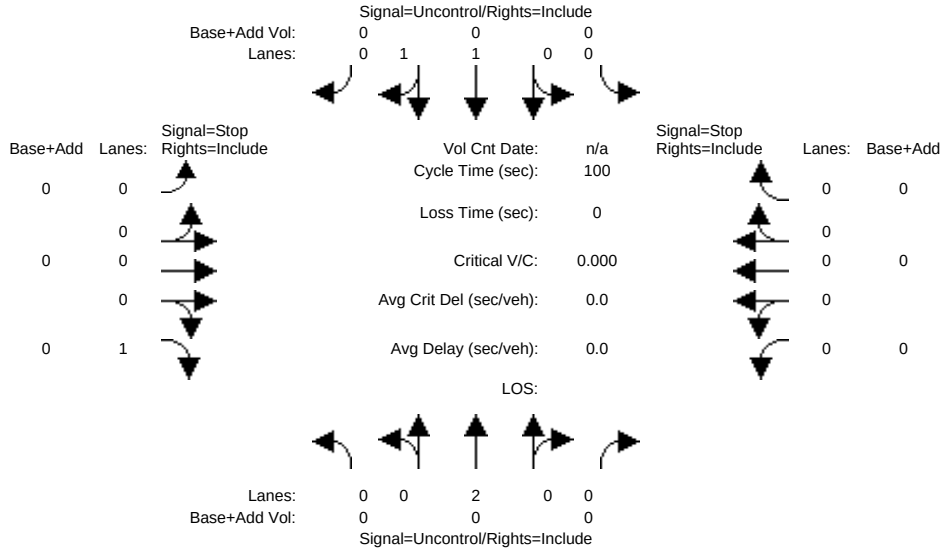
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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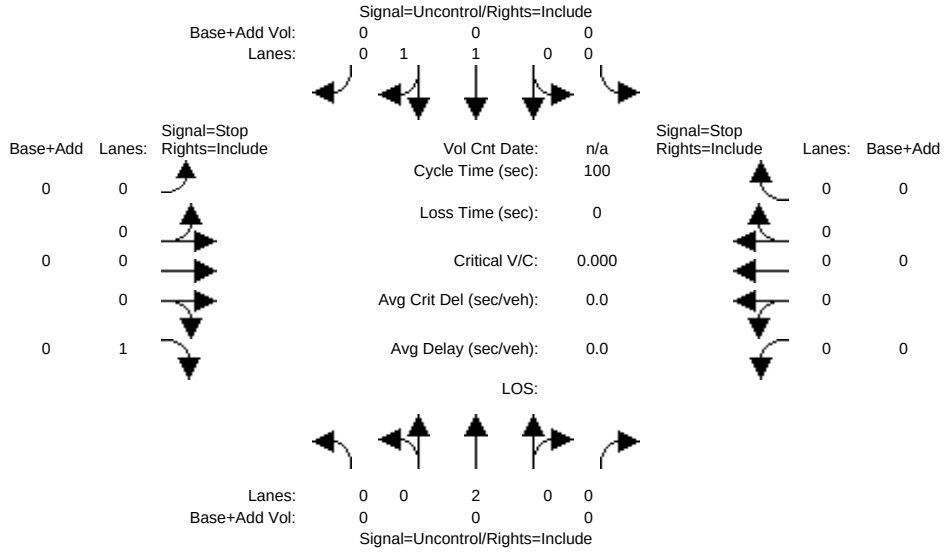
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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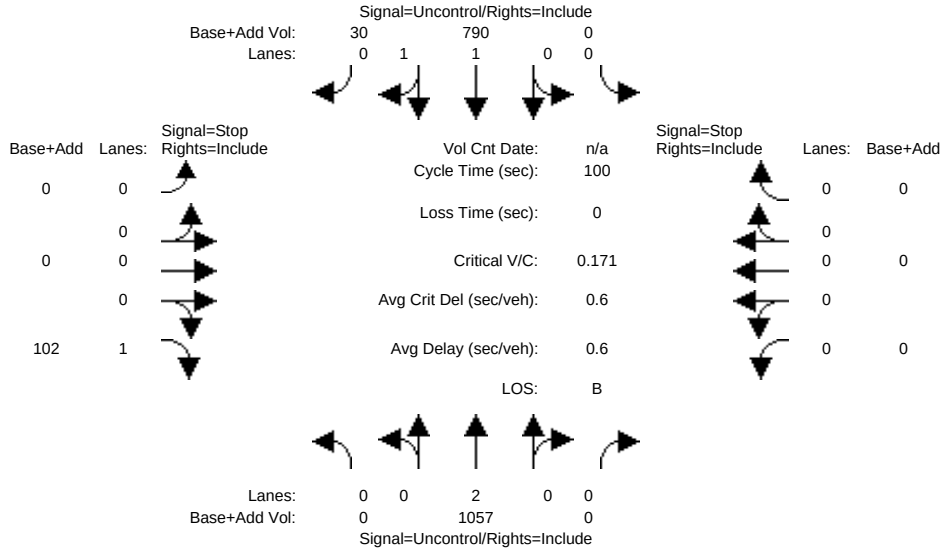
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1057	0	0	790	30	0	0	102	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1057	0	0	790	30	0	0	102	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1057	0	0	790	30	0	0	102	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1057	0	0	790	30	0	0	102	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1057	0	0	790	30	0	0	102	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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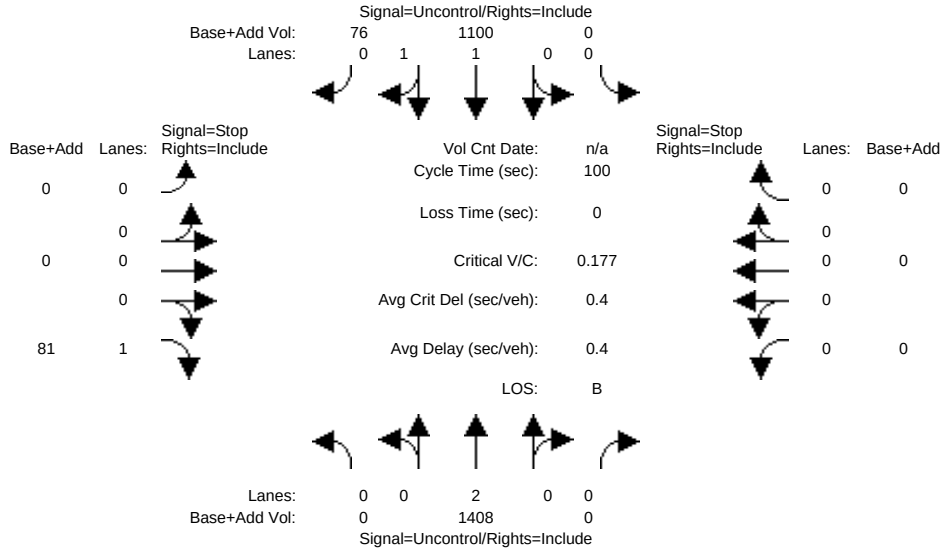
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1408	0	0	1100	76	0	0	81	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	1100	76	0	0	81	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1408	0	0	1100	76	0	0	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	1100	76	0	0	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1100	76	0	0	81	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	588	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	457	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.6			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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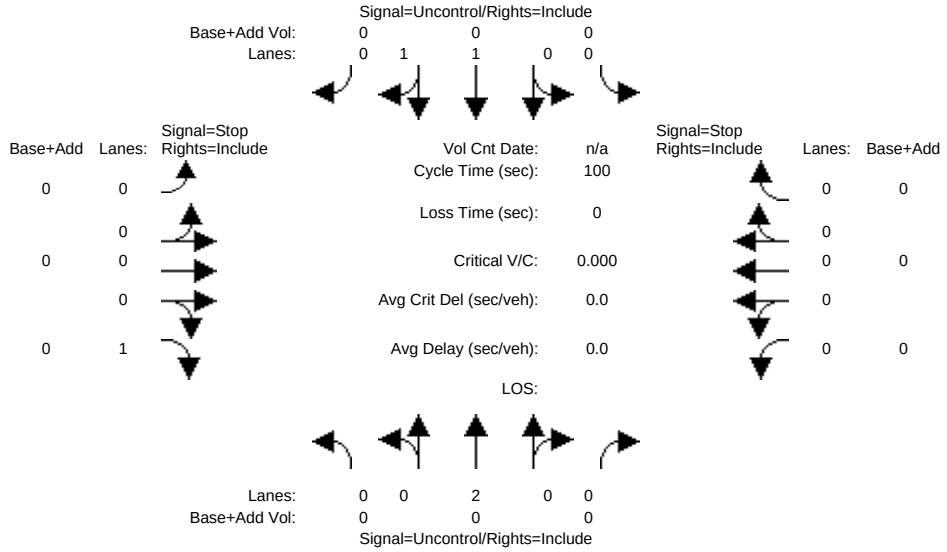
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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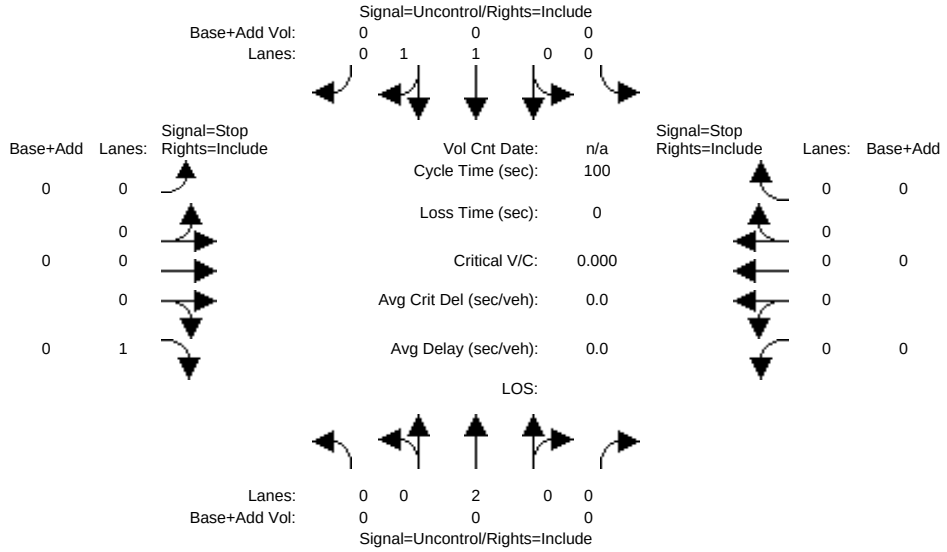
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

Note: Queue reported is the number of cars per lane.

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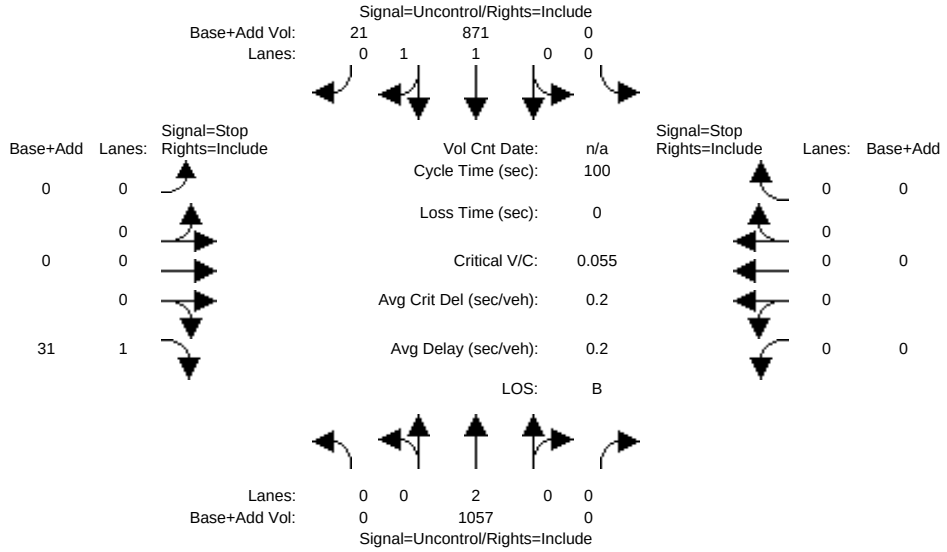
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1057	0	0	871	21	0	0	31	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1057	0	0	871	21	0	0	31	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1057	0	0	871	21	0	0	31	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1057	0	0	871	21	0	0	31	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1057	0	0	871	21	0	0	31	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	446	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	565	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	565	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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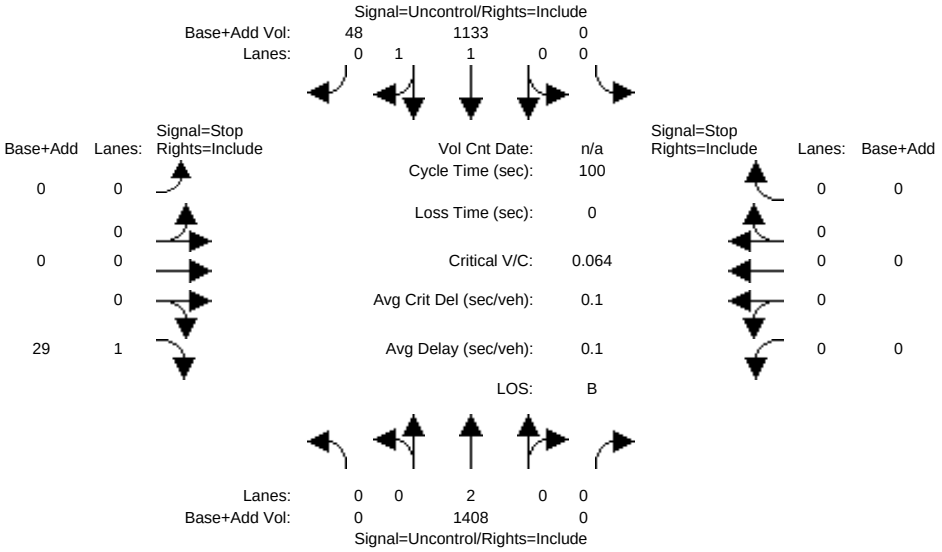
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Bckg+Prj PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1408	0	0	1133	48	0	0	29	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	1133	48	0	0	29	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1408	0	0	1133	48	0	0	29	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	1133	48	0	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1133	48	0	0	29	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	591	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	456	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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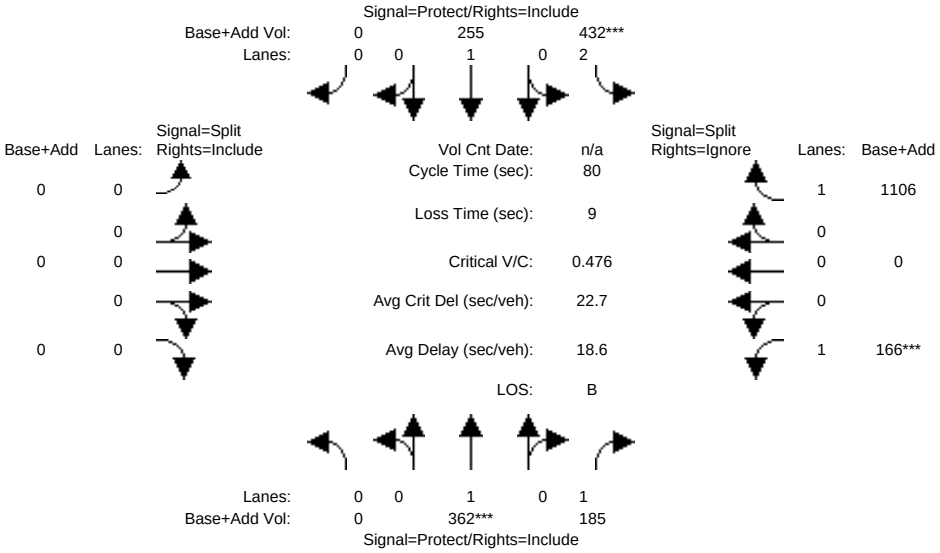
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	185	432	255	0	0	0	0	166	0	1106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	362	185	432	255	0	0	0	0	166	0	1106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	185	432	255	0	0	0	0	166	0	1106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	185	432	255	0	0	0	0	166	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	185	432	255	0	0	0	0	166	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	185	432	255	0	0	0	0	166	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.14	0.13	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	32.0	32.0	23.0	55.1	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Volume/Cap:	0.00	0.48	0.26	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.3	16.3	23.9	4.6	0.0	0.0	0.0	0.0	29.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.3	16.3	23.9	4.6	0.0	0.0	0.0	0.0	29.4	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	4	0	0

Note: Queue reported is the number of cars per lane.

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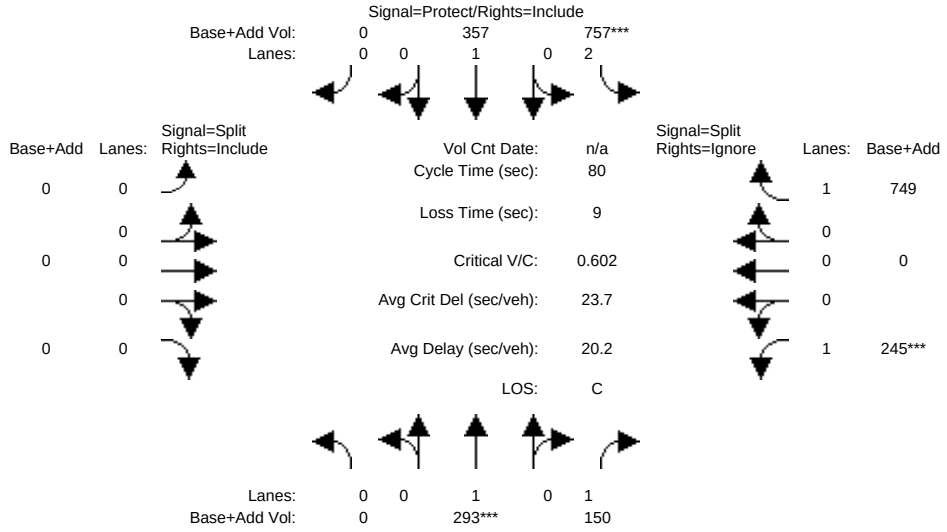
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	150	757	357	0	0	0	0	245	0	749
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	150	757	357	0	0	0	0	245	0	749
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	150	757	357	0	0	0	0	245	0	749
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	150	757	357	0	0	0	0	245	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	150	757	357	0	0	0	0	245	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	150	757	357	0	0	0	0	245	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.24	0.19	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.5	20.5	31.9	52.4	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Volume/Cap:	0.00	0.60	0.33	0.60	0.29	0.00	0.00	0.00	0.00	0.60	0.00	0.00
Delay/Veh:	0.0	28.3	24.7	19.8	6.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	24.7	19.8	6.0	0.0	0.0	0.0	0.0	29.9	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	9	4	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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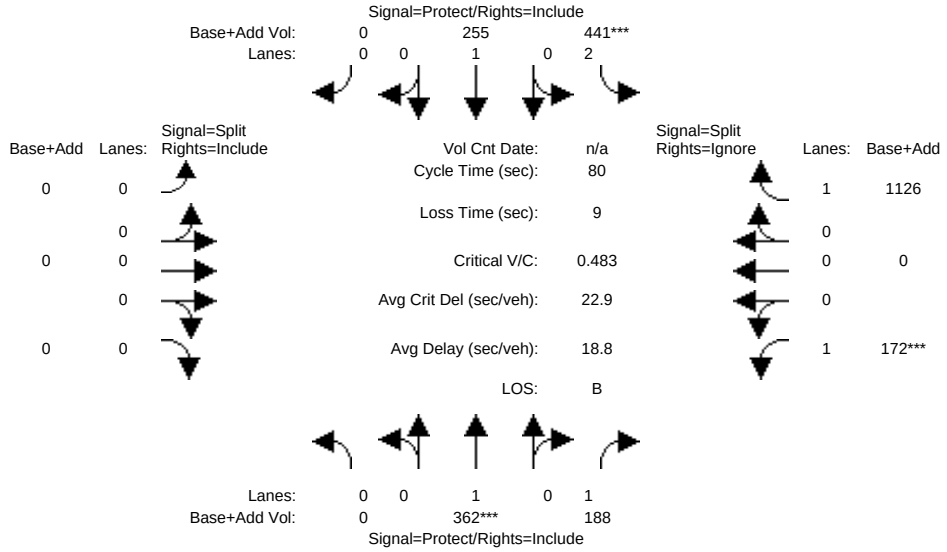
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	362	188	441	255	0	0	0	0	172	0	1126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	362	188	441	255	0	0	0	0	172	0	1126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	362	188	441	255	0	0	0	0	172	0	1126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	362	188	441	255	0	0	0	0	172	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	362	188	441	255	0	0	0	0	172	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	362	188	441	255	0	0	0	0	172	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.11	0.14	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	31.5	31.5	23.2	54.7	0.0	0.0	0.0	0.0	16.3	0.0	0.0
Volume/Cap:	0.00	0.48	0.27	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	18.6	16.7	23.9	4.7	0.0	0.0	0.0	0.0	29.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.6	16.7	23.9	4.7	0.0	0.0	0.0	0.0	29.2	0.0	0.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	3	6	2	0	0	0	0	5	0	0

Note: Queue reported is the number of cars per lane.

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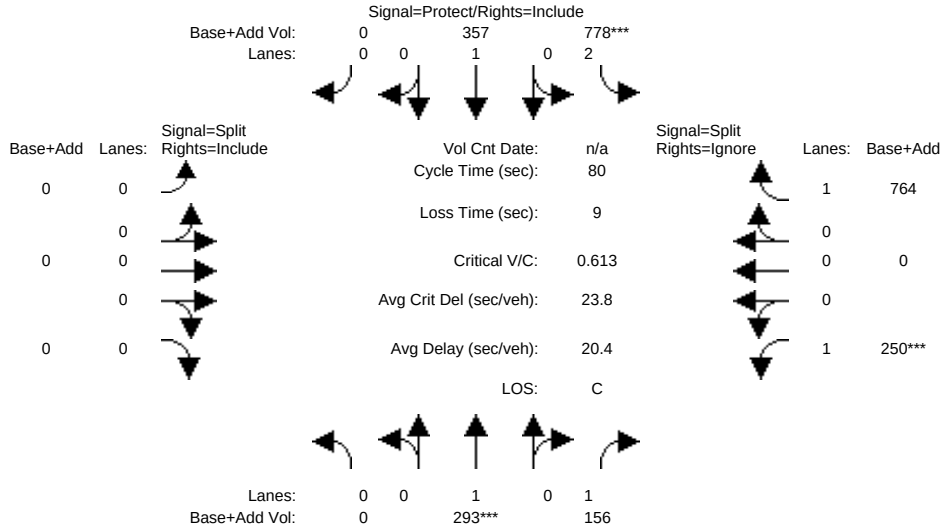
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #1: Winchester Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	293	156	778	357	0	0	0	0	250	0	764
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	293	156	778	357	0	0	0	0	250	0	764
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	293	156	778	357	0	0	0	0	250	0	764
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	293	156	778	357	0	0	0	0	250	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	156	778	357	0	0	0	0	250	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	293	156	778	357	0	0	0	0	250	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	3150	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.25	0.19	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	20.1	20.1	32.2	52.4	0.0	0.0	0.0	0.0	18.6	0.0	0.0
Volume/Cap:	0.00	0.61	0.35	0.61	0.29	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	0.0	28.9	25.1	19.8	6.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.9	25.1	19.8	6.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0
LOS by Move:	A	C	C	B	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	7	4	10	4	0	0	0	0	7	0	0

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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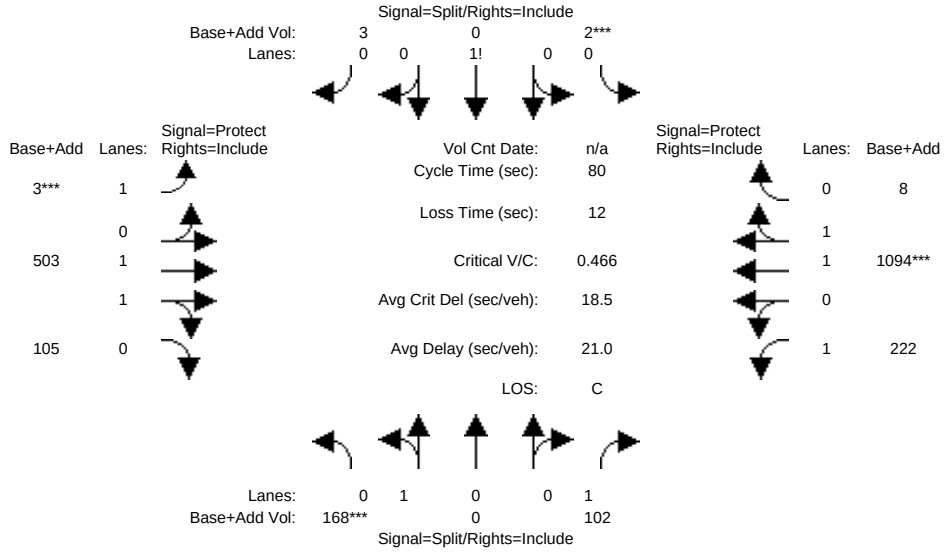
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	503	105	222	1094	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	503	105	222	1094	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	503	105	222	1094	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	503	105	222	1094	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	503	105	222	1094	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	503	105	222	1094	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.65	0.35	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3061	639	1750	3673	27
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.16	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.2	0.0	12.2	10.0	0.0	10.0	7.0	25.9	25.9	20.0	38.8	38.8
Volume/Cap:	0.61	0.00	0.38	0.02	0.00	0.02	0.02	0.51	0.51	0.51	0.61	0.61
Delay/Veh:	35.8	0.0	31.5	30.8	0.0	30.8	33.4	22.3	22.3	26.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	0.0	31.5	30.8	0.0	30.8	33.4	22.3	22.3	26.8	15.7	15.7
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	7	7	6	11	11

Note: Queue reported is the number of cars per lane.

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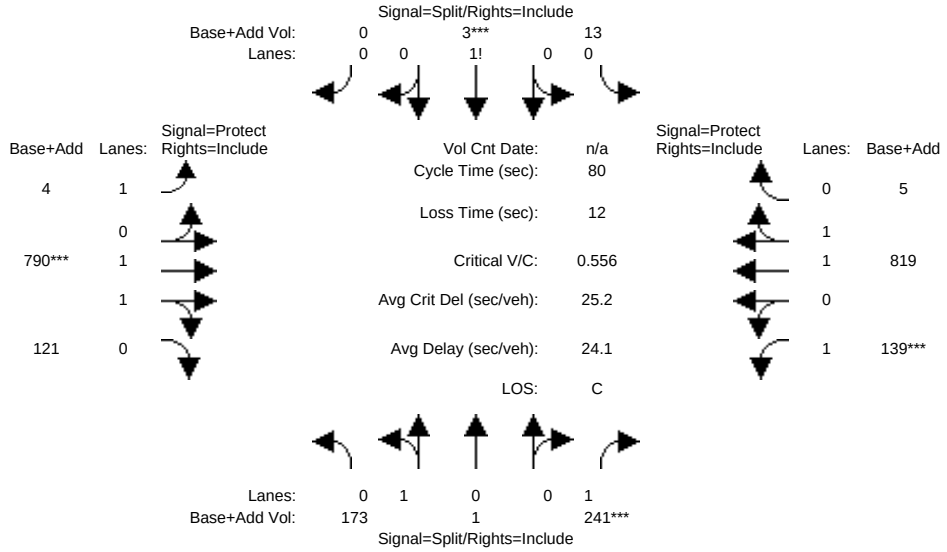
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	790	121	139	819	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	790	121	139	819	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	790	121	139	819	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	790	121	139	819	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	790	121	139	819	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	790	121	139	819	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3208	491	1750	3678	22
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.22	0.22
Crit Moves:			****		****			****		****		
Green Time:	17.2	17.2	17.2	10.0	10.0	0.0	11.5	30.8	30.8	9.9	29.3	29.3
Volume/Cap:	0.45	0.45	0.64	0.07	0.07	0.00	0.02	0.64	0.64	0.64	0.61	0.61
Delay/Veh:	28.1	28.1	32.2	31.0	31.0	0.0	29.4	21.0	21.0	39.6	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	32.2	31.0	31.0	0.0	29.4	21.0	21.0	39.6	21.5	21.5
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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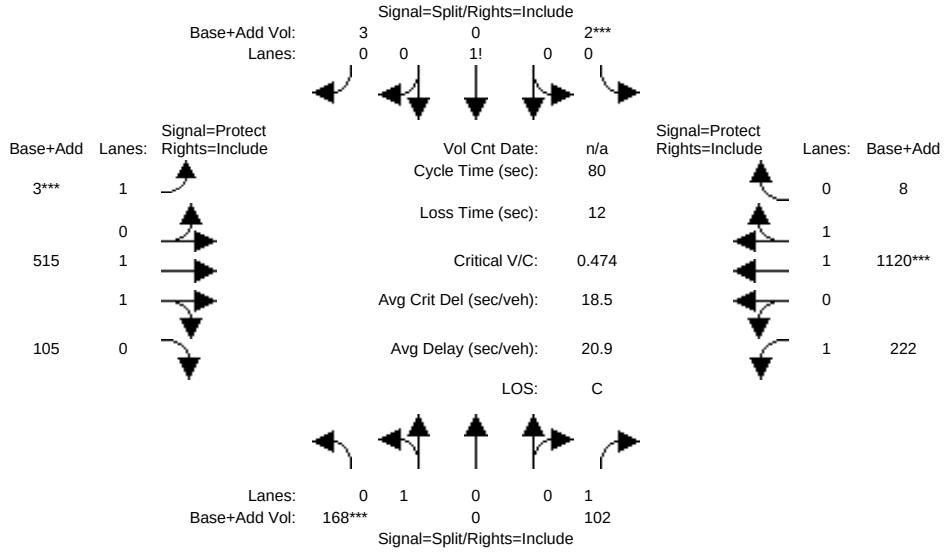
Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	102	2	0	3	3	515	105	222	1120	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	0	102	2	0	3	3	515	105	222	1120	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	102	2	0	3	3	515	105	222	1120	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	0	102	2	0	3	3	515	105	222	1120	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	102	2	0	3	3	515	105	222	1120	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	0	102	2	0	3	3	515	105	222	1120	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.40	0.00	0.60	1.00	1.65	0.35	1.00	1.99	0.01
Final Sat.:	1800	0	1750	700	0	1050	1750	3073	627	1750	3674	26
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.13	0.30	0.30
Crit Moves:	****			****			****				****	
Green Time:	12.0	0.0	12.0	10.0	0.0	10.0	7.0	26.2	26.2	19.8	39.0	39.0
Volume/Cap:	0.62	0.00	0.39	0.02	0.00	0.02	0.02	0.51	0.51	0.51	0.62	0.62
Delay/Veh:	36.5	0.0	31.7	30.8	0.0	30.8	33.4	22.1	22.1	26.9	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	0.0	31.7	30.8	0.0	30.8	33.4	22.1	22.1	26.9	15.8	15.8
LOS by Move:	D	A	C	C	A	C	C	C	C	C	B	B
HCM2kAvgQ:	5	0	3	0	0	0	0	7	7	6	11	11

Note: Queue reported is the number of cars per lane.

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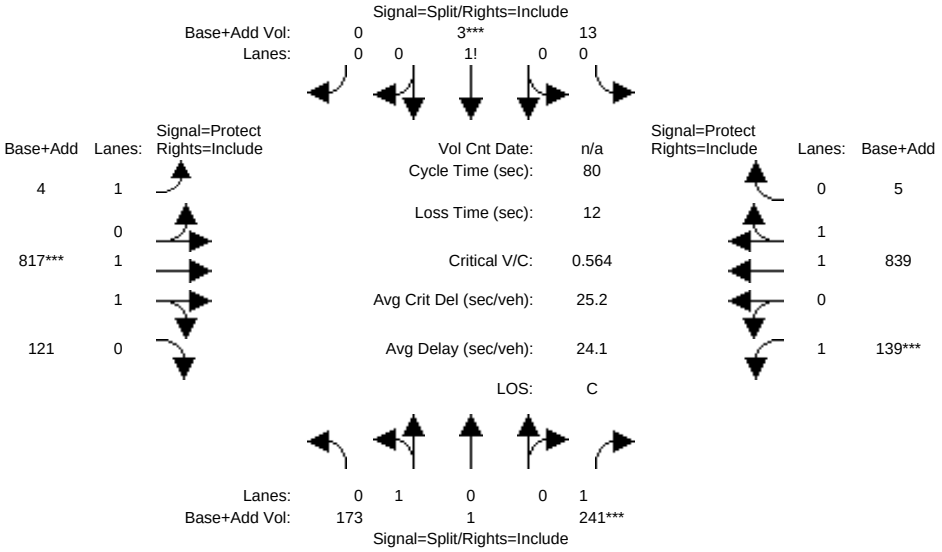
Intersection #2: University Ave & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	1	241	13	3	0	4	817	121	139	839	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1	241	13	3	0	4	817	121	139	839	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1	241	13	3	0	4	817	121	139	839	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1	241	13	3	0	4	817	121	139	839	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1	241	13	3	0	4	817	121	139	839	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	1	241	13	3	0	4	817	121	139	839	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.81	0.19	0.00	1.00	1.73	0.27	1.00	1.99	0.01
Final Sat.:	1790	10	1750	1462	337	0	1750	3222	477	1750	3678	22
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.14	0.01	0.01	0.00	0.00	0.25	0.25	0.08	0.23	0.23
Crit Moves:			****		****			****		****		
Green Time:	17.0	17.0	17.0	10.0	10.0	0.0	11.4	31.2	31.2	9.8	29.7	29.7
Volume/Cap:	0.46	0.46	0.65	0.07	0.07	0.00	0.02	0.65	0.65	0.65	0.62	0.62
Delay/Veh:	28.4	28.4	32.8	31.0	31.0	0.0	29.5	21.0	21.0	40.3	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.4	32.8	31.0	31.0	0.0	29.5	21.0	21.0	40.3	21.4	21.4
LOS by Move:	C	C	C	C	C	A	C	C	C	D	C	C
HCM2kAvgQ:	4	4	7	0	0	0	0	10	10	5	9	9

Note: Queue reported is the number of cars per lane.

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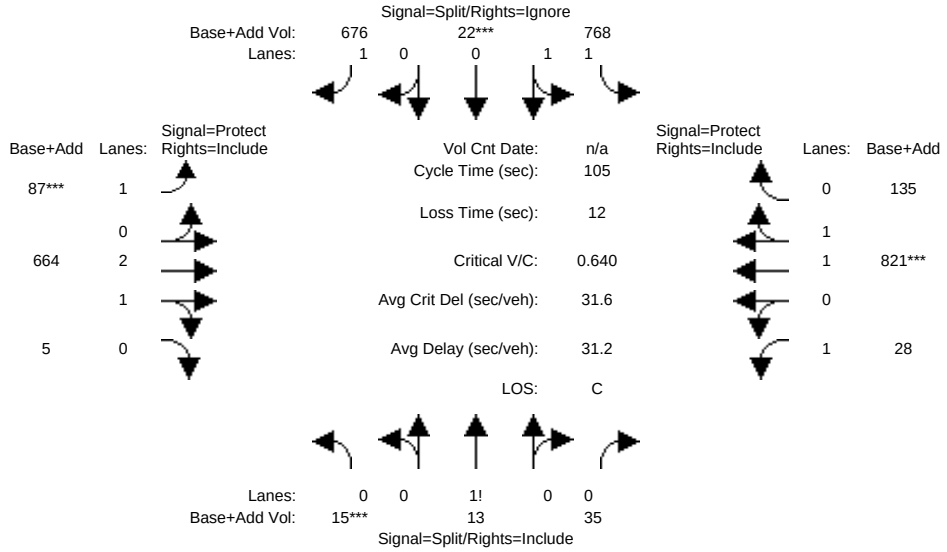
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	768	22	676	87	664	5	28	821	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	768	22	676	87	664	5	28	821	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	768	22	676	87	664	5	28	821	135
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	768	22	0	87	664	5	28	821	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	768	22	0	87	664	5	28	821	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	768	22	0	87	664	5	28	821	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.95	0.05	1.00	1.00	2.98	0.02	1.00	1.71	0.29
Final Sat.:	417	361	972	3451	99	1750	1750	5558	42	1750	3177	522
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.22	0.22	0.00	0.05	0.12	0.12	0.02	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	34.8	34.8	0.0	7.8	30.9	30.9	17.3	40.4	40.4
Volume/Cap:	0.38	0.38	0.38	0.67	0.67	0.00	0.67	0.41	0.41	0.10	0.67	0.67
Delay/Veh:	46.0	46.0	46.0	31.7	31.7	0.0	60.3	29.8	29.8	37.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	31.7	31.7	0.0	60.3	29.8	29.8	37.4	28.0	28.0
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	6	6	1	14	14

Note: Queue reported is the number of cars per lane.

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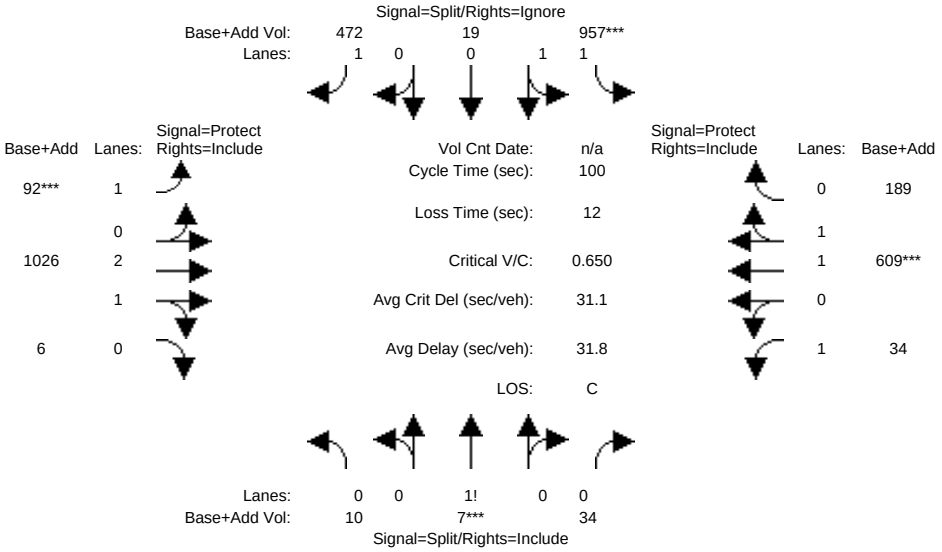
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	957	19	472	92	1026	6	34	609	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	957	19	472	92	1026	6	34	609	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	957	19	472	92	1026	6	34	609	189
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	957	19	0	92	1026	6	34	609	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	957	19	0	92	1026	6	34	609	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	957	19	0	92	1026	6	34	609	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.51	0.49
Final Sat.:	343	240	1167	3481	69	1750	1750	5567	33	1750	2823	876
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.27	0.27	0.00	0.05	0.18	0.18	0.02	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	39.5	39.5	0.0	7.5	27.9	27.9	10.6	31.0	31.0
Volume/Cap:	0.29	0.29	0.29	0.70	0.70	0.00	0.70	0.66	0.66	0.18	0.70	0.70
Delay/Veh:	42.6	42.6	42.6	26.8	26.8	0.0	60.2	32.9	32.9	41.2	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	26.8	26.8	0.0	60.2	32.9	32.9	41.2	32.3	32.3
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	14	14	0	4	10	10	1	12	12

Note: Queue reported is the number of cars per lane.

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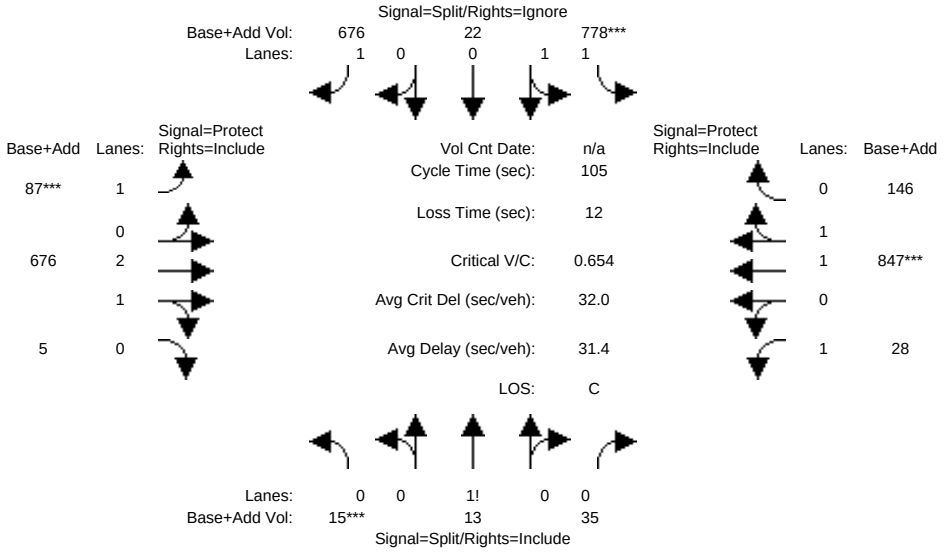
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	13	35	778	22	676	87	676	5	28	847	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	13	35	778	22	676	87	676	5	28	847	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	13	35	778	22	676	87	676	5	28	847	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	13	35	778	22	0	87	676	5	28	847	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	13	35	778	22	0	87	676	5	28	847	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	13	35	778	22	0	87	676	5	28	847	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.21	0.55	1.95	0.05	1.00	1.00	2.98	0.02	1.00	1.70	0.30
Final Sat.:	417	361	972	3452	98	1750	1750	5559	41	1750	3156	544
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.23	0.23	0.00	0.05	0.12	0.12	0.02	0.27	0.27
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	34.4	34.4	0.0	7.6	31.4	31.4	17.2	41.0	41.0
Volume/Cap:	0.38	0.38	0.38	0.69	0.69	0.00	0.69	0.41	0.41	0.10	0.69	0.69
Delay/Veh:	46.0	46.0	46.0	32.4	32.4	0.0	62.3	29.5	29.5	37.5	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	46.0	46.0	32.4	32.4	0.0	62.3	29.5	29.5	37.5	28.1	28.1
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	13	13	0	4	6	6	1	14	14

Note: Queue reported is the number of cars per lane.

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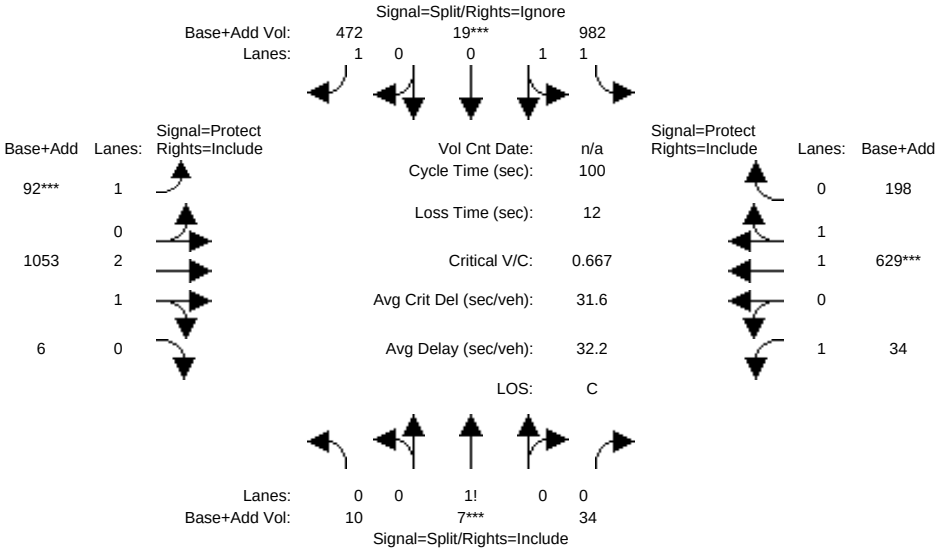
Intersection #3: SB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	7	34	982	19	472	92	1053	6	34	629	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	7	34	982	19	472	92	1053	6	34	629	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	7	34	982	19	472	92	1053	6	34	629	198
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	7	34	982	19	0	92	1053	6	34	629	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	34	982	19	0	92	1053	6	34	629	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	7	34	982	19	0	92	1053	6	34	629	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	0.14	0.67	1.96	0.04	1.00	1.00	2.98	0.02	1.00	1.51	0.49
Final Sat.:	343	240	1167	3483	67	1750	1750	5568	32	1750	2813	886
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.28	0.28	0.00	0.05	0.19	0.19	0.02	0.22	0.22
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	39.4	39.4	0.0	7.3	28.2	28.2	10.4	31.2	31.2
Volume/Cap:	0.29	0.29	0.29	0.72	0.72	0.00	0.72	0.67	0.67	0.19	0.72	0.72
Delay/Veh:	42.6	42.6	42.6	27.4	27.4	0.0	62.7	33.0	33.0	41.4	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	27.4	27.4	0.0	62.7	33.0	33.0	41.4	32.6	32.6
LOS by Move:	D	D	D	C	C	A	E	C	C	D	C	C
HCM2kAvgQ:	2	2	2	15	15	0	5	11	11	1	13	13

Note: Queue reported is the number of cars per lane.

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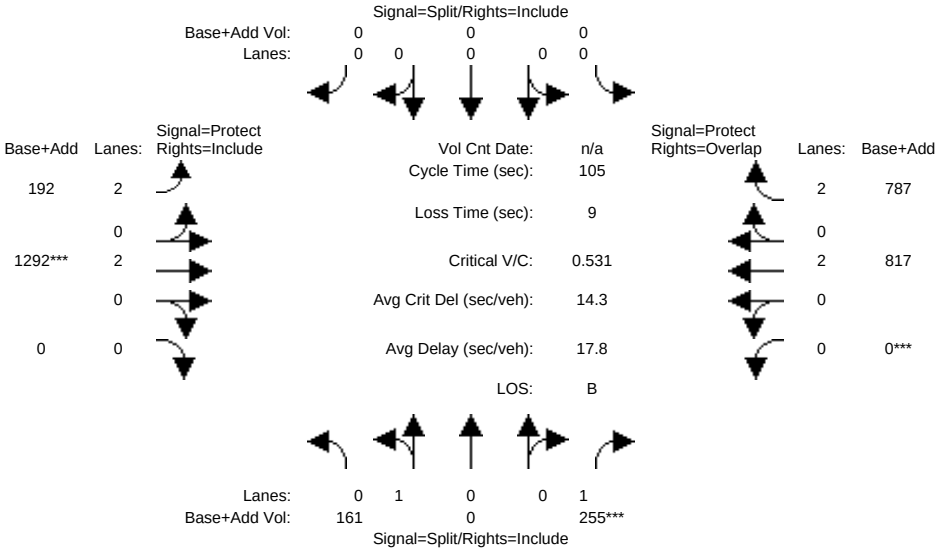
Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	255	0	0	0	192	1292	0	0	817	787
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	255	0	0	0	192	1292	0	0	817	787
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	255	0	0	0	192	1292	0	0	817	787
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	255	0	0	0	192	1292	0	0	817	787
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	255	0	0	0	192	1292	0	0	817	787
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	255	0	0	0	192	1292	0	0	817	787
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.06	0.34	0.00	0.00	0.22	0.25
Crit Moves:			****					****		****		
Green Time:	28.8	0.0	28.8	0.0	0.0	0.0	14.2	67.2	0.0	0.0	53.0	53.0
Volume/Cap:	0.33	0.00	0.53	0.00	0.00	0.00	0.45	0.53	0.00	0.00	0.43	0.49
Delay/Veh:	30.8	0.0	33.5	0.0	0.0	0.0	42.6	10.5	0.0	0.0	16.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	0.0	33.5	0.0	0.0	0.0	42.6	10.5	0.0	0.0	16.5	17.4
LOS by Move:	C	A	C	A	A	A	D	B	A	A	B	B
HCM2kAvgQ:	4	0	8	0	0	0	4	11	0	0	8	10

Note: Queue reported is the number of cars per lane.

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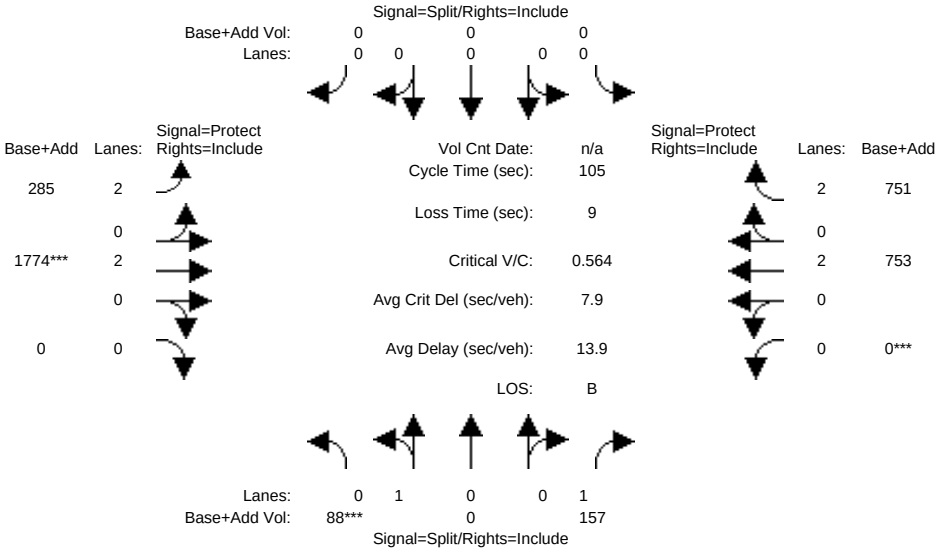
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	157	0	0	0	285	1774	0	0	753	751
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	157	0	0	0	285	1774	0	0	753	751
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	157	0	0	0	285	1774	0	0	753	751
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	157	0	0	0	285	1774	0	0	753	751
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	157	0	0	0	285	1774	0	0	753	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	157	0	0	0	285	1774	0	0	753	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.09	0.47	0.00	0.00	0.20	0.24
Crit Moves:	****							****		****		
Green Time:	16.7	0.0	16.7	0.0	0.0	0.0	21.8	79.3	0.0	0.0	57.5	57.5
Volume/Cap:	0.31	0.00	0.56	0.00	0.00	0.00	0.44	0.62	0.00	0.00	0.36	0.44
Delay/Veh:	39.6	0.0	43.5	0.0	0.0	0.0	36.7	6.3	0.0	0.0	13.5	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	0.0	43.5	0.0	0.0	0.0	36.7	6.3	0.0	0.0	13.5	14.3
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	6	0	0	0	5	13	0	0	7	9

Note: Queue reported is the number of cars per lane.

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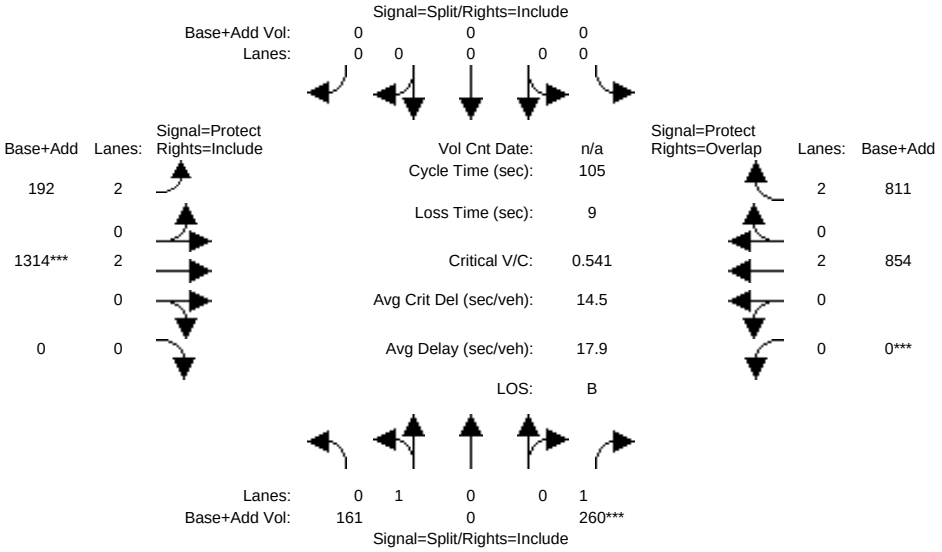
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	161	0	260	0	0	0	192	1314	0	0	854	811
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	0	260	0	0	0	192	1314	0	0	854	811
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	260	0	0	0	192	1314	0	0	854	811
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	260	0	0	0	192	1314	0	0	854	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	260	0	0	0	192	1314	0	0	854	811
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	260	0	0	0	192	1314	0	0	854	811
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.06	0.35	0.00	0.00	0.22	0.26
Crit Moves:			****					****		****		
Green Time:	28.9	0.0	28.9	0.0	0.0	0.0	13.8	67.1	0.0	0.0	53.3	53.3
Volume/Cap:	0.33	0.00	0.54	0.00	0.00	0.00	0.46	0.54	0.00	0.00	0.44	0.51
Delay/Veh:	30.7	0.0	33.7	0.0	0.0	0.0	43.0	10.7	0.0	0.0	16.6	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	0.0	33.7	0.0	0.0	0.0	43.0	10.7	0.0	0.0	16.6	17.4
LOS by Move:	C	A	C	A	A	A	D	B	A	A	B	B
HCM2kAvgQ:	4	0	8	0	0	0	4	12	0	0	9	10

Note: Queue reported is the number of cars per lane.

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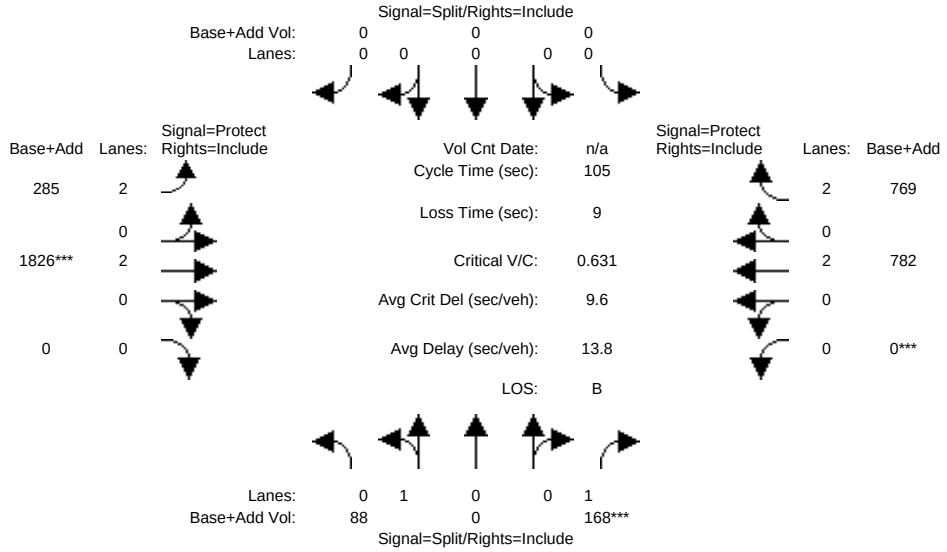
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #4: NB 17 Ramp & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	0	168	0	0	0	285	1826	0	0	782	769
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	0	168	0	0	0	285	1826	0	0	782	769
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	0	168	0	0	0	285	1826	0	0	782	769
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	168	0	0	0	285	1826	0	0	782	769
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	168	0	0	0	285	1826	0	0	782	769
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	168	0	0	0	285	1826	0	0	782	769
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	2.00	2.00
Final Sat.:	1800	0	1750	0	0	0	3150	3800	0	0	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.09	0.48	0.00	0.00	0.21	0.24
Crit Moves:			****					****		****		
Green Time:	16.0	0.0	16.0	0.0	0.0	0.0	21.6	80.0	0.0	0.0	58.4	58.4
Volume/Cap:	0.32	0.00	0.63	0.00	0.00	0.00	0.44	0.63	0.00	0.00	0.37	0.44
Delay/Veh:	40.4	0.0	46.5	0.0	0.0	0.0	36.9	6.2	0.0	0.0	13.1	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	46.5	0.0	0.0	0.0	36.9	6.2	0.0	0.0	13.1	13.9
LOS by Move:	D	A	D	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	3	0	7	0	0	0	5	14	0	0	7	9

Note: Queue reported is the number of cars per lane.

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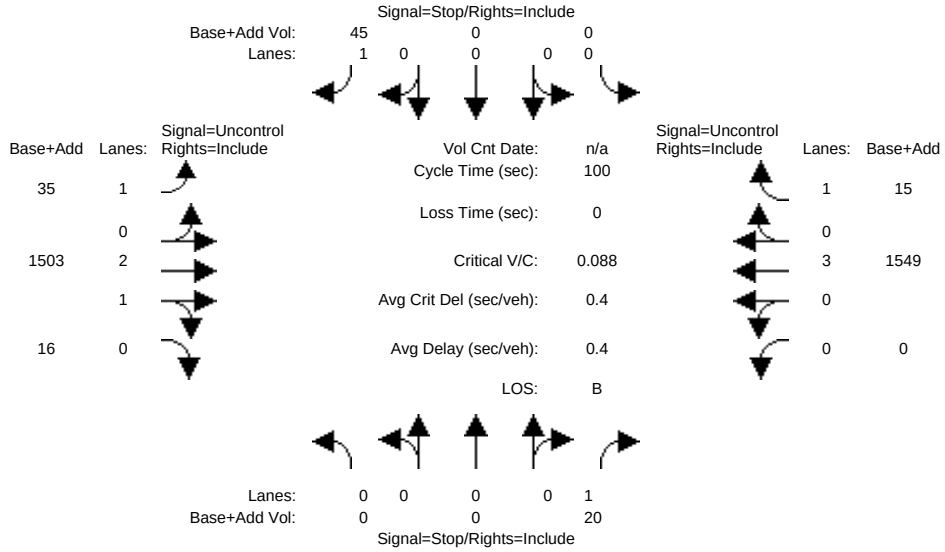
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	20	0	0	45	35	1503	16	0	1549	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	45	35	1503	16	0	1549	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	45	35	1503	16	0	1549	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	45	35	1503	16	0	1549	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1503	16	0	1549	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	509	xxxx	xxxx	516	1564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	515	xxxx	xxxx	509	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	515	xxxx	xxxx	509	428	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.3	xxxxx	xxxx	12.8	14.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.3			12.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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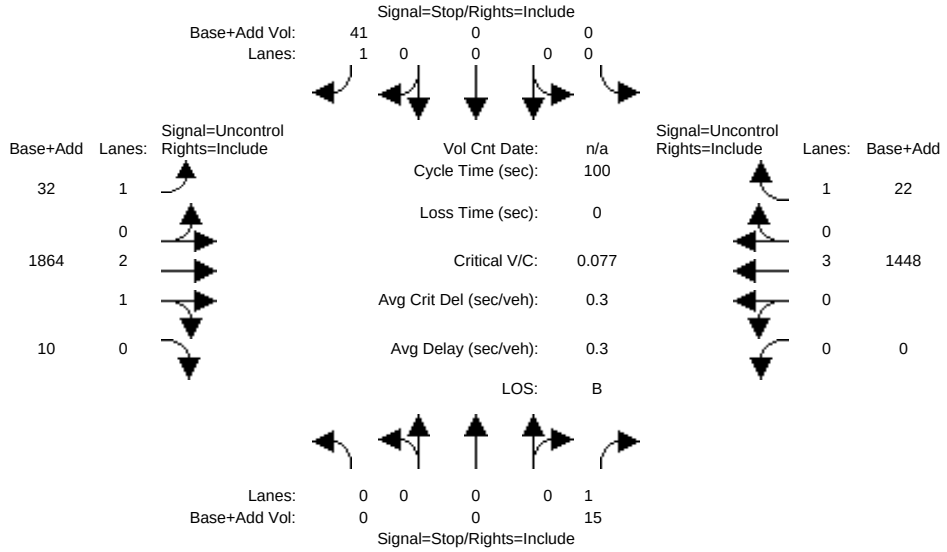
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	41	32	1864	10	0	1448	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1864	10	0	1448	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1864	10	0	1448	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1864	10	0	1448	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1864	10	0	1448	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	626	xxxx	xxxx	483	1470	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	432	xxxx	xxxx	535	465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	432	xxxx	xxxx	535	465	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	0.08	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.6	xxxxx	xxxx	12.3	13.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.6			12.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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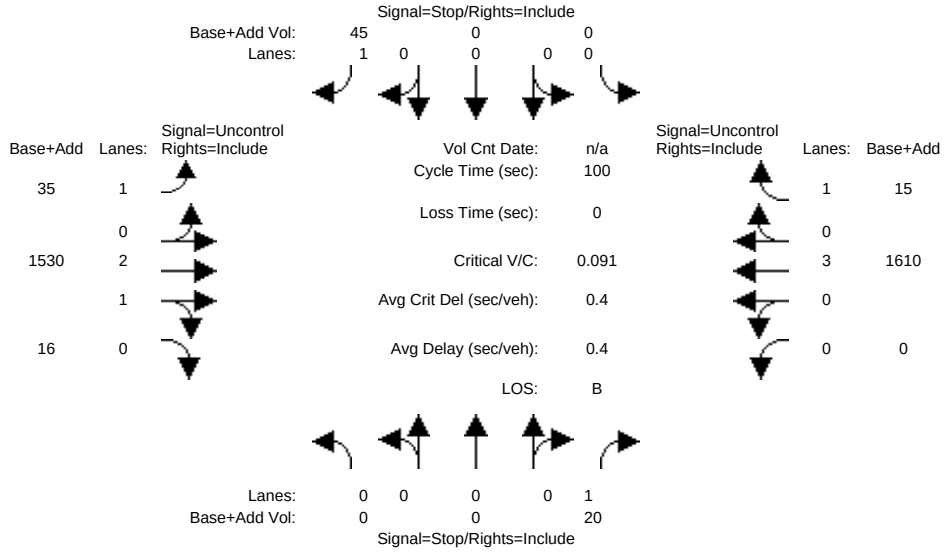
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	20	0	0	45	35	1530	16	0	1610	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	20	0	0	45	35	1530	16	0	1610	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	20	0	0	45	35	1530	16	0	1610	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	20	0	0	45	35	1530	16	0	1610	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	20	0	0	45	35	1530	16	0	1610	15
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	518	xxxx	xxxx	537	1625	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	508	xxxx	xxxx	494	406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	508	xxxx	xxxx	494	406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.4	xxxxx	xxxx	13.0	14.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.4			13.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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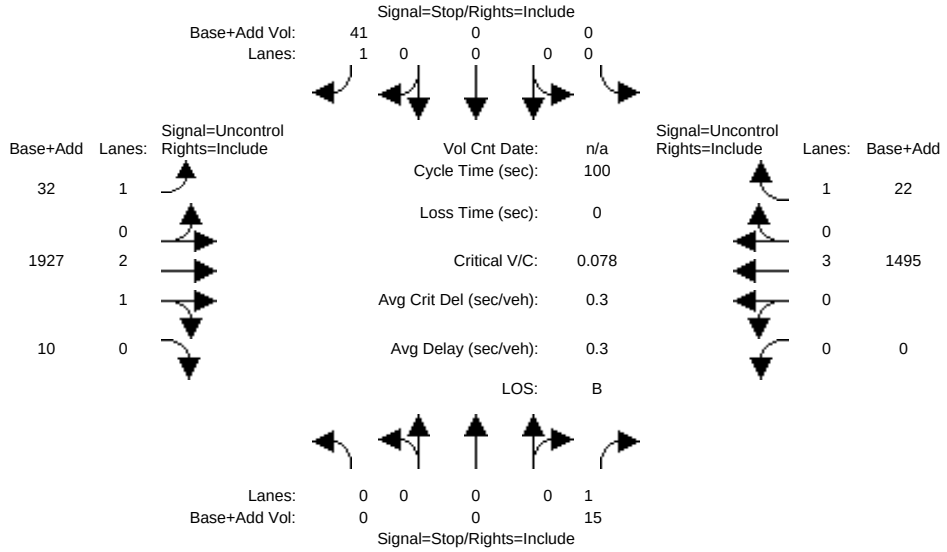
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #5: Turner St/Highland Oaks Dr & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	41	32	1927	10	0	1495	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	41	32	1927	10	0	1495	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	41	32	1927	10	0	1495	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	41	32	1927	10	0	1495	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	41	32	1927	10	0	1495	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	647	xxxx	xxxx	498	1517	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	418	xxxx	xxxx	523	446	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	418	xxxx	xxxx	523	446	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	0.08	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	12.5	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.9			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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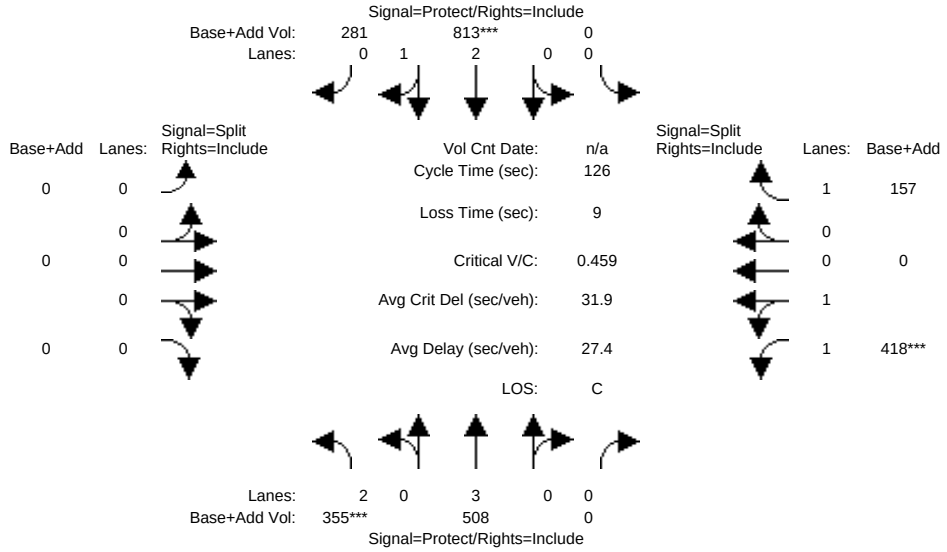
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	355	508	0	0	813	281	0	0	0	418	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	508	0	0	813	281	0	0	0	418	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	508	0	0	813	281	0	0	0	418	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	508	0	0	813	281	0	0	0	418	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	508	0	0	813	281	0	0	0	418	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	508	0	0	813	281	0	0	0	418	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.20	0.80	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4160	1438	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	31.0	84.7	0.0	0.0	53.7	53.7	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.46	0.13	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.46	0.00	0.35
Delay/Veh:	40.8	7.5	0.0	0.0	25.9	25.9	0.0	0.0	0.0	39.8	0.0	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	7.5	0.0	0.0	25.9	25.9	0.0	0.0	0.0	39.8	0.0	38.7
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	7	2	0	0	10	10	0	0	0	7	0	5

Note: Queue reported is the number of cars per lane.

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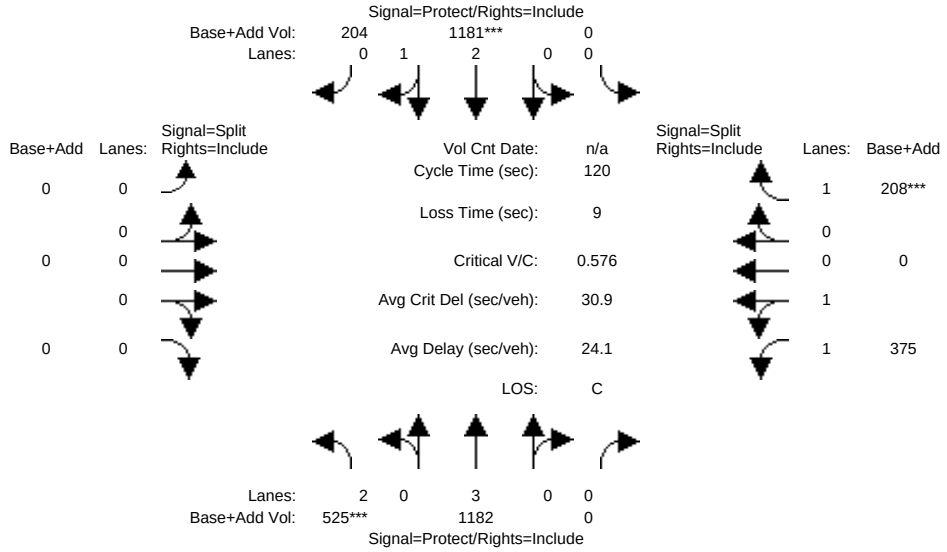
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	525	1182	0	0	1181	204	0	0	0	375	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	1182	0	0	1181	204	0	0	0	375	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	1182	0	0	1181	204	0	0	0	375	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	1182	0	0	1181	204	0	0	0	375	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	1182	0	0	1181	204	0	0	0	375	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	1182	0	0	1181	204	0	0	0	375	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.54	0.46	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4774	825	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	34.7	86.2	0.0	0.0	51.5	51.5	0.0	0.0	0.0	24.8	0.0	24.8
Volume/Cap:	0.58	0.29	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.51	0.00	0.58
Delay/Veh:	37.3	6.0	0.0	0.0	26.3	26.3	0.0	0.0	0.0	42.9	0.0	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	6.0	0.0	0.0	26.3	26.3	0.0	0.0	0.0	42.9	0.0	45.2
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	10	5	0	0	13	13	0	0	0	7	0	8

Note: Queue reported is the number of cars per lane.

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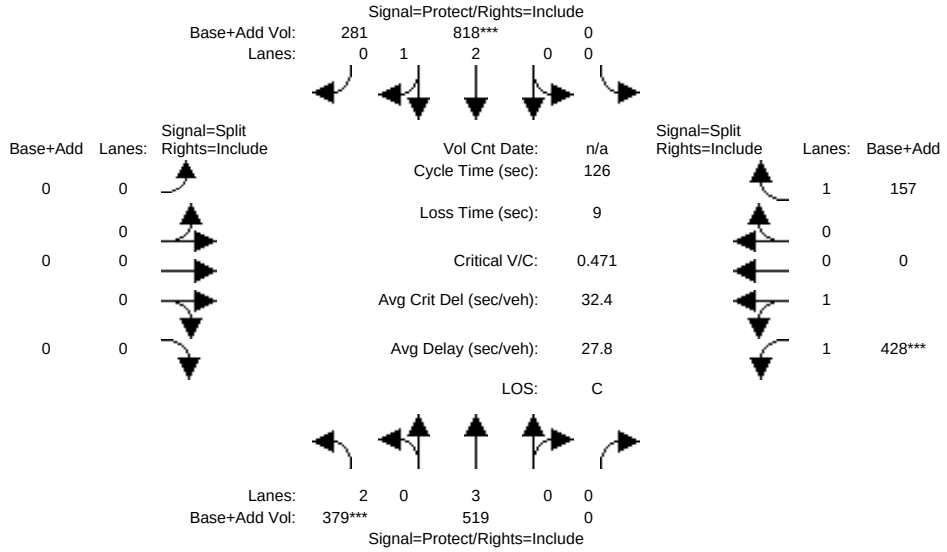
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	379	519	0	0	818	281	0	0	0	428	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	519	0	0	818	281	0	0	0	428	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	519	0	0	818	281	0	0	0	428	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	519	0	0	818	281	0	0	0	428	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	519	0	0	818	281	0	0	0	428	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	519	0	0	818	281	0	0	0	428	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.20	0.80	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4166	1431	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:	****				****					****		
Green Time:	32.2	84.7	0.0	0.0	52.5	52.5	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.47	0.14	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.00	0.35
Delay/Veh:	40.1	7.4	0.0	0.0	26.8	26.8	0.0	0.0	0.0	40.0	0.0	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	7.4	0.0	0.0	26.8	26.8	0.0	0.0	0.0	40.0	0.0	38.8
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	8	2	0	0	10	10	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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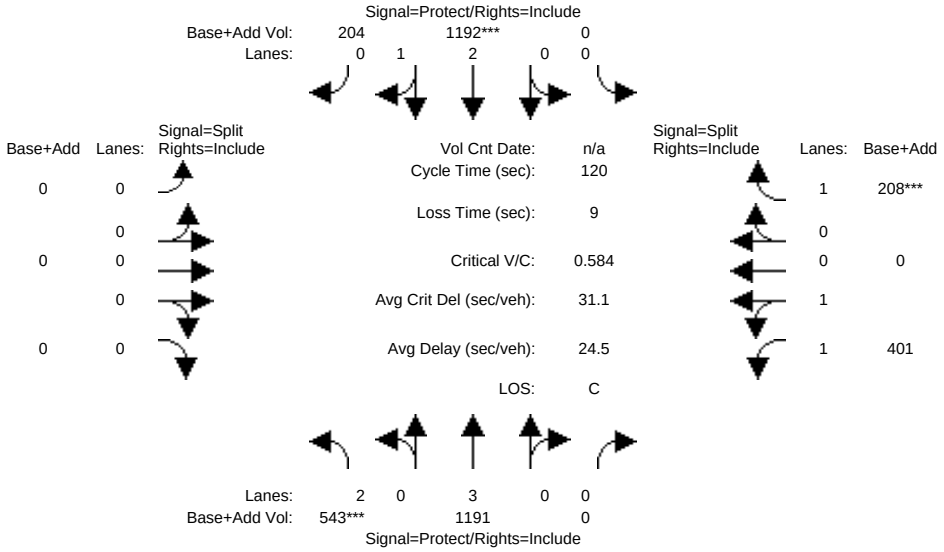
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #6: Bascom Ave & SR 85 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	543	1191	0	0	1192	204	0	0	0	401	0	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	1191	0	0	1192	204	0	0	0	401	0	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	1191	0	0	1192	204	0	0	0	401	0	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	1191	0	0	1192	204	0	0	0	401	0	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	1191	0	0	1192	204	0	0	0	401	0	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	1191	0	0	1192	204	0	0	0	401	0	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.55	0.45	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	3150	5700	0	0	4781	818	0	0	0	3550	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:	****				****							****
Green Time:	35.4	86.6	0.0	0.0	51.2	51.2	0.0	0.0	0.0	24.4	0.0	24.4
Volume/Cap:	0.58	0.29	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.56	0.00	0.58
Delay/Veh:	37.0	5.9	0.0	0.0	26.7	26.7	0.0	0.0	0.0	43.9	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	5.9	0.0	0.0	26.7	26.7	0.0	0.0	0.0	43.9	0.0	45.7
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	11	5	0	0	13	13	0	0	0	8	0	8

Note: Queue reported is the number of cars per lane.

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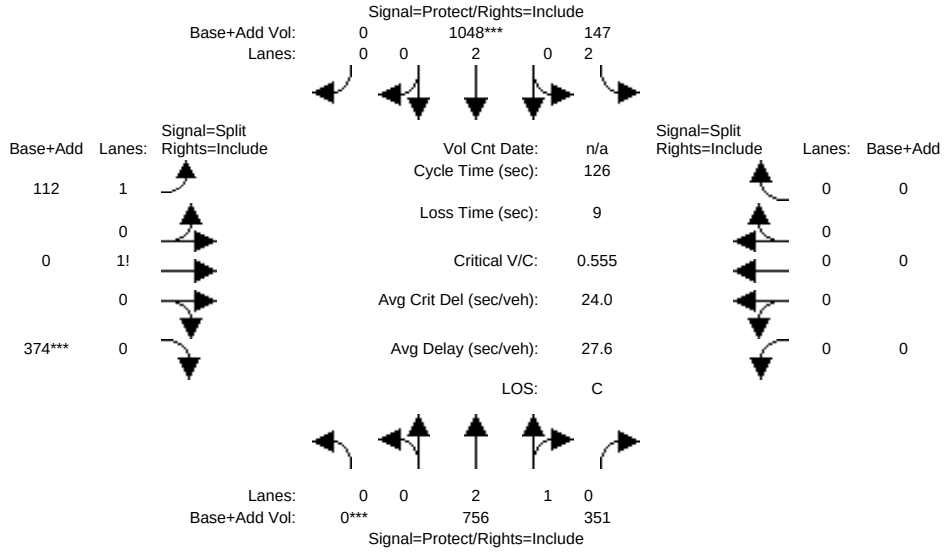
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	756	351	147	1048	0	112	0	374	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	756	351	147	1048	0	112	0	374	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	756	351	147	1048	0	112	0	374	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	756	351	147	1048	0	112	0	374	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	756	351	147	1048	0	112	0	374	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	756	351	147	1048	0	112	0	374	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.01	0.99	2.00	2.00	0.00	1.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	0	3822	1775	3150	3800	0	1984	0	1560	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.28	0.00	0.06	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	48.9	48.9	13.7	62.6	0.0	54.4	0.0	54.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.51	0.43	0.56	0.00	0.13	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	29.6	29.6	53.3	22.4	0.0	21.6	0.0	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.6	29.6	53.3	22.4	0.0	21.6	0.0	27.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	11	4	14	0	2	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

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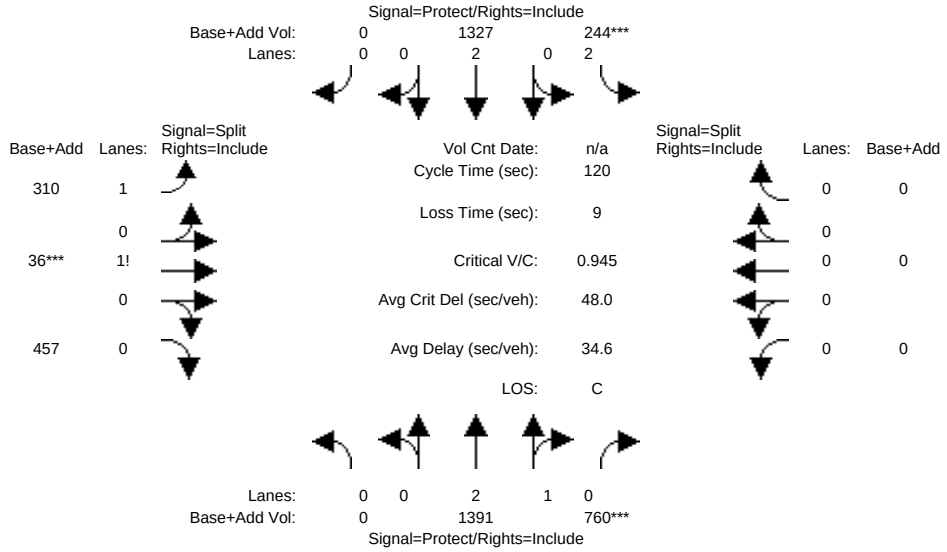
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1391	760	244	1327	0	310	36	457	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1391	760	244	1327	0	310	36	457	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1391	760	244	1327	0	310	36	457	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1391	760	244	1327	0	310	36	457	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	760	244	1327	0	310	36	457	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1391	760	244	1327	0	310	36	457	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.24	0.06	0.70	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2178	99	1261	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.43	0.08	0.35	0.00	0.14	0.36	0.36	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	55.1	55.1	9.8	65.0	0.0	46.0	46.0	46.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.80	0.95	0.95	0.64	0.00	0.37	0.95	0.95	0.00	0.00	0.00
Delay/Veh:	0.0	29.4	40.1	95.9	20.1	0.0	26.7	54.6	54.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.4	40.1	95.9	20.1	0.0	26.7	54.6	54.6	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	D	D	A	A	A
HCM2kAvgQ:	0	23	34	9	17	0	7	29	29	0	0	0

Note: Queue reported is the number of cars per lane.

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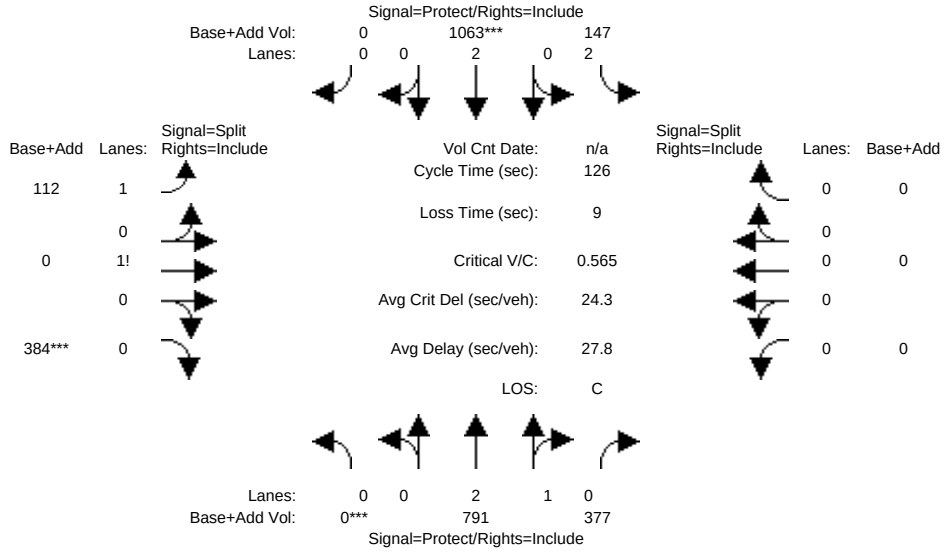
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	791	377	147	1063	0	112	0	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	791	377	147	1063	0	112	0	384	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	791	377	147	1063	0	112	0	384	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	791	377	147	1063	0	112	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	377	147	1063	0	112	0	384	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	791	377	147	1063	0	112	0	384	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.83	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.13	0.00	0.87	0.00	0.00	0.00
Final Sat.:	0	3797	1800	3150	3800	0	1978	0	1565	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.28	0.00	0.06	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	49.3	49.3	13.1	62.3	0.0	54.7	0.0	54.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.54	0.45	0.57	0.00	0.13	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	29.8	29.8	54.1	22.7	0.0	21.4	0.0	27.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.8	29.8	54.1	22.7	0.0	21.4	0.0	27.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	12	4	14	0	2	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

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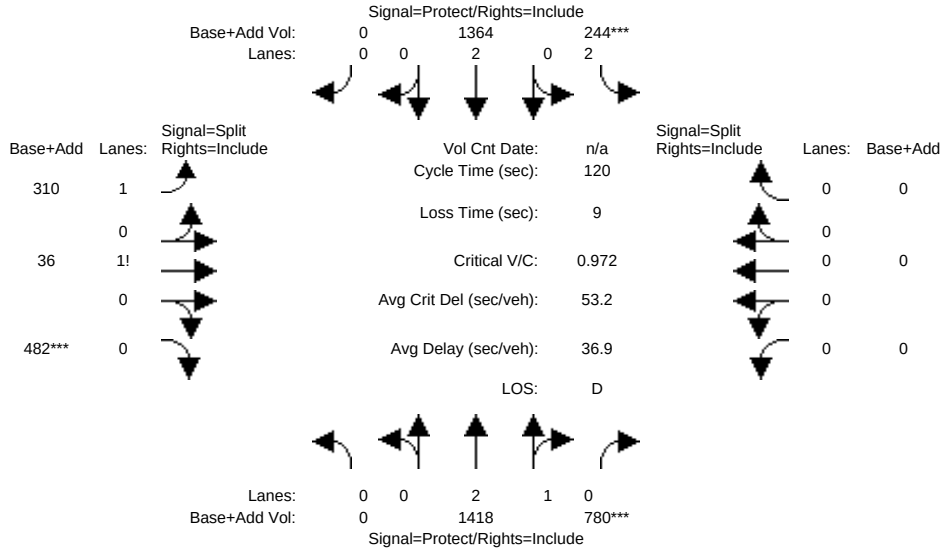
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #7: Bascom Ave & SR 85 SB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1418	780	244	1364	0	310	36	482	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1418	780	244	1364	0	310	36	482	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1418	780	244	1364	0	310	36	482	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1418	780	244	1364	0	310	36	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	780	244	1364	0	310	36	482	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1418	780	244	1364	0	310	36	482	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.24	0.05	0.71	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	2162	96	1281	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.45	0.08	0.36	0.00	0.14	0.38	0.38	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	55.0	55.0	9.6	64.6	0.0	46.4	46.4	46.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.97	0.97	0.67	0.00	0.37	0.97	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	30.1	44.8	104.0	20.8	0.0	26.4	60.3	60.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	44.8	104.0	20.8	0.0	26.4	60.3	60.3	0.0	0.0	0.0
LOS by Move:	A	C	D	F	C	A	C	E	E	A	A	A
HCM2kAvgQ:	0	24	36	9	18	0	7	32	32	0	0	0

Note: Queue reported is the number of cars per lane.

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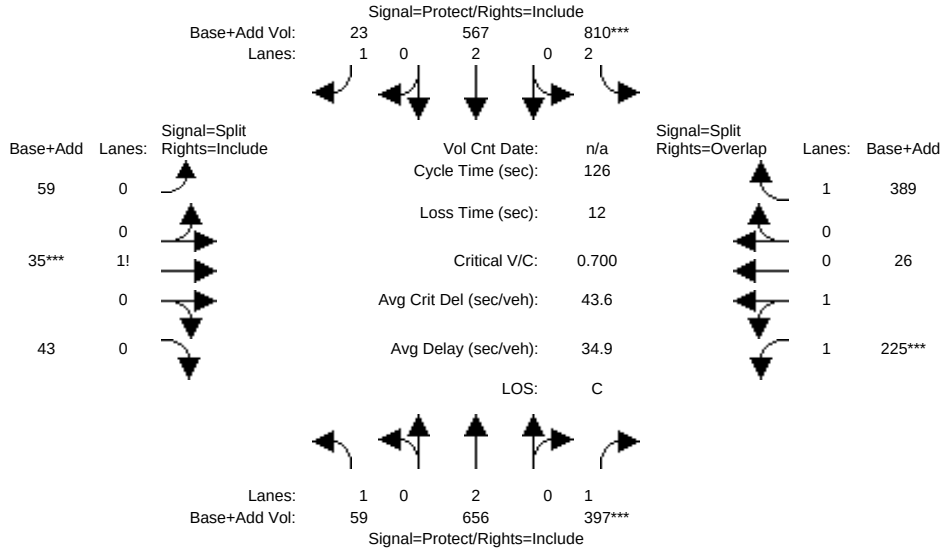
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	656	397	810	567	23	59	35	43	225	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	656	397	810	567	23	59	35	43	225	26	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	656	397	810	567	23	59	35	43	225	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	656	397	810	567	23	59	35	43	225	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	656	397	810	567	23	59	35	43	225	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	656	397	810	567	23	59	35	43	225	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.43	0.26	0.31	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	754	447	549	3182	368	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.23	0.26	0.15	0.01	0.08	0.08	0.08	0.07	0.07	0.22
Crit Moves:			****	****				****		****		
Green Time:	23.6	40.9	40.9	46.3	63.5	63.5	14.1	14.1	14.1	12.7	12.7	59.0
Volume/Cap:	0.18	0.53	0.70	0.70	0.30	0.03	0.70	0.70	0.70	0.70	0.70	0.47
Delay/Veh:	43.3	35.2	41.1	35.8	18.3	15.7	64.6	64.6	64.6	60.8	60.8	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	35.2	41.1	35.8	18.3	15.7	64.6	64.6	64.6	60.8	60.8	23.3
LOS by Move:	D	D	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	2	10	15	17	6	0	7	7	7	6	6	11

Note: Queue reported is the number of cars per lane.

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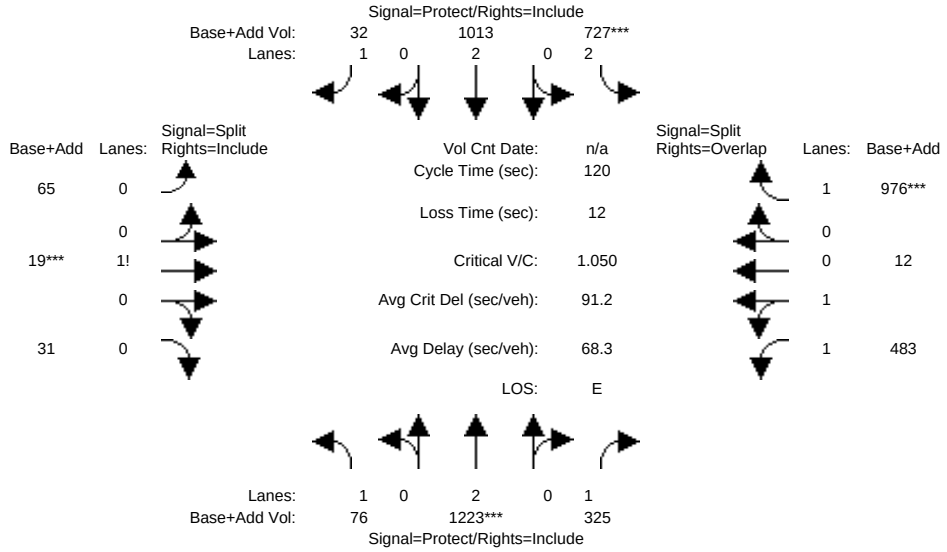
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1223	325	727	1013	32	65	19	31	483	12	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1223	325	727	1013	32	65	19	31	483	12	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1223	325	727	1013	32	65	19	31	483	12	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1223	325	727	1013	32	65	19	31	483	12	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1223	325	727	1013	32	65	19	31	483	12	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1223	325	727	1013	32	65	19	31	483	12	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.57	0.16	0.27	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	989	289	472	3464	86	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.19	0.23	0.27	0.02	0.07	0.07	0.07	0.14	0.14	0.56
Crit Moves:		****		****				****				****
Green Time:	11.1	35.9	35.9	25.7	50.5	50.5	10.0	10.0	10.0	36.4	36.4	62.1
Volume/Cap:	0.47	1.08	0.62	1.08	0.63	0.04	0.79	0.79	0.79	0.46	0.46	1.08
Delay/Veh:	53.9	92.1	38.5	104.4	28.3	20.5	78.3	78.3	78.3	34.1	34.1	81.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	92.1	38.5	104.4	28.3	20.5	78.3	78.3	78.3	34.1	34.1	81.8
LOS by Move:	D	F	D	F	C	C	E	E	E	C	C	F
HCM2kAvgQ:	3	32	12	24	15	1	6	6	6	8	8	53

Note: Queue reported is the number of cars per lane.

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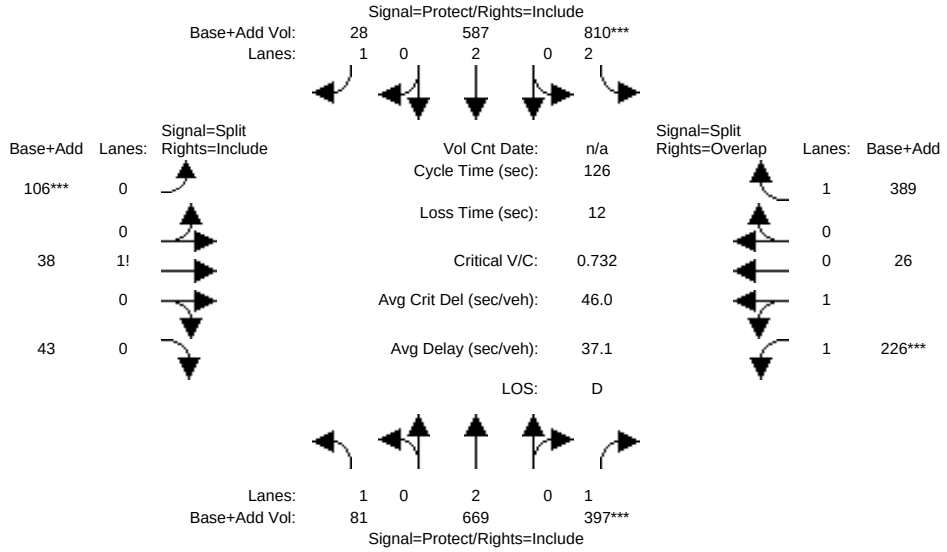
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	669	397	810	587	28	106	38	43	226	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	669	397	810	587	28	106	38	43	226	26	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	669	397	810	587	28	106	38	43	226	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	669	397	810	587	28	106	38	43	226	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	669	397	810	587	28	106	38	43	226	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	669	397	810	587	28	106	38	43	226	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.57	0.20	0.23	1.80	0.20	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	992	356	402	3184	366	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.23	0.26	0.15	0.02	0.11	0.11	0.11	0.07	0.07	0.22
Crit Moves:			****	****			****			****		
Green Time:	22.1	39.1	39.1	44.3	61.3	61.3	18.4	18.4	18.4	12.2	12.2	56.5
Volume/Cap:	0.26	0.57	0.73	0.73	0.32	0.03	0.73	0.73	0.73	0.73	0.73	0.50
Delay/Veh:	45.4	37.0	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	37.0	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
LOS by Move:	D	D	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	3	11	16	17	7	1	9	9	9	7	7	11

Note: Queue reported is the number of cars per lane.

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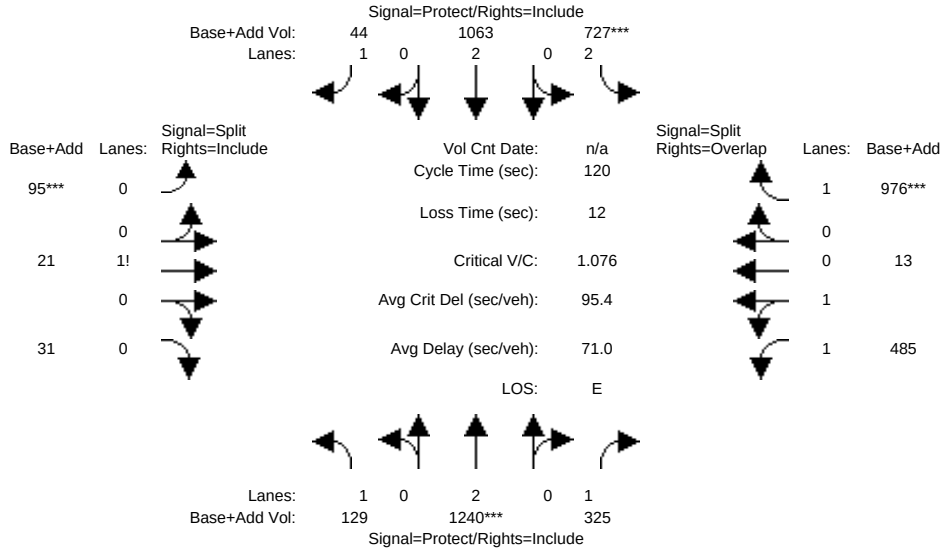
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #8: Los Gatos Blvd & Samaritan Dr/Burton Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1240	325	727	1063	44	95	21	31	485	13	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1240	325	727	1063	44	95	21	31	485	13	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	0.65	0.14	0.21	1.95	0.05	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1131	250	369	3457	93	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.19	0.23	0.28	0.03	0.08	0.08	0.08	0.14	0.14	0.56
Crit Moves:		****		****			****					****
Green Time:	12.9	36.2	36.2	25.6	48.9	48.9	10.0	10.0	10.0	36.2	36.2	61.8
Volume/Cap:	0.69	1.08	0.62	1.08	0.69	0.06	1.01	1.01	1.01	0.46	0.46	1.08
Delay/Veh:	61.8	93.8	38.1	106.4	30.6	21.7	131.6	132	131.6	34.3	34.3	83.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	93.8	38.1	106.4	30.6	21.7	131.6	132	131.6	34.3	34.3	83.9
LOS by Move:	E	F	D	F	C	C	F	F	F	C	C	F
HCM2kAvgQ:	6	33	12	24	17	1	10	10	10	8	8	53

Note: Queue reported is the number of cars per lane.

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MITIG8 - Cumul+Prj AM Thu Feb 13, 2025 16:24:47 Page 1-1

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Los Gatos Blvd & Samaritan Dr/Burton Rd

Cycle (sec):	126	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12	Average Delay (sec/veh):	36.5
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	81	669	397	810	587	28	106	38	43	226	26	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	669	397	810	587	28	106	38	43	226	26	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	669	397	810	587	28	106	38	43	226	26	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	669	397	810	587	28	106	38	43	226	26	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	669	397	810	587	28	106	38	43	226	26	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	669	397	810	587	28	106	38	43	226	26	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.57	0.20	0.23	1.80	0.20	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	992	356	402	3184	366	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.23	0.26	0.15	0.02	0.11	0.11	0.11	0.07	0.07	0.22
Crit Moves:			****	****			****			****		
Green Time:	22.1	39.1	39.1	44.3	61.3	61.3	18.4	18.4	18.4	12.2	12.2	56.5
Volume/Cap:	0.26	0.38	0.73	0.73	0.32	0.03	0.73	0.73	0.73	0.73	0.73	0.50
Delay/Veh:	45.4	34.1	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	34.1	43.8	38.2	19.7	16.9	61.8	61.8	61.8	63.1	63.1	25.1
LOS by Move:	D	C	D	D	B	B	E	E	E	E	E	C
HCM2kAvgQ:	3	7	16	17	7	1	9	9	9	7	7	11

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Los Gatos Blvd & Samaritan Dr/Burton Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	12	Average Delay (sec/veh):	51.0
Optimal Cycle:	162	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	2 0	2 0	1	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1240	325	727	1063	44	95	21	31	485	13	976
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1240	325	727	1063	44	95	21	31	485	13	976
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1240	325	727	1063	44	95	21	31	485	13	976
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1240	325	727	1063	44	95	21	31	485	13	976
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.65	0.14	0.21	1.95	0.05	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1131	250	369	3457	93	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.19	0.23	0.28	0.03	0.08	0.08	0.08	0.14	0.14	0.56
Crit Moves:		****		****			****					****
Green Time:	11.8	27.3	27.3	29.0	44.6	44.6	10.6	10.6	10.6	41.1	41.1	70.1
Volume/Cap:	0.75	0.95	0.82	0.95	0.75	0.07	0.95	0.95	0.95	0.41	0.41	0.95
Delay/Veh:	69.7	61.1	56.1	67.0	35.2	24.3	113.3	113	113.3	30.4	30.4	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	61.1	56.1	67.0	35.2	24.3	113.3	113	113.3	30.4	30.4	41.7
LOS by Move:	E	E	E	E	D	C	F	F	F	C	C	D
HCM2kAvgQ:	7	20	14	21	18	1	9	9	9	7	7	42

Note: Queue reported is the number of cars per lane.

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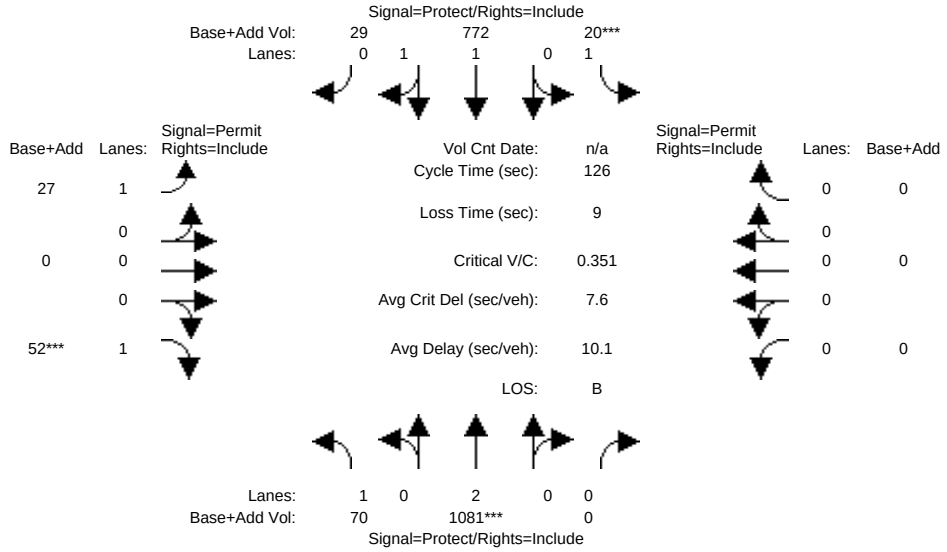
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	12	12	12	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1081	0	20	772	29	27	0	52	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1081	0	20	772	29	27	0	52	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1081	0	20	772	29	27	0	52	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1081	0	20	772	29	27	0	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1081	0	20	772	29	27	0	52	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1081	0	20	772	29	27	0	52	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3566	134	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.01	0.22	0.22	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	21.4	98.0	0.0	7.0	83.6	83.6	12.0	0.0	12.0	0.0	0.0	0.0
Volume/Cap:	0.24	0.37	0.00	0.21	0.33	0.33	0.16	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	45.6	4.4	0.0	57.9	9.2	9.2	52.8	0.0	54.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	4.4	0.0	57.9	9.2	9.2	52.8	0.0	54.2	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	6	0	1	7	7	1	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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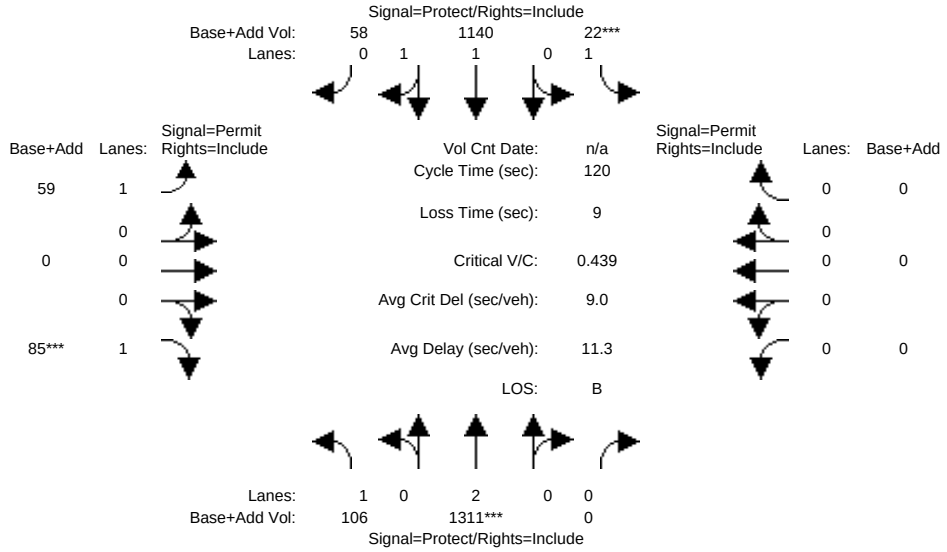
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	1311	0	22	1140	58	59	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1311	0	22	1140	58	59	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1311	0	22	1140	58	59	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1311	0	22	1140	58	59	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1311	0	22	1140	58	59	0	85	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1311	0	22	1140	58	59	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3521	179	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.01	0.32	0.32	0.03	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	15.5	91.2	0.0	7.0	82.7	82.7	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.47	0.45	0.00	0.22	0.47	0.47	0.32	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	50.0	5.4	0.0	54.9	8.7	8.7	50.5	0.0	52.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	5.4	0.0	54.9	8.7	8.7	50.5	0.0	52.0	0.0	0.0	0.0
LOS by Move:	D	A	A	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	9	0	1	10	10	2	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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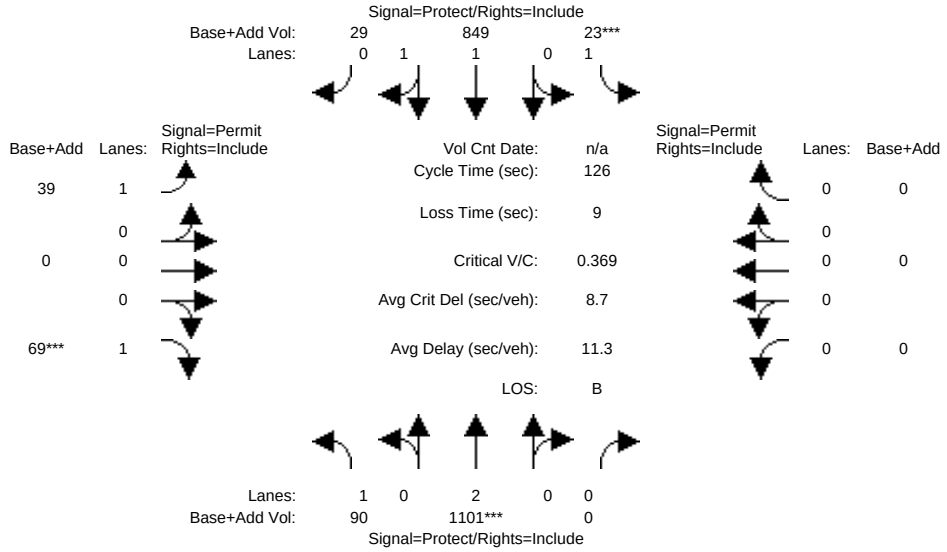
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	12	12	12	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1101	0	23	849	29	39	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1101	0	23	849	29	39	0	69	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1101	0	23	849	29	39	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1101	0	23	849	29	39	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1101	0	23	849	29	39	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1101	0	23	849	29	39	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3578	122	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.01	0.24	0.24	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.7	96.8	0.0	7.0	84.1	84.1	13.2	0.0	13.2	0.0	0.0	0.0
Volume/Cap:	0.33	0.38	0.00	0.24	0.36	0.36	0.21	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	48.0	4.8	0.0	58.2	9.2	9.2	52.2	0.0	53.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	4.8	0.0	58.2	9.2	9.2	52.2	0.0	53.9	0.0	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	4	7	0	1	7	7	2	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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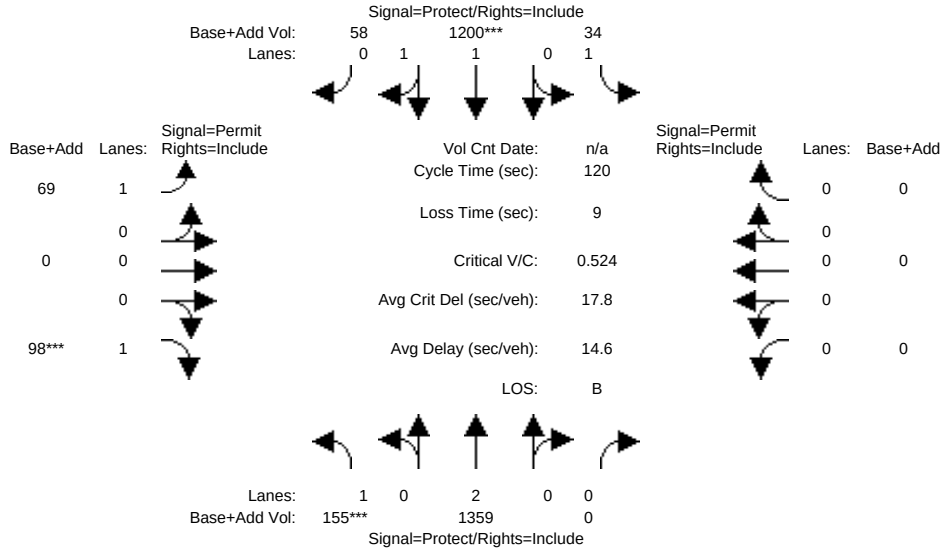
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #9: Los Gatos Blvd & Walker St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	155	1359	0	34	1200	58	69	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1359	0	34	1200	58	69	0	98	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	1359	0	34	1200	58	69	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1359	0	34	1200	58	69	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1359	0	34	1200	58	69	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1359	0	34	1200	58	69	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	3529	171	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.02	0.34	0.34	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.3	84.4	0.0	13.8	77.9	77.9	12.8	0.0	12.8	0.0	0.0	0.0
Volume/Cap:	0.52	0.51	0.00	0.17	0.52	0.52	0.37	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	47.2	8.4	0.0	48.4	11.4	11.4	51.1	0.0	53.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	8.4	0.0	48.4	11.4	11.4	51.1	0.0	53.4	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D	A	D	A	A	A
HCM2kAvgQ:	6	11	0	1	13	13	3	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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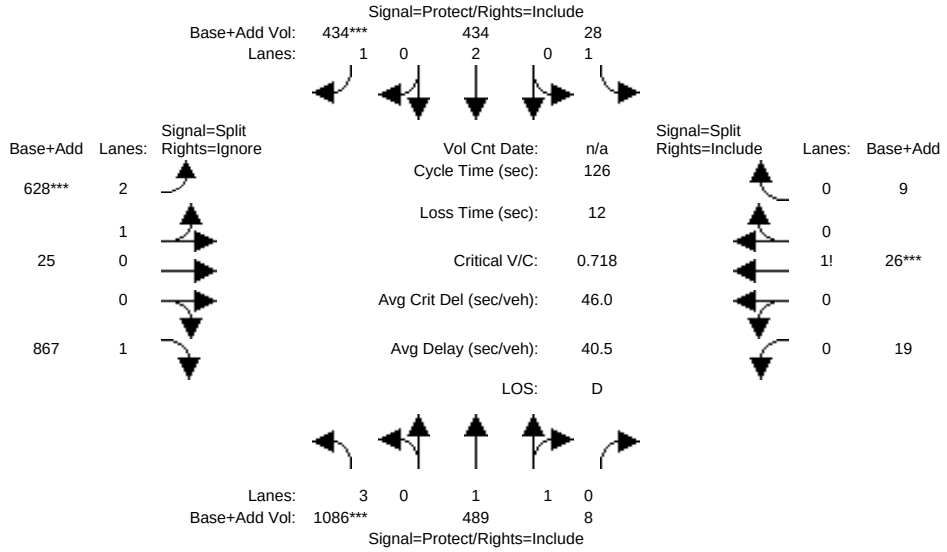
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	22	22	22	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1086	489	8	28	434	434	628	25	867	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1086	489	8	28	434	434	628	25	867	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1086	489	8	28	434	434	628	25	867	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1086	489	8	28	434	434	628	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1086	489	8	28	434	434	628	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1086	489	8	28	434	434	628	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.97	0.03	1.00	2.00	1.00	2.89	0.11	1.00	0.35	0.48	0.17
Final Sat.:	4551	3640	60	1750	3800	1750	4759	189	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.13	0.02	0.11	0.25	0.13	0.13	0.00	0.03	0.03	0.03
Crit Moves:	****					****	****				****	
Green Time:	39.2	56.6	56.6	23.4	40.8	40.8	22.0	22.0	0.0	12.0	12.0	12.0
Volume/Cap:	0.77	0.30	0.30	0.09	0.35	0.77	0.76	0.76	0.00	0.32	0.32	0.32
Delay/Veh:	41.8	22.2	22.2	42.6	32.7	44.6	53.3	53.3	0.0	54.3	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	22.2	22.2	42.6	32.7	44.6	53.3	53.3	0.0	54.3	54.3	54.3
LOS by Move:	D	C	C	D	C	D	D	D	A	D	D	D
HCM2kAvgQ:	17	6	6	1	6	18	11	11	0	2	2	2

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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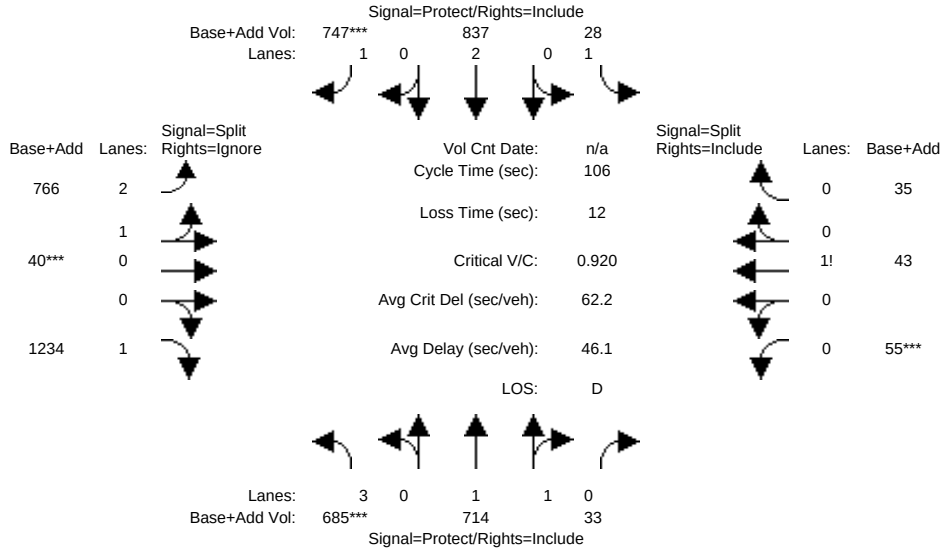
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	21	21	21	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	685	714	33	28	837	747	766	40	1234	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	685	714	33	28	837	747	766	40	1234	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	714	33	28	837	747	766	40	1234	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	685	714	33	28	837	747	766	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	714	33	28	837	747	766	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	685	714	33	28	837	747	766	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.86	0.14	1.00	0.42	0.32	0.26
Final Sat.:	4551	3536	163	1750	3800	1750	4702	246	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.02	0.22	0.43	0.16	0.16	0.00	0.08	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	15.9	46.0	46.0	15.0	45.1	45.1	21.0	21.0	0.0	12.0	12.0	12.0
Volume/Cap:	1.00	0.47	0.47	0.11	0.52	1.00	0.82	0.82	0.00	0.67	0.67	0.67
Delay/Veh:	80.3	21.5	21.5	39.9	22.7	64.2	46.4	46.4	0.0	53.8	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	21.5	21.5	39.9	22.7	64.2	46.4	46.4	0.0	53.8	53.8	53.8
LOS by Move:	F	C	C	D	C	E	D	D	A	D	D	D
HCM2kAvgQ:	14	9	9	1	10	34	12	12	0	6	6	6

Note: Queue reported is the number of cars per lane.

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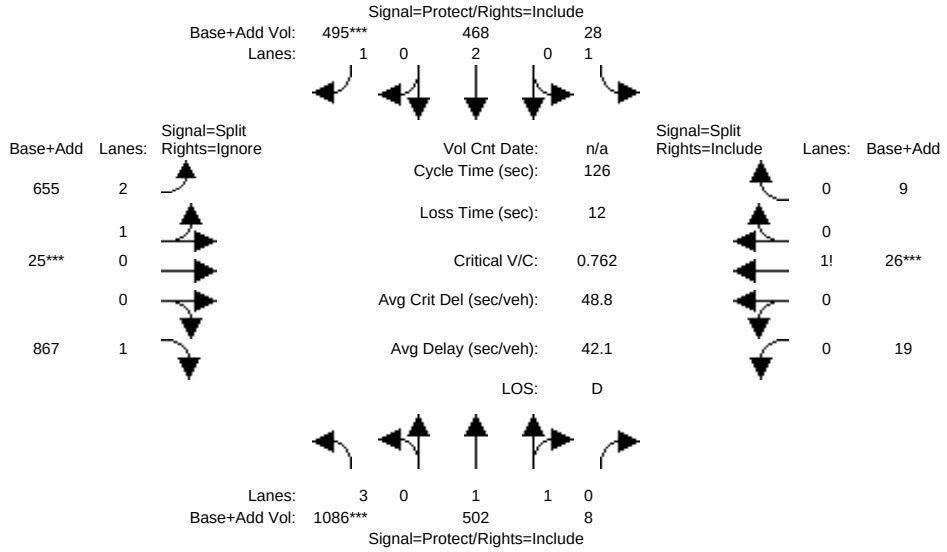
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	22	22	22	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1086	502	8	28	468	495	655	25	867	19	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1086	502	8	28	468	495	655	25	867	19	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1086	502	8	28	468	495	655	25	867	19	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1086	502	8	28	468	495	655	25	0	19	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1086	502	8	28	468	495	655	25	0	19	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1086	502	8	28	468	495	655	25	0	19	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.87	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.97	0.03	1.00	2.00	1.00	2.90	0.10	1.00	0.35	0.48	0.17
Final Sat.:	4551	3642	58	1750	3800	1750	4767	182	1750	616	843	292
Capacity Analysis Module:												
Vol/Sat:	0.24	0.14	0.14	0.02	0.12	0.28	0.14	0.14	0.00	0.03	0.03	0.03
Crit Moves:	****					****		****			****	
Green Time:	36.6	57.0	57.0	23.0	43.4	43.4	22.0	22.0	0.0	12.0	12.0	12.0
Volume/Cap:	0.82	0.30	0.30	0.09	0.36	0.82	0.79	0.79	0.00	0.32	0.32	0.32
Delay/Veh:	45.9	22.0	22.0	42.9	31.1	46.6	54.6	54.6	0.0	54.3	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	22.0	22.0	42.9	31.1	46.6	54.6	54.6	0.0	54.3	54.3	54.3
LOS by Move:	D	C	C	D	C	D	D	D	A	D	D	D
HCM2kAvgQ:	18	6	6	1	7	21	12	12	0	2	2	2

Note: Queue reported is the number of cars per lane.

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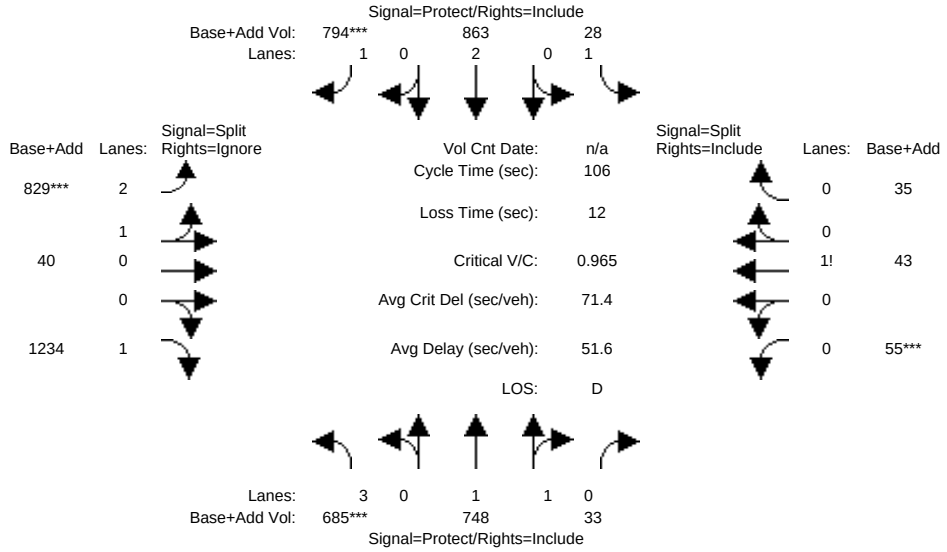
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #10: Los Gatos Blvd & Lark Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	21	21	21	12	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	685	748	33	28	863	794	829	40	1234	55	43	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	685	748	33	28	863	794	829	40	1234	55	43	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	685	748	33	28	863	794	829	40	1234	55	43	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	685	748	33	28	863	794	829	40	0	55	43	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	685	748	33	28	863	794	829	40	0	55	43	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	685	748	33	28	863	794	829	40	0	55	43	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.97	0.95	0.92	1.00	0.92	0.86	0.95	0.92	0.92	0.92	0.92
Lanes:	3.00	1.91	0.09	1.00	2.00	1.00	2.87	0.13	1.00	0.42	0.32	0.26
Final Sat.:	4551	3544	156	1750	3800	1750	4720	228	1750	724	566	461
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.02	0.23	0.45	0.18	0.18	0.00	0.08	0.08	0.08
Crit Moves:	****					****	****			****		
Green Time:	15.2	46.5	46.5	14.5	45.8	45.8	21.0	21.0	0.0	12.0	12.0	12.0
Volume/Cap:	1.05	0.48	0.48	0.12	0.53	1.05	0.89	0.89	0.00	0.67	0.67	0.67
Delay/Veh:	94.5	21.4	21.4	40.3	22.4	76.7	51.2	51.2	0.0	53.8	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	21.4	21.4	40.3	22.4	76.7	51.2	51.2	0.0	53.8	53.8	53.8
LOS by Move:	F	C	C	D	C	E	D	D	A	D	D	D
HCM2kAvgQ:	15	9	9	1	10	39	14	14	0	6	6	6

Note: Queue reported is the number of cars per lane.

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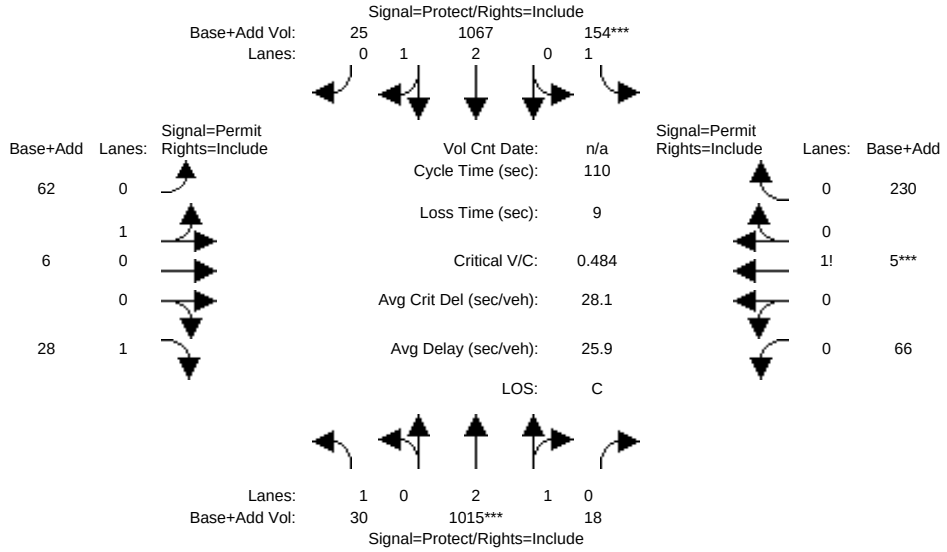
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1015	18	154	1067	25	62	6	28	66	5	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1015	18	154	1067	25	62	6	28	66	5	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1015	18	154	1067	25	62	6	28	66	5	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1015	18	154	1067	25	62	6	28	66	5	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1015	18	154	1067	25	62	6	28	66	5	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1015	18	154	1067	25	62	6	28	66	5	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.91	0.09	1.00	0.22	0.02	0.76
Final Sat.:	1750	5502	98	1750	5472	128	1641	159	1750	384	29	1337
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.09	0.20	0.20	0.04	0.04	0.02	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.2	41.9	41.9	20.0	46.7	46.7	39.1	39.1	39.1	39.1	39.1	39.1
Volume/Cap:	0.12	0.48	0.48	0.48	0.46	0.46	0.11	0.11	0.05	0.48	0.48	0.48
Delay/Veh:	41.8	26.0	26.0	41.5	22.8	22.8	23.8	23.8	23.3	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	26.0	26.0	41.5	22.8	22.8	23.8	23.8	23.3	28.2	28.2	28.2
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	5	9	9	2	2	1	9	9	9

Note: Queue reported is the number of cars per lane.

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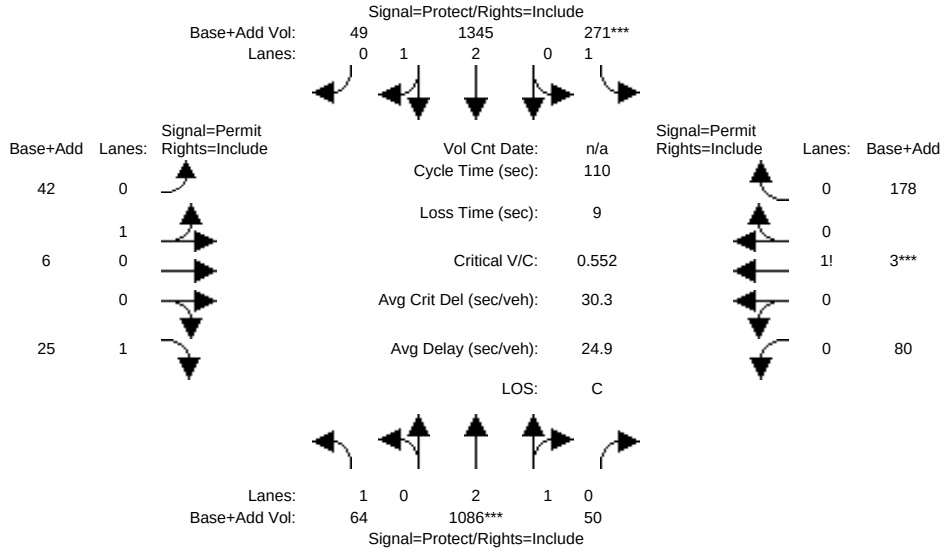
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1086	50	271	1345	49	42	6	25	80	3	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1086	50	271	1345	49	42	6	25	80	3	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1086	50	271	1345	49	42	6	25	80	3	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1086	50	271	1345	49	42	6	25	80	3	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1086	50	271	1345	49	42	6	25	80	3	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1086	50	271	1345	49	42	6	25	80	3	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.86	0.14	1.00	2.89	0.11	0.87	0.13	1.00	0.31	0.01	0.68
Final Sat.:	1750	5353	246	1750	5403	197	1575	225	1750	536	20	1193
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.15	0.25	0.25	0.03	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	14.5	40.4	40.4	30.9	56.8	56.8	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.28	0.55	0.55	0.55	0.48	0.48	0.10	0.10	0.05	0.55	0.55	0.55
Delay/Veh:	43.7	27.9	27.9	35.0	17.3	17.3	30.2	30.2	29.8	35.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	27.9	27.9	35.0	17.3	17.3	30.2	30.2	29.8	35.8	35.8	35.8
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	11	11	9	10	10	1	1	1	9	9	9

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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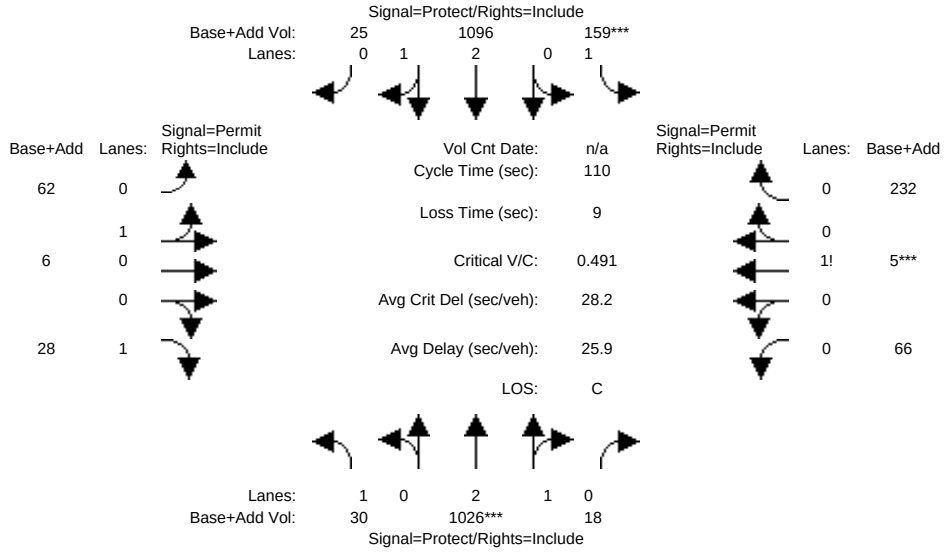
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1026	18	159	1096	25	62	6	28	66	5	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1026	18	159	1096	25	62	6	28	66	5	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1026	18	159	1096	25	62	6	28	66	5	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1026	18	159	1096	25	62	6	28	66	5	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1026	18	159	1096	25	62	6	28	66	5	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1026	18	159	1096	25	62	6	28	66	5	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	0.91	0.09	1.00	0.22	0.02	0.76
Final Sat.:	1750	5503	97	1750	5475	125	1641	159	1750	381	29	1340
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.09	0.20	0.20	0.04	0.04	0.02	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	15.0	41.8	41.8	20.4	47.2	47.2	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.13	0.49	0.49	0.49	0.47	0.47	0.11	0.11	0.05	0.49	0.49	0.49
Delay/Veh:	42.0	26.2	26.2	41.3	22.6	22.6	24.0	24.0	23.4	28.5	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	26.2	26.2	41.3	22.6	22.6	24.0	24.0	23.4	28.5	28.5	28.5
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	9	9	6	9	9	2	2	1	9	9	9

Note: Queue reported is the number of cars per lane.

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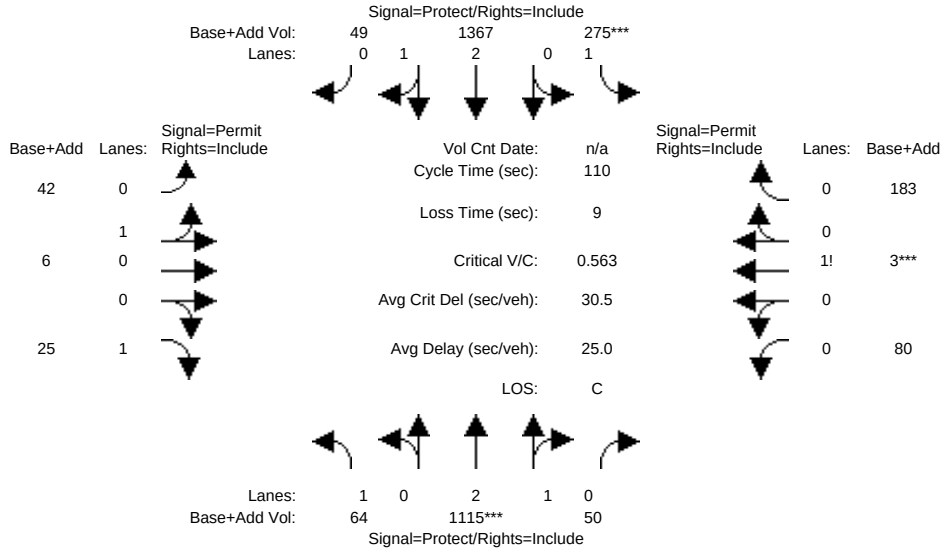
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #11: Los Gatos Blvd & Garden Ln



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1115	50	275	1367	49	42	6	25	80	3	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1115	50	275	1367	49	42	6	25	80	3	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1115	50	275	1367	49	42	6	25	80	3	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1115	50	275	1367	49	42	6	25	80	3	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1115	50	275	1367	49	42	6	25	80	3	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1115	50	275	1367	49	42	6	25	80	3	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	0.87	0.13	1.00	0.30	0.01	0.69
Final Sat.:	1750	5359	240	1750	5406	194	1575	225	1750	526	20	1204
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.16	0.25	0.25	0.03	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	14.3	40.6	40.6	30.7	57.0	57.0	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.28	0.56	0.56	0.56	0.49	0.49	0.10	0.10	0.05	0.56	0.56	0.56
Delay/Veh:	43.9	28.0	28.0	35.4	17.2	17.2	30.2	30.2	29.8	36.1	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	28.0	28.0	35.4	17.2	17.2	30.2	30.2	29.8	36.1	36.1	36.1
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	2	11	11	9	10	10	1	1	1	9	9	9

Note: Queue reported is the number of cars per lane.

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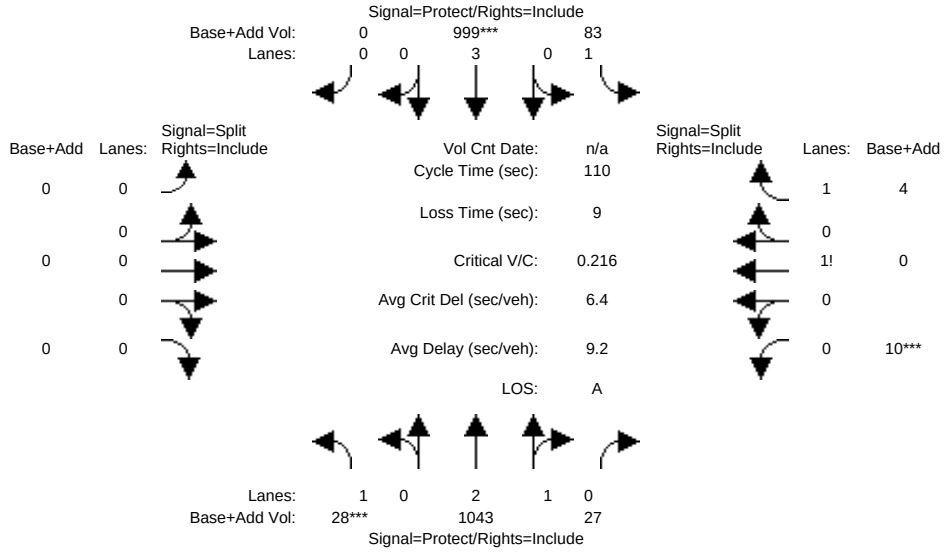
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1043	27	83	999	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1043	27	83	999	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1043	27	83	999	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1043	27	83	999	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1043	27	83	999	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1043	27	83	999	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5459	141	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	68.3	68.3	22.7	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.31	0.31	0.23	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	9.8	9.8	36.7	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	9.8	9.8	36.7	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	4	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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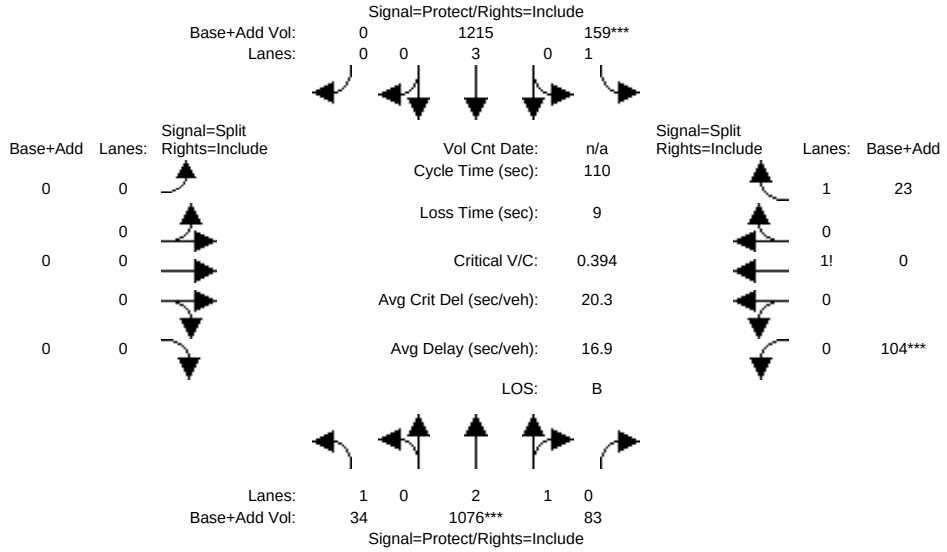
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: Los Gatos Blvd & Village Square



Base+Add	Lanes:	Signal=Split Rights=Include	Signal=Split Rights=Include	Lanes:	Base+Add
0	0			1	23
	0			0	
0	0			1!	0
	0			0	
0	0			0	104***

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1076	83	159	1215	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1076	83	159	1215	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1076	83	159	1215	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1076	83	159	1215	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1076	83	159	1215	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1076	83	159	1215	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5198	401	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.09	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	19.1	57.7	57.7	25.3	64.0	0.0	0.0	0.0	0.0	17.9	0.0	17.9
Volume/Cap:	0.11	0.39	0.39	0.39	0.37	0.00	0.00	0.00	0.00	0.39	0.00	0.07
Delay/Veh:	38.5	15.8	15.8	36.5	12.3	0.0	0.0	0.0	0.0	42.0	0.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	15.8	15.8	36.5	12.3	0.0	0.0	0.0	0.0	42.0	0.0	39.0
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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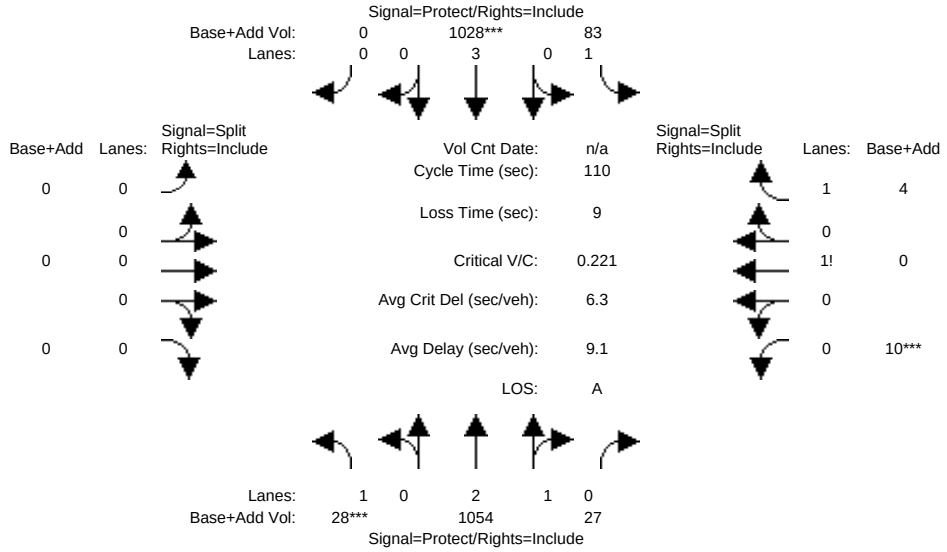
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	1054	27	83	1028	0	0	0	0	10	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1054	27	83	1028	0	0	0	0	10	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1054	27	83	1028	0	0	0	0	10	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1054	27	83	1028	0	0	0	0	10	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1054	27	83	1028	0	0	0	0	10	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1054	27	83	1028	0	0	0	0	10	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	1.17
Final Sat.:	1750	5460	140	1750	5700	0	0	0	0	1493	0	2049
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.05	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	10.0	68.4	68.4	22.6	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.18	0.31	0.31	0.23	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Delay/Veh:	46.7	9.8	9.8	36.8	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	9.8	9.8	36.8	4.7	0.0	0.0	0.0	0.0	45.9	0.0	45.6
LOS by Move:	D	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	1	6	6	3	4	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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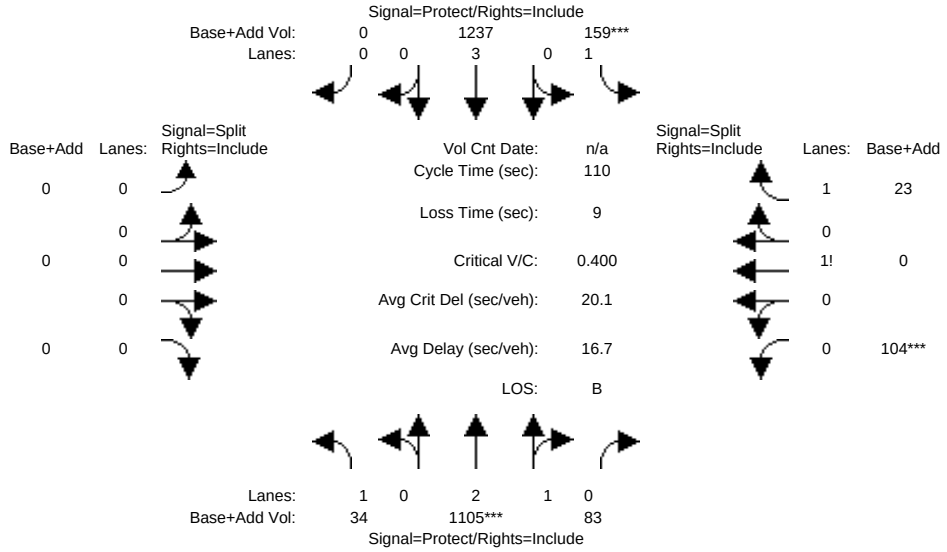
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #12: Los Gatos Blvd & Village Square



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	1105	83	159	1237	0	0	0	0	104	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1105	83	159	1237	0	0	0	0	104	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1105	83	159	1237	0	0	0	0	104	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1105	83	159	1237	0	0	0	0	104	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1105	83	159	1237	0	0	0	0	104	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1105	83	159	1237	0	0	0	0	104	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	0.90	0.00	1.10
Final Sat.:	1750	5208	391	1750	5700	0	0	0	0	1616	0	1929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.09	0.22	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Moves:		****		****						****		
Green Time:	18.9	58.3	58.3	25.0	64.4	0.0	0.0	0.0	0.0	17.7	0.0	17.7
Volume/Cap:	0.11	0.40	0.40	0.40	0.37	0.00	0.00	0.00	0.00	0.40	0.00	0.07
Delay/Veh:	38.6	15.5	15.5	36.8	12.1	0.0	0.0	0.0	0.0	42.2	0.0	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	15.5	15.5	36.8	12.1	0.0	0.0	0.0	0.0	42.2	0.0	39.2
LOS by Move:	D	B	B	D	B	A	A	A	A	D	A	D
HCM2kAvgQ:	1	8	8	5	7	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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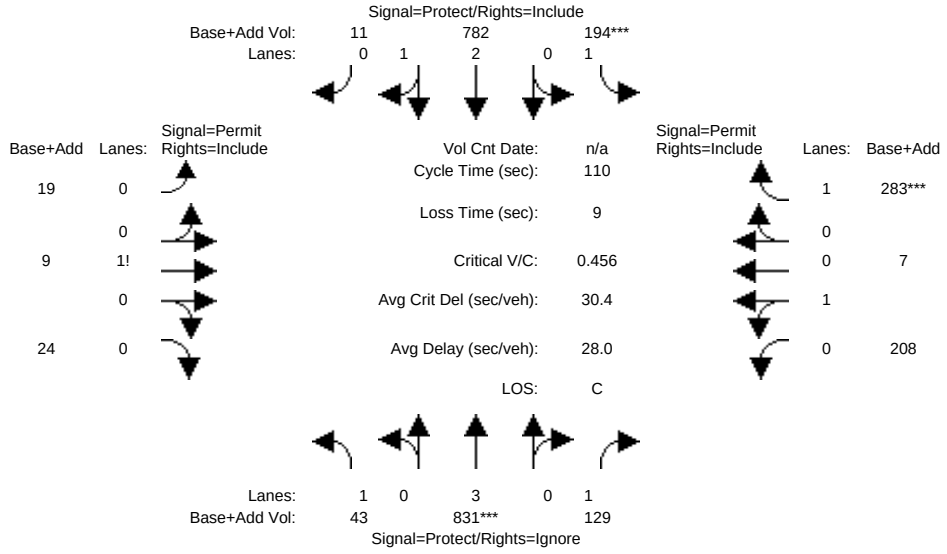
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	831	129	194	782	11	19	9	24	208	7	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	831	129	194	782	11	19	9	24	208	7	283
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	831	129	194	782	11	19	9	24	208	7	283
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	831	0	194	782	11	19	9	24	208	7	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	831	0	194	782	11	19	9	24	208	7	283
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	831	0	194	782	11	19	9	24	208	7	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5522	78	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.11	0.14	0.14	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.2	35.2	0.0	26.8	42.7	42.7	39.0	39.0	39.0	39.0	39.0	39.0
Volume/Cap:	0.14	0.46	0.00	0.46	0.36	0.36	0.08	0.08	0.08	0.34	0.34	0.46
Delay/Veh:	38.6	30.0	0.0	36.2	24.1	24.1	23.6	23.6	23.6	26.3	26.3	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	30.0	0.0	36.2	24.1	24.1	23.6	23.6	23.6	26.3	26.3	27.8
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	6	6	6	1	1	1	6	6	8

Note: Queue reported is the number of cars per lane.

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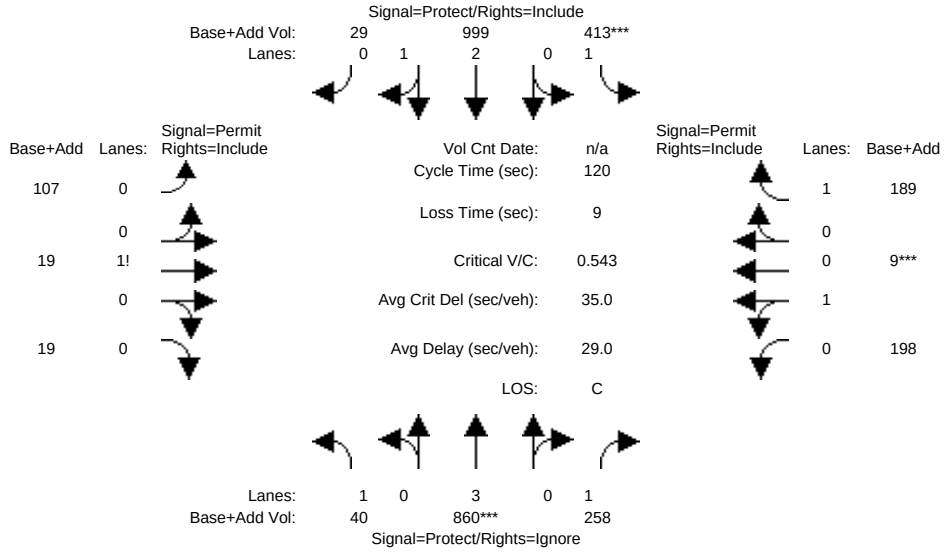
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	860	258	413	999	29	107	19	19	198	9	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	860	258	413	999	29	107	19	19	198	9	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	860	258	413	999	29	107	19	19	198	9	189
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	860	0	413	999	29	107	19	19	198	9	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	860	0	413	999	29	107	19	19	198	9	189
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	860	0	413	999	29	107	19	19	198	9	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5442	158	1291	229	229	1722	78	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.24	0.18	0.18	0.08	0.08	0.08	0.12	0.12	0.11
Crit Moves:		****		****							****	
Green Time:	20.6	33.4	0.0	52.2	64.9	64.9	25.4	25.4	25.4	25.4	25.4	25.4
Volume/Cap:	0.13	0.54	0.00	0.54	0.34	0.34	0.39	0.39	0.39	0.54	0.54	0.51
Delay/Veh:	42.3	37.2	0.0	25.9	15.5	15.5	41.3	41.3	41.3	43.7	43.7	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	37.2	0.0	25.9	15.5	15.5	41.3	41.3	41.3	43.7	43.7	43.0
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	12	7	7	5	5	5	8	8	7

Note: Queue reported is the number of cars per lane.

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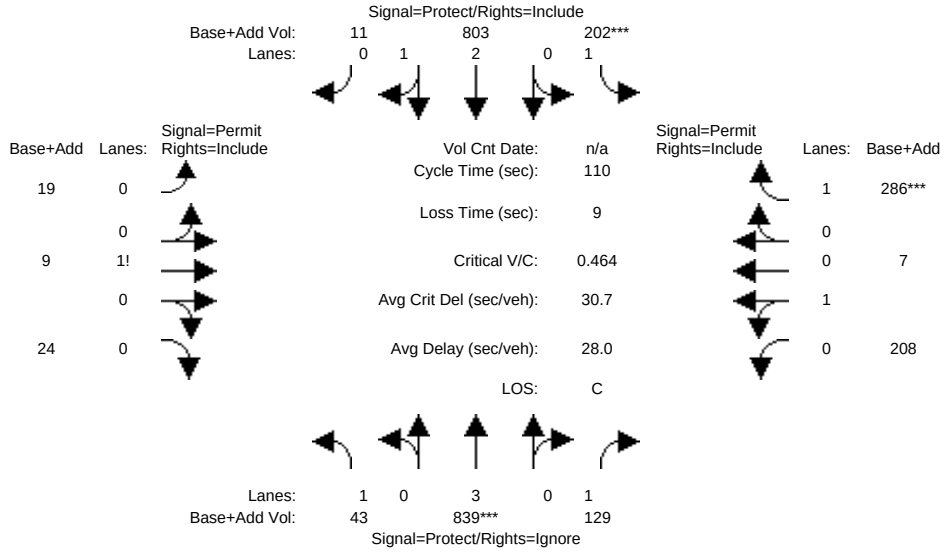
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	839	129	202	803	11	19	9	24	208	7	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	839	129	202	803	11	19	9	24	208	7	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	839	129	202	803	11	19	9	24	208	7	286
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	839	0	202	803	11	19	9	24	208	7	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	839	0	202	803	11	19	9	24	208	7	286
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	839	0	202	803	11	19	9	24	208	7	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	0.37	0.17	0.46	0.97	0.03	1.00
Final Sat.:	1750	5700	1750	1750	5524	76	639	303	808	1741	59	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.12	0.15	0.15	0.03	0.03	0.03	0.12	0.12	0.16
Crit Moves:		****		****								****
Green Time:	19.0	34.9	0.0	27.4	43.3	43.3	38.7	38.7	38.7	38.7	38.7	38.7
Volume/Cap:	0.14	0.46	0.00	0.46	0.37	0.37	0.08	0.08	0.08	0.34	0.34	0.46
Delay/Veh:	38.8	30.3	0.0	35.9	23.8	23.8	23.8	23.8	23.8	26.5	26.5	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	30.3	0.0	35.9	23.8	23.8	23.8	23.8	23.8	26.5	26.5	28.1
LOS by Move:	D	C	A	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	7	7	7	1	1	1	6	6	8

Note: Queue reported is the number of cars per lane.

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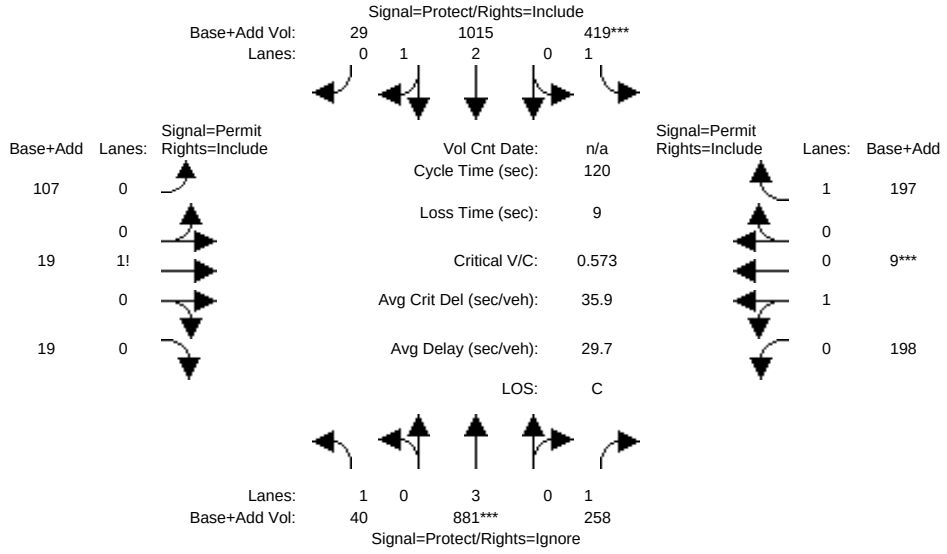
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #13: Los Gatos Blvd & Los Gatos Almaden Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	881	258	419	1015	29	107	19	19	198	9	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	881	258	419	1015	29	107	19	19	198	9	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	16	-16	0	0	0	0	22	0	0
Initial Fut:	40	881	258	435	999	29	107	19	19	220	9	197
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	881	0	435	999	29	107	19	19	220	9	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	881	0	435	999	29	107	19	19	220	9	197
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	881	0	435	999	29	107	19	19	220	9	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.74	0.13	0.13	0.96	0.04	1.00
Final Sat.:	1750	5700	1750	1750	5442	158	1291	229	229	1729	71	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.00	0.25	0.18	0.18	0.08	0.08	0.08	0.13	0.13	0.11
Crit Moves:		****		****							****	
Green Time:	20.3	32.3	0.0	52.0	64.0	64.0	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.13	0.57	0.00	0.57	0.34	0.34	0.37	0.37	0.37	0.57	0.57	0.51
Delay/Veh:	42.6	38.4	0.0	26.7	16.1	16.1	40.2	40.2	40.2	43.6	43.6	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	38.4	0.0	26.7	16.1	16.1	40.2	40.2	40.2	43.6	43.6	42.0
LOS by Move:	D	D	A	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	10	0	13	7	7	5	5	5	8	8	7

Note: Queue reported is the number of cars per lane.

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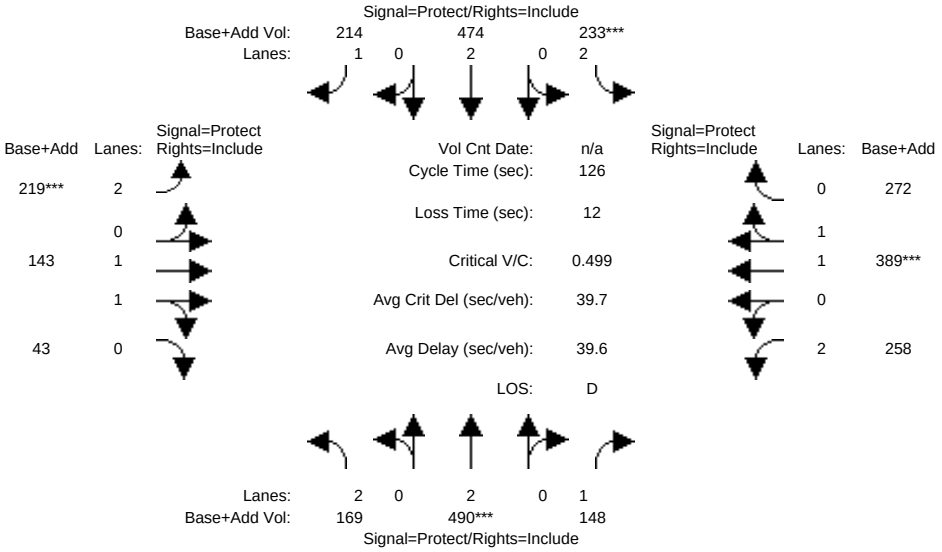
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	490	148	233	474	214	219	143	43	258	389	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	490	148	233	474	214	219	143	43	258	389	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	490	148	233	474	214	219	143	43	258	389	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	490	148	233	474	214	219	143	43	258	389	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	490	148	233	474	214	219	143	43	258	389	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	490	148	233	474	214	219	143	43	258	389	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2176	1522
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.07	0.12	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	32.6	32.6	18.7	35.5	35.5	17.6	30.9	30.9	31.9	45.2	45.2
Volume/Cap:	0.43	0.50	0.33	0.50	0.44	0.43	0.50	0.21	0.21	0.32	0.50	0.50
Delay/Veh:	51.7	40.2	38.3	50.2	37.4	37.7	51.0	37.9	37.9	38.5	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	40.2	38.3	50.2	37.4	37.7	51.0	37.9	37.9	38.5	31.9	31.9
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	5	8	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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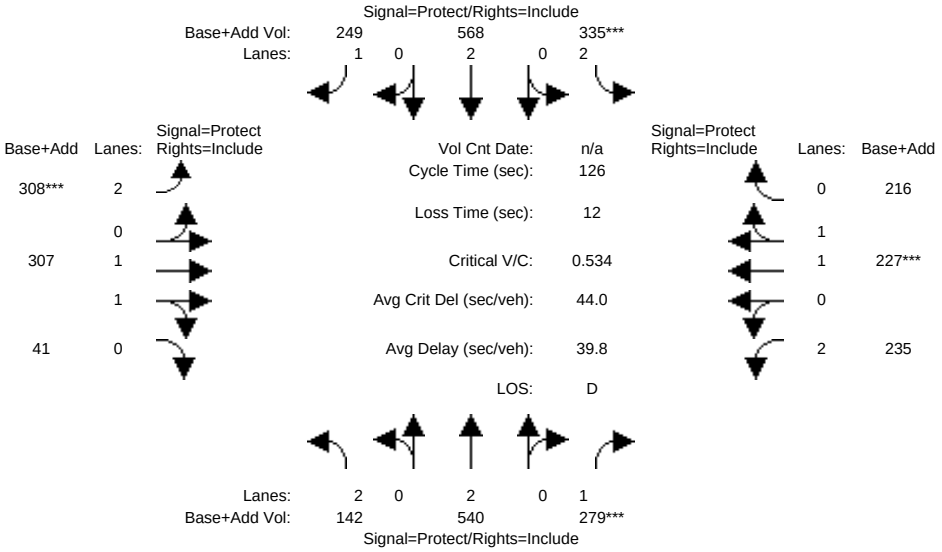
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	540	279	335	568	249	308	307	41	235	227	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	540	279	335	568	249	308	307	41	235	227	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	540	279	335	568	249	308	307	41	235	227	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	540	279	335	568	249	308	307	41	235	227	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	540	279	335	568	249	308	307	41	235	227	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	540	279	335	568	249	308	307	41	235	227	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1898	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.15	0.14	0.10	0.09	0.09	0.07	0.12	0.12
Crit Moves:			****	****			****				****	
Green Time:	17.0	37.6	37.6	25.1	45.7	45.7	23.1	28.6	28.6	22.7	28.2	28.2
Volume/Cap:	0.33	0.48	0.53	0.53	0.41	0.39	0.53	0.41	0.41	0.41	0.53	0.54
Delay/Veh:	49.8	36.5	38.0	46.1	30.3	30.2	47.6	41.9	41.9	46.3	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	36.5	38.0	46.1	30.3	30.2	47.6	41.9	41.9	46.3	43.8	43.8
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	10	7	8	8	7	6	6	5	8	8

Note: Queue reported is the number of cars per lane.

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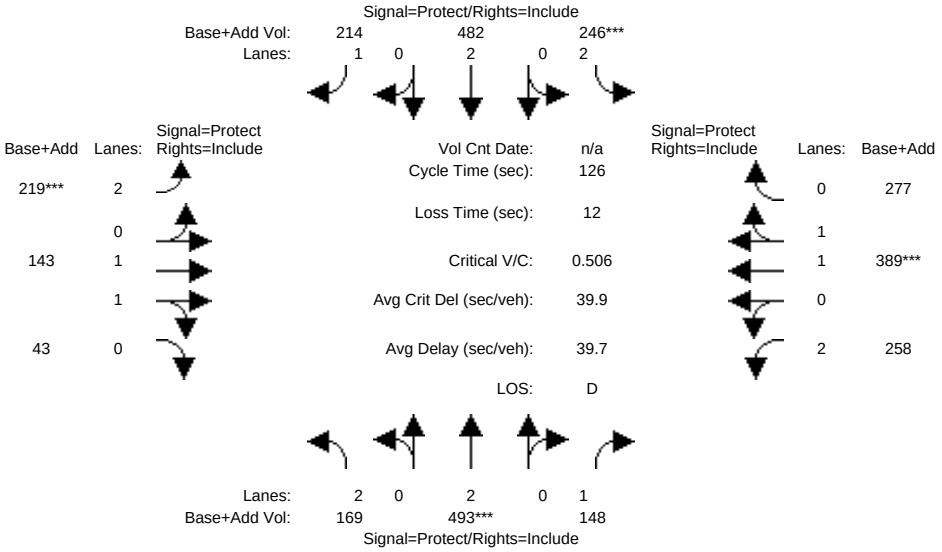
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	493	148	246	482	214	219	143	43	258	389	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	493	148	246	482	214	219	143	43	258	389	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	493	148	246	482	214	219	143	43	258	389	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	493	148	246	482	214	219	143	43	258	389	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	493	148	246	482	214	219	143	43	258	389	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	493	148	246	482	214	219	143	43	258	389	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.52	0.48	2.00	1.15	0.85
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	2844	855	3150	2160	1538
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.08	0.13	0.12	0.07	0.05	0.05	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	15.8	32.3	32.3	19.5	36.0	36.0	17.3	30.6	30.6	31.6	44.9	44.9
Volume/Cap:	0.43	0.51	0.33	0.51	0.44	0.43	0.51	0.21	0.21	0.33	0.51	0.51
Delay/Veh:	51.7	40.4	38.5	49.7	37.1	37.2	51.3	38.1	38.1	38.8	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	40.4	38.5	49.7	37.1	37.2	51.3	38.1	38.1	38.8	32.2	32.2
LOS by Move:	D	D	D	D	D	D	D	D	D	D	C	C
HCM2kAvgQ:	4	8	5	6	8	7	5	3	3	5	10	10

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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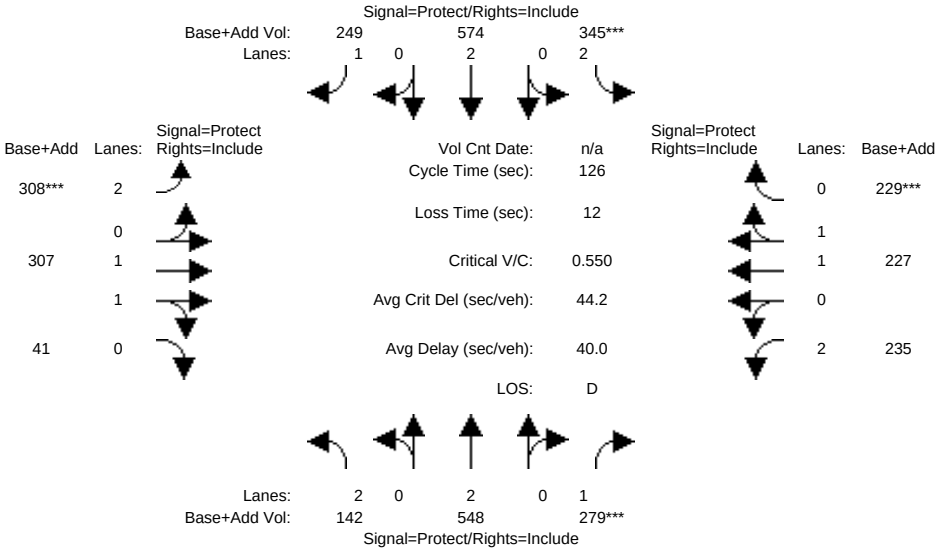
Intersection #14: Los Gatos Blvd & Blossom Hill Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	548	279	345	574	249	308	307	41	235	227	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	548	279	345	574	249	308	307	41	235	227	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	548	279	345	574	249	308	307	41	235	227	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	548	279	345	574	249	308	307	41	235	227	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	548	279	345	574	249	308	307	41	235	227	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	548	279	345	574	249	308	307	41	235	227	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3264	436	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.11	0.15	0.14	0.10	0.09	0.09	0.07	0.12	0.13
Crit Moves:			****	****			****					****
Green Time:	16.6	36.5	36.5	25.1	45.0	45.0	22.4	29.2	29.2	23.2	30.0	30.0
Volume/Cap:	0.34	0.50	0.55	0.55	0.42	0.40	0.55	0.41	0.41	0.41	0.50	0.55
Delay/Veh:	50.3	37.5	39.1	46.4	30.8	30.7	48.4	41.3	41.3	45.8	42.0	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	37.5	39.1	46.4	30.8	30.7	48.4	41.3	41.3	45.8	42.0	42.9
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	9	10	8	8	8	7	6	6	5	8	9

Note: Queue reported is the number of cars per lane.

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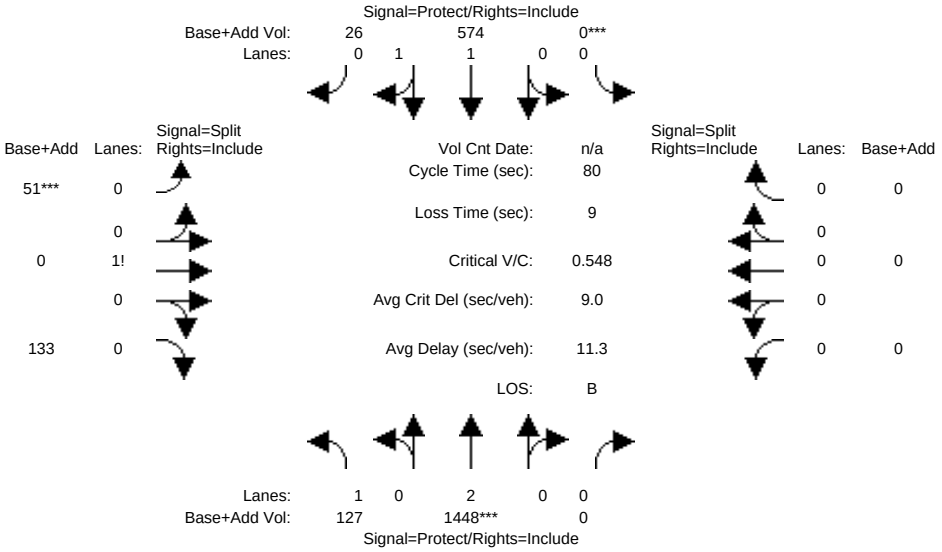
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	1448	0	0	574	26	51	0	133	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1448	0	0	574	26	51	0	133	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1448	0	0	574	26	51	0	133	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1448	0	0	574	26	51	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1448	0	0	574	26	51	0	133	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1448	0	0	574	26	51	0	133	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3540	160	485	0	1265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.5	55.6	0.0	0.0	36.1	36.1	15.4	0.0	15.4	0.0	0.0	0.0
Volume/Cap:	0.30	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.1	6.2	0.0	0.0	14.5	14.5	31.1	0.0	31.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	6.2	0.0	0.0	14.5	14.5	31.1	0.0	31.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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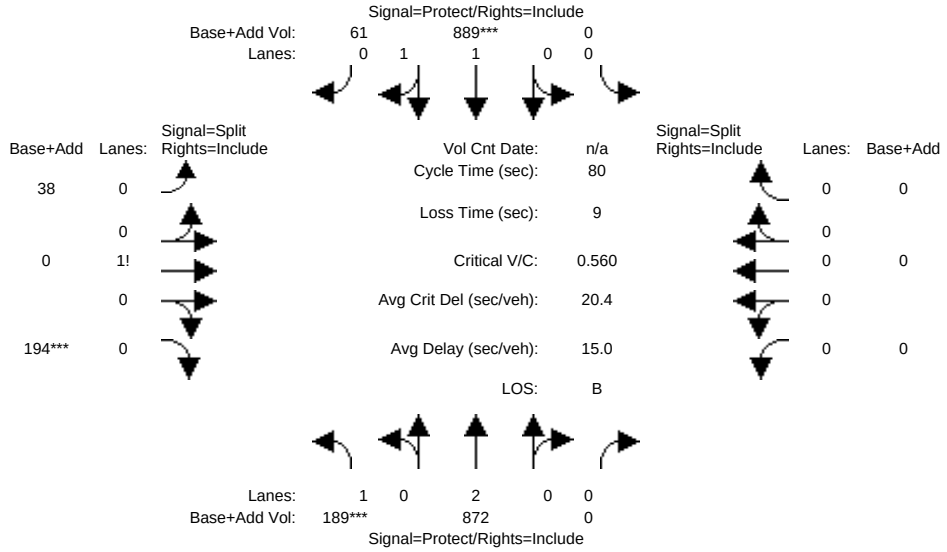
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	189	872	0	0	889	61	38	0	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	872	0	0	889	61	38	0	194	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	872	0	0	889	61	38	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	872	0	0	889	61	38	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	872	0	0	889	61	38	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	872	0	0	889	61	38	0	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3462	238	287	0	1463	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.4	52.1	0.0	0.0	36.7	36.7	18.9	0.0	18.9	0.0	0.0	0.0
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	31.4	6.4	0.0	0.0	16.2	16.2	28.6	0.0	28.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	6.4	0.0	0.0	16.2	16.2	28.6	0.0	28.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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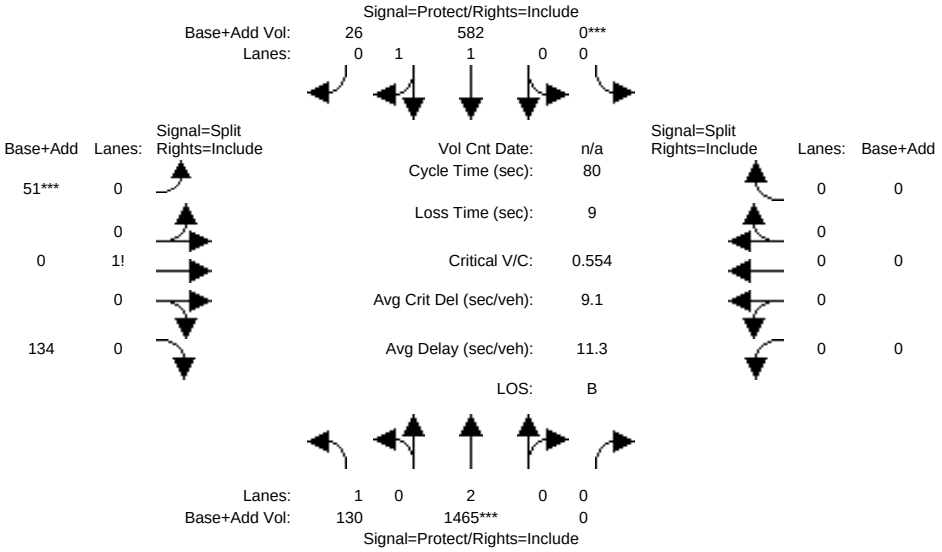
Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	1465	0	0	582	26	51	0	134	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1465	0	0	582	26	51	0	134	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1465	0	0	582	26	51	0	134	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1465	0	0	582	26	51	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1465	0	0	582	26	51	0	134	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	1465	0	0	582	26	51	0	134	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3542	158	482	0	1268	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.00	0.00	0.16	0.16	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	19.4	55.7	0.0	0.0	36.4	36.4	15.3	0.0	15.3	0.0	0.0	0.0
Volume/Cap:	0.31	0.55	0.00	0.00	0.36	0.36	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	25.2	6.3	0.0	0.0	14.4	14.4	31.3	0.0	31.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	6.3	0.0	0.0	14.4	14.4	31.3	0.0	31.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	9	0	0	5	5	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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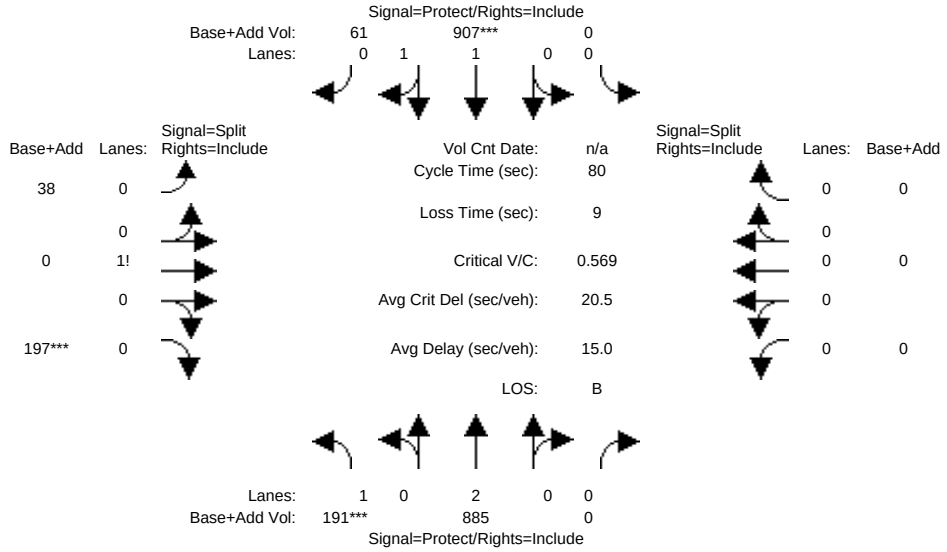
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #15: Winchester Blvd & Wimbledon Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	191	885	0	0	907	61	38	0	197	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	885	0	0	907	61	38	0	197	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	885	0	0	907	61	38	0	197	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	885	0	0	907	61	38	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	885	0	0	907	61	38	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	885	0	0	907	61	38	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.16	0.00	0.84	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3467	233	283	0	1467	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.26	0.26	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	15.3	52.1	0.0	0.0	36.8	36.8	18.9	0.0	18.9	0.0	0.0	0.0
Volume/Cap:	0.57	0.36	0.00	0.00	0.57	0.57	0.57	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	31.6	6.4	0.0	0.0	16.3	16.3	28.9	0.0	28.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	6.4	0.0	0.0	16.3	16.3	28.9	0.0	28.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	5	5	0	0	9	9	6	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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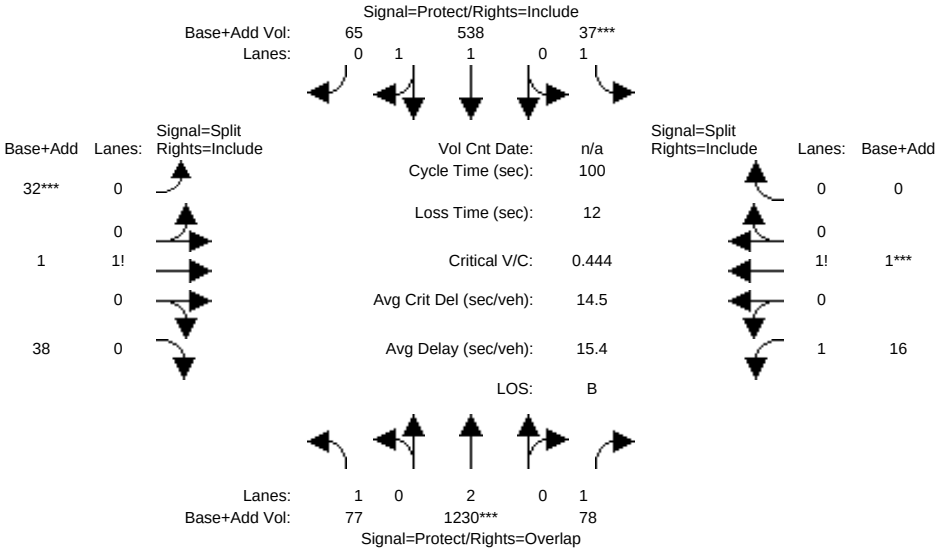
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1230	78	37	538	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1230	78	37	538	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1230	78	37	538	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1230	78	37	538	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1230	78	37	538	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1230	78	37	538	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3301	399	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.04	0.02	0.16	0.16	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.4	61.0	71.0	7.0	47.6	47.6	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.22	0.53	0.06	0.30	0.34	0.34	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.4	11.5	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	11.5	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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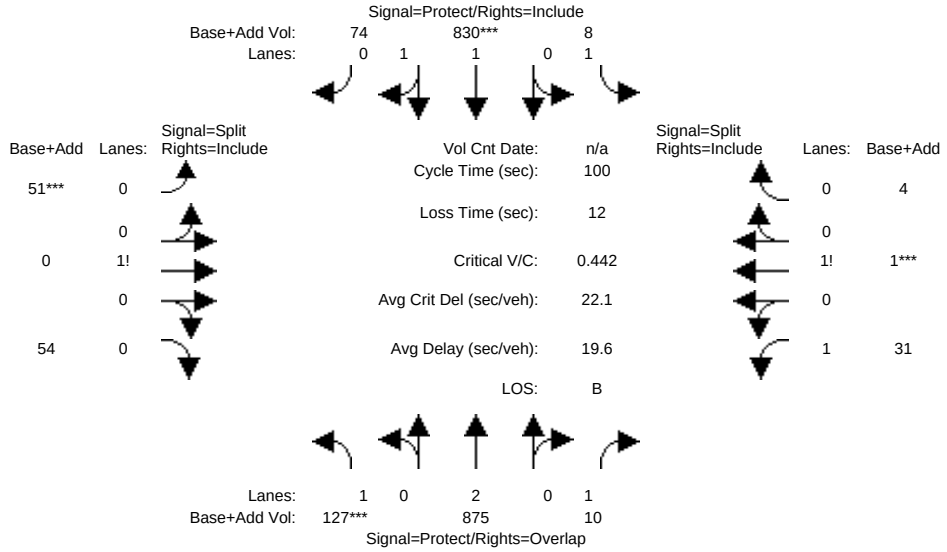
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	875	10	8	830	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	875	10	8	830	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	875	10	8	830	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	875	10	8	830	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	875	10	8	830	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	875	10	8	830	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3397	303	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.24	0.24	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	15.0	50.3	60.3	15.3	50.6	50.6	12.4	0.0	12.4	10.0	10.0	10.0
Volume/Cap:	0.48	0.46	0.01	0.03	0.48	0.48	0.48	0.00	0.48	0.10	0.12	0.12
Delay/Veh:	40.3	16.2	7.9	36.1	16.4	16.4	42.5	0.0	42.5	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	16.2	7.9	36.1	16.4	16.4	42.5	0.0	42.5	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	9	9	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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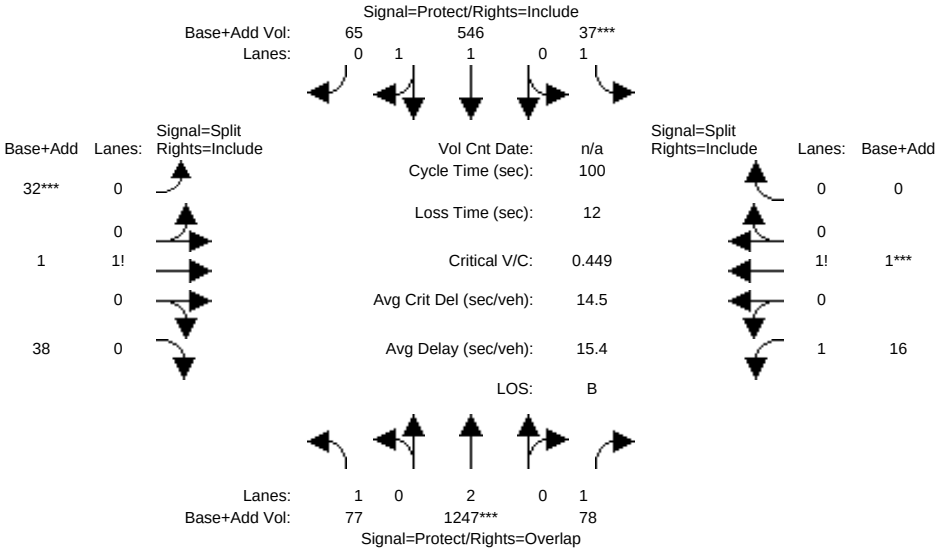
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1247	78	37	546	65	32	1	38	16	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1247	78	37	546	65	32	1	38	16	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1247	78	37	546	65	32	1	38	16	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1247	78	37	546	65	32	1	38	16	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1247	78	37	546	65	32	1	38	16	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1247	78	37	546	65	32	1	38	16	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.45	0.01	0.54	1.89	0.11	0.00
Final Sat.:	1750	3800	1750	1750	3306	394	789	25	937	3306	194	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.04	0.02	0.17	0.17	0.04	0.04	0.04	0.00	0.01	0.00
Crit Moves:		****		****			****				****	
Green Time:	20.2	61.0	71.0	7.0	47.8	47.8	10.0	10.0	10.0	10.0	10.0	0.0
Volume/Cap:	0.22	0.54	0.06	0.30	0.35	0.35	0.41	0.41	0.41	0.05	0.05	0.00
Delay/Veh:	33.6	11.6	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	11.6	4.4	45.6	16.5	16.5	43.7	43.7	43.7	40.8	40.8	0.0
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	2	11	1	1	6	6	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
Hexagon Transportation Consultants, Inc.

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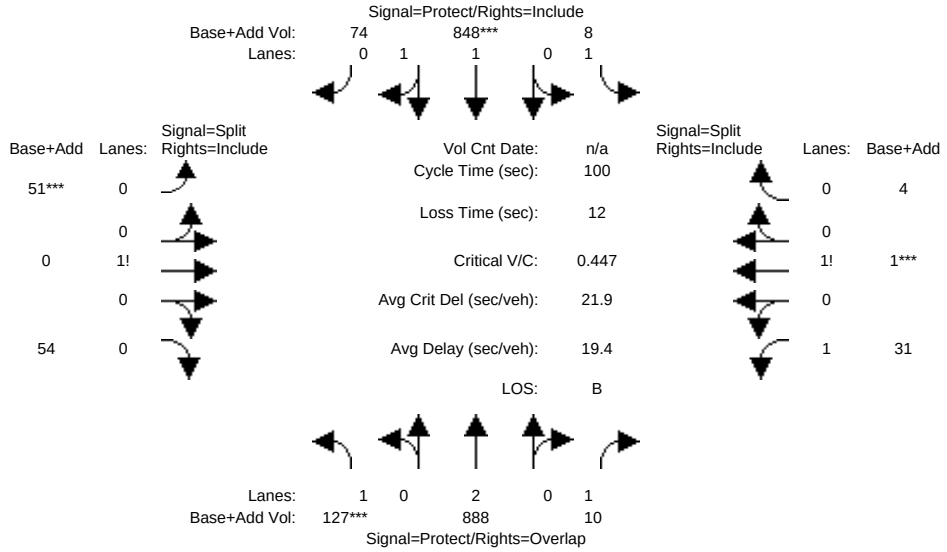
Intersection #16: Winchester Blvd & Albright Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	888	10	8	848	74	51	0	54	31	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	888	10	8	848	74	51	0	54	31	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	888	10	8	848	74	51	0	54	31	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	888	10	8	848	74	51	0	54	31	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	888	10	8	848	74	51	0	54	31	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	888	10	8	848	74	51	0	54	31	1	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.49	0.00	0.51	1.76	0.05	0.19
Final Sat.:	1750	3800	1750	1750	3403	297	850	0	900	3073	85	341
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.01	0.00	0.25	0.25	0.06	0.00	0.06	0.01	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	14.8	50.6	60.6	15.2	50.9	50.9	12.3	0.0	12.3	10.0	10.0	10.0
Volume/Cap:	0.49	0.46	0.01	0.03	0.49	0.49	0.49	0.00	0.49	0.10	0.12	0.12
Delay/Veh:	40.6	16.1	7.8	36.2	16.2	16.2	42.7	0.0	42.7	41.0	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	16.1	7.8	36.2	16.2	16.2	42.7	0.0	42.7	41.0	41.2	41.2
LOS by Move:	D	B	A	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	4	9	0	0	10	10	4	0	4	1	1	1

Note: Queue reported is the number of cars per lane.

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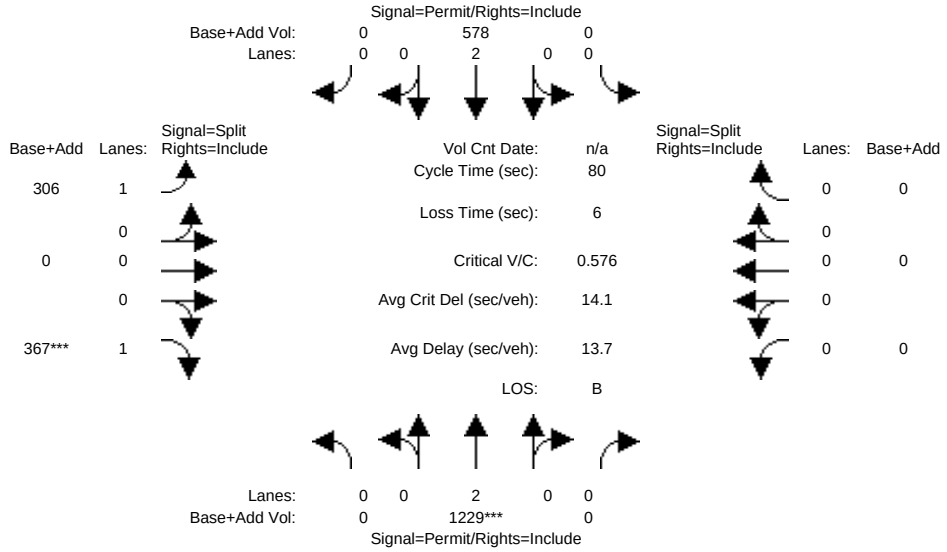
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1229	0	0	578	0	306	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1229	0	0	578	0	306	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1229	0	0	578	0	306	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1229	0	0	578	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1229	0	0	578	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1229	0	0	578	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.9	0.0	0.0	44.9	0.0	29.1	0.0	29.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.2	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	9.2	0.0	20.2	0.0	21.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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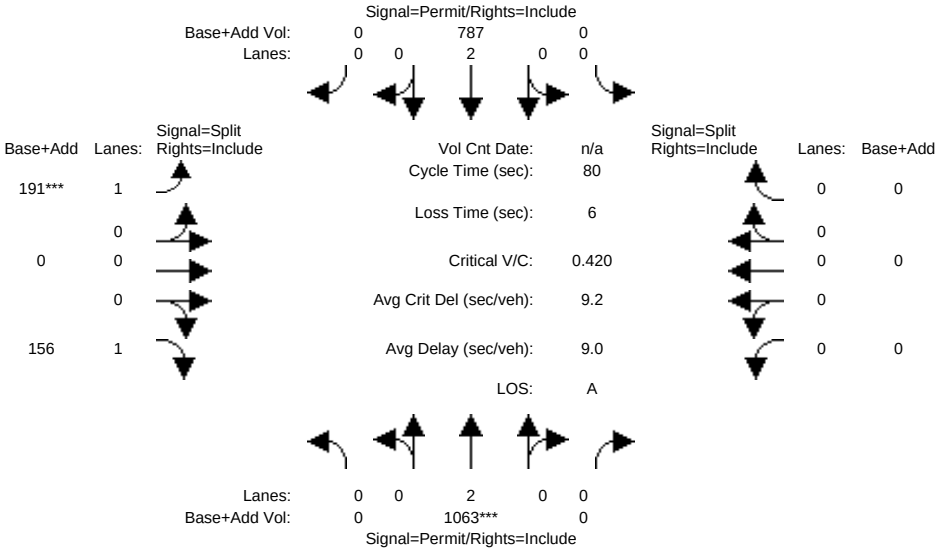
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1063	0	0	787	0	191	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1063	0	0	787	0	191	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1063	0	0	787	0	191	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1063	0	0	787	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	0	0	787	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1063	0	0	787	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.2	0.0	0.0	53.2	0.0	20.8	0.0	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.31	0.00	0.42	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.2	0.0	24.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.2	0.0	24.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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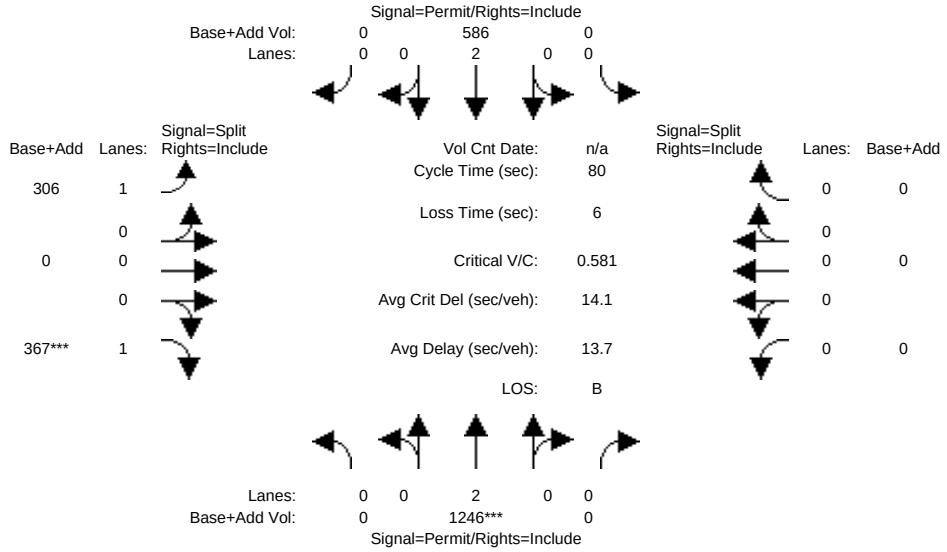
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1246	0	0	586	0	306	0	367	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1246	0	0	586	0	306	0	367	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1246	0	0	586	0	306	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1246	0	0	586	0	306	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	0	0	586	0	306	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	0	0	586	0	306	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.15	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	45.1	0.0	0.0	45.1	0.0	28.9	0.0	28.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.27	0.00	0.48	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	11.7	0.0	0.0	9.1	0.0	20.4	0.0	22.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	0.0	0.0	9.1	0.0	20.4	0.0	22.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	0	0	4	0	7	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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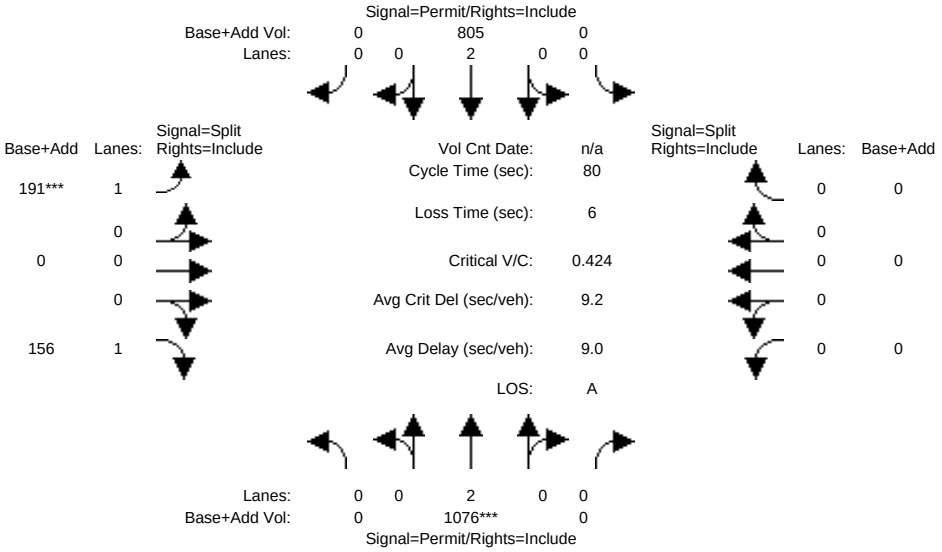
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #17: Winchester Blvd & SR 85 SB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1076	0	0	805	0	191	0	156	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1076	0	0	805	0	191	0	156	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1076	0	0	805	0	191	0	156	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1076	0	0	805	0	191	0	156	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1076	0	0	805	0	191	0	156	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1076	0	0	805	0	191	0	156	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.21	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	53.4	0.0	0.0	53.4	0.0	20.6	0.0	20.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.00	0.00	0.32	0.00	0.42	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.4	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.7	0.0	25.4	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	4	0	5	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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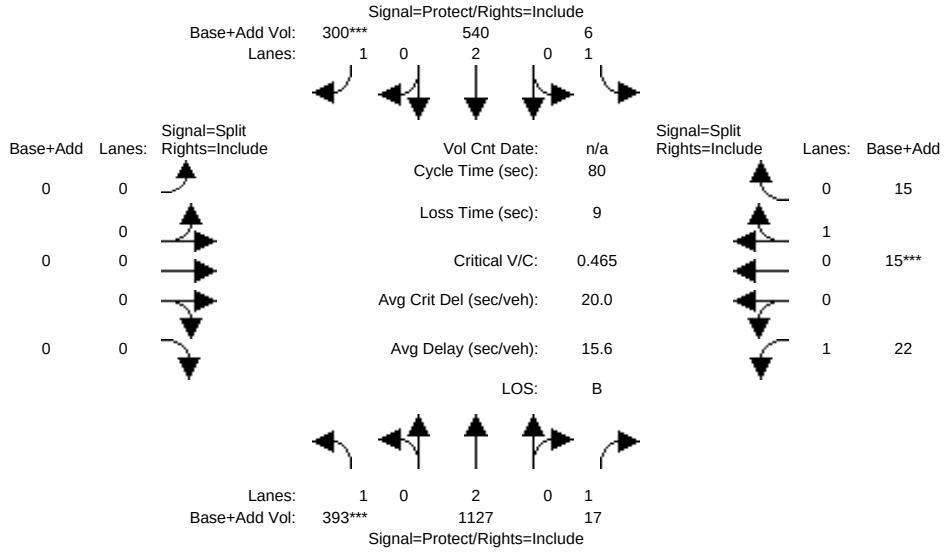
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1127	17	6	540	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1127	17	6	540	300	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1127	17	6	540	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1127	17	6	540	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1127	17	6	540	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	1127	17	6	540	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.1	47.1	13.9	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.50	0.02	0.02	0.43	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.4	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.4	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	5	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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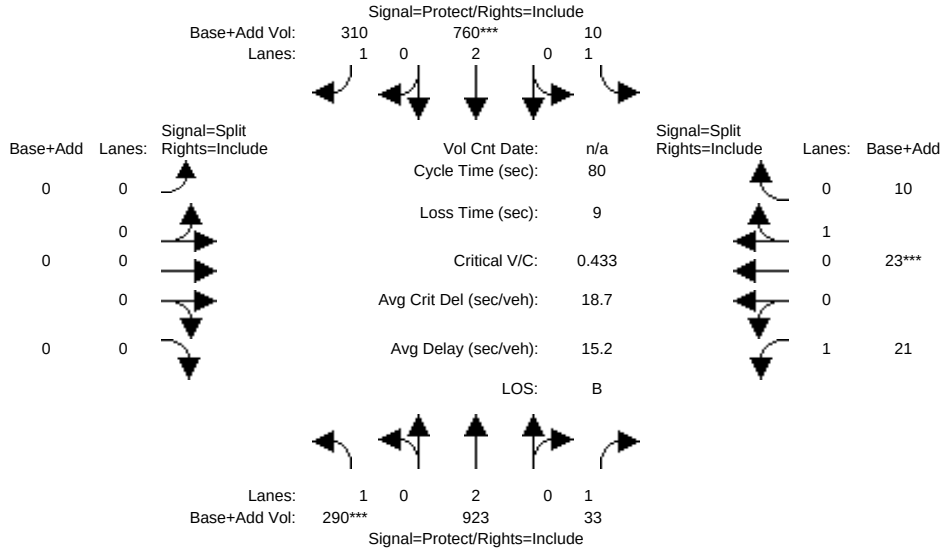
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	923	33	10	760	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	923	33	10	760	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	923	33	10	760	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	923	33	10	760	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	923	33	10	760	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	923	33	10	760	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.6	44.8	44.8	16.2	33.4	33.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.43	0.03	0.03	0.48	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.1	10.3	7.9	25.7	17.2	16.9	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	10.3	7.9	25.7	17.2	16.9	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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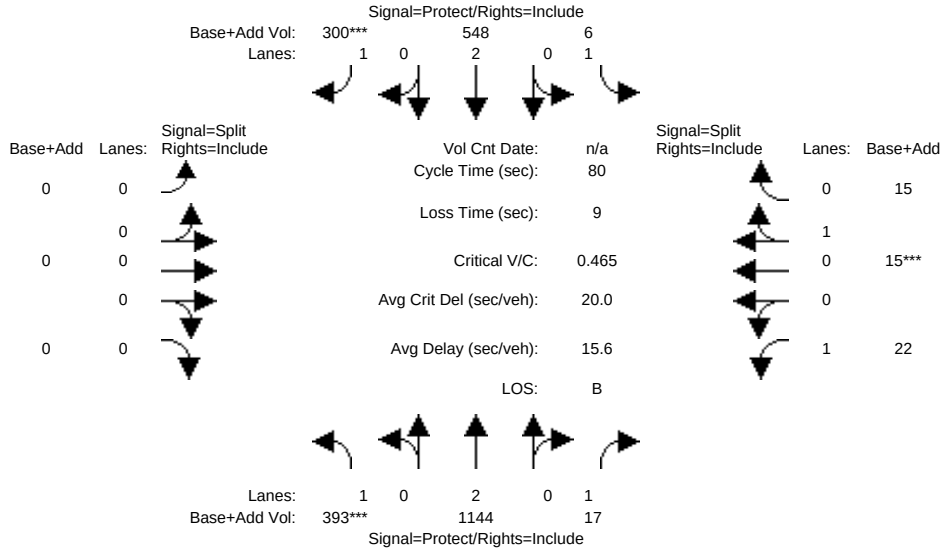
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	393	1144	17	6	548	300	0	0	0	22	15	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1144	17	6	548	300	0	0	0	22	15	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	1144	17	6	548	300	0	0	0	22	15	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1144	17	6	548	300	0	0	0	22	15	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1144	17	6	548	300	0	0	0	22	15	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	393	1144	17	6	548	300	0	0	0	22	15	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	900	900
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.00	0.14	0.17	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****					****					****	
Green Time:	34.6	47.3	47.3	13.7	26.4	26.4	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.51	0.02	0.02	0.44	0.52	0.00	0.00	0.00	0.10	0.13	0.13
Delay/Veh:	17.3	9.8	6.8	27.6	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	9.8	6.8	27.6	21.2	22.5	0.0	0.0	0.0	31.2	31.4	31.4
LOS by Move:	B	A	A	C	C	C	A	A	A	C	C	C
HCM2kAvgQ:	8	8	0	0	6	7	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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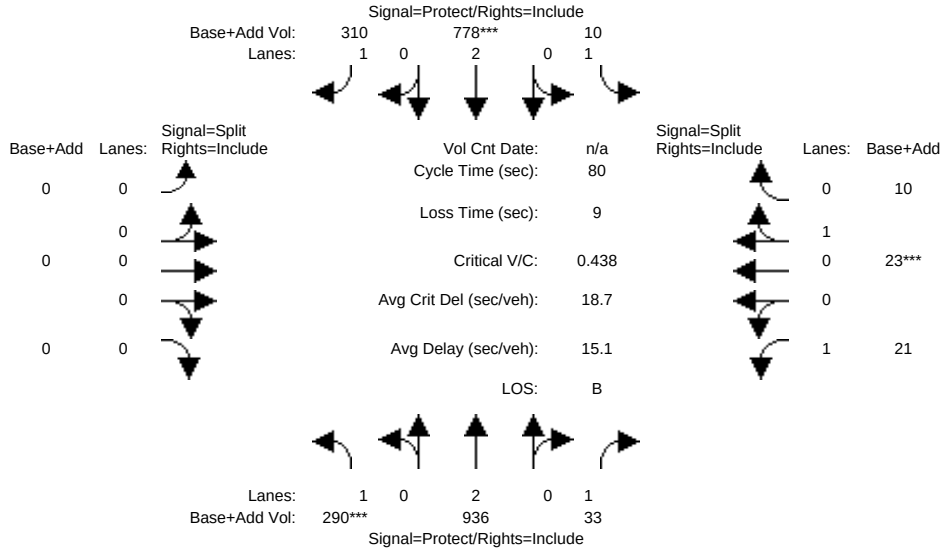
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #18: Winchester Blvd & SR 85 NB Ramp



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	936	33	10	778	310	0	0	0	21	23	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	936	33	10	778	310	0	0	0	21	23	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	936	33	10	778	310	0	0	0	21	23	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	936	33	10	778	310	0	0	0	21	23	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	936	33	10	778	310	0	0	0	21	23	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	936	33	10	778	310	0	0	0	21	23	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	0	0	0	1750	1255	545
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.02	0.01	0.20	0.18	0.00	0.00	0.00	0.01	0.02	0.02
Crit Moves:	****				****						****	
Green Time:	27.3	45.0	45.0	16.0	33.7	33.7	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.49	0.44	0.03	0.03	0.49	0.42	0.00	0.00	0.00	0.10	0.15	0.15
Delay/Veh:	21.4	10.3	7.8	25.8	17.1	16.7	0.0	0.0	0.0	31.2	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	10.3	7.8	25.8	17.1	16.7	0.0	0.0	0.0	31.2	31.5	31.5
LOS by Move:	C	B	A	C	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	7	0	0	7	6	0	0	0	1	1	1

Note: Queue reported is the number of cars per lane.

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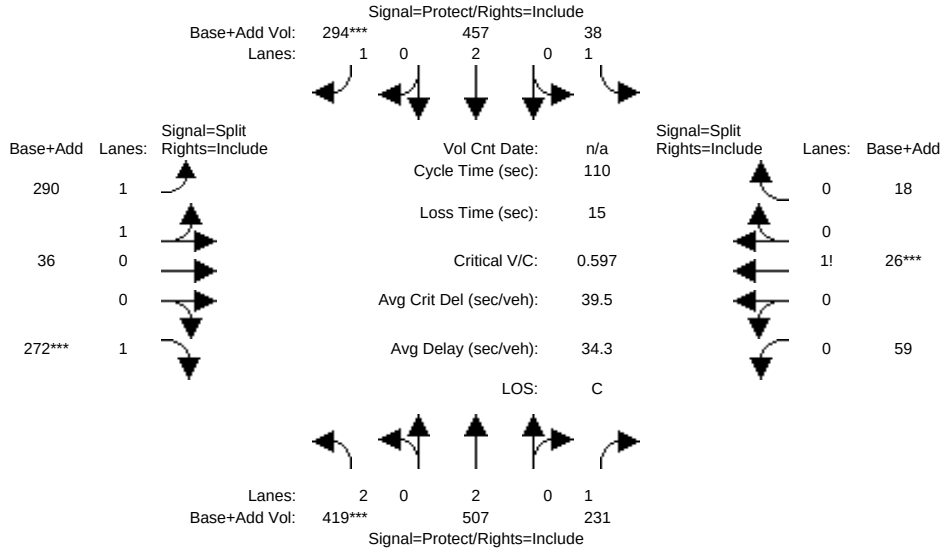
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	419	507	231	38	457	294	290	36	272	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	507	231	38	457	294	290	36	272	59	26	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	507	231	38	457	294	290	36	272	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	507	231	38	457	294	290	36	272	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	507	231	38	457	294	290	36	272	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	507	231	38	457	294	290	36	272	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.02	0.12	0.17	0.09	0.09	0.16	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.5	37.6	37.6	17.9	31.0	31.0	28.7	28.7	28.7	10.9	10.9	10.9
Volume/Cap:	0.60	0.39	0.39	0.13	0.43	0.60	0.35	0.35	0.60	0.60	0.60	0.60
Delay/Veh:	39.7	27.7	27.9	39.6	32.5	36.1	33.4	33.4	37.8	53.1	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	27.7	27.9	39.6	32.5	36.1	33.4	33.4	37.8	53.1	53.1	53.1
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	6	10	5	5	9	5	5	5

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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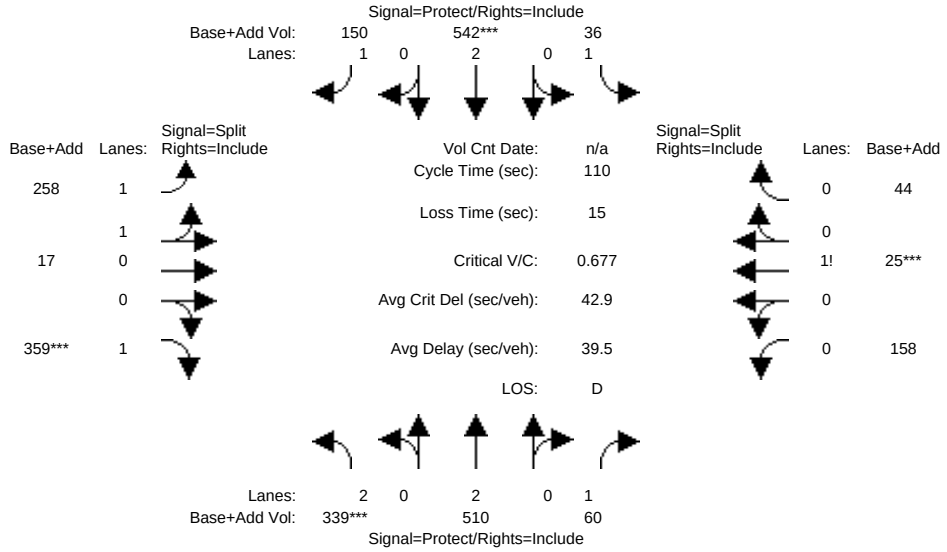
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	510	60	36	542	150	258	17	359	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	510	60	36	542	150	258	17	359	158	25	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	510	60	36	542	150	258	17	359	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	510	60	36	542	150	258	17	359	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	510	60	36	542	150	258	17	359	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	510	60	36	542	150	258	17	359	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.03	0.02	0.14	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.5	27.6	27.6	13.1	23.2	23.2	33.3	33.3	33.3	21.1	21.1	21.1
Volume/Cap:	0.68	0.54	0.14	0.17	0.68	0.41	0.26	0.26	0.68	0.68	0.68	0.68
Delay/Veh:	47.3	36.3	32.1	44.0	42.3	38.2	29.1	29.1	37.1	46.8	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	36.3	32.1	44.0	42.3	38.2	29.1	29.1	37.1	46.8	46.8	46.8
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	12	9	9	9

Note: Queue reported is the number of cars per lane.

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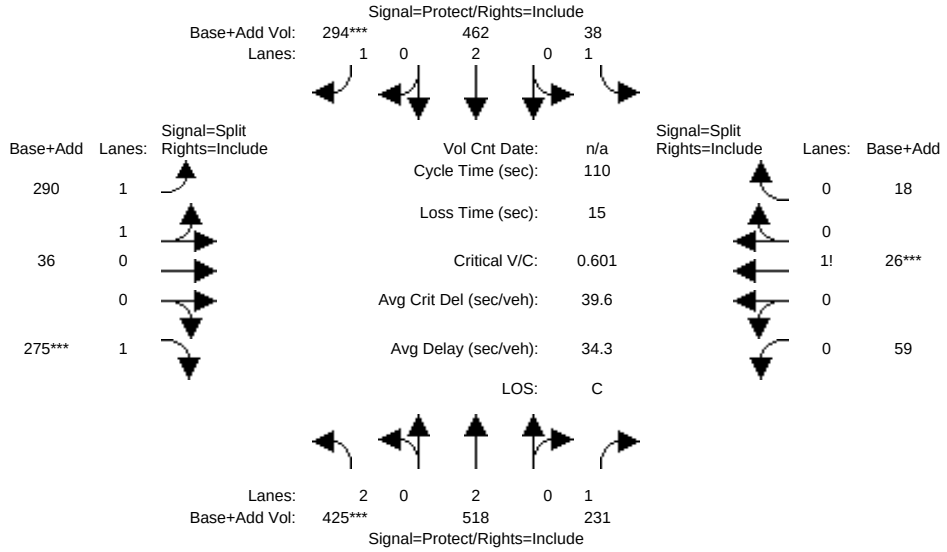
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj AM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	425	518	231	38	462	294	290	36	275	59	26	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	518	231	38	462	294	290	36	275	59	26	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	518	231	38	462	294	290	36	275	59	26	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	518	231	38	462	294	290	36	275	59	26	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	518	231	38	462	294	290	36	275	59	26	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	518	231	38	462	294	290	36	275	59	26	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.78	0.22	1.00	0.58	0.25	0.17
Final Sat.:	3150	3800	1750	1750	3800	1750	3158	392	1750	1002	442	306
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.13	0.02	0.12	0.17	0.09	0.09	0.16	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Green Time:	24.7	37.8	37.8	17.6	30.8	30.8	28.8	28.8	28.8	10.8	10.8	10.8
Volume/Cap:	0.60	0.40	0.38	0.14	0.43	0.60	0.35	0.35	0.60	0.60	0.60	0.60
Delay/Veh:	39.7	27.6	27.7	39.8	32.8	36.4	33.3	33.3	37.8	53.4	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	27.6	27.7	39.8	32.8	36.4	33.3	33.3	37.8	53.4	53.4	53.4
LOS by Move:	D	C	C	D	C	D	C	C	D	D	D	D
HCM2kAvgQ:	8	7	6	1	7	10	5	5	9	5	5	5

Note: Queue reported is the number of cars per lane.

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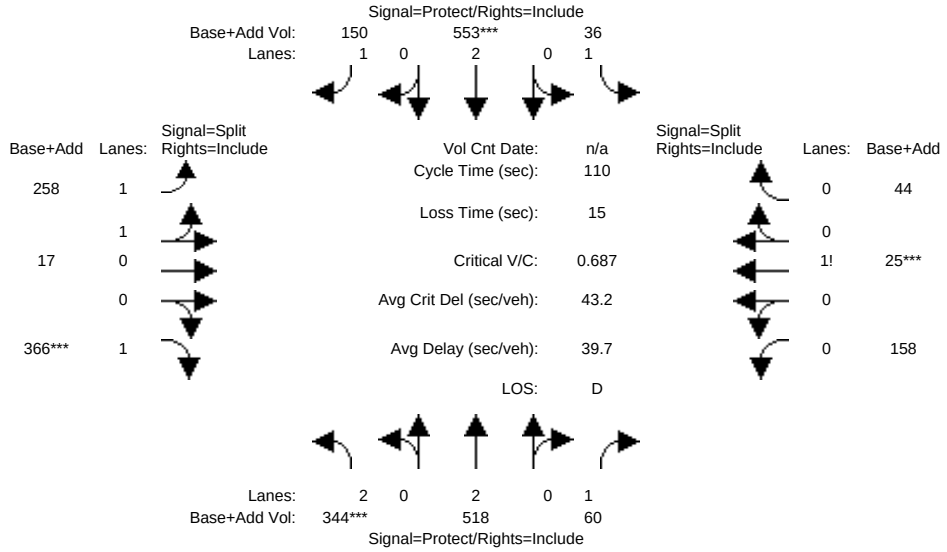
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Prj PM

Intersection #19: Winchester Blvd & Knowles Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	344	518	60	36	553	150	258	17	366	158	25	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	518	60	36	553	150	258	17	366	158	25	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	518	60	36	553	150	258	17	366	158	25	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	518	60	36	553	150	258	17	366	158	25	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	518	60	36	553	150	258	17	366	158	25	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	518	60	36	553	150	258	17	366	158	25	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.70	0.11	0.19
Final Sat.:	3150	3800	1750	1750	3800	1750	3331	219	1750	1218	193	339
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.03	0.02	0.15	0.09	0.08	0.08	0.21	0.13	0.13	0.13
Crit Moves:	****				****				****		****	
Green Time:	17.5	27.8	27.8	13.0	23.3	23.3	33.5	33.5	33.5	20.8	20.8	20.8
Volume/Cap:	0.69	0.54	0.14	0.17	0.69	0.40	0.25	0.25	0.69	0.69	0.69	0.69
Delay/Veh:	47.7	36.2	31.9	44.1	42.5	38.1	29.0	29.0	37.4	47.6	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	36.2	31.9	44.1	42.5	38.1	29.0	29.0	37.4	47.6	47.6	47.6
LOS by Move:	D	D	C	D	D	D	C	C	D	D	D	D
HCM2kAvgQ:	8	8	2	1	10	5	4	4	13	9	9	9

Note: Queue reported is the number of cars per lane.

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North 40 Phase II Master Plan Update
Los Gatos, CA
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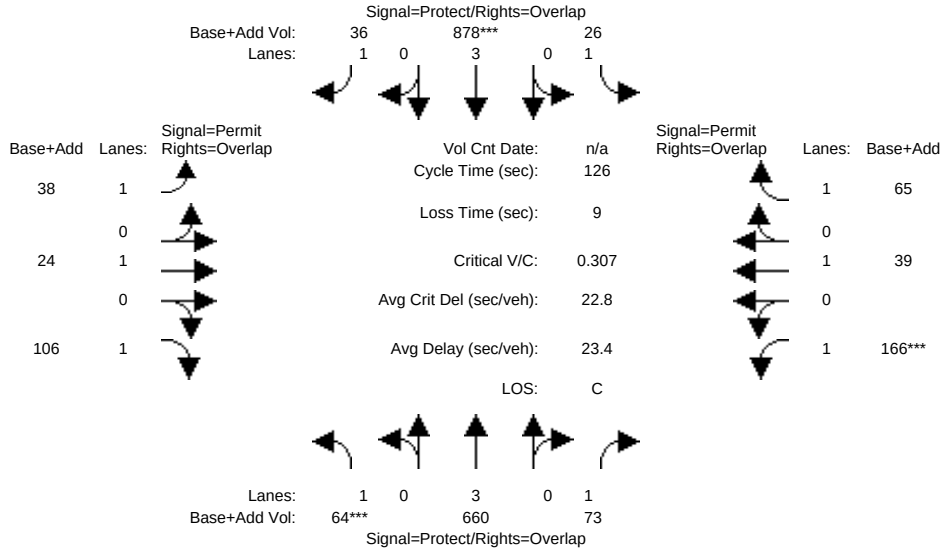
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	660	73	26	878	36	38	24	106	166	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	660	73	26	878	36	38	24	106	166	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	660	73	26	878	36	38	24	106	166	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	660	73	26	878	36	38	24	106	166	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	660	73	26	878	36	38	24	106	166	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	660	73	26	878	36	38	24	106	166	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	15.0	52.8	52.8	25.3	63.1	63.1	38.9	38.9	53.9	38.9	38.9	64.2
Volume/Cap:	0.31	0.28	0.10	0.07	0.31	0.04	0.07	0.04	0.14	0.31	0.07	0.07
Delay/Veh:	51.6	24.1	22.3	40.9	18.6	16.0	30.8	30.5	22.1	33.6	30.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	24.1	22.3	40.9	18.6	16.0	30.8	30.5	22.1	33.6	30.8	15.8
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	5	2	1	6	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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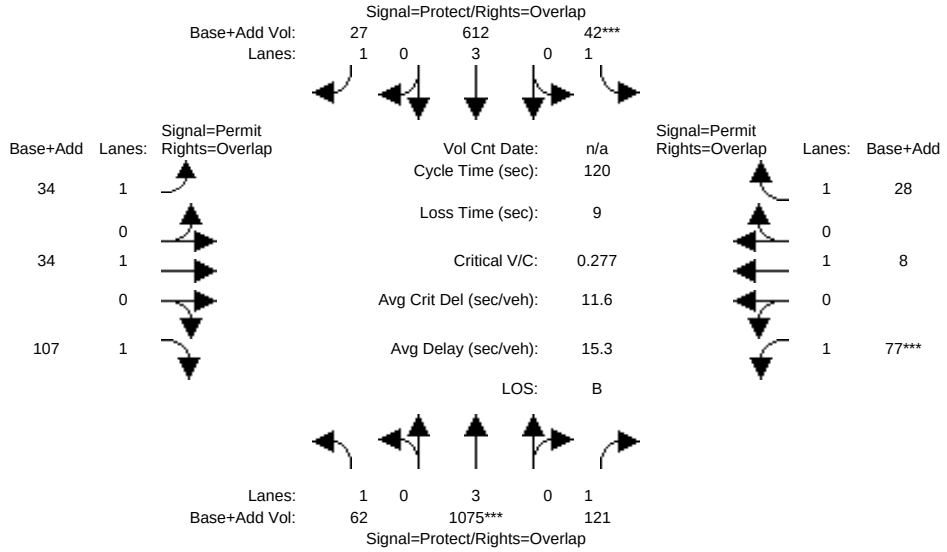
ITEM NO. 1.

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1075	121	42	612	27	34	34	107	77	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1075	121	42	612	27	34	34	107	77	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1075	121	42	612	27	34	34	107	77	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1075	121	42	612	27	34	34	107	77	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1075	121	42	612	27	34	34	107	77	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1075	121	42	612	27	34	34	107	77	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.07	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.4	81.6	81.6	10.4	59.6	59.6	19.0	19.0	51.4	19.0	19.0	29.4
Volume/Cap:	0.13	0.28	0.10	0.28	0.22	0.03	0.12	0.11	0.14	0.28	0.03	0.07
Delay/Veh:	33.3	7.6	6.6	52.3	17.1	15.5	43.5	43.4	21.0	45.0	42.7	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	7.6	6.6	52.3	17.1	15.5	43.5	43.4	21.0	45.0	42.7	34.8
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

Note: Queue reported is the number of cars per lane.

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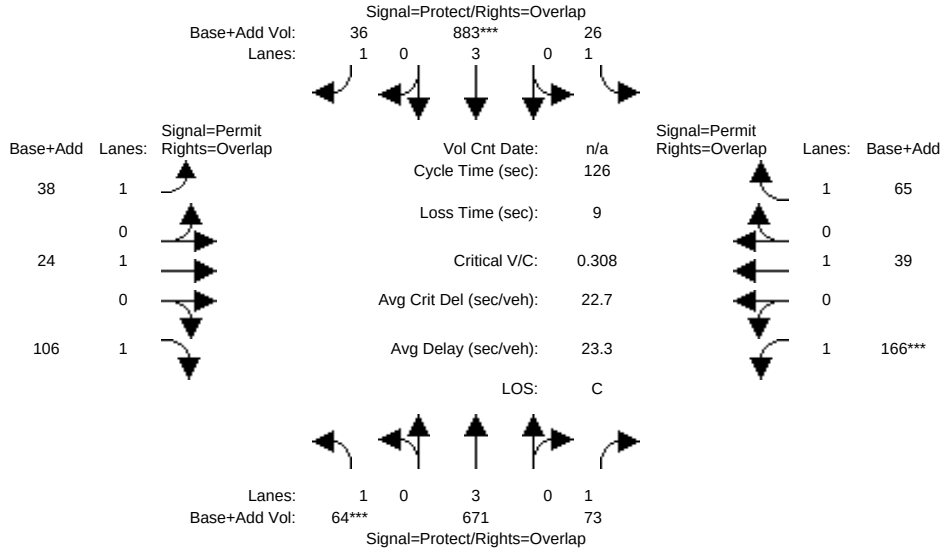
Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	671	73	26	883	36	38	24	106	166	39	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	671	73	26	883	36	38	24	106	166	39	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	671	73	26	883	36	38	24	106	166	39	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	671	73	26	883	36	38	24	106	166	39	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	671	73	26	883	36	38	24	106	166	39	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	671	73	26	883	36	38	24	106	166	39	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.04	0.01	0.15	0.02	0.02	0.01	0.06	0.09	0.02	0.04
Crit Moves:	****				****					****		
Green Time:	14.9	53.2	53.2	25.1	63.3	63.3	38.8	38.8	53.7	38.8	38.8	63.8
Volume/Cap:	0.31	0.28	0.10	0.07	0.31	0.04	0.07	0.04	0.14	0.31	0.07	0.07
Delay/Veh:	51.6	23.9	22.0	41.1	18.5	15.9	30.9	30.6	22.2	33.7	30.9	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	23.9	22.0	41.1	18.5	15.9	30.9	30.6	22.2	33.7	30.9	16.0
LOS by Move:	D	C	C	D	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	6	2	1	7	1	1	1	3	5	1	1

Note: Queue reported is the number of cars per lane.

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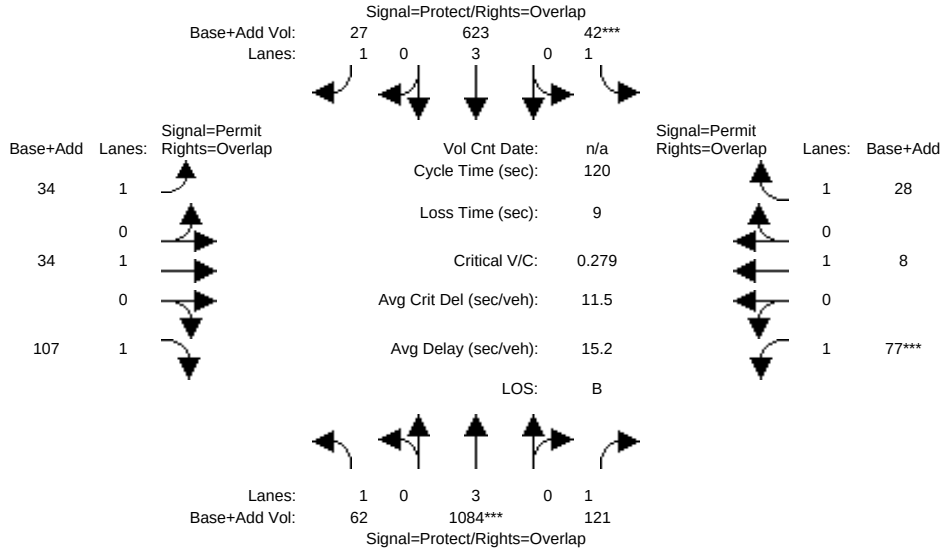
Intersection #20: Bascom Ave & White Oaks



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	62	1084	121	42	623	27	34	34	107	77	8	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1084	121	42	623	27	34	34	107	77	8	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1084	121	42	623	27	34	34	107	77	8	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1084	121	42	623	27	34	34	107	77	8	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1084	121	42	623	27	34	34	107	77	8	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1084	121	42	623	27	34	34	107	77	8	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.07	0.02	0.11	0.02	0.02	0.02	0.06	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	32.0	81.8	81.8	10.3	60.0	60.0	18.9	18.9	51.0	18.9	18.9	29.2
Volume/Cap:	0.13	0.28	0.10	0.28	0.22	0.03	0.12	0.11	0.14	0.28	0.03	0.07
Delay/Veh:	33.5	7.6	6.6	52.4	16.9	15.2	43.6	43.5	21.2	45.1	42.8	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	7.6	6.6	52.4	16.9	15.2	43.6	43.5	21.2	45.1	42.8	34.9
LOS by Move:	C	A	A	D	B	B	D	D	C	D	D	C
HCM2kAvgQ:	2	5	2	2	4	1	1	1	3	3	0	1

Note: Queue reported is the number of cars per lane.

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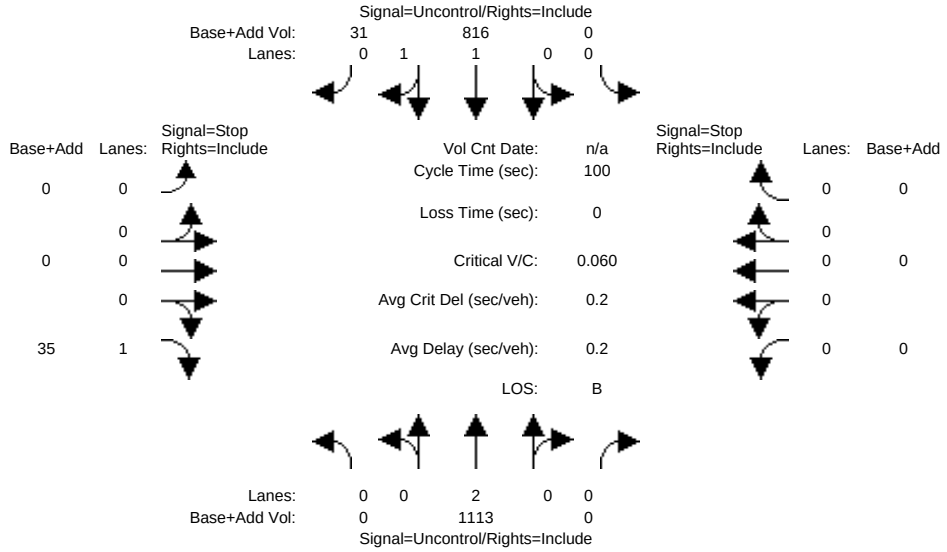
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1113	0	0	816	31	0	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1113	0	0	816	31	0	0	35	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1113	0	0	816	31	0	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1113	0	0	816	31	0	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1113	0	0	816	31	0	0	35	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	424	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	585	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	585	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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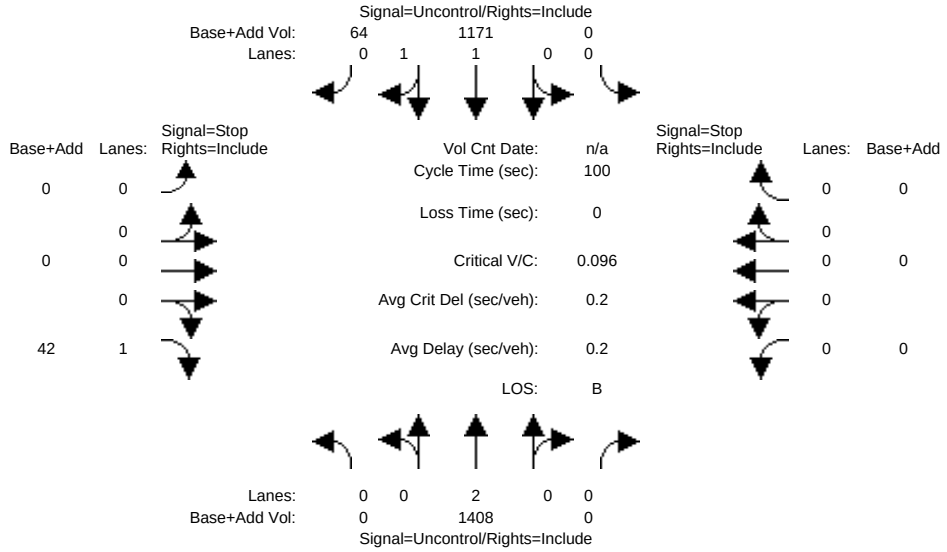
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1408	0	0	1171	64	0	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	1171	64	0	0	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1408	0	0	1171	64	0	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	1171	64	0	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1171	64	0	0	42	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	618	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	437	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	437	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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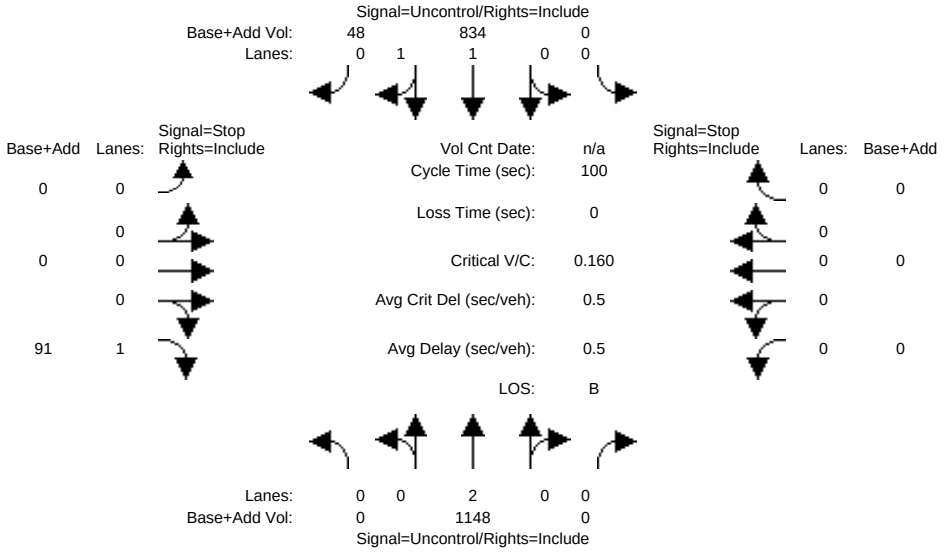
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1148	0	0	834	48	0	0	91	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1148	0	0	834	48	0	0	91	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1148	0	0	834	48	0	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1148	0	0	834	48	0	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1148	0	0	834	48	0	0	91	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	441	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	570	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.5			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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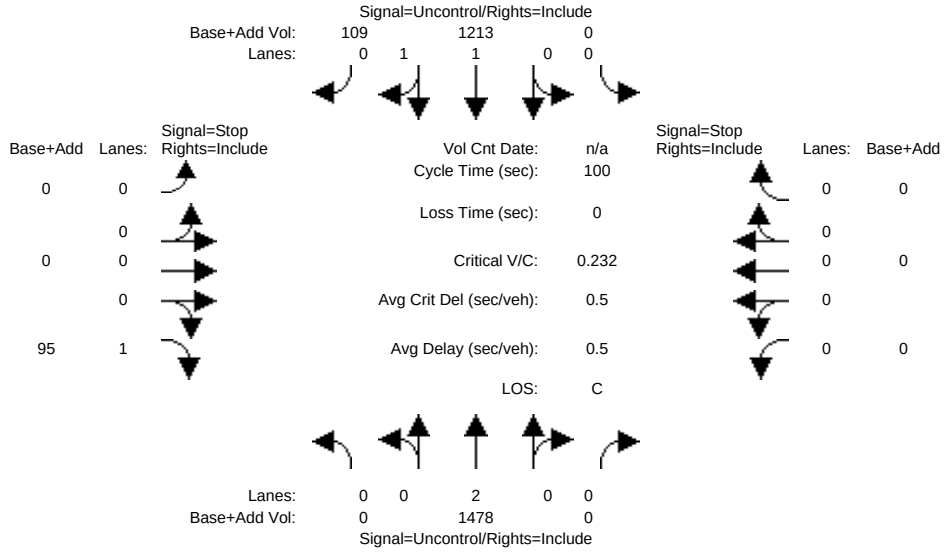
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #21: Los Gatos Blvd & C5 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1478	0	0	1213	109	0	0	95	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1478	0	0	1213	109	0	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1478	0	0	1213	109	0	0	95	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1478	0	0	1213	109	0	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1478	0	0	1213	109	0	0	95	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	661	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	410	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	*

Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.4			xxxxxx		
ApproachLOS:	*			*			C			*		

Note: Queue reported is the number of cars per lane.

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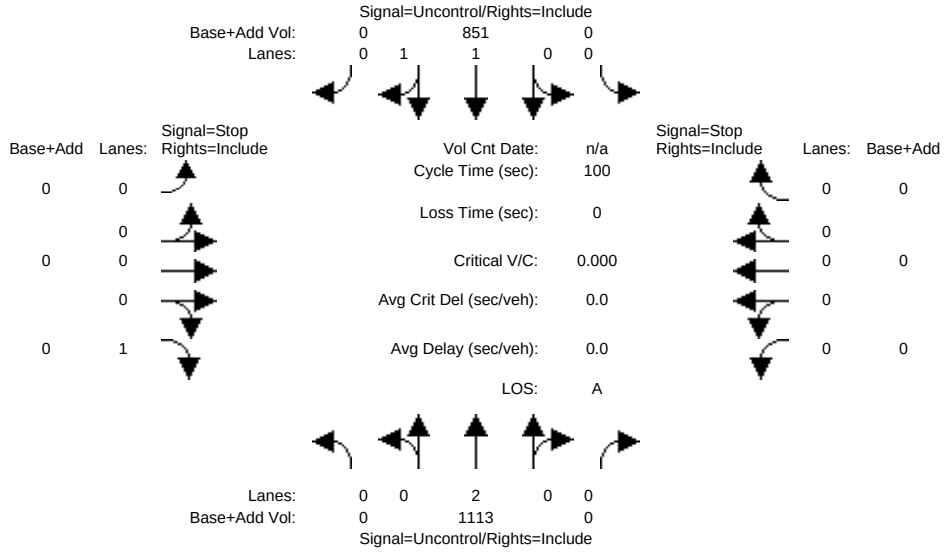
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1113	0	0	851	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1113	0	0	851	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1113	0	0	851	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1113	0	0	851	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1113	0	0	851	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	426	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	583	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	583	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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Los Gatos, CA
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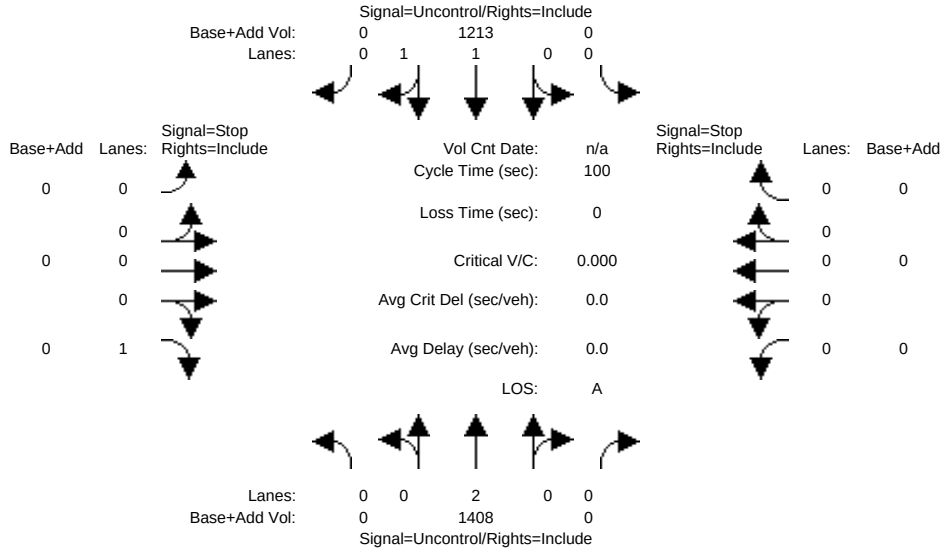
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1408	0	0	1213	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	1213	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1408	0	0	1213	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	1213	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1408	0	0	1213	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	607	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	445	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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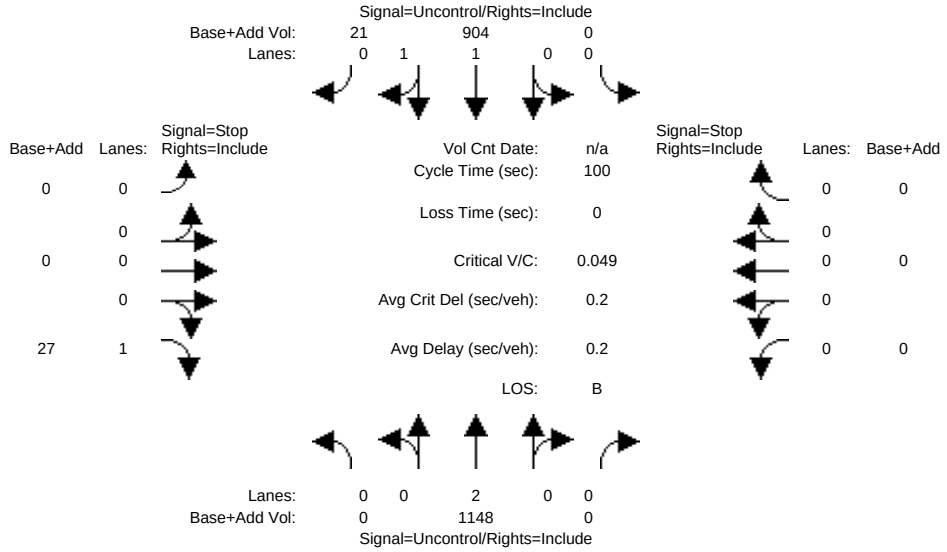
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1148	0	0	904	21	0	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1148	0	0	904	21	0	0	27	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1148	0	0	904	21	0	0	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1148	0	0	904	21	0	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1148	0	0	904	21	0	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	463	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	552	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	552	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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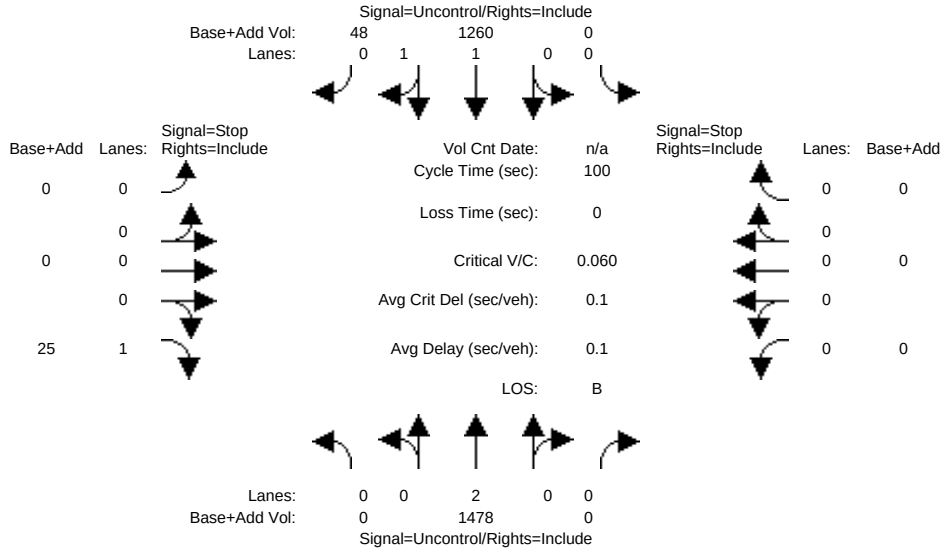
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #22: Los Gatos Blvd & C1 St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1478	0	0	1260	48	0	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1478	0	0	1260	48	0	0	25	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1478	0	0	1260	48	0	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1478	0	0	1260	48	0	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1478	0	0	1260	48	0	0	25	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	654	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.3			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Appendix E

List of Approved and Pending Projects (Los Gatos)

Town's Recently Approved & Pending Projects:

- 405 Alberto Way (not yet approved) – 600 sf commercial, 52 residential units.
- 400 Blossom Hill Road (approved; under construction) – 78 assisted living units; 36 memory care units.
- 16195 George St (approved, under construction) – 4 units (removal of 1, replacement with 4 – 3 new).
- 16100 Greenridge Terrace (approved; not yet in construction) – 8-lot residential subdivision.
- 14859, 14917, and 14925 Los Gatos Boulevard; 16250, 16260, 16270, and 16392 Burton Road; and Assessor Parcel Number 424-07-116 (North 40 Phase II) (not yet approved) – 15,014 sq ft sq ft commercial, 450 residential units.
- 14849 Los Gatos Boulevard (not yet approved) – 19,621 sq ft sq ft commercial, 117 residential units.
- 14926 Los Gatos Blvd (not yet approved) – 6,100 sf commercial (no office) and 5 apartment units.
- 15300 & 15330 Los Gatos Boulevard (not yet approved) – 42,383 sq ft commercial (no office) and 182 residential units.
- 15349-15367 Los Gatos Boulevard (not yet approved) – 55 residential units.
- 15475 LGB (approved; not yet under construction) – adding drive-thru to 4,700 sf existing restaurant.
- 15600-15659 Los Gatos Boulevard (approved; not yet under construction) – New grocery store (40,190 sq ft) (Whole Foods).
- 16212 Los Gatos Blvd (PD approved, A&S approved; not yet in construction) – 10,269 sf new commercial building and remodel and addition to existing commercial building (3,023 sf).
- 16492 Los Gatos Boulevard (not yet approved) – 1,695 sq ft sq ft office, 10 residential units.
- 50 Los Gatos-Saratoga (not yet approved) – 154 residential units.
- 143-151 E. Main St (not yet approved) – 2,456 sq ft of commercial, 26 residential units.
- 105 Newell (approved; not yet in construction) – 4 new SFR.
- North 40 (approved; under construction) – (see attached).
- 120 Oak Meadow (not yet approve) – subdivision and A&S resulting in 1 new unit.
- 45 Reservoir Rd (not yet approved) – one new SFR on vacant property.
- 14915 Shannon Road (not yet approved) – 9-lot residential subdivision.
- 101 S. Santa Cruz Ave (not yet approved) – 58 residential units.
- 400 Surmont Drive (subdivision approved, two new single-family houses approved, building permits ready to be issued but haven't yet) – subdivision of one parcel into 3 with approval of 2 new single-family homes on each vacant parcel.
- 258 Union Ave (completed) – mixed-use building (3 condos + commercial office), 6 detached single-family condos.
- 15975 Union Ave (completed) – 3 single-family residences.
- 15860 Winchester Blvd (approved; not yet under construction) - replace three existing single-family homes with an assisted living and memory care facility providing 107 assisted living units and 18 memory care units.

- 110 Wood Road (not yet approved) – 187 units replacing the existing (now closed) senior care facility.

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Appendix F

List of Approved and Pending Projects Used for Analysis

Project Name	Project Description
Approved Projects (Background)	
1700 Dell Avenue (Campbell)	161,870 s.f. office
16160 E Mozart Avenue (Campbell)	4 single-family residential units
Samaritian Medical Expansion (SJ ATI)	750,000 s.f. hospital
400 Blossom Hill Road	78 assisted living units, 36 memory care units
16212 Los Gatos Boulevard	10,269 s.f. commercial
North 40 Phase I	83 d.u. single-family units, 187 d.u. apartments, 50 d.u. senior housing, 57,500 s.f. commercial/retail
15475 Los Gatos Boulevard	add drive-thru to existing 4,700 s.f. commercial
15860 Winchester Boulevard	107 assisted living units, 18 memory care units
15600-15659 Los Gatos Boulevard	40,190 s.f. grocery store
Pending Projects (Cumulative)	
Good Samaritan Hospital (SJ Pending)[1]	200,000 s.f. medical office, 15 hospital beds
14926 Los Gatos Boulevard	3,100 s.f. commercial, 5 d.u. multi-family units
14849 Los Gatos Boulevard	120 d.u. multi-family units, 18,817 s.f. commercial, 2,391 s.f. restaurant
15300-15330 Los Gatos Boulevard	42,383 s.f. commercial, 182 d.u. multi-family units
15349-15376 Los Gatos Boulevard	55 d.u. townhomes
North 40 Specific Plan Undeveloped Sites	103 d.u. residential

Notes:

[1] Project is approved as of November 2024, but is after existing conditions date. This project remains a pending projects for the purposes of this study.

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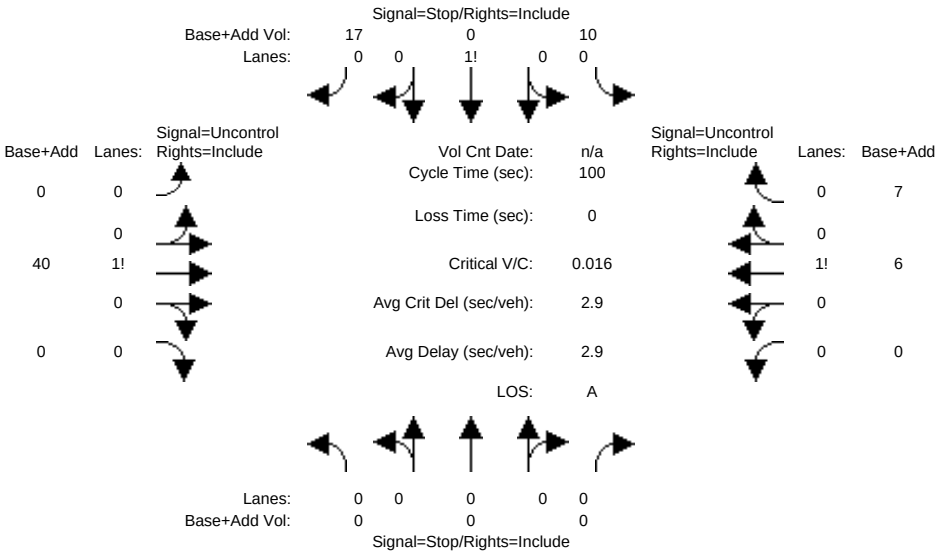
Appendix G

Level of Service Calculations for Burton/Turner Access

North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj AM

Intersection #1023: Burton/Turner Access (Cumulative+P Only)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	10	0	17	0	40	0	0	6	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	17	0	40	0	0	6	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	17	0	40	0	0	6	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	17	0	40	0	0	6	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	10	0	17	0	40	0	0	6	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	50	50	10	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	965	846	1078	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	965	846	1078	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1033	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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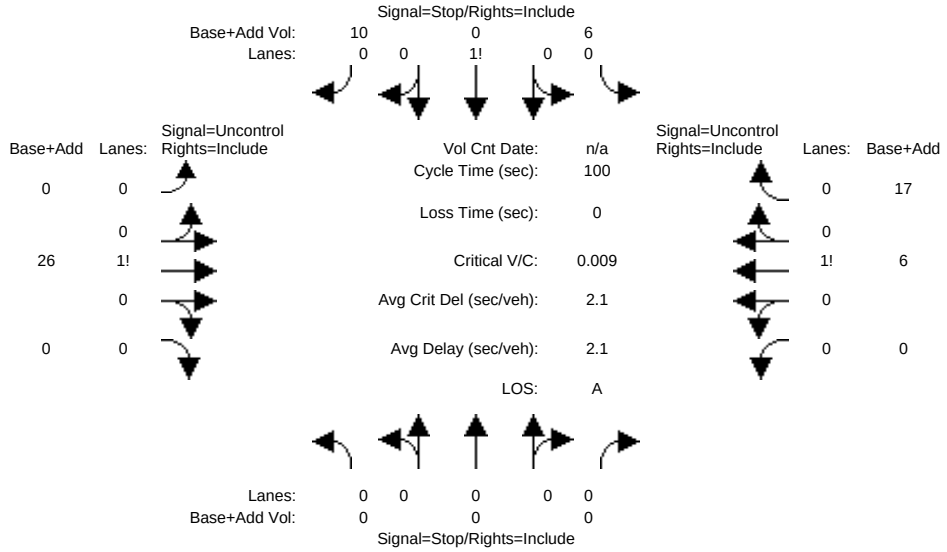
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Prj PM

Intersection #1023: Burton/Turner Access (Cumulative+P Only)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	6	0	10	0	26	0	0	6	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	0	26	0	0	6	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	10	0	26	0	0	6	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	10	0	26	0	0	6	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	10	0	26	0	0	6	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	41	41	15	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	976	855	1071	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	976	855	1071	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	1033	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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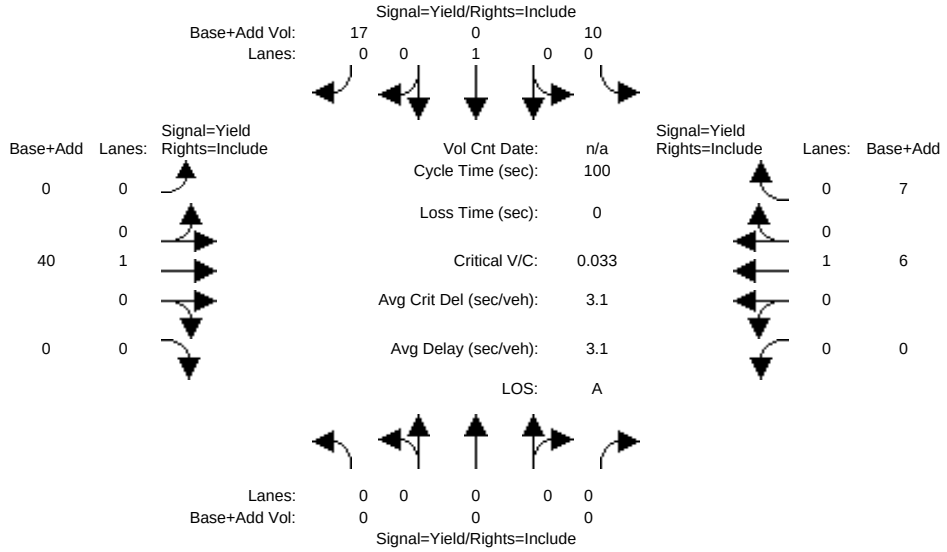
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Cumul+Prj AM

Intersection #2023: Burton/Turner RAB (Cumulative+P Only)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	10	0	17	0	40	0	0	6	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	17	0	40	0	0	6	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	17	0	40	0	0	6	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	17	0	40	0	0	6	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	17	0	40	0	0	6	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	17	0	40	0	0	6	7
PCE Module:												
AutoPCE:	0	0	0	10	0	17	0	40	0	0	6	7
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	10	0	17	0	40	0	0	6	7

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	50	6	10	0
MaxVolume:	xxxxxx	1197	1195	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1197	1195	1200
ApproachVol:	xxxxxx	27	40	13
ApproachV/C:	1.00	0.02	0.03	0.01
ApproachDel:	xxxxxx	3.1	3.1	3.0
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.1	0.1	0.0

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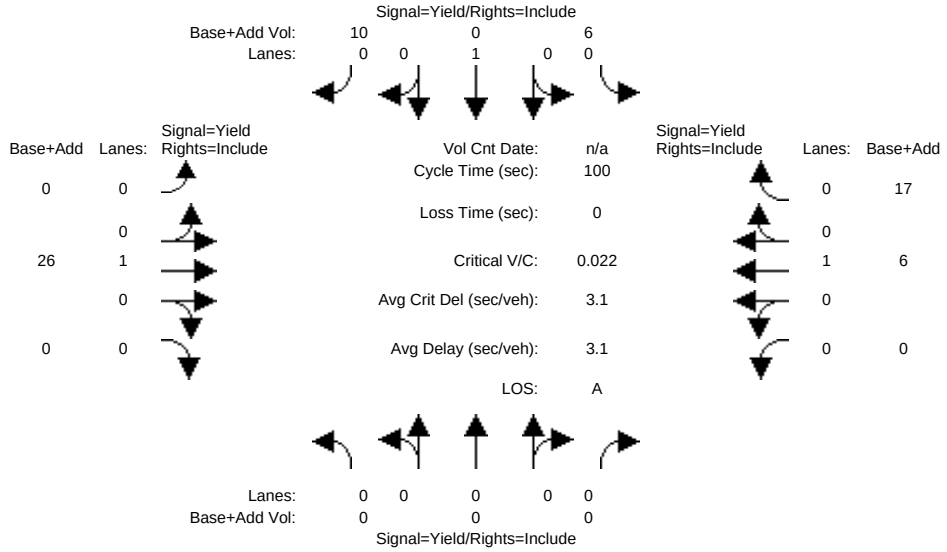
North 40 Phase II Master Plan Update
Los Gatos, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Cumul+Prj PM

Intersection #2023: Burton/Turner RAB (Cumulative+P Only)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	6	0	10	0	26	0	0	6	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	0	26	0	0	6	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	10	0	26	0	0	6	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	10	0	26	0	0	6	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	10	0	26	0	0	6	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	10	0	26	0	0	6	17
PCE Module:												
AutoPCE:	0	0	0	6	0	10	0	26	0	0	6	17
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	0	0	0	6	0	10	0	26	0	0	6	17

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	32	6	6	0
MaxVolume:	xxxxxx	1197	1197	1200
PedVolume:	0	0	0	0
AdjMaxVol:	xxxxxx	1197	1197	1200
ApproachVol:	xxxxxx	16	26	23
ApproachV/C:	1.00	0.01	0.02	0.02
ApproachDel:	xxxxxx	3.0	3.1	3.1
ApproachLOS:	*	A	A	A
Queue:	xxxx	0.0	0.1	0.1

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Appendix H

Collision Data

Collision Data Information

Item Name	Description	Possible Values
Collision Date	the date when the collision occurred	
Collision Time	the time when the collision occurred (24 hour time)	
Primary Rd	primary road	
Secondary Rd	secondary road	
Intersection	whether the collision occurred at an intersection	Y - Intersection N - Not Intersection
Collision Severity	the injury level severity of the collision (highest level of injury in collision)	1 - Fatal 2 - Injury (Severe) 3 - Injury (Other Visible) 4 - Injury (Complaint of Pain) 0 - PDO
Killed victims	counts victims in the collision with degree of injury of 1	0 to N for each collision
Injured victims	counts victims in the collision with degree of injury of 2, 3, or 4	0 to N for each collision
Party Count	counts total parties in the collision	1 to N for each collision
Primary Collision Factor	primary reason for collision	A - (Vehicle) Code Violation B - Other Improper Driving C - Other Than Driver D - Unknown E - Fell Asleep - - Not Stated
Hit And Run		F - Felony M - Misdemeanor N - Not Hit and Run
Type of Collision	type of collision	A - Head-On B - Sideswipe C - Rear End D - Broadside E - Hit Object F - Overturned
Pedestrian Collision	indicates whether the collision involved a pedestrian	Y or blank
Bicycle Collision	indicates whether the collision involved a bicycle	Y or blank
Motorcycle Collision	indicates whether the collision involved a motorcycle	Y or blank
Truck Collision	indicates whether the collision involved a big truck	Y or blank

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	HIT_AND_RUN	TYPE_OF_COLLISION	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT
2/21/2023	1323	16500 LARK AVE	HIGHLAND OAKS DR	2	0	1	2	A	N	G	Y			
12/5/2021	1437	CHARTER OAKS DR	LARK AVE	4	0	1	2	A	N	H		Y		
5/20/2018	1041	LARK AV	HIGHLAND OAKS DR	4	0	1	3	A	N	C				
11/11/2017	1831	LARK AV	GARDEN HILL DR	3	0	2	2	A	N	D				
12/27/2018	1340	LARK AV	CHARTER OAKS DR	4	0	3	2	A	N	D				
8/8/2018	914	LARK AV	MILL RD	4	0	1	3	A	N	C				
5/17/2016	1305	LARK AV	CHARTER OAKS DR	4	0	1	2	A	N	B				
3/1/2016	1650	LARK AV	CHARTER OAKS DR	4	0	1	2	A	N	D		Y		
3/31/2015	1240	LARK AV	ARROYO GRANDE	3	0	1	1	C	N	H		Y		
3/12/2019	1749	LARK AV	GARDEN HILL DR	4	0	1	3	A	N	C				
10/15/2015	804	LARK AV	HIGHLAND OAKS DR	4	0	1	3	A	N	C				
10/19/2019	1437	LARK AV	WINCHESTER BL	4	0	1	2	A	F	C				
11/1/2015	1403	LARK AV	ARROYO GRANDE WY	3	0	1	1	C	N	E		Y		
4/13/2018	1815	LARK AV	CHARTER OAKS RD	4	0	1	2	A	N	C				
8/28/2019	1318	LARK AV	HIGHLAND OAKS DR	4	0	1	2	A	N	D				
6/24/2015	857	LARK AV	WINCHESTER BL	4	0	1	2	A	N	C				
4/12/2015	1134	LARK AV	ARROYO GRANDE WY	3	0	1	1	A	N	E		Y		
2/28/2016	2138	LARK AV	GARDEN HILL DR	4	0	1	2	A	N	A				
7/12/2017	1422	LARK AV	HIGHLAND OAKS DR	3	0	1	4	A	F	C				
8/24/2017	1559	LARK AV	GARDEN HILL	4	0	2	2	A	N	C				
10/10/2018	1736	LARK AV	OKA RD	4	0	2	3	A	N	C				
1/24/2020	752	LARK AV	ARROYO GRANDE WY	4	0	1	2	A	N	D				
6/19/2014	1727	LARK AV	ARROYO GRANDE	4	0	1	1	D	N	H		Y		
7/29/2019	1339	LARK AV	HIGHLAND OAKS DR	4	0	1	2	A	N	D				
5/29/2019	1529	LARK AV	GARDEN HILL DR	4	0	1	2	A	N	A				
11/15/2023	1755	LARK AVE	HIGHWAY 17	3	0	1	1	A	N	E				
5/19/2022	1535	LARK AVE	OKA RD	3	0	1	2	A	N	H		Y		
4/28/2023	2025	LARK AVE	NB HWY 17 ON-RAMP	2	0	1	2	D	F	H		Y		
11/28/2022	730	LARK AVE	GARDEN HILL DRIVE	3	0	3	3	A	N	C				
7/26/2022	808	LARK AVE	UNIVERSITY AVE	3	0	1	2	A	N	H		Y		
6/30/2023	825	LARK AVE	WINCHESTER BLVD	3	0	1	2	A	N	C				
2/3/2023	532	LARK AVE	HIGHWAY 17	3	0	1	1	A	N	E				
3/22/2023	2139	LARK AVE	HWY 17 S	3	0	1	3	A	N	D				
10/12/2021	1916	LARK AVE	HWY 17	3	0	1	2	A	N	A				
1/10/2022	931	LARK AVE	ARROYO GRANDE	3	0	1	2	A	N	A				Y
9/23/2022	1554	LARK AVENUE	WCL EXTENSION LOS GATOS BLVD	3	0	1	2	A	N	B			Y	

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	HIT_AND_RUN	TYPE_OF_COLLISION	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT
12/1/2020	1715	LARK AVENUE	WINCHESTER BLVD	3	0	1	2	A	N	D				
11/24/2020	1411	LARK AVENUE	CHARTER OAKS DRIVE	3	0	1	2	A	N	D				
1/19/2016	1243	LOS GATOS BL	GATEWAY AV	4	0	1	5	A	N	C				
10/2/2018	1416	LOS GATOS BL	TERRENO DE FLORES LN	4	0	3	2	A	N	C				
12/5/2018	1741	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
8/7/2015	745	LOS GATOS BL	LARK AV	4	0	2	2	A	N	D				
2/9/2018	1122	LOS GATOS BL	SAMARITAN DR	4	0	3	2	A	N	D				
10/16/2017	1440	LOS GATOS BL	LARK AV	4	0	2	3	A	N	C				
2/5/2017	1948	LOS GATOS BL	SAMARITAN DR	4	0	1	3	A	N	C				
6/5/2018	1619	LOS GATOS BL	TERRENO DE FLORES LN	4	0	1	2	A	N	D				
4/21/2017	1344	LOS GATOS BL	SAMARITAN WY	3	0	1	2	A	N	D				
4/1/2019	1044	LOS GATOS BL	LARK AV	4	0	1	2	A	N	D				
5/19/2020	1804	LOS GATOS BL	LARK AV	4	0	3	2	A	N	A				
6/20/2016	1746	LOS GATOS BL	SAMARITAN DR	3	0	1	2	A	N	C		Y		
12/19/2019	2326	LOS GATOS BL	LARK AV	4	0	1	2	A	N	C				
3/19/2014	1251	LOS GATOS BL	SAMARITAN DR	4	0	1	3	A	N	C				
7/21/2014	1801	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
11/29/2017	1343	LOS GATOS BL	SAMARITAN DR	4	0	1	2	A	N	D		Y		
5/17/2018	1637	LOS GATOS BL	BENNETT WY	2	0	1	2	A	N	B			Y	
1/30/2017	1537	LOS GATOS BL	TERRENO DE FLORES	4	0	1	4	A	N	C				
12/21/2016	1516	LOS GATOS BL	CAMINO DEL SOL	4	0	1	2	A	N	D				
2/14/2014	1425	LOS GATOS BL	BENNETT WY	4	0	1	2	A	N	C				
8/11/2016	1238	LOS GATOS BL	BENNETT WY	4	0	1	2	A	N	D				
3/7/2016	1118	LOS GATOS BL	SAMARITAN DR	4	0	1	2	A	N	D				
8/22/2015	1924	LOS GATOS BL	BURTON RD	3	0	1	2	A	N	B		Y		
6/3/2014	1702	LOS GATOS BL	LARK AV	3	0	1	2	A	N	D		Y		
7/27/2017	1604	LOS GATOS BL	LARK AV	4	0	2	2	A	N	C				
11/23/2020	1150	LOS GATOS BLVD	ECL OF LARK AVENUE	3	0	1	2	A	N	D				
9/27/2023	1355	LOS GATOS BLVD	LARK AVE	3	0	1	3	A	N	C				
5/1/2023	1235	LOS GATOS BLVD	SAMARITAN	3	0	2	2	A	F	C				
8/10/2021	1650	LOS GATOS BLVD	WALKER STREET	3	0	1	2	A	N	C				
1/5/2021	1225	LOS GATOS BLVD	BENNETT WAY	3	0	1	2	A	N	D				
10/7/2020	1408	LOS GATOS BLVD	LARK AVE	3	0	2	2	A	N	D				
5/28/2019	2029	SAMARITAN DR	LOS GATOS BL	4	0	2	2	A	N	D				
9/17/2021	614	SAMARITAN DR	LOS GATOS BLVD	3	0	2	2	A	N	A				
4/20/2017	1432	UNIVERSITY AV	LARK AV	4	0	1	1	A	N	E				
7/4/2019	843	UNIVERSITY AV	LARK AV	3	0	1	1	A	N	A				
1/11/2019	1840	WINCHESTER BL	LARK AV	4	0	2	3	A	N	D				
6/27/2020	1453	WINCHESTER BL	LARK AV	4	0	3	2	A	N	C				

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED	PARTY_COUNT	PRIMARY_COLL_FACTOR	HIT_AND_RUN	TYPE_OF_COLLISION	PEDESTRIAN_ACCIDENT	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT
7/15/2020	1908	WINCHESTER BL	LARK AV	3	0	1	2	A	N	B		Y		
3/10/2015	1540	WINCHESTER BL	LARK AV	4	0	1	1	A	N	E				
7/5/2015	1559	WINCHESTER BL	LARK AV	2	0	1	2	A	N	H			Y	
7/16/2022	2349	WINCHESTER BLVD	LARK AVE	4	0	1	1	A	N	E				

TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 04/30/2025

ITEM NO: 1

DESK ITEM

DATE: April 30, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 19 includes additional public comments received between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025.

Exhibit 20 includes additional correspondence from the applicant.

An additional parking table with information regarding the parking requirements under State Density Bonus Law has been provided on the following page.

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager and Community Development Director

Proposed Uses	**State Density Bonus Law Parking Requirements**	**Parking**
	(Applies to Residential)	
Commercial:	*Based on Town Code for Downtown*	
Retail/Commercial Shop (Bldg. I1)	1/300 gross square feet	4,800 sq. ft.
Retail/Commercial Shop (Bldg. J)	1/300 gross square feet	2,400 sq. ft.
Retail/Commercial Shop (Bldg. E1)	1/300 gross square feet	7,874 sq. ft.
Total Commercial Parking Required:		**51 Spaces**
Residential:		
Studio Unit	1 space	13 Units
One Bedroom Unit	1 space	130 Units
Two Bedroom Unit	1.5 spaces	141 Units
Three Bedroom Unit	1.5 spaces	46 Units
Four Bedroom Unit	2.5 spaces	52 Units
Rental Project 100% Affordable to Lower Income, within ½ Mile of an Accessible Transit Stop	0 spaces per unit	68 Units
Total Residential Parking Required under SDBL:		**554 Spaces**
Total Required Parking:		**605 Spaces**
Project Parking Provided:		
Off-Street Parking		137
Two-Story Garage (Bldg. E1)		363
Parking Lot (Bldg. I1)		14
Residential Garages		254
Total New Parking Spaces		**768 Spaces**

EXHIBITS:

Exhibits previously received with the April 25, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist

9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Exhibits previously received with the April 29, 2025, Addendum Report:

17. Public Comments Received Between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

Exhibits received with this Desk Item Report:

19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
20. Additional Correspondence from the Applicant

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From: Kristine McCann [redacted]
Sent: Tuesday, April 29, 2025 11:25 AM
To: Planning <Planning@losgatosca.gov>
Subject: Letter of Support

[EXTERNAL SENDER]
Hello,
Please add my letter of support for the North 40 Phase II Development.

Many thanks,
Kris McCann

Kris McCann, Executive Director
Bay Area Housing Corporation
101 Church Street, #4
Los Gatos, CA. 95030
[redacted]
[redacted]
www.BAHC1.org

April 29, 2025 Via email: planning@losgatosca.gov

Re: April 30, 2025 Public Comment Item #1

Dear Planning Commissioners,

I am writing on behalf of Bay Area Housing Corp. (BAHC) to express my strong support for for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

As a long-time Los Gatos resident and parent of a daughter with cerebral palsy who progressed through our local school system, I've witnessed firsthand the critical importance of inclusive, affordable housing in our community. My daughter's journey through Blossom Hill, Fischer, and Los Gatos High School demonstrated not just the welcoming spirit of our town, but also highlighted a pressing challenge: the need for accessible, affordable housing that allows people with intellectual and developmental disabilities (I/DD) to remain in the community they call home.

For two decades, I've served as the Executive Director of BAHC in Los Gatos, building upon my earlier work as the founding Executive Director of Housing Choices Coalition. Through these roles, I've gained deep insight into both the challenges and solutions surrounding affordable housing. The partnership between Housing Choices Coalition and Eden Housing, which secures set-aside units for individuals with I/DD in the North 40 Phase II Development, represents exactly the kind of innovative approach our community needs.

The reality is that Los Gatos isn't just a collection of beautiful homes and tree-lined streets – it's a community where people of all abilities and backgrounds should have the opportunity to thrive. When individuals with I/DD can live independently in their own community, everyone benefits. They maintain their support networks, contribute to local businesses, and enrich our community's fabric through their presence and participation.

My professional experience and personal journey have shown me that creating affordable housing isn't just about buildings – it's about building a more inclusive, sustainable future for Los Gatos.

Bay Area Housing Corporation
101 Church Street
Suite 4
Los Gatos, CA 95030
T
[redacted]
bahc1.org

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

People with developmental disabilities have the legal right to live in community based settings, not institutions, under the Lanterman Act and the Americans with Disabilities Act (ADA). Without affordable housing like Los Gatos North 40 Phase II, many individuals with IDD cannot fully enjoy these rights.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Kristine McCann

Kris McCann

Kris McCann, Executive Director Bay Area Housing Corporation 101 Church Street, #4
Los Gatos, CA. 95030
[redacted]
www.BAHC1.org

From: Sarah Verity [redacted]
Sent: Tuesday, April 29, 2025 12:49 PM
To: Planning <Planning@losgatosca.gov>
Subject: April 30, 2025 Public Comment Item #1

[EXTERNAL SENDER]
Good Afternoon,

Please see the attached letter of support for tomorrow's Planning Commission Meeting.

Thank you,
Sarah Verity *(she / her)*
Vice President, Board Relations and Legislative Affairs
[redacted]
350 Twin Dolphin Drive, Suite 123
Redwood City, CA 94065
abilitypath.org

Via Services is now affiliated with AbilityPath, thriving together to provide a lifetime of opportunities for individuals with developmental disabilities. Learn more at abilitypath.org/affiliationFAQ.

abilitypath

Re: April 30, 2025 Public Comment Item #1

Dear Planning Commissioners,

I am writing on behalf of AbilityPath to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

AbilityPath has one of the most comprehensive service portfolios spanning all ages from early intervention for infants to community access and job training for adults and seniors. All programs are designed to prepare children and adults to actively participate in their schools, communities, workplaces, and at home.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.
The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Sarah Verity

Vice President, Board Relations and Legislative Affairs

CHIEF EXECUTIVE OFFICER
Bryan Neider

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Community Leader/HP, Inc. (Retired)

Cassy Christianson, OTR/L, Vice Chair
Developmental Specialist

Christopher Murphy, Treasurer
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Cynthia Owyoung, Secretary
Breaking Glass Forums

Steve Eskenazi, Immediate Past Chair
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Cynthia Maus
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National Housing Trust

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Jack Easterbrook
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Rex Ishibashi
Originator Inc.

Sara Jungroth
AbilityPath Auxiliary President

Tyler Kawaguchi
Follett Corporation at Stanford Bookstore

Ishrag Khababa
Satellite Healthcare

Helen Marlo, Ph.D.
Notre Dame De Namur University/ Private Practice

Suman Prasad
Google

Rachel Segars
Artist (Self-Employed)

Burnie Sparks
Bailard, Inc. (Retired)

Felicia Stacker
Luna Innovations Incorporated

Tracy Warman-Gries
NetApp, Inc.

Sibylle Whittam
Philanthropic Advisor

Sobrato Center for Nonprofits 350 TWIN DOLPHIN DRIVE, SUITE 123, REDWOOD CITY, CA 94065
bath.org | 650-259-8500 | tax ID: 94-1156502

From: James Lloyd [redacted]
Sent: Tuesday, April 29, 2025 2:16 PM
To: Planning <Planning@losgatosca.gov>
Cc: Wendy Wood <WWood@losgatosca.gov>; Clerk <Clerk@losgatosca.gov>; Chris Constantin <CConstantin@losgatosca.gov>; Gabrielle Whelan <GWhelan@losgatosca.gov>; Joel Paulson <jpaulson@losgatosca.gov>
Subject: public comment re item 1 for 4/30/25 Planning Commission meeting

[EXTERNAL SENDER]
Dear Los Gatos Planning Commission,

The California Housing Defense Fund ("CalHDF") submits the attached public comment re item 1 for the 4/30/25 Planning Commission meeting, the proposed 450-unit housing development project at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116, which includes 77 low-income units.

Sincerely,

James M. Lloyd
Director of Planning and Investigations
California Housing Defense Fund
[redacted]
CalHDF is grant & donation funded
Donate today - https://calhdf.org/donate/

Apr 29, 2025

Town of Los Gatos
110 E. Main St.
Los Gatos, CA 95030

Re: Proposed Housing Development Project at 14859 Los Gatos Blvd

To: planning@losgatosca.gov

Cc: wwood@losgatosca.gov; Clerk@losgatosca.gov; CConstantin@losgatosca.gov; gwhelan@losgatosca.gov; jpaulson@losgatosca.gov

Dear Los Gatos Planning Commission,

The California Housing Defense Fund ("CalHDF") submits this letter to remind the Commission of its obligation to abide by all relevant state laws when evaluating the proposed 450-unit housing development project at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116, which includes 77 low-income units. These laws include the Housing Accountability Act ("HAA") and the Density Bonus Law ("DBL").

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d.), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible or reduce the project's density unless such written findings are made. (*Id.* at subd. (d).) As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA's ambit, and it complies with local zoning code and the Town's general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA. (Gov. Code, § 65589.5, subd. (j)(3).) The HAA's protections therefore apply, and the Town may not reject the project except based on health and safety standards, as outlined above.

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The Town must respect these protections. In addition to granting the increase in

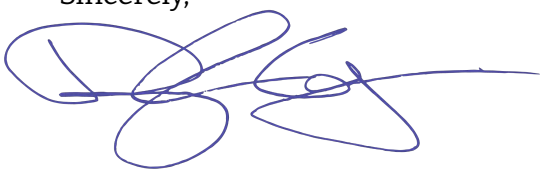
residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to residential uses on the ground floor of buildings, private open space, building height, road width, distribution of affordable units, bedroom mix of affordable units, and deviations from objective design standards, unless it makes written findings as required by Government Code, section 65915, subdivision (e)(1) that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, or as required by Government Code, section 65915, subdivision (d)(1) that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (Gov. Code, § 65915, subd. (p).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the Town "may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

In addition, while the applicant has chosen to proceed under the Town's zoning in force on the date of the SB 330 project submission, the project remains eligible for processing as a "Builder's Remedy" application, as the Town's Housing Element was not certified by HCD until July 10, 2024, but the preliminary application for this project was submitted on April 18, 2023. (See Gov. Code, § 65589.5, subds. (d)(5)-(6).)

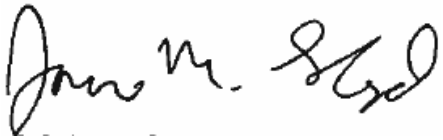
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will bring new customers to local businesses; it will grow the Town's tax base; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the Commission to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

From: Vivian Chung [redacted]
Sent: Tuesday, April 29, 2025 4:40 PM
To: Planning <Planning@losgatosca.gov>
Subject: North 40 Phase II Development

[EXTERNAL SENDER]
Hi Planning Commission,

Please find the letter of support to the North 40 Phase II Development.

Should there be any questions, please don't hesitate to let me know.

Thanks for advocating for the special needs community!

Regards,
Vivian Chung
South Bay Program Director
Friends of Children with Special Needs
1029 S. Bascom Ave, San Jose, CA 95128
[redacted]
Website: https://fcsn1996.org/
Careers: https://fcsn1996.bamboohr.com/careers

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Friends of Children with Special Needs
華人特殊兒童之友
2300 Peralta Blvd., Fremont, CA 94536
1029 S. Bascom Ave., San Jose, CA 95128

DATE: April 29 2025 Via email: planning@losgatosca.gov

Re: April 30, 2025 Public Comment Item #1

Dear Planning Commissioners,

I am writing on behalf of Friends of Children with Special Needs to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

We have many individuals with special needs whose parents are aging and increasingly unable to care for them, yet these individuals are unable to move out of their family homes because they simply cannot afford the high cost of rent. Without access to affordable and supportive housing options, they face the very real risk of instability and displacement once their primary caregivers are no longer able to provide for them. Inclusive housing developments like North 40 Phase II offer a critical solution to this growing need.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

People with developmental disabilities have the legal right to live in community-based settings, not institutions, under the Lanterman Act and the Americans with Disabilities Act (ADA). Without affordable housing like Los Gatos North 40 Phase II, many individuals with IDD cannot fully enjoy these rights.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing mmunity Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing

obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Vivian Chung
FCSN South Bay Director
[redacted]

From: Janice Roberts [redacted]
Sent: Tuesday, April 29, 2025 8:09 PM
To: Planning <Planning@losgatosca.gov>
Subject: 2025 Public Comment Item #1 Ref North40 Development -From an Owner

[EXTERNAL SENDER]
Dear Planning Commissioners

I am writing. to express my very strong support for the North 40 Phase 2 development and for the inclusion of affordable housing and designated units for adults with intellectual and. developmental disabilities (IDD). This is an ideal development to build an inclusive community and one that Los Gatos should be proud of.

My son and many of his friends are adults with IDD and are very active in this community. With access to affordable housing they can continue to grow and thrive in the community they were raised in. They love Los Gatos and it's restaurants, shops, cinema, gyms, parks and many traditions. They participate in all of them! Most of all they love it's people. I can honestly. say that the people of Los Gatos have been wonderful to my son and his friends; and they enjoy and have fun together.

This project plays a critical role in ensuring that Los Gatos meets its legal obligations under state housing law, including. compliance with its certified Housing Element and Senate. Bill 330 (SB330). Moving forward with this project strengthens the town's position in maintaining local land use authority, while aligning with state priorities for fair, inclusive and accessible housing.

In summary my belief is that this initiative will be good for the town and its overall. community and of course adults with IDD. North 40 is a perfect community to enable our. friends with IDD to live full happy, healthy and independent lives. They will make great neighbors!

Thank you for your consideration

Yours sincerely

Janice M Roberts

[redacted]

From: Gia Pham [redacted]
Sent: Tuesday, April 29, 2025 8:28 PM
To: Planning <Planning@losgatosca.gov>
Subject: April 30, 2025 Public Comment Item #1

[EXTERNAL SENDER]

Dear Los Gatos Planning Commission,

My name is Gia Pham, and I work as the Communications Coordinator at Housing Choices, a nonprofit and direct service provider that advocates for inclusive housing solutions for individuals with intellectual and developmental disabilities (IDD). I'm writing to express our strong support for the North 40 Phase 2 project and to emphasize its critical role in addressing both the town's affordable housing needs and its legal obligations.

North 40 Phase 2 is a meaningful step toward fulfilling Los Gatos' commitment to affordable housing. With a 100% affordable building with 67 low-income units—this project aligns with Los Gatos' Housing Element and complies with SB 330. It also avoids the risk of the builder's remedy while supporting a balanced, community-centered approach to housing development—showing HCD good faith.

Housing for Adults with Developmental Disabilities

Over the past few months, I've had the opportunity to speak with six Los Gatos families with kids with intellectual and developmental disabilities. Many shared their concern that Los Gatos is not financially accessible for their children to grow up and eventually live independently nearby, close to family and essential support. Some expressed frustration that the town continues to promise affordable housing, yet delivers mostly market-rate developments. But despite the challenges, every one of them expressed hope—hope that this project could be different. They're willing to invest their limited time and energy to support something that could create lasting change for their own families and so many others navigating the same struggle.

At least 16 low-income units will be set aside for individuals with intellectual and developmental disabilities. These are not newcomers—they are long-time residents who grew up in Los Gatos, attended local schools, and are deeply connected to this community. They deserve the same opportunity as others to live independently, near their families, friends, and the services they rely on.

Currently, the average area median income (AMI) in Los Gatos is approximately $127,000, while many people with IDD live on Supplemental Security Income (SSI), averaging just $12,000 per year. This stark income disparity makes it nearly impossible for individuals with IDD to secure stable, independent housing in their own hometown without dedicated affordable units.

According to 2022 San Andreas Regional Center data, there were 86 adults with developmental disabilities in Los Gatos, and approximately 75% of them still live with their parents. As their families age, the need for permanent housing solutions becomes more urgent. Without affordable, inclusive housing, these individuals face a high risk of displacement, institutionalization, or homelessness once caregivers are no longer able to provide support.

Local Demand Is Real and Growing

At Housing Choices, we serve about 100 clients who either currently live in Los Gatos or are seeking to return due to family ties or previous displacement. The majority of these clients are

50% AMI and below and face substantial barriers to housing access without projects like North 40 Phase 2.

At the Los Gatos Saratoga Union High School District, the post-secondary program currently serves 30 students with intellectual and developmental disabilities. Each year, 3 to 5 of these students age out of the program at 22, losing access to district services. Most continue living with their parents and would qualify for the affordable housing units proposed in North 40 Phase 2.

Additionally, the high school program is currently supporting 20 families with students who, in just a few years, will be adults ready to take their next steps. These families live right here in Los Gatos—and yet, when their children reach adulthood, there are no independent housing options available to them. Is that the future we want for our community?

North 40 Phase 2 preserves the nature, culture, and character that residents love about Los Gatos. It features large green spaces, recreation centers, and promotes walkability and community gathering. It offers more than just housing—its mixed-use, mixed-income design, walkable layout, outdoor areas, and shared amenities all contribute to a healthy, inclusive, and integrated community.

Phase 2 has evolved through meaningful community input and reflects a collaborative vision shaped by residents, families, educators, and advocates who are committed to an inclusive future for Los Gatos. The town has seen significant market-rate development, it is time to live up to its promise and create affordable housing options—especially for individuals with disabilities—just as neighboring towns have done.

Fair Housing

Fair housing laws outline that individuals with disabilities have the right to choose their own housing and not be forced into institutions. But without actual housing opportunities to support this right, the law fails in practice. North 40 Phase 2 brings us closer to honoring this commitment—not just on paper, but in real, tangible ways that impact the very people we see out and about in our daily lives.

I urge the Planning Commission to move this project forward.

Thank you for your time and consideration. I believe in the integrity and good faith of the Los Gatos Town staff and Planning Commission to do what is right for the entire community—including those who are too often overlooked.

Warm Regards,
Gia Pham

Gia Pham
Communication Coordinator
[redacted]
Sobrato Center for Nonprofit
3460 W Bayshore Road, Suite 205
Palo Alto, CA 94303
www.housingchoices.org

Housing Choices
Opening new doors for people with developmental disabilities

From: Hilarie DeCesare [redacted]
Sent: Wednesday, April 30, 2025 10:54 AM
To: Planning <Planning@losgatosca.gov>
Cc: Michelle Capriotti [redacted]
Subject: April 30, 2025 Public Comment Item #1

[EXTERNAL SENDER]

Dear Planning Commissioners,

I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). As a resident and advocate who cares deeply about housing equity and community inclusion, I believe this project is an essential step forward for Los Gatos.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your thoughtful consideration and your service to the community.

Sincerely,

Hilarie DeCesare

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GROSVENOR

April 30, 2024

Los Gatos Planning Commission
Town of Los Gatos
110 E. Main St.
Los Gatos, California 95031

RE: 14859 Los Gatos Boulevard and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Members of the Planning Commission:

We are very happy to be presenting our application to the Planning Commission for the development of 14859 Los Gatos Blvd and 16270 Burton Road in the Town of Los Gatos. Our application includes the development of 450 homes, including 77 homes that will be dedicated as affordable to lower income households, over 16,000 square feet of retail and civic space, over 283,000 square feet of publicly accessible open space, and associated on- and off-site improvements.

Grosvenor has completed an extensive design process culminating in a complete development application, consistent with all applicable development standards. A complete preliminary SB 330 application for the project was submitted on April 18, 2023, followed by the formal development application on September 18, 2023. The Town found the application complete over one year ago, on April 17, 2024. Since then, we've been working collaboratively with the Town to refine the development application and address any comments the Town has had regarding the project. As noted in the staff report for the April 30, 2025 Planning Commission meeting, Town staff have confirmed that the latest version of our application is consistent with all applicable development standards.

Grosvenor – Property Americas
T +1 (415) 434-0175
www.grosvenor.com

One California Street
Suite 3000
San Francisco, California 94111
USA

GROSVENOR

Community input has shaped the ultimate application under review by the Town. The genesis of our proposal dates back over three years. Before the preliminary application was submitted to the Town, Grosvenor spent years meeting with community stakeholders, Town Staff and elected officials to understand their desires and vision for the site. The application is a reflection of the input we received and the desire from the Town to utilize the North 40 site for denser residential development versus high traffic-generating, large format retail and/or commercial office. During our outreach, the Town determined that the commercial/retail land use that had previously been envisioned on the property during the North 40 Specific Plan process was no longer desired, and the Town began exploring the property as a Housing Element site that could satisfy a large portion of the Town's RHNA requirement.

The project is consistent with the Housing Element and complies with CEQA. Today, the project site is part of the Town of Los Gatos' Housing Element Site Inventory and requires a minimum density of 30 dwelling units per acre (30 du/acre). As such, we have designed our proposal to be consistent with the land use designation and density planned for in the Housing Element. The project site also falls within the Town's Housing Element Overlay Zone, and our proposal is consistent with this zoning designation. Additionally, the Los Gatos 2040 General Plan EIR studied the environmental impact of all of the development planned for in the Housing Element – including our proposed project. When the Town adopted its Housing Element and the Housing Element Overlay Zone, it found that the EIR analyzed the environmental effects of developing Housing Element sites and the cumulative effects of all of the Town's planned development. Because our project is consistent with the land use and development intensity included in the Housing Element and analyzed in the EIR, the EIR also addresses our project's individual and cumulative effects. This conclusion is further supported by the myriad peer-reviewed technical studies that have been prepared in support of our application. Further, due to the shift from commercial uses shown in the Specific Plan to the residential uses now planned for and proposed, many impacts are in fact significantly decreased, such as trip generation.

Grosvenor is proud to deliver a project that meets the Town's minimum density requirement. When we were first approached by the Housing Element Advisory Committee to discuss increasing density on the North 40 site, we stated on public record that we could only commit to providing 200 residential units. Nevertheless, the Town increased the minimum density on the site to 30 dwelling units per acre. After extensive creative design work, Grosvenor was able to achieve the increased density required by the Town. As such, our original commitment to 200 units more than doubled to match the density the Town planned for in its Housing Element.

The project will provide much-needed affordable housing options onsite. As part of the overall housing program, the project will provide 77 affordable homes available to low-income households, which represents over 20% of the market rate homes in the project application. This number exceeds the Town's BMP ordinance of a required 75 units. With 77 affordable homes, the project also exceeds the affordability requirements for a mixed-income housing development project under the Housing Accountability Act. All affordable homes will be at levels of 60% Area Median Income (AMI) or below. We are proud to partner with Eden Housing to deliver 67 of the 77 affordable units in a standalone building. Eden has a long, successful track record of completing affordable housing projects throughout the State, including the Walnut Grove property immediately next door to Phase II on the North 40 Phase I project site. The

GROSVENOR

following video links from the grand opening of Walnut Grove are a testament to the positive impact of delivering much needed affordable housing in Los Gatos.

- *https://youtu.be/nyxLaMo4Ih8?feature=shared*
- *https://youtu.be/Npq9UqHBpho?feature=shared*

Grosvenor has been working in the Town of Los Gatos and on the North 40 project for almost twenty years. We have valued the input from community stakeholders and have redirected our application from the original vision multiple times. We are excited to play a significant role in supporting the Town's Housing Element, while also satisfying the desires of the community for a larger, accessible open space area. The central "Meadow", a cornerstone of the phase II application, provides publicly accessible, passive recreation areas to all Town residents.

We look forward to Planning Commission and Town Council support on our Housing Element-consistent application. We ask the Commission to provide staff with any necessary direction to complete the project's Conditions of Approval and CEQA review and set the next hearing date to act on the project application as soon as practical. In the meantime, we welcome any questions you may have, and we look forward to the opportunity to present our project to you and Town residents.

Sincerely,

Steve Buster
Senior Vice President, Development
Grosvenor – Property Americas

cc: Edward Morimoto, Yuki Family Farms

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TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 04/30/2025

ITEM NO: 1

DESK ITEM 2

DATE: April 30, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 21 includes additional public comments that were received between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025, and were erroneously excluded from the previous Desk Item.

EXHIBITS:

Exhibits previously received with the April 25, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager and Community Development Director

7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Exhibits previously received with the April 29, 2025, Addendum Report:

17. Public Comments Received Between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

Exhibits previously received with the April 30, 2025, Desk Item Report:

19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
20. Additional Correspondence from the Applicant

Exhibit received with this Desk Item 2 Report:

21. Additional Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025

From: [redacted]
Sent: Wednesday, April 30, 2025 10:07 AM
To: Clerk <Clerk@losgatosca.gov>
Cc: [redacted]
Subject: For tonights Planning Commission meeting. 4.30.25. Clarification Request Regarding N40 Phase II Vesting and SB 330 Applicability. Re Los Gatos, Ca.

[EXTERNAL SENDER]
Dear Ms. Wood, Please include the following for tonight's Planning as a desk item.

Dear Members of the Planning Commission,

We are writing to clarify that the Grosvenor N40 Phase II project cannot claim vested rights under the Town's Housing Element adopted on January 30, 2023, because the element was not certified by the California Department of Housing and Community Development (HCD) at the relevant time.

On April 14, 2023, HCD issued a letter finding the Town's Housing Element out of compliance with state law. Despite this, the Town deemed the N40 Phase II application complete and vested as of April 18, 2023—four days after HCD's formal finding of non-compliance.

Under Government Code §§ 65580–65589.11 and SB 330, housing developments may only vest in objective zoning and general plan standards in effect at the time the application is deemed complete—and only when those standards stem from a certified housing element. Because the Town's Housing Element lacked certification on April 18, 2023, the Grosvenor project cannot vest under it.

Instead, the application vested under the zoning laws actually in effect on April 18, 2023, which were those established by the Town's 2020 General Plan Land Use Element. That framework imposed a maximum residential density of 20 dwelling units per acre for the N40 site. The N40 Phase II project proposes 30 dwelling units per acre, which exceeds the allowable limit.

As such, the project did not conform to the applicable zoning at the time of vesting, and is therefore not entitled to the five-hearing limit under SB 330.

Given the significance of these legal issues and the potential consequences for land use decision-making in Los Gatos, we strongly urge the Planning Commission and Town staff to seek formal clarification from HCD on two critical points:

1. Whether SB 330 protections apply to projects that claim vesting under a non-certified housing element; and
2. Which zoning standards—specifically—the N40 Phase II project vested under as of April 18, 2023, based on the status of the Town's housing element at that time.

Sincerely,

Los Gatos Community Alliance

A P P E A R A N C E S:

Los Gatos Planning Commissioners:	Emily Thomas, Chair Kendra Burch, Vice Chair Jeffrey Barnett Rob Stump
Town Manager:	Chris Constantin
Community Development Director:	Joel Paulson
Town Attorney:	Gabrielle Whelan
Transcribed by:	Vicki L. Blandin (619) 541-3405

P R O C E E D I N G S:

CHAIR THOMAS: We will now move on to our public hearing starting with Item 1, and I just want to remind everyone tonight that there will not be any decisions or recommendations made tonight or forwarded to Town Council, because we are still pending some environmental review. There will be another Planning Commission meeting on this agenda item at a future time after the environmental review has been cleared up and presented to us.

The first item is to consider a request to construct a Mixed-Use residential development, 450 units, a Vesting Tentative Map, site improvements requiring a Grading Permit, and removal of large, protected trees under Senate Bill 330, SB 330, on property zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. The Architecture and Site Application is S-23-031, and the Subdivision Application is M-23-005. The property owner is Yuki Farms LLC, the Applicant is Grosvenor Property Americas c/o Steve Buster, and the project planner is Ms. Shoopman.

Before the Staff Report, may I have a show of hands from Commissioners who have visited the properties? Are there any disclosures?

Ms. Shoopman, thank you.

JOCELYN SHOOPMAN: Thank you, and good evening. The Applicant is requesting approval to construct a Mixed-Use development with a total of 450 units, 77 of which would be designated as affordable. The application is being processed under Senate Bill 330, and the project qualifies for two concessions and unlimited waivers under State Bonus Density Law.

The 15.565-acre site is proposed to be developed with a Mixed-Use Residential building with approximately 7,874 square feet of commercial space on the ground floor, along with 255 apartments, ten of which would be designated for lower income households. A 100% affordable housing building consisting of 67 rental apartments for lower income households, along with one unit for an onsite manager, 127 townhomes distributed amongst 17 buildings, two commercial buildings totaling approximately 7,200 square feet, and approximately 3.5 acres of publicly accessible open space that is spread throughout the project site. The majority of the accessible open space is located with the Meadow, a centralized space that contains an

outdoor pavilion; a pedestrian path; and active recreation uses, including a garden, amphitheater, and play space.

As described in greater detail in the Staff Report, the townhome buildings are proposed at three stories, ranging in height from 44'-3" to 48'-9". The 100% affordable housing building is proposed at five stories with a maximum height of 62'-5", and the Mixed-Use building proposed at seven stories with a maximum height of 99'-8". The two commercial buildings are proposed to be one-story ranging in height from 25'-27'.

The Applicant has implemented the parking requirements provided by the State Density Bonus Law for the Mixed-Use building and the townhomes, which require a total 605 spaces to be provided. The project includes 768 spaces within the Mixed-Use building parking garage, street parking, a surface parking lot, and private garages.

The Applicant has requested two concessions through State Density Bonus Law. The first concession is to allow for residential uses on the ground floor of buildings, as currently the North Forty Specific Plan prohibits residential uses on the ground floor in the Northern District. The second concession is to allow the Applicant the ability to remove the proposed private roof decks for the townhome buildings at the time of Building

Permit submittal, if necessary, to reduce construction costs, which would cause the project to fall short of the Objective Design Standard requirement for private recreation space.

A number of waivers are also requested, as detailed in Exhibit 2 for building height and several Objective Design Standards.

An Addendum and Desk Item have been distributed with additional public comments, correspondence from the Applicant, and updated parking information regarding State Density Bonus Law.

Staff recommends that the Planning Commission consider the request, take public comment, discuss the project, and continue the matter to a date uncertain. A future Planning Commission meeting will be scheduled to discuss the environmental analysis for the project and to make a recommendation to the Town Council.

This concludes my presentation; however, Staff is available to support your discussion tonight.

CHAIR THOMAS: Thank you. Are there any questions for Staff at this time? Commissioner Stump.

COMMISSIONER STUMP: Earlier this afternoon we received an email from the Los Gatos Community Alliance,

and we received that as a Desk Item, and so I'm just wondering, has Staff has a chance to review this email?

DIRECTOR PAULSON: Thank you, Commissioner. We have read the letter and the statements in there. We will, as they suggest, look for advice first actually from legal counsel, so since Ms. Whelan is out, we will be seeking that clarification. We have had conversations on that in the past. I want to take this time to introduce Nazanin Salehi; she's from Goldfarb & Lipman, and she's sitting in in Ms. Whelan's absence.

COMMISSIONER STUMP: I guess there is no point in asking any further questions on this?

DIRECTOR PAULSON: You can ask the question, but we'll defer the answer.

COMMISSIONER STUMP: I guess one of my key questions was do we consider this to be an accurate statement, that the Town's Housing Element lacks certification on April 18th, so I will hold until we have Ms. Whelan back. Thank you.

CHAIR THOMAS: Any other questions from Commissioners? Commissioner Stump.

COMMISSIONER STUMP: I wanted to talk just a little bit about the affordable housing.

CHAIR THOMAS: I'm sorry, this is just the questions for Staff.

COMMISSIONER STUMP: It's for Staff, yes.

CHAIR THOMAS: Oh, question for Staff, okay.

COMMISSIONER STUMP: In the affordable housing portion of the report, I guess I'd like to ask you to state again how many units of affordable housing are being developed by the Applicant in North Forty Phase 2?

JOCELYN SHOOPMAN: There are 77 units that are being proposed.

COMMISSIONER STUMP: If we look back at our sites inventory in our Housing Element, do you know how many affordable housing units that we had planned for that property?

JOCELYN SHOOPMAN: I don't have that number off the top of my head. I can certainly look it up and report back to the Commission.

COMMISSIONER STUMP: I've been doing some research on this, because I think it's really important to look at this. That number was actually 364 for Phase 2 of the North Forty project, and what is actually happening is that 77 are being developed. What we've seen over the past several years is that numbers have been provided to us, like in September of 2022 the thought was up to…or maybe

even more than 130 units could be provided. Then in September of 2023 that was reduced to 91 affordable units, and now as of March 2025 it's being reduced further to 77 affordable units. I know we do not have RHNA or no net loss analysis tonight, but as we look at that trajectory of fewer and fewer affordable housing units being built, what kind of predicament does this potentially put the Town in?

DIRECTOR PAULSON: Thank you, Commissioner Stump. I'll make just an overarching statement that the reality of the sites in the Sites Inventory being developed to the level of affordability is if not zero, as close as you can possibly be.

As you're aware, if the Town gets into a situation where we no long have capacity to meet our Regional Housing Needs Allocation, we will fall under No Net Loss Law, which will require the Town to rezone an additional site to make up that capacity site or sites, depending on the extent of that, to refill that bucket so that we're still compliant with Housing Element Law.

COMMISSIONER STUMP: I guess just a comeback question, and that would be since we had 364 affordable housing units in our plan, did we consider that number to be realistic?

DIRECTOR PAULSON: Realistic? From a planning Housing Element exercise? Yes.

COMMISSIONER STUMP: The way you'd have to answer it, sure.

DIRECTOR PAULSON: Yes. I mean, technically once you hit the minimum density for the specific jurisdictions—in our case it's a minimum of 30 dwelling units per acre—the State actually allows you to presume that all of those units will be affordable in the Housing Element process, but the State doesn't provide any opportunities for jurisdictions to compel projects to come forward in that exact or even remotely similar fashion.

COMMISSIONER STUMP: I guess just to help people understand, if we were to carry this out to where Los Gatos is, it's clear that we're not able to meet these numbers, what do we face in the way of penalties from the State?

DIRECTOR PAULSON: I don't want to get into the penalties. Again, I think that has a wide range. I'm not sure Ms. Salehi is interested in providing any injection, but we'll definitely make sure that we come back with more specifics as it moves forward.

COMMISSIONER STUMP: Thank you.

CHAIR THOMAS: Are there any other questions? Commissioner Barnett.

COMMISSIONER BARNETT: I think I know the answer to this, but we have letters submitted by five nonprofits indicating that 16 units will be dedicated to intellectually or developmentally disables persons, and I did not see that in the application. Do you have any information on that?

JOCELYN SHOOPMAN: It has been brought to Staff's attention that those units are likely to be within the 100 affordable housing building, but I believe Eden Housing is available, or townhome applicant is available, and can speak to that further tonight.

COMMISSIONER BARNETT: Thank you.

CHAIR THOMAS: Any other questions for Staff at this time? We will now open the public portion of the public hearing on Item 1, and give the Applicant an opportunity to address the Commission for up to five minutes. I believe Mr. Buster, you will be speaking on behalf of the Applicant tonight. Thank you. You will have five minutes to start. Thank you.

STEVE BUSTER: Good evening, members of the Planning Commission. I'm Steve Buster. I'm Senior Vice President of Development for Grosvenor. We're excited to be here tonight to present the neighborhood Phase 2 project.

I'd like to start with a brief project history, touch on the Town's Housing Element and how it shaped the project design, I'll briefly touch on some of the key components of the program, introduce the project team members, and then we'll be available for any questions.

The North Forty is located at the very north end of town at the intersection of Highway 17 and 85. Planning for the site began in the 1990s. Grosvenor started their involvement in 2008. By 2015 the North Forty Specific Plan EIR and General Plan Update were approved and the application for Phase 1 was ultimately approved in 2017. SummerHill started construction after the Phase 1 approval.

In 2021 we turned our attention to Phase 2 and immediately began an extensive community engagement process. By January 2023 the Town's Housing Element and CEQA analysis were adopted, redesignating the site to 30 dwelling units an acre. We submitted an application in April 2023, and it was deemed complete one year later in April 2024. Finally, in July 2024 the HCD certified the Town's Housing Element.

As a reminder, the Town's RHNA requirement is 1,993 units, and the Town looks to our site to accommodate a significant portion of those units by redesignating the site to 30 dwelling units an acre. Grosvenor did say at the

time that we could only commit to 200 units, but ultimately the Housing Element was approved at the 30 units per acre.

So, we went to work to design a project that met your needs, consistent with your Housing Element, and we've done that, and we're proud of it. Two important points I'd like to mention.

One, the project's impacts are within the scope of the 2040 General Plan EIR, which the Town relied upon when adopting the Housing Element; and two, Grosvenor is not invoking Builder's Remedy. This application meets the Town's land use and density approved in the Housing Element.

I'll just briefly touch on the development program. We spent a considerable amount of time master planning the site to provide over eight acres of open space, a retail promenade, pedestrian and bike connections, and 450 homes, which I'll touch on in a bit.

This slide shows the very important integration between Phase 1 and the future Phase 2.

Here we illustrate the project's connectivity, including bicycle and pedestrian connections, implementation of the multi-use path, and it's important to note we voluntarily agreed to provide easements and a land dedication for a future extension of Burton Road if the

Town wanted to do that in the future. You can also see on this slide the center open space, which we call the Meadow.

The central Meadow is the cornerstone of this plan. It provides an open space, gathering place for the community, and was a very, very important point of emphasis during our community outreach meetings.

Lastly, this is a rendering of the public promenade, which provides a connection from Los Gatos Boulevard to the retail, to the Meadow, and Phase 1 retail.

So, again, the project provides 77 units of affordable housing, 67 of which will be built by our partner, Eden Housing. Grosvenor is making a significant land donation to Eden to make that project possible. The Eden building will provide a mix of unit types available for lower-income households.

We've master planned 127 townhomes, again, with a mix of sizes and bedroom counts to provide a wide variety of housing.

Lastly, 255 units, including 10 affordable, will be delivered in the multi-family rental building, also designed with a wide variety of sizes and unit types to attract a range of renters.

That building was designed and placed along Los Gatos Boulevard to preserve hillside views from Highway 17.

CHAIR THOMAS: Thank you. You'll have an additional three minutes in a little bit, and we will have questions for you, and you can pull up any of your slides to answer any questions, so thank you.

STEVE BUSTER: Thank you.

CHAIR THOMAS: At this time, do any Commissioners have questions for the Applicant? Commissioner Stump.

COMMISSIONER STUMP: I wanted to come back to affordable housing and this partnership you have with Eden Housing. Can you explain that a little bit more, how development would proceed, and would that development be concurrent with the Grosvenor part of the project?

STEVE BUSTER: Eden Housing is a wonderful partner. If you remember, they developed the affordable housing project, Walnut Grove, next door in Phase 1, which was very well received. I can invite them up here to speak about the project, but Grosvenor's obligation would be to donate the land and complete all of the infrastructure around the site, enabling them to go get their own financing and build that project.

DIXIE BAUS: Good evening, thank you. My name is Dixie Baus; I'm the Director of Real Estate Development for Eden Housing. It's a pleasure to be here, and I'm happy to take your questions on that.

We are, in fact, very grateful for the opportunity to build another phase of affordable housing for families who want to live in Los Gatos, and offering a range of one-, two-, and three-bedroom apartments for those families that want to call Los Gatos home.

COMMISSIONER STUMP: A follow-up question. I don't need to know the business details, but I'm trying to understand what the commitment is. We have 77 affordable housing units that are identified in this project. We need to make sure that all 77 are developed and something doesn't happen where it ends up kind of too bad, so sad, there was a problem and we couldn't build those units. I guess I'm looking for an assurance at this point in time that those units will be built, and that they would likely be built concurrently with the overall project.

DIXIE BAUS: Because of the unique way that 100% affordable housing is financed, that's really too difficult to predict at this time, but Eden does definitely have a very long history of working with many, many market rate apartment and for-sale developers, and just in the last five years we've completed seven such projects under the same similar scenario where land was dedicated, the land was prepped, infrastructure was built by the master

developer, and that all counted to help us raise dollars for the affordable housing.

You see, our affordable housing will provide rents that are much lower than what is required in the Town's affordable housing plan, and so we can reach families with deeper affordability, but in doing that, we do go and we leverage our financing capabilities and get tax credits, which is mostly how all of the affordable housing at such low levels are being built in Santa Clara County and in Los Gatos.

COMMISSIONER STUMP: I understand, and we're fully in support of getting those units developed. It's in everybody's best interest to get those units developed. Chair, could I ask one more question about the waiver?

A waiver is being requested that allows you to develop the proposed BMP housing that we'll need to provide affordable units proportionally, the same unit type mix as the market rate units, nor have the units be dispersed throughout the property. I don't know that this is a question for you, but why is the affordable housing in your project being clustered this way?

DIXIE BAUS: I'll take one portion of that, because I do know that this particular building for Eden's affordable housing was always projected as a standalone

building, and that's to reach the lower area median income targets and the rent targets in which we set.

Now, the rest of the development has the remainder of the affordable housing units, which will be built at the same time as the other units. Ours is a special, unique financing situation in which the standalone has one 100% building consisting of all units that are 60% and below AMI. Does that answer the question?

COMMISSIONER STUMP: Yes, like you said, the part that you could answer. Let me go ahead, and this is probably directed back towards Grosvenor. In the March 6, 2025 letter that was signed by Eric Phillips, it states, "Compliance with the BMP program requirements would physically preclude development of the project." What is it about the lot that precludes you from developing in compliance with the BMP program? I understand the partnership, but what keeps you from building across the property?

ERIC PHILLIPS: Good evening, my name is Eric Phillips; I wrote the letter you just quoted from. Nice to meet you, Planning Commissioners.

The issue with the waiver is that if the project were required to physically distribute units throughout the project, we would not be able to develop the project that

we've proposed. In order to meet the needs of the Eden Housing project, to have that project function as proposed as part of the unified whole of the development plan, it's necessary to have those physically designed in a single building with the bedroom count, with the unit sizes that the project is proposing, so the project that's proposed could not physically go forward if the Town's distribution and proportionality requirements were imposed on the project.

COMMISSIONER STUMP: I think I'll probably have more questions, but that answer is fine for now. Thank you.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: I understand the waiver request with respect to the BMP units being integrated and not dispersed throughout the project. Maybe this is an unfair question, but you've seen the issues regarding the (inaudible) Civil Rights Act of the California Fair Housing Act or the Federal Fair Housing Act that are involved in that?

ERIC PHILLIPS: No, so the housing would certainly be developed to comply with all fair housing laws, and it would be offered on a Fair Housing Law compliant basis. It would be universally accessible and marketed to reach a broad swath of the population. I've

done quite a bit of fair housing work and analysis on other projects, and we've never had any issue with having an affordable housing project be a component of a market rate project and leading that to exclude any protected classes under fair housing laws. In fact, because of the depth of affordability, we're actually able to serve many protected populations that wouldn't otherwise have housing opportunities in Los Gatos, so I think that the unit sizes and affordability that can be met by this project will help the Town achieve its obligation to affirmatively further fair housing.

COMMISSIONER BARNETT: Thank you. I'm not sure who will respond to this, but can you enlighten me some more regarding the 16 units for developmentally or intellectually challenged people?

ERIC PHILLIPS: That we will ask Dixie to come back and talk about Eden's partnership with them. Thank you.

DIXIE BAUS: Thank you so much again for the question. Great question. In Eden's 57 years we have had the luxury, if you will, of partnering with a number of organizations that provide housing opportunities for many people.

One of those communities is the intellectually disabled community. The IDD community has been a friend to Eden for many years. We have set aside units to help meet their demand in communities, and there is a huge demand in this community for people who live with their parents currently, but cannot simply afford to have their own rental units, and so we're providing that opportunity for those individuals to apply for a home with us and making that opportunity available to them.

There is no special needs population, if you will. There is no different way that those units have to be built. They're built inclusively along with the other apartments in the building, so it is creating a very cohesive, very inclusive community for rent opportunities for everyone who wants to live in Los Gatos.

COMMISSIONER BARNETT: May I follow-up? I still don't understand how there is going to be implementation of the 16 units set aside for these people.

DIXIE BAUS: More often times than not, and for instance, in many affordable housing plans there are what is called, not special set-asides, but preferences that are given for a number of units, and so in some of our units we have preferences for senior, which is built in on Phase 1. Phase 1 was 100% preference for 55 and older, and then

there were sub-preferences for people who may have lived previously in the Town of Los Gatos or maybe even worked, so it really is dependent upon what is in the negotiated development agreement. In this particular instance, while we don't have a specific agreement with Housing Solutions, we do have a very long history of working together and definitely do want to provide that opportunity.

The exact number of units we'll have to work out as we go along, but right now it seemed like they needed about 25% out of the total, and so that's the starting number that we come up with. It could be more; it could certainly we less. I'm betting they think it's more; I know they'll want more. They certainly have the need in this community to provide affordable housing for the IDD community.

COMMISSIONER BARNETT: Thank you for that.

CHAIR THOMAS: I have one follow-up question for you about that. When actually building the units, is that when you take into account the population that you're targeting for the use, like in the design and the living space itself, or is it more about after they're built, the outreach and the programs that you coordinate with to get highest-need individuals into them?

DIXIE BAUS: Typically, we do it very early in the game, because when we look at a specific piece of property, we want to say would this population work well with the master population?

For example, you have some challenges when you mix the population of family and senior; there are some fair housing challenges that you have to work out there, but not when you mix populations with, say, veterans and families, or IDD community and families, or even formerly homeless, because we do that as well. So, there are many subsets of populations that mixes well in a community and in a development. In this particular development, the IDD subpopulation really, really blends quite well with large family.

CHAIR THOMAS: Thank you. Vice Chair Burch.

VICE CHAIR BURCH: A bit on a different topic, so this more directed toward Mr. Buster, please.

During your presentation you made a note that you obviously had spent a lot of time on developing the site, and so I'd like to understand the thought process behind putting the tallest building right on the Boulevard where, if you recall during Phase 1, there was a lot of talk about being very deliberate and placing the tallest building closer to the highway to keep the view corridor along the

Boulevard and some things like that. Phase 2 seems to have kind of done a swap, so I'd like you to walk me through what that the planning and logic was.

STEVE BUSTER: Sure. Can you go back to my slide deck? There are several reasons why we placed the building where it is.

First, it does preserve the hillside views from Highway 17, which is also a big point of emphasis during Phase 1.

Number two, there is a drop in grade that's significant from Los Gatos Boulevard down onto the site, and so it takes advantage of that drop in grade. It essentially makes the feel of the height from Los Gatos Boulevard lower.

The third reason was there is retail provided along the promenade that's at the ground floor of the multifamily building, and that is the area in Los Gatos Boulevard where the retail will be most successful and activated.

So, those are three reasons why we placed it where it is.

VICE CHAIR BURCH: So I don't have to dig through the civil drawings, what's the grade drop from the Boulevard down?

STEVE BUSTER: I'm going to look at my civil engineer here and see if she knows. It's 6'.

VICE CHAIR BURCH: Okay, thank you.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Question about density. These lots that make up the North Forty Phase 2, we're scheduled to produce a minimum of 464 housing units according to our Housing Element, the plan, and you're producing 450 housing units. My question would be why aren't you producing housing units that meet the minimum allowable density?

ERIC PHILLIPS: The minimum density that applies to the site is 30 dwelling units per acre, and that is the density that the project is being developed at. The density calculations exclude some of the streets and areas that are being dedicated to the Town, and looking at the developable area and the Town's definition of density, the project is being developed slightly higher than 30 dwelling units per acre.

COMMISSIONER STUMP: I guess this would be an area of one of my concerns. Numbers have meaning, and calculations have meaning as well. Their Housing Element plan, the definition for density is on page C-75. I may be wrong; it might be D-75. It says, "Residential developments

are regulated by an allowed density range, minimum and maximum, measured in dwelling units per acre. Residential density is calculated by dividing the number of housing units on the site, excluding accessory units, by the gross lot area."

The only point I would make is perhaps if this is a difference of opinion, and I'm just all about getting things right, maybe we should look to HCD for some technical advice on the density calculation, because they obviously have approved this. They're expecting us to do apples-to-apples comparisons, and this may not be a true apples-to-apples comparison with other projects that might come before us.

ERIC PHILLIPS: Yes, I think that the calculations are entirely consistent with the Town's definitions, both in its General Plan and its Municipal Code, and in the way that it applied density to the first phase of the project, so it has both a pattern and practice of calculating density in this way, and we are developing 30 dwelling units per acre of the developable site. The only exclusions are for things that will function as public roadways. The internal network of streets is all included, so it is the equivalent of a gross (inaudible).

COMMISSIONER STUMP: I understand, and I guess where I'm coming from is how HCD interprets that. I realize, and I've talked to our Staff about this as well and gotten a similar explanation, so there's nothing out of line here, but it's just details matter, and this is a detail, so like I say, that's just a concern that I have; I have no further question on that though. Thank you.

ERIC PHILLIPS: Thank you, and I'm not in a position to speak for HCD, I won't put words in their mouth, but we definitely think that the project meets the Town's standards and is consistent with their approach to calculating the numbers.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: For the appropriate person, it might be you, it was mentioned that there would be an easement dedicated to Burton Road, but public access needs to be assured for the Meadow—I understand that's a public use—so I assume there will be a dedication.

ERIC PHILLIPS: The one part that was featured in the presentation was a dedication that goes above and beyond the impacts that the project have been identified, so in some ways it's an additional dedication that's being made to help facilitate the Town's long-term transportation goals, but even though that was featured in the

presentation, that certainly is not the only dedication that's going to be made as part of the project. The streets will have permanent easements over them so the public can access them, and there will certainly be accessible routes to use the project amenities.

COMMISSIONER BARNETT: Thank you.

CHAIR THOMAS: Okay, thank you very much. Thank you all for answering all those questions. We will now have comments from members of the public, so if you have not already turned in a speaker card to Staff, please do so at this time, or use the Raised Hand feature if you are on Zoom and would like to speak.

When you are called to speak, please state your name and address for the record, and you will have three minutes to make your public comments. The first speaker card I have is for Gia Pham. Thank you, and just to let everyone know, the microphone, you can take it off or you can move it and adjust as needed, so thank you.

GIA PHAM: Hi there, my name is Gia, and I am the Communications Coordinator at Housing Choices. We are a non-profit that helps people with intellectual and developmental disabilities, or IDD, find and retain housing.

I'm here to express support for the North Forty Phase 2 project, and more importantly, speak on behalf of the families and individuals with IDD who are part of this community and want to stay part of this community.

In the past few months, I had the privilege to speak with several families in Los Gatos who have children with developmental disabilities. They shared how heartbreaking it is to know that when their kids grow up, they most likely won't be able to afford to live in the town that they grew up in. One parent told me, "We love it here, but I don't see how my daughter could ever live here on her own."

At the Los Gatos-Saratoga Union High School District I spoke with the superintendent for special needs and he said that the post-secondary program currently serves 30 students with IDD. Each year three to five of these students age out of their program at 22 years old. Most continue living with their parents and would qualify for the affordable housing units proposed in this project.

Additionally, the high school program currently supports 20 families with students who in just a few years will be adults ready to take their next step. These families live right here in Los Gatos, and yet, when their children reach adulthood there are no independent living

options available for them. These families, like all others, want their kids to have stable, independent futures close to the people, families, and services that support them.

This project includes about 16 homes set aside for people with IDD, and it provides more than just housing, it integrates these residents into the broader community with walkability, green spaces, gathering spaces, and just places to connect. Yes, it is all part of that one affordable housing building, but that's better than no housing at all, and it's also still integrated in the entire plan.

Without affordable options like this, many face homelessness, and also many face being displaced out of Los Gatos as their caregivers age. At Housing Choices, we serve over 100 clients with ties to Los Gatos, many who are living here on just $12,000 a year from SSI, while the area median income, as most of us know, is above $120,000 a year, so this is a massive gap, and without projects like North Forty Phase 2, the housing crisis will keep leaving those with disabilities behind.

Fair housing laws outline that individuals with disabilities have the right to choose their own housing and not be forced into institutions, but without actual housing

opportunities to support this right, the law fails in practice. North Forty Phase 2 brings us closer to honoring fair housing commitments, and I believe in the good faith of the Los Gatos Planning Commission to hopefully help move this project forward. Thank you.

CHAIR THOMAS: Thank you. Real quickly before you leave, I think Commissioner Barnett has a question for you.

COMMISSIONER BARNETT: If you would, please.

CHAIR THOMAS: Thank you.

COMMISSIONER BARNETT: This may be a little off topic, but can you bring out some of the services that are available for disabled people who may need assistance?

GIA PHAM: We provide housing coordination services for anybody associated with the San Andreas Regional Center, which is the hub that supports those with intellectual and developmental disabilities, and we also provide onsite resident support services for the folks who end up in those set-aside units.

COMMISSIONER BARNETT: Very much appreciate that.

CHAIR THOMAS: Thank you. Any other questions for the speaker? Thank you. The next speaker card I have is for Blake Thomas.

BLAKE THOMAS: Hello, good evening. My name is Blake; I'm at 16210 Escobar Avenue, and I've been a proud Los

Gatos resident my entire life. In fact, I remember hearing about this project when I was just 13 years old, and I'm surprised that we're still talking about it almost a decade later.

Tonight, I'm speaking in strong support of this development for three key reasons. First, it provides hundreds of desperately needed homes. Second, it creates no unique issues of traffic or safety. Third, it strengthens, not diminishes, the unique character of our town.

First point, it provides seriously needed homes. It cannot be stated enough that we are in a housing crisis. Housing costs are eating up peoples' income, forcing people to commute long distances, and even putting thousands on the street. Our inability to build new homes is the chief cause of these issues as years of reports and studies have shown.

Denser, multi-family developments like these not only ease affordability, but also play a vital role in funding Town services. It's well established that denser developments produce the most tax revenue for the lowest burden on public services, and this development will thus carry more than its otherwise weight in terms of funding our schools, roads, and parks.

My second point is that this project creates no unique issues of traffic or safety. Traffic and road safety have been problems in this town as long as I've been alive, and they will likely will still be regardless of if this development is built, but this development will, however, provide key tax revenue for funding pedestrian infrastructure, bike infrastructure, and transit infrastructure that are the true solutions to traffic and road safety.

My third, final, and most important point is that this development actually strengthens our Town's unique character. When I think, "What makes Los Gatos so great?" I think about our thriving downtown businesses and the excellent events that we have every year at which I've made so many fond memories. These are what makes Los Gatos stand out from other sleepy, drab suburbs that are so common in this country, and this development provides the fuel for continuing our thriving and vibrant town. This project will provide our town with more patrons of local businesses, more volunteers to run town events, and more engaged community members who are invested in our town's success.

Opposing new housing will choke our town of new resources, ideas, and community members, and I want to remind everybody that our town's greatness isn't measured

by the height of its buildings, but the vitality of its community. That's why I urge support of this development. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for the speaker? No. Thank you so much for your comments. Next up I have Katherine Mancuso.

KATHERINE MANCUSO: Hello, good evening. I'm Katherine Mancuso. My address is 14287 Mulberry Drive, Los Gatos. My parents moved to Los Gatos in the early 1950s, so I was really lucky to be able to grow up here, go to school here, and thankfully have a career that allowed me to buy a house in Los Gatos.

I have a son who is 28 years old, and he has intellectual disabilities. He's been very fortunate in that through Housing Choices he's actually been able to move out and lives currently independently, and I can tell you firsthand, like any of us with kids, I think there's some mystery around developmental disabilities or anyone with some special needs, but it sounds obvious, but to state it, they want the same thing everybody else does, and as parents we want the same thing that all of us want for our kids, to be able to be productive individuals, to be independent, and to have a place of their own. The pride and the growth that he's had and experienced being able to

move out, which honestly, we quite frankly never knew if that was going to actually happen, it's been just fabulous.

The downside is it's in Santa Clara; that's the closest place that we could find that fit the affordability piece, because he qualified through everything that they've been talking about, so being able to be in Los Gatos, I hate that number 16, it should be way larger than that, because I can't tell you… I know some friends of mine who live in the area sent letters in. My son personally has many friends in the Los Gatos area that also have intellectual disabilities, and so there are a lot of them out there and they're wonderful, they contribute, and they're stable.

Just to comment briefly on having them all in one place, I think I would think that way too, but in actuality where my son is, I don't know how many units there are, it's on San Tomas Expressway and Monroe Street, right on the corner there, it's a new development. He got to move in as the first new group of residents that went in there, and through Housing Choices, as Gia mentioned, they have onsite services, they give classes, and there ends up being some comradery.

Not always, but a lot of these individuals, my son included, don't drive, so they can share opportunities for

transportation, so there is some goodness that comes out of that kind of community being developed there, so I'm in strong support.

Having him be able to live where his doctors are, his dentist is, his friends are, his grandmother is, he could walk to our house from there, would just be fantastic, and so hopefully, the more, the better. Thank you.

CHAIR THOMAS: Thank you. Are there any questions? Thank you so much for sharing tonight. The next speaker will be Jan Olson.

JAN OLSON: Good evening, I'm Jan Olson; I live at 15189 Lester Lane, directly behind the Office Depot. We've lived in our home for over 30 years.

In 1994 I was part of a charrette the Town had to find out how the community envisioned Los Gatos Boulevard could be, and the look. There were so many great ideas, and they included the North Forty. Most of those were for the benefit of the Town's population to enjoy. Maximum heights for buildings were set at 35', which came to be, and walkability was a major factor.

I was very involved in most of the public discussions of North Forty Phase 1. Sadly, North Forty Phase 1 did not become the things that were promised, and in most peoples' opinions is uglier than "F," certainly not fitting with the

look and feel of Los Gatos. I was involved in Phase 2 at the beginning and quickly realized I needed to separate from it, as they were going to do whatever they were going to do.

The reason why I am here today is due to Housing Choices and the need to have at least 16 units, if not more, designated for adults with intellectual and development disabilities, IDD.

My daughter, who is closing in on 36 and lives with me, went through the whole Los Gatos School District system as a special ed student. She was finally diagnosed with autism when she was 17. Back then there was not such a thing, and whatever it was, girls did not have it. She was one of the first high functioning students to join the high school's post-secondary program. There were maybe ten students then; I understand there are over 30 now, which I think is fabulous.

She started receiving services from the regional center after she aged out. She was working at Walgreens with help at first, and ended up being there for 13 years. Due to the services she receives from the San Andreas Regional Center, which include independent living skills and special tutoring, she earned her associate's degree in

early childhood education from West Valley and is now working fulltime as a preschool teacher at Shir Hadash.

She loves her job and the kids. This is fabulous. She loves that she can ride her bike to work and stop at the stores on the way home, and she's in her community. She has lived most of her life in Los Gatos; this is home.

Designating 16 units for adults with IDD will provide local housing for our kids. Believe me, there has not been anything nearby for them. They live here in their parent's homes, have gone through the school systems here, and work here. Having dedicated housing in Phase 2 will allow these adults to live independently near family, jobs, and services. It will support stability and community inclusion. By designating these units, it will help Los Gatos meet its Housing Element goals, avoiding things like Builder's Remedy.

I worry that as I age and eventually need to leave our home, where is she going to live? How will she live? Living across the street on Los Gatos Boulevard in her own space, the support will bring both of us great peace of mind. Thank you.

CHAIR THOMAS: Thank you very much. Are there any questions for the speaker? No. Thank you for sharing. The next speaker card I have is for Michelle Capriotti.

MICHELLE CAPRIOTTI: Thank you for the parents that just recently shared, as I am the mother of a 20-year-old son, so I'm just a little further behind in the journey and I appreciate you creating the pathway for my child.

I stand here before you today as a mother of four, and a special education teacher of 23 years. Returning to Los Gatos was always a dream. I grew up here, I had my first job here when I was 16 years old just across the street at the Los Gatos Athletic Club, now commonly known as the Club LG, and even today I still teach fitness down at Orange Theory in addition to my job as a special education teacher. I am here tonight to speak to you about the need to include all students in our community.

I have not lived in Los Gatos for the past 20 years. My husband and I were so incredibly excited we were able to purchase our first home this past year. We were priced out of the market as the parents of four children when we graduated from college. It took us years to get back here, and we are grateful that now we will be able to call Los Gatos our forever home. We are back here with my parents and siblings. Our reason for moving here can be summarized in own word: opportunity. That is what we want for our son.

We have four children, but I'm here today because of our youngest. Christopher is a 20-year-old man with both

autism and an intellectual disability. Today is the last day of Autism Awareness Month, and I hope I can share with you the value that children like mine bring to our community.

I come to you to speak on behalf of the North Forty Phase 2 development, a place my son could one day call home. There is such an incredible need for our young adults to be included in our communities. My son is one of the 30 students who does attend the post-secondary program at West Valley as an extension of the Los Gatos High School. He is working on job skills, and just yesterday attended a job fair and hopes to this summer volunteer at the Billy Jones Wildcat Railroad where he can share his love of trains. I hope that you can all join him and visit him this summer.

He is capable of this goal, but he does need help. He’s not able to afford the high rental rates in this area. He wants to be close to his family and friends, and have access to transportation so he can continue to be a contributing member of this community.

Housing is not just a want; it is a need. Most adults with disabilities are never able to have a place to call their own home. It is a worry that parents like me are burdened with every day. What will happen upon my death? I want to set him up for success, success I know he is

capable of given the opportunity. This housing program would provide that opportunity for families like ours, and I want our adult children to live an independent life in Los Gatos.

I ask you today to vote yes on this project so that this community can provide more for our inclusive and diverse town. The Vision Statement of Los Gatos states residents are united in the desire to maintain a high-quality of life and preserve the character of the Town. This includes all members of the community, and housing opportunities that will extend an opportunity to enrich the lives not just of those with disabilities, but those that they will serve. Come and visit us this summer. Thank you.

CHAIR THOMAS: Thank you very much. Are there any questions for the speaker? No. Thank you. Then I also have a card for Chris Capriotti.

CHRIS CAPRIOTTI: Good evening members of the Los Gatos Town Council and members of the community. My name is Chris Capriotti and I am currently in a post-secondary program with the Los Gatos-Saratoga Union High School District, and through my program I am also eligible to take classes at West Valley College. I'm doing two years at West Vally and I plan to do the University of California Davis

to study acting and film through the Redwood SEED Scholars Program.

This housing project is important to me because it has good apartments that I could maybe move into after I finish college. I'd be close to family and friends while living independently and working. Being able to do this would make a huge positive impact on my life, both personally as well as the lives of many others like me. Think about it, when you were my age, did you imagine living on your own, or living with your parents forever. What I had in mind was not living with my mom and dad, even though I really don't mind, but thank you for your time and I hope you do build these apartments for our community.

CHAIR THOMAS: Thank you. Are there any questions? Thank you, Chris. Appreciate it. Next up I do have John, so thank you.

JOHN CAPRIOTTI: Hi, I'm John Capriotti. I'm not going to be as eloquent as my son, or as prepared as my wife. But I'm also in strong support of this.

As a realtor, I understand the need for affordable housing, especially a need for housing for individuals with developmental disabilities. Like my wife said, one of the reasons we moved here was for the opportunity. Found out about this project; it's something that's very exciting.

Sixteen is a good number to start with. Obviously, the whole area, we need a lot more of that. As parents, we just want to give our kids a chance to become everything they can be, depending on all the opportunities given to them.

I'm very proud of that young man, and he was very nervous coming up here today, but he's a kid that just tackles things head on, and having an opportunity to live on his own in a community with retail onsite, possibly have a job there, walk to work, it's one of the things that makes Los Gatos special.

Like my wife said, we haven't lived here long as we've come back, but we're very excited about this and I hope you guys support this.

CHAIR THOMAS: Thank you. Any questions? Thank you very much. The next speaker card I have is for Noa Sklar.

NOA SKLAR: Hi, I'm not so prepared, so I'll talk from the heart. The moms before me were amazing.

I'm Noa Sklar; I've lived on Mojonera Courts for almost 30 years. My younger daughter is autistic, and it's been a lifelong struggle. It's very difficult. People who don't have kids with disabilities cannot comprehend, but that's okay.

So, Romi grew up here. The services from the school, especially Los Gatos High School, were amazing, and now

what's happening, we invested a lot in her to become a productive member of society. Tens of thousands of dollars later she is now graduating with honors, on the Dean's List, which is a huge accomplishment for a kid like her. It's been a lifelong of being excluded in social issues, and I think now it's time to have a reparation, like a repayment.

Mr. Barnett, just to let you know, there are tons of kids on the special needs. Some parents don't want to come forward and talk about it. A lot of kids live with their parents, and they need to be independent. That's part of No Kids Left Behind, (inaudible) inclusion, and the pathway for independence. So definitely we need units for special needs.

Sixteen, to me, is a joke. I think there should be more. I remember when we started to talk about the North Forty, all you could hear was "affordable housing." Where is the affordable housing? All I see are $2.2 million, $1.9 million, and $3 million apartments there at the North Forty. I'm still waiting for the affordable housing, so where is it?

I need my daughter to live nearby me. There is no reason for her to go to Santa Clara, or Mountain View, or Cupertino when she can be near me and be a productive

member of society, and work in two jobs, because she will never be able, maybe, but I don't think she'll be able to make enough to live here with a regular salary. She's planning to study social work, masters. We hope this will happen, but she's not going to be able to afford anything unless she gets affordable housing, and she deserves it.

Let's include these kids. Enough with the fancy-shmansy, expensive units. Now it's time for payback. Now it's time to give for our people, for our kids to feel included and live nearby, not ostracized somewhere far, and that's it.

CHAIR THOMAS: Thank you. Before you leave, are there any questions for the speaker? No. Thank you so much for sharing tonight. The next speaker card I have is Sara Grignon.

SARA GRIGNON: Good evening. My name is Sara Grignon and I'm a director at Hope Services. We are a service provider for people with intellectual and developmental disabilities. I want to express my support of the North Forty development, particularly for the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities.

Hope Services is a leading provider of services for people with disabilities in Silicon Valley. We service

approximately 3,700 people and their families in nine Bay Area counties and provide a broad spectrum of services.

Some of the services that we do provide are some of the services that you were asking about. In addition to the wonderful services that my colleague at Housing Choices talked about, we also layer independent living skills training and supported living support for people that are living independently in their own apartments; and this could be anywhere from drop-ins to a couple hours a week to 24-hour support, depending on what the individual needs.

Many individuals and families that we support do reside in Los Gatos. These families are looking for places in the community where their adult sons or daughters can call home, and natural supports are very imperative for the success of the people that we support. Living in the communities where they are raised helps keep those natural supports in place. These are residents who grew up here, attended schools here, and now deserve the opportunity to thrive in our hometown.

We are very grateful for Los Gatos' commitment to services and housing for people with IDD. We do not take this commitment for granted. After years of market rate development, it's refreshing to see this meaningful

progress towards housing for all income levels, especially individuals with disabilities.

In addition, this project will so beautifully respond to our society's commitment for creating a more inclusive and accessible community. The need is urgent. There are so many local families, the ones that you heard here and so many others that we support, who are aging and they do worry about what will happen to their sons or daughters with disabilities in the future, so I urge the Planning Commission to approve this development and insure that the IDD designated units and affordable components are preserved and prioritized as the project moves forward.

Thank you for your commitment to addressing this urgent need for affordable housing and inclusive housing in our community for people with IDD. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for the speaker? No. Thank you very much for your comments tonight. The next speaker I have is Lee Quintana.

LEE QUINTANA: I have to ask a question, because I was a little bit late in getting here. Speaking tonight does not eliminate the ability to speak again at future meetings?

CHAIR THOMAS: No, because there will be new information. All of the environmental review hasn't been

included. There will be enough new information that anyone can make another public comment.

LEE QUINTANA: I actually expected to hear a lot of people talk against the project because of the height of the buildings. Have to back up.

I'm a current member of the Historic Preservation Committee, but I'm speaking as a citizen, not as a member of that committee. I had just a few comments to make.

Basically, I'm in support of the whole project. I know there is a lot of opposition out there to the height of the buildings, but consider the basic facts that this an SB 330 application; that it's not a Builder's Remedy; that it's located on a Housing Element site, which requires a minimum of 30 units per acre, and this currently barely meets that requirement.

There are only two ways that I can think of to decrease the height of that building. One is getting rid of the podium parking and putting it elsewhere onsite, or reducing the number of units and putting them elsewhere onsite; both need to stay onsite. Currently the only way to do that that I can think of is to occupy some of the open space that has been provided, which is one of the really strong points of this project proposal. Neither of those

solutions will, I think, work or be supported by the community.

In addition, I would just like to say that… No, I'm not going to talk about that. I'll reserve my specific design comments to a later meeting.

But I've been involved in the North Forty since the first North Forty plan, and I hope that we do not take another 10-15 years to get this project through and operable. I think that I would like to compliment the developers on the fact that, as far as I know, they are the only developers in Los Gatos that has dedicated land for affordable housing. They're the only developers in Los Gatos that has dedicated as much open space that is available to the whole community. They have provided bike trails that no other developer has voluntarily done, and I think they should be credited for that.

I support approving this project in as expeditious a way as possible. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for the speaker? No. Okay, thank you. Next, I have Dennise Jauregui.

DENNISE JAUREGUI: Good evening. I'm Dennise Jauregui, Executive Director of Housing Choices, and I am here to

express my strong support for the North Forty project, particularly the inclusion of IDD units.

As my colleague, Gia, mentioned, our mission at Housing Choices is to open doors for people with developmental disabilities by creating quality affordable housing, ensuring that they're living rewarding lives in the homes of their choosing, and as my other colleague, Sarah, mentioned, with supportive services of their choosing as well. Because the clients that we serve have multiple or various disabilities, there isn't one fits all.

The lack of access to affordable housing is the number one reason adults with developmental disabilities are unable to move out of the family home and live independently, and are at greater risk of becoming homeless and not having a place to live. Housing Choices has worked with Eden Housing at numerous properties all throughout Santa Clara County, and we have been fortunate enough to provide stable housing to people with developmental disabilities by providing different services onsite in various cities to help keep the clients and the people that we serve within their communities that they've grown up in and are comfortable living in.

By forming these long-term partnerships with housing developers who have set aside a percentage of the units to

people with developmental disabilities, they are able to continue living in the cities that they grew up in. It is because of these projects that reflect the community where people of all abilities can live. I really hope that you consider moving this project forward.

CHAIR THOMAS: Questions? Thank you. Next, I have Shiva Risi (phonetic).

SHIVA RISI: Hello, everyone. First, I would like to thank all the families who kindly shared their journeys and stories with us. I'm a relatively new resident of the Los Gatos community and I'm attending todays Town Hall to listen and hear the facts and arguments before forming an opinion, so what I'm about to say is just my personal opinion so far, not encouragement for approval or rejection of the project.

One of the arguments that has stood out as the developers were speaking was the promise of commercial prosperity with the North Forty Phase 2. Well, if Phase 1 is any indication, that ground level commercial area has been sitting vacant for over two years. In fact, the parking lot area was even unfinished for a very long time, so I'm genuinely curious to see if there are any safeguards? If there safeguard that these promises would actually materialize?

Of course I'm all for affordable housing. They are all valid comments that people made, however, with Phase 1 it ended up having like a 49 senior affordable multi-family apartment complex with 250+ multi-million, no-so-affordable units adjacent to that.

Now, if like 16, as people made, that number I do not think is going to cut it for the support that the community with disabilities is going to need. I'm just curious to know if there are any safeguards. Like what is there so that we know, okay, the development is made. What is there? Is there a guarantee so that it doesn't end up being just a multi-million-dollar project with very minimal…so that it just qualifies for supplying affordable housing?

CHAIR THOMAS: Thank you, and if this is your first meeting, we don't answer questions during this, but Staff does take note of them and we will be discussing more with the developer and everything, so thank you for your comments tonight. Next, I have Pamela Emanuel.

PAMELA EMANUEL: Good evening, everyone, and thank you for allowing me to speak. My name is Pamela Emanual. I am a retired person. I've been at the Phase 1 since the beginning, since it first opened.

I've been in the Santa Clara County area for 20 years now. I raised my kids here. I had an option to come here or

live in the area where I was living and continue my job there. I chose to come here because I wanted to make this town my city, make it my home, and bring my children here, to raise my children here.

Now that I've retired, my children were worried about me, wondering if I would be able to care for myself because it's so expensive. If it weren't for the Phase 1 project, I would not be able to live in this community. Family unity is very important, so for me to be here and continue to be around my children, my grandchildren, my great-grandchildren, I feel like it's a blessing and an honor to be able to live in the community that I'm living in in below market housing. Without this, I would not be able to do this.

It is a good option for other people. I worked in San Francisco and still do. I retired and I had to go take another job because I couldn't afford it, but San Francisco has a massive housing crisis out there. They have a lot of people that are homeless on the streets. This is a beautiful city. I don't want to see that happen here. I would like to see more affordable housing for people so that people can be able to live here, and not be on the street, not live in their cars, not live without dignity because they can't afford to live in proper places just to

be around their family, or move to another state because they can't afford to stay here around their family, so I think affordable housing is amazing.

I know since I've been here, this program has helped me tremendously. I feel safe. My grandchildren come here and they feel safe with me being here. My children feel that way, and I think that if we had more of this to offer the community, it would be better.

I listened to some of the mothers here that spoke about their children with disabilities. I also have one with a disability, and I worry about him too. With affordable housing, we don't have to worry about that. To be able to lay down and go to sleep and feel great and not have to worry is amazing. For my children to be able to call me on the phone and say, "You know what? I don't have to worry about you. I know you're safe. I know that you're okay and you can take care of yourself." To be a senior citizen and not be able to care for yourself is frightening, it's really frightening. But to be able to have more affordable housing in this community is great. I don't want to move to another state, I don't want to move to another city, I want to stay here. Thank you.

CHAIR THOMAS: Thank you. Are there any questions? It looks like Vice Chair Burch does have a question for you.

VICE CHAIR BURCH: Just a quick one. So, to confirm, you live in the Phase 1 Eden Housing, correct?

PAMELA EMANUEL: Yes, I do.

VICE CHAIR BURCH: And you feel like that has been a very successful program?

PAMELA EMANUEL: One hundred percent, yes.

VICE CHAIR BURCH: Great, thank you.

PAMELA EMANUEL: You're welcome.

CHAIR THOMAS: The last speaker card I have is for Karen Yamamoto.

KAREN YAMAMOTO: Hi, my name is Karen Yamamoto; I've lived here for 25 years. I'm a retired special ed teacher. I have a little bit of a problem with this development for several reasons.

I love the fact that it's an IDD, has that element. I love the fact that it has affordable housing. Love the fact that it's got a lot of things going good for it. The issues that I have is that it is part of the SB 330 build. It will create infrastructure issues. It should be included with the EIR as a cumulative effect with the rest of the SB 330s, like the Los Gatos Green. This should not be looked at individually; it needs to be looked at as a whole.

There are 14 SB 330s that are going to play havoc with the infrastructure and be very, very, extremely costly for our Town.

With that said, I'm also wondering how the developers will guarantee that they will fix the sewer and the water issues and not just tap into them, like in Phase 1 of the North Forty, which caused sewage to back up into our houses off of Benedict Lane, which is right down the street. I also have low water pressure at my house because of Phase 1. These are issues that have to be addressed with our old infrastructure, and I don't know who pays for it. I'm hoping it is not our town.

I'm also concerned that we're putting a facility for the IDD community on a flood zone and an earthquake zone. How does that pass CEQA? Thank you. Any questions?

CHAIR THOMAS: Are there any questions for Ms. Yamamoto? Okay, thank you.

I do not have any more speaker cards, so we're good in the audience. Are there any speakers on Zoom?

DIRECTOR PAULSON: Yes, thank you, Chair. First speaker will be Ali.

ALI SAPIRMAN: Good evening, Commissioners. My name is Ali Sapirman, and I'm on here on behalf of the Housing Action Coalition, a nonprofit that supports housing at all

income levels, to express our strong support for the North Forty Phase 2 project.

This proposal brings a rare opportunity to transform 15 underutilized acres into a vibrant, mixed community with 450 new homes, including a significant 17% affordable housing component. It also goes further than the Town's requirements by dedicating land to Eden Housing for a 100% affordable building, ensuring that families earning 60% of AMI and below has access to safe, high-quality housing in Los Gatos.

This is also a Housing Element site in which the Town has already designated the site as a way to meet its RHNA goals of 1,900 homes.

The project is thoughtfully designed around the Meadow, a 3.5-acre public gathering space that connects homes, retail, and open space. Despite not being a transit-rich area, the development team has prioritized bike and pedestrian connections, a balanced parking plan, and transportation demand strategies to reduce car dependency responsibly.

We are also encouraged by the project's environmental leadership with all-electric units, solar energy, and a target of GreenPoint Rated Silver certification, and importantly, this proposal reflects years of community

engagement with real input shaping the design as well as redesign to meet the Housing Element targets. From retail spaces that support local businesses, to infrastructure upgrades, the project offers broad public benefit.

We urge you to support North Forty Phase 2 as a thoughtful, balanced approach to meeting Los Gatos' housing needs and building a more inclusive, connected community. Please move this project forward without any delay. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for Ali? No. Okay, thank you very much for your comments. Are there any other additional speakers on Zoom?

DIRECTOR PAULSON: Yes, Chair. Next speaker will be Jennifer.

JENNIFER LUCAS: Good evening, Commissioners. My name is Jennifer Lucas and I am the Manager of the Central Coast Office of the California State Council on Developmental Disabilities. The State Council is an independent State agency established in both State and Federal law and is responsible for driving systemic change that advances self-determination, inclusion, and independence for people with intellectual and developmental disabilities.

I just want to express our strong support for the North Forty Phase 2 development, in particular the

inclusion of affordable housing and the designated units for adults with intellectual and developmental disabilities.

Access of affordable housing in the community is critical for people with developmental disabilities because it does remove barriers that often prevent them from living safely, independently, and with dignity in their own communities. Individuals with developmental disabilities have the legal right to live in community-based settings rather than in institutions. Ensuring access to affordable housing helps to uphold these civil rights protections guaranteed under California's Lanterman Act—which by the way, is an amazing and unique civil rights law for our State. No other state has the Lanterman Act or anything like that—as well as the Americans with Disabilities Act.

People with developmental disabilities are especially impacted by the shortage of affordable housing that meets their needs, because the vast majority of people with disabilities live with their parents and aging caregivers. As you already heard from the parents who shared their stories earlier, many families are grappling with the difficult decision of what will happen to their adult

children with disabilities when they are no longer able to provide care.

And those adult children, like Chris who spoke earlier, want to have the opportunity, as we all do, to live in own place, and having low-income units also provides the direct care staff who support people with developmental disabilities and often have a great deal of difficulty affording to live in the area due to low wages, the opportunity to remain here as well.

The development not only provides many low-income units, but also 16 units specifically for people with intellectual and developmental disabilities, and by doing so, it signals a meaningful shift toward a future where everyone, regardless of ability or income, has a place in Los Gatos, including those who provide support to folks with intellectual and developmental disabilities.

With onsite support from Housing Choices, which is a vendor at San Andreas Regional Center, as you already heard… And by the way, if you're not familiar with the Regional Center system, they cannot purchase housing, so affordability is really critical, because they do help to support the people in their own homes and provide the staffing.

CHAIR THOMAS: I'm sorry, Jennifer, your three minutes is up, but does anyone have a question? I do have a question for you, and that would be do you feel that the application and the partnership with Eden meets what you believe to be like the needs of the community in an effective way, or is there anything else that you feel like needs to…

JENNIFER LUCAS: No, I think their partnership is fantastic. It's been successful in other towns as well, and so I absolutely support that.

CHAIR THOMAS: Okay, thank you. I do have one more speaker card. Are there any more speakers on Zoom?

DIRECTOR PAULSON: There are no hands raised on Zoom.

CHAIR THOMAS: I have one more speaker card, and it is for Lee Fagot.

LEE FAGOT: Lee Fagot, a 30-year resident of Los Gatos on Lilac Way, and I'm speaking here as an individual in the community; I'm not representing any group.

I am encouraged to hear the proposals that are before you for this development, and this is in Phase 2, with the more affordable housing units and the assisted living type of facilities that I think will be very, very important, and I'm encouraged by that.

The concern I do have though is the fact that we don't have the Environmental Impact Report for this development yet, and we also need to be looking at it under the CEQA guidance, which is the California Environmental Quality Act, which summarizes the impact of not just this development, but those along and near this same development.

We do have quite a few, more than 1,000 housing units, that are going to be along the Boulevard if they all get built, and they're proposing to do so, many under SB 330, and that has to considered by the Town, and the impact that that's going to have on this development and the housing that is going to have water issues, sewage issues, and other utility service requirements that have to be remedied, and this should be done in advance of the building or as part of the development.

The other thing is the impact not just on these new housing units, but also on the existing residents in that neighborhood. As you heard from an earlier speaker, she at her house has been impacted already by some of the developments that have occurred in the Phase 1 of the North Forty, so let's put all of this together and not just look at an isolated development, but what the impact of this additional development is in series with the other

developments in the surrounding area, so that we have a safe environment, a healthy environment, and one that is appealing to the current residents and new residents to move into town, and we are open for new residents to move in, but let's do it in a way that is reasonably priced, safe, and will encourage more people to reside in our community, so thank you.

CHAIR THOMAS: Thank you. Are there any questions for the speaker. No, and as has been mentioned a few times, the environmental analysis is still pending, and so when that is done, that's when we'll have a future meeting on this agenda item.

I have no more speaker cards. Is there someone on Zoom now?

DIRECTOR PAULSON: Yes, there's a hand. Rich Stephens.

RICH STEPHENS: My name is Rich Stephens; I live in Los Gatos. Actually, I was born here 60 years ago. I live on Benedict Lane.

I love to hear that this is not using Builder's Remedy; that's great. Thank you so much for pursuing it in that manner. I support the project, but would like to add that I don't like the 5-7 story buildings at all. Worse, I'm terrified of the safety, infrastructure, and height of them. That said, at least they are similar to the other

North Forty characteristics and to buildings in that area, like the hospital, cancer center, Stanford, and the senior center home, so I'm thankful that they are farther north and they fit a little bit into that area, much more than they would if they were farther south.

I do strongly share Karen's and Lee's concerns. I do believe, and I think it was just mentioned, that we need to do a full, complete EIR and considering CEQA before any of these projects are approved. Again, I do support this project, I think it's a great idea, I think it's a good location, but I am concerned.

Traffic already on Los Gatos Boulevard towards Good Samaritan is absolutely horrible, so I would look at what that's going to do in that area. How are ambulances going to get to Good Samaritan? What's going to happen with the water, the flooding? I believe there is an area of that project, North Forty area, that floods already with rain, so what's going to be done about those types of things?

Anyway, that's all I have to say. I'd just consider the full safety and full EIR of all the units in Los Gatos. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for the speaker? No. Any other hands raised on Zoom?

DIRECTOR PAULSON: No other hands, Chair.

CHAIR THOMAS: I think that we need to take a bathroom break perhaps, if that's okay. I know it's a little bit awkward timing, but what we will be doing is we will take a three-minute break, and then after that three minutes the Applicant will come back up and have three minutes to address the Commission. We will follow-up with questions, and then discussion. So, we will be back in three minutes. Thank you.

(INTERMISSION)

CHAIR THOMAS: We are back from our break. Thank you very much, everyone, for your patience in person and on Zoom.

The next part we will have the Applicant come up to make a closing statement. You will have three minutes to speak, and then Commissioners will, I'm sure, have additional questions for you.

STEVE BUSTER: I'm going to be really short. I just want to thank you for the hard work on the Housing Element previously; it has paved the way for this project and Eden's building, which has been discussed so positively tonight, so thank you.

All of our consultants are here to answer any questions you have. I just wanted to reassure everyone—and I said this during the presentation—this project's

individual and cumulative impacts are within the scope of the 2040 General Plan EIR, which the Town relied upon when they passed the Housing Element, so I just wanted to remind everybody. Thank you very much.

CHAIR THOMAS: Thank you. Vice Chair Burch, you can start off with the questions.

VICE CHAIR BURCH: There are probably going to be some follow-up questions, so I'm kind of queueing this up for fellow commissioners, but obviously the way that the affordable housing of this is being structured is a little unique. I would like for you to tell me actually a little bit about your partnership with Eden, and have you done something similar? Aside from previously the North Forty, have you done other partnerships with them? Is this a longstanding type of relationship that you have, so that we sort of understand that the potential risk of the affordable housing units happening on their part is a low risk. I would like to understand that a little better.

STEVE BUSTER: Sure. With regard to Grosvenor, our relationship with Eden is limited to the North Forty, so Phase 1 and Phase 2. We've had an incredible relationship with Eden. Phase 1 was extremely successful, as you've heard. I would certainly say, and I think this addresses some of your question, that there is no one that will work

harder to deliver that building than Eden, and they just need to secure their State and Federal funding to do so. We will deliver the site to them, donate the site to them, and we can work with Staff to ensure that there are safeguards in place to make sure that the affordable housing is built within a reasonable timeframe.

VICE CHAIR BURCH: Thank you.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Let me build on that, because Vice Chair Burch, while you used low risk, I would like to replace that with no risk. We cannot afford—no pun intended—to not have these 67 affordable housing units, so that's why we're trying to understand the relationship, because if there is no guarantee then…

By the way, I would view this as we basically have two different projects. We have North Forty, Part A, and we have North Forty Part B that's going to develop 67 affordable housing units, because we cannot take this risk that something does happen, so again, that's why I've replaced low risk with no risk.

You may not have an answer right off the top, and I realize I think you're willing to make assurances, but we have got… You heard it tonight, awesome; I love the community that came out and demonstrated their support and

their need, and what was also, I think, very important for the Town to hear and the Commissioners to hear.

We have significant needs in Los Gatos, so this isn't that we're building low-income housing for people that are going to just all come from outside the community, it's needed here in the community, and so we have literally got to ensure, because we want those folks that presented tonight to see this come to fruition, not just the hope of it.

Again, I don't mean to be condescending at all when I make that statement, because I realize your best intentions are for this to happen, but from my perspective—I have to state for myself—it's got to be no risk. Thank you.

Well, my question is… Sorry, I got reminded, don't you have a question? I do. My question would be so what can be put in place to make this no risk?

STEVE BUSTER: The fastest way to get these homes built is to get this project approved, first of all.

COMMISSIONER STUMP: I get that.

STEVE BUSTER: Second of all, as I said before, this project is incredibly important, as you heard. We agree. We will work with Staff to make sure that building is completed within a reasonable timeframe.

COMMISSIONER STUMP: You use the term "reasonable timeframe," and I realize that's difficult, because developing the North Forty over how many years, has that been a reasonable timeframe? What would your definition of a reasonable timeframe be?

STEVE BUSTER: It's probably a better answer from Eden, and they can come up here and answer that. I would just say they are the experts in getting the Federal and State funding to build these buildings, so it's really probably best for them to answer.

COMMISSIONER STUMP: That would be great, and while you're making your way up to answer that question, let me just pop one more on you. When it relates to getting Federal funding, when does your process begin? I guess there's got to be a project approval, but you will tell me the answer. At what point in time do you seek Federal funding, or funding, for a project like this?

DIXIE BAUS: I've already started. I've already started with the funding applications, and of the total project development cost, let me pull that number up so I don't misquote here.

Part of the thing that should be spoken to, and we certainly speak to this in all of our applications for funding, is that that land has a value, it has a

significant value, and that land, even though it's coming from not a governmental agency, it counts as funding support for the project, because it was donated at less than what the market value is. So, 1.34 acres, that's expensive here. Let's just for argument's sake say the first $12 million is raised with their donation.

The next piece that is extremely expensive is the streets and the roads and the land improvement, the horizontal improvement, not the vertical. The horizontal improvement has virtually limited sources of funds that I can go out and ask Federal, State, local dollars, even County dollars; very, very limited funds.

So, with the master developer prepping that land for us, giving us what's called a blue top ready pad, it takes out millions of dollars of cost in our affordable housing community. If I were to do that—and we did—we build another building in San Jose about the same density, close to $1 million a door, close to $1 million per unit. We paid our own land cost, we paid our own infrastructure improvements, our own demolition, and if it had not been for the County of Santa Clara or the City of San Jose, that project would still be likely waiting to go, because it was a $120 million project.

This project doesn't have those two huge tranches. So, we're left now with the gap to fund, if you will, so out of I believe we have… Well, let me look at the numbers, because I can make some stuff up really good. The total development cost without land or without infrastructure right now in its current day at the interest rates where we have is about $45.5 million. So, the savings of we'll just round it up to $15 million, maybe $16 million, is $16 million we don't have to go out and raise from local, County, State, or Federal sources.

So, how quickly can we get the rest of it? The tax credits will equate to about $23-$24 million in equity in today's prices. That wasn't close to what we received in equity on Phase 1. A lot of stuff happened at the Federal level, at the banking level, that significantly impacted the amount of money that we can sell a tax credit for. But Eden Housing, in its 57 years, garners the highest amount on a per tax credit basis than any of the other for-profit and non-profit developers in the same space, and so our projects now in different areas of the State are getting about ten cents on the dollar more than our colleagues in the business, and that's phenomenal.

And so, our track record of coming up and doing these projects in partnership with companies like Grosvenor, in

partnership with companies like Aga Development, or Sunset Development, or even SCS Homes in Santa Clara where land was donated to us, infrastructure was put in for us, since 2016 we have seven of those complete. I'm not even counting Phase 1, because the money was also donated at part of that development.

So, we have many, many different types of partnerships and vast experience in getting the money, and I think they picked a great partner in us; we have a good track record. Sorry I was very winded.

CHAIR THOMAS: Commissioner Stump has a follow-up.

COMMISSIONER STUMP: With Phase 1 maybe you can give us an idea, because to me it kind of looks like the structure got built under you, right? Because there was a structure that was going up and you occupy a floor. So, were you given a rough frame, weathertight shell to develop inside of, or what did that development project look like, and what was the time lag for the completion of that development versus other things that were going on around you? I realize that can be a tough question, because the project was phased.

DIXIE BAUS: That building could not be built independently of all of the components that were in it. I mean, there is a retail space, there's a public parking

garage, and there is residential above, and so we eloquently with the help of attorneys way smarter than me—f and I'm not that attorney kind of person, thank you, Eric— figured out how to do an execution that allowed for SummerHill to start construction on a very complicated transaction that we're not proposing here. We don't have the current finance environment that would do what we call a step-into-the-shoes execution. Where they went, as soon as they got their approvals from Town Council, they started the horizontal improvements and went vertical, and then at some point we said whoa, stop, we're going to go get the tax credits now, you're going to still pay for the stuff that we can't raise the dollars for, and that was the agreement we made at the time. That's not an agreement that works in this environment by any means.

So, our timing to deliver that building was actually quite elegant, and we came out of ground and started that construction and came into the execution a couple of years ahead of schedule, because we just got lucky. We're scrappy at the State level, and so that is part of the beauty of finding the right lender, the right investor, and that is exactly what we'll bring to this development as well.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: Thank you very much. One question I have is having listened to the dire need for housing for the disabled, where does the 16 come from again? It's a projected?

DIXIE BAUS: It is projected. We wanted to make sure that we could have the most flexible funding mechanisms for the project that we could. In other words, we know we have to split the needle at the State, at the local, at the Federal level, so the way you do that when you're planning for financing affordable housing is that you really provide the most opportunity for the most little buckets of money that you know you can chase after.

So, one of the thoughts here, I believe that our gap, and certainly I'll take a donation check from the Town, but I'm not going to do that ask right here.

COMMISSIONER BARNETT: I thought you were asking me.

DIXIE BAUS: I know. I couldn't with a straight face. Where was I going with this?

COMMISSIONER BARNETT: The question is in light of the crying need for the form of housing, is there a way that you could increase your projection?

DIXIE BAUS: It wouldn't be advantageous to the project, because at the most competitive level, to deliver what's called a large family project, which is two- and

three-bedroom units, to get the tax credits that I need and the tax exempt bonds from the State, I need that building set aside, if you will, to fall into the large family category, and so if we, Eden, were to put more units, it would get out of that category which allows me to take advantage of the fact that Los Gatos sits in what's called a highest resource area, and from the State's standpoint, it gets you the most points, bang for your buck, when you're doing the competition for the tax credits and the bonds at the State level. That's about the easiest way I can explain a little bit of crazy, crazy mathematical fun that we have.

COMMISSIONER BARNETT: I understand. Thanks, I think I got that.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Can I assume that Eden Housing is basically a soup-to-nuts provider? What I mean by that is you get funding, and then basically the project is entirely on you, so you've got a construction management team. How full are your services for development?

DIXIE BAUS: We're pretty full indeed. We've got a bench of 35 developers in our department, so we've got the development team. We do not build our own projects, so we do hire a general contractor. We work with all of the

bigger general contractors in the area. We're kind of repeat offenders to them. You build that relationship and you keep going back to someone who delivers on time, on budget, and delivers you a quality project, that's what we'll look for.

And in terms of property management, we do have our own property management arm as well as resident services, which don't take the place of services that, say, an IDD service provider would do, but we also augment services to our residents who may or may not need it.

For example, in some of our projects, what our residents need most is technology centers, and so we staff those technology centers with college students who come and volunteer their time, and then we build the space for it and we provide the equipment; or maybe someone is just trying to find a little extra food, so we work with great organizations who are already in the community to provide them the space to get those services directly to the residents who need them.

COMMISSIONER STUMP: Thank you.

DIXIE BAUS: We also asset manage too, so we won't sell either.

CHAIR THOMAS: Additional questions for the Applicant? Commissioner Stump.

COMMISSIONER STUMP: I've got a question I think that would probably go to Eric, since I'm going to refer to your March 6th letter once again, and I'm sorry, I've got a quote, so you've got the context from it, and it's not a long passage, but stick with me here.

"The California Department of Housing and Community Development found that the Town's January 30, 2023 Housing Element did not substantially comply with the requirements of the State Housing Element law. The Town made numerous revisions to its Housing Element in response to HCD's findings before adopting a substantially compliant Housing Element that HCD certified on July 10, 2024. However, because the project has a vested right," and that project speaking of yours, correct, "has a vested right to proceed under the ordinances, policies, and standards in place at the time the Applicant submitted the preliminary application on January 30, 2023 that Housing Element applies."

So, I guess my question—sorry for that lengthy reading of your letter—why do you believe this HCD project, or this project vests with January 30th? I'm sorry, I said HCD in there, I did not mean it. Why do you believe your project vests with the January 30th Housing Element that was submitted to HCD?

ERIC PHILLIPS: Yes, thanks, I follow the question. The Town adopted a Housing Element on January 30th and submitted it to HCD, so that Housing Element was in effect at the time it was adopted. The Town made findings to comply with CEQA, it adopted a resolution, it took effect.

HCD required the Town to continue working on the Housing Element. It made other changes that weren't related to this project site in the rest of the Housing Element, so the Housing Element continued to evolve and was readopted multiple times before the final HCD certification was required, but HCD certification isn't a prerequisite for the Housing Element taking effect. The Town took all the legal steps it needed to for the Housing Element to take effect.

The meaning of HCD not certifying the Housing Element right away means that in the time period between the Town's first adoption of the Housing Element and the ultimate Housing Element that was adopted and later certified that the Town could have been subject to Builder's Remedy applications, which other applicants have invoked, but during the window where the Town had adopted its first Housing Element and were even waiting to see what HCD was going to do in response to that Housing Element, we submitted a preliminary application. As of the date of that

preliminary application the rules and standards that were in effect as of that date are then what control for the rest of the project, and as of the date that we submitted, it was the Town's original January 30, 2023 Housing Element that was in effect.

COMMISSIONER STUMP: That raises another question, and that would be on April 14th of that same year HCD sent the Town a letter that said the Town neither complies nor obviously is that Housing Element certified.

ERIC PHILLIPS: That's correct.

COMMISSIONER STUMP: And of course that's what you state in your letter. I mean, you state it very clearly. And by the way, I'm not an attorney, so I won't try to keep up with you here, so at some point I have to say thank you very much, but it just does not seem to be logical that you can tag to a Housing Element that we're being told by the State does not comply nor is certified, and so that's why I'm asking the question. I'm trying to understand what you're linking to here.

ERIC PHILLIPS: No, I understand, and I'll see if I can add a little bit more context to it. When HCD certifies a Housing Element, they review the Housing Element and compare how that Housing Element satisfies the various statutory requirements, and they will then certify whether

or not in their opinion it has checked all the boxes that are necessary to fulfill the statutory duty to adopt that Housing Element, and that creates a presumption that the Housing Element is adequate.

At the time when the Housing Element was first adopted, the inverse wasn't true, there was no presumption of inadequacy, so although HCD certifying the Housing Element would tell everyone that yes, unless HCD made a terrible mistake, we're presumed that you've complied. The fact that they didn't find it compliant didn't automatically create a presumption at that time that the Housing Element wasn't compliant, and regardless of whether the Housing Element satisfied all of this statutory criteria which are necessary to apply for certain grants, to be designated as a pro-housing jurisdiction, to be necessary to make sure that you're not subject to the Builder's Remedy, it doesn't actually affect whether or not the Housing Element was adopted and in effect.

So, you can adopt the Housing Element that maybe I think one of the issues in the Town's Housing Element that was originally adopted was that HCD felt that the Town hadn't analyzed its obligations to affirmatively further fair housing deeply enough, and so there were lots of changes in that section of the Housing Element.

But while that work was going on, the Town had an adopted Housing Element in effect. It is true that the State didn't agree that the analysis in that element met all of the statutory criteria, but that doesn't change the fact that the Housing Element was still adopted and in effect and controlling the land use designations on the sites that have been included in that Housing Element.

COMMISSIONER STUMP: Thank you.

ERIC PHILLIPS: I guess one other thought. I can see that you're still wrestling with some of that or not fully satisfied. To the extent you were to look at it and say that if there were no Housing Element in at that place, then the project is in fact covered by the Builder's Remedy, but we haven't felt that we need to invoke the Builder's Remedy because of the consistency with Town-adopted land-use designations and densities, but if it were true that the Housing Element were not properly adopted or in effect at that time, that the end result would be the same, because the project is either consistent with the Housing Element and able to proceed as a Housing Element project, or if there were not Housing Element, there still is not a legal basis to deny that project.

COMMISSIONER STUMP: Thank you for your patient answer.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: This is more generally for the Applicant. A couple members of the community have expressed concern about the adequacy of the infrastructure outside of the boundaries of the new project. I was wondering if you could address those concerns.

STEVE BUSTER: I will turn it over to our civil engineer.

JACQUELYN BAYS: Hi, everyone. My name is Jacquelyn Bays, MacKay & Somps. I was a civil engineer on Phase 1 as well, and now on Phase 2.

The site, I'll start with sewer, is served by a sewer main that is under Highway 17; that's an existing main. It serves Phase 2 and only Phase 1, so that sewer system is just collecting the flows from Phase 1 and Phase 2.

Water will connect on Los Gatos Boulevard and to the Phase 1 water connections at three different locations. San Jose Water Company does that design.

Then storm drain. The site itself will collect stormwater, its own stormwater, and stormwater from Los Gatos Boulevard. That stormwater will go to a hydromodification vault that's under Fifth Street in the back of the site, and then to a storm drain line that's under Highway 17 as well.

COMMISSIONER BARNETT: I may have a follow-up. I think the concern that was expressed is the age of the public infrastructure right now. I think the sewer was mentioned, and I guess the question is have you evaluated the ability of the existing infrastructure to handle the demands of the new project?

JACQUELYN BAYS: Yes, so the infrastructure was studied during the EIR process and the Specific Plan process, so it accounted for that flow going into the existing sewer line in the back. I'm not familiar with that street that the person who commented was speaking of, but again, the sewer line just collects from our site, so that sewer main, that infrastructure that's under Highway 17, is only collecting our site, so that wouldn't impact any other part of the Town.

COMMISSIONER BARNETT: Okay, thanks so much.

CHAIR THOMAS: Thank you. Any other questions? I have a question just about planning to fill the retail space. Obviously, we know that the retail landscape has been changing a lot over the past probably like 30 years. As a developer, how did you approach really planning for the retail space, and what are the plans for trying to get those spaces leased out? Any information about the approach

to it, just so we can better understand would be helpful. Thank you.

STEVE BUSTER: It's a great question. Retail is a tricky product type. I think one of the main things we focused on is putting all the retail together on the promenade. If you spread out retail or you don't have easy access, you put it in the back of the site, it will fail, so I think putting it along the public promenade, making sure they're neighborhood-serving with food uses, and flexible spaces where you can get a variety of different size tenants, so you can move walls around, all those things make retail successful. I think keeping it close to the Phase 1 retail, which will eventually be built, will also help make it successful.

CHAIR THOMAS: Okay, thank you. Then, in what part of the Phase 2 would the retail be built and possibly leased out?

STEVE BUSTER: A large portion of that retail is on the ground floor of the multi-family building, so that would be built at the same time and marketed to retail users. There is a freestanding retail building directly across, and that would likely be built at the same time as the multi-family building.

CHAIR THOMAS: Thank you. Commissioner Barnett.

COMMISSIONER BARNETT: I know this would ultimately be an issue that would be addressed in the Conditions of Approval, but could you speak briefly about how you will address noise and traffic during construction, site safety, etc.? I'm getting way ahead of ourselves, but some comment would be appreciated.

ERIC PHILLIPS: No, we'd love to answer a forward-looking question like that. That would be a great problem to have. A couple of components to it.

One, the project application materials were supplemented with a noise study, an air quality study, and transportation study; all of those looked at both operations and construction period to analyze potential impacts, compare it to what previous EIRs had looked at, and make sure that there wouldn't be any air quality impacts, noise impacts, two sensitive receptors around the site; so all of those studies were prepared, they've been peer reviewed, and show that construction can occur without triggering impacts at those sensitive receptors.

Then to help make sure that some of the assumptions that were baked into those reports happen, the project, as you pointed out, will be conditioned to comply with the Town Noise Ordinance around hours of construction and around construction routes and how trucks come and go to

the site. There will be conditions around the way that the site maintains dust control and make sure that there aren't impacts from that, so there will be all of the standard construction controls that are baked in, and then, as I mentioned, the specifics about how this project would be constructed were analyzed separately.

COMMISSIONER BARNETT: Reference to the prior studies is well appreciated, and I think the answer is fully responsive.

ERIC PHILLIPS: Great.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Sorry to torture you with one more question. I come back to January 30th and substantially comply with the Housing Element law. If indeed you were in agreement that we were substantially compliant with Housing Element law, then why would Builder's Remedy have ever been invoked on the Town of Los Gatos. I realize this might seem like a funny question, an awkward question, to be directing that to you, so if I'm putting you in an awkward position, don't feel like you have to answer my question.

ERIC PHILLIPS: I will probably not directly answer your question, as you suspected, but our view was that the Town, regardless of all of the other details that are included with the Housing Element, that the Town expressed

a very clear policy direction for creating housing at this site at a particular density level, so the use and the density was a very clear expression from the Town in that Housing Element, and we wanted to work with the Town to basically respect that policy direction that the Town had created through our application, and in so doing, it let us maybe dodge the harder question about whether or not HCD's determination was correct, whether we had to try to make other, more novel legal arguments about how to process the project. We can let other projects that you weren't thinking about handle that, and we can come in and deliver a project that is consistent with the planning framework that the Town adopted; we thought that was a better approach.

COMMISSIONER STUMP: Thank you.

CHAIR THOMAS: I have another question for the developer. I just have a question about landscaping, which I know is very specific but within my wheelhouse, and so is anyone available to answer any of those questions? Great, I'm seeing some nods.

I just first want to say that I really do appreciate a lot of the choices for landscaping. There are a lot of native plants and a lot of appropriate non-natives that are also drought tolerant, but I did notice some magnolia trees

and know that some of those have had some issues with roots when they get pretty established in an area and just not as drought tolerant, so I was wondering regarding justification for that and/or if you would be willing to maybe swap them out for some of the other trees that are native?

HELEN SCHNEIDER: I'm Helen Schneider. I'm an architect and Associate Principal at Perkins & Will. We have been in charge of the masterplan as well as the landscape design. I'm not a landscape architect, so I will not be able to propose an alternate, however, I think they're up for other proposed solutions if that particular tree has had issues in Los Gatos.

CHAIR THOMAS: Okay, thank you. Can I just get a nod if that's maybe something that when we have our next meeting we can perhaps see if that's a possibility? Okay, thank you.

HELEN SCHNEIDER: Thank you very much.

CHAIR THOMAS: Are there any other questions for the Applicant right now? Okay. I think people do have some questions for Staff, so last call for Applicant questions. We're good? We'll now close the public portion of the public hearing on Item 1, and I invite Commissioners to ask questions of Staff, provide comments, and eventually we

will need to propose a motion to move this to a date uncertain.

COMMISSIONER BARNETT: For Mr. Paulson. We've dealt with this issue recently, but I wonder if you could respond to the speakers from the public who mentioned concerns about the cumulative impacts of the developments which are accelerating through the Town?

DIRECTOR PAULSON: Yes, thank you. Through the Chair, as many or all of you may recall, well, actually two of you weren't participating last week, the Genuine Automotive site, this question came up. It's come up at previous hearings. Ms. Whelan explained that we've been having conversations with environmental consultants about some potential cumulative impact analysis. At that time, she envisioned maybe in about a month, four weeks I think she said, hopefully honing in closer on a potential path, so that was made part of the direction to Council for that item.

So again, we continue to look at it. I know the environmental consultant, when we spoke, I think it's important for the public for sure and Planning Commission as well, I think a lot of the discussions that revolve around traffic frankly are not going to be addressed in the cumulative impact from a CEQA perspective, because as our

environmental consultant mentioned last week, CEQA now currently uses VMT.

The congestion, intersection impacts, the typical what you experience when you're frustrated sitting on Los Gatos Boulevard or Main Street or any other portion of town is addressed through a traffic impact analysis and a level-of-service analysis. The Town still does those analyses, but they will not be a component of impacting a determination of significance from a CEQA-specific perspective.

CHAIR THOMAS: Vice Chair Burch.

VICE CHAIR BURCH: As a follow-up to that, Mr. Paulson, is there an intent for the Town to do a cumulative traffic impact study that might partner with the cumulative environmental report?

DIRECTOR PAULSON: That probably would be part of that discussion as we continue to refine what Ms. Whelan lands on as far as what study she wants to do, so it could be two different components, it could be specifically the CEQA analysis from a cumulative perspective, but also a transportation impact analysis from a cumulative perspective as well.

VICE CHAIR BURCH: Okay, great. I would appreciate having that too. I think that's going to be a big topic of conversations as we move forward with these applications.

CHAIR THOMAS: I have a follow-up question for that too. That type of analysis, obviously it would not be something that developers would be required to mitigate, because it's not part of CEQA?

DIRECTOR PAULSON: At this time, I can't provide information on that.

CHAIR THOMAS: Perfect. But either way, whether developers or certain projects would be responsible or not, it would still help the Town with future planning for infrastructure for trying to extend VTA access, or it would provide us with data about where we have the most congestion and how to eventually mitigate that with regard to our planning over time perhaps? You don't know?

DIRECTOR PAULSON: Generally, yes, I would say we're talking again about two separate but parallel potential paths from a CEQA perspective. We'll have to look at that analysis. From a traffic impact analysis, we'd be working closely with our consultants as well as our Parks and Public Works team to figure out what that scope looks like, and then what that analysis looks like, but again, that won't necessarily feed directly into the CEQA analysis, because it will strictly be looking at VMT.

CHAIR THOMAS: Okay, thank you. Commissioner Stump.

COMMISSIONER STUMP: Another quick follow-up. Obviously, we've not seen any of the CEQA work that's been done, because it's not completed yet for this project. My question would be does it really take cumulative impact into account, or is it just really project-specific CEQA?

DIRECTOR PAULSON: I don't recall the language that we have seen thus far. They generally have at least some discussions of cumulative impacts. I think you've heard testimony this evening as far as what other environmental documents have been relied on with this being specifically a Housing Element site, but since that hasn't been locked up and released publicly, or a determination quite yet made about which direction we're going, I'm not comfortable answering that.

COMMISSIONER STUMP: And again, I'm the guy that keeps coming back and saying that this type of study is needed, and that as we take a look at the 2020-2040 General Plan EIRs, they just do not study reasonably foreseeable development, and we're going through unprecedented times with all of these Builder's Remedy projects.

I'm not trying to pick on any single project, but I think we owe it to our community to make sure we fully understand the impacts to the community, the people that are here, and ultimately the people that we're going to

welcome into this community, because they don't want to walk into a community that is gridlock, traffic congestion, whatever the issue might be, because we didn't study it. I just really feel we've got a strong obligation to do that, so thanks for letting me make that very long comment, Mr. Paulson.

CHAIR THOMAS: Are there any other questions for Staff? Is there any discussion or comments that we want to make about anything?

VICE CHAIR BURCH: I assume since this is kind of Part 1, we're going to have to be armed with more information and probably have a significantly more robust or in-depth conversation based on the information we'll be given.

CHAIR THOMAS: Yes. Commissioner Stump.

COMMISSIONER STUMP: I'm going to do it. I did ask the Applicant about this minimum density issue and the fact that our Housing Element called for 464 housing units at this site, and what we're ending up with is 450. I'm certainly encouraged by what's going on with this project, but why not go to that 464 if that truly is the 30 dwelling units per acre, if that's truly the density?

We need affordable housing. This project is yielding 77 units. Wouldn't it be great if it would yield a few more? We hear the need, and yet what was supposed to be

coming from this property was 364 based on our Housing Element, and we're going to get 77. I would just say that there's got to be somewhere in the middle that we would say that's reasonable, that's rational. So, anyway, I'm going to keep pushing that issue, because I think it's critical. I think the State of California has got an agenda. We're in a housing crisis, we need more housing, and we need more affordable housing, and are we getting more affordable housing? That's my big concern, so thank you for that.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: I would like to make a motion with respect to Item 1 on the agenda tonight concerning the addresses which were previously read by the Chair that we continue this hearing to a date uncertain, expecting that the CEQA analysis will be available in advance, and with the request of course that the Applicant take into consideration the various comments that have been made tonight by the Planning Commissioners and the public. Thank you.

CHAIR THOMAS: Is there a second? Vice Chair Burch.

VICE CHAIR BURCH: I'll second the motion.

CHAIR THOMAS: Any discussion? Okay, great. I now call the question and ask for a show of hands in favor of the motion, and it passes unanimously 4-0, and there aren't any

appeal rights, I'm assuming, because this is a recommendation or a continuance.

DIRECTOR PAULSON: That's correct.

CHAIR THOMAS: Okay, thank you. I just want to thank Staff, my fellow Commissioners, all of the public that came, and the Applicant and your entire team for coming and being willing to answer all of our questions tonight. I look forward to our next meeting when we have some more details about environmental review.

(END)

TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 10/29/2025

ITEM NO: 1

DATE: October 24, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR, as Applicable. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

RECOMMENDATION:

Consider a request to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a grading permit, and removal of large protected trees under Senate Bill 330 (SB 330) on property zoned North Forty Specific Plan: Housing Element Overlay Zone (HEOZ), located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.

PROJECT DATA:

General Plan Designation:	North Forty Specific Plan (NF-SP)
Zoning Designation:	NF-SP:HEOZ, Housing Element Overlay Zone
Applicable Plans & Standards:	General Plan; Objective Design Standards for Qualifying

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

Multi-Family and Mixed-Use Residential Development; and NF-SP
Parcel Size: 682,017 square feet (15.65 acres)
Surrounding Area:

	Existing Land Use	General Plan	Zoning
North	Residential and Commercial	NF-SP	NF-SP:HEOZ
South	Residential	NF-SP	NF-SP:HEOZ
East	Residential and Commercial	Mixed Use Commercial	R-1:10, C-1, CH:PD, and NF-SP
West	Highway 17	N/A	N/A and NF-SP

CEQA:

An Initial Study (Exhibit 21) was prepared for the project concluding that additional environmental review is not necessary pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning since the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR.

FINDINGS:

- As required, additional environmental review is not necessary pursuant to CEQA Guidelines Sections 15183: Projects Consistent with a Community Plan, General Plan, or Zoning since the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR;
- As required that the project is consistent with the General Plan with the incentives, concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law;
- As required by Section 66474 of the Subdivision Map Act;
- The project meets the objective standards of Chapter 29 of the Town Code (Zoning Regulations) with the concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law;
- The project meets the objective standards of the North Forty Specific Plan with the incentives, concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law;
- The project meets the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development with the waivers requested pursuant to State Density Bonus Law;
- As required by State Density Bonus Law for granting concessions pursuant to California Government Code Section 65915 (d) and for granting waivers pursuant to California Government Code Section 65915 (a)(2); and

- As required by California Government Code Section 65863 regarding state RHNA requirements, the Town's Housing Element Sites Inventory, and No Net Loss Law.

CONSIDERATIONS:

- As required by Section 29.20.150 of the Town Code for granting approval of an Architecture and Site application.

ACTION:

The Planning Commission will provide a recommendation to the Town Council who will render the final decision on the proposal.

BACKGROUND:

On April 30, 2025, the Planning Commission held a special meeting to consider the request, take public comment, and discuss the project. The Planning Commission continued the item to a date uncertain pending completion of the environmental analysis.

As discussed in the April 30, 2025, staff report, the Housing Crisis Act of 2019, or SB 330 statute, requires that a final decision on a project be made in no more than five public hearings, including appeals. The SB 330 preliminary application for this project achieved a vesting date of April 18, 2023. The Planning Commission meeting of October 29, 2025, is the second public hearing for this application.

A. Housing Accountability Act

The Housing Accountability Act ("HAA") is codified at Government Code Section 65589.5. Per the HAA, a local agency may not deny, reduce the density of, or make infeasible housing development projects that are affordable to low- or moderate-income households and are consistent with local objective development standards.

In order for a development to qualify for the protections under the HAA it must meet the definition of a "housing development project." Furthermore, for a project to qualify for the affordable housing protections, it must also meet the definition of "Housing for very low-, low-, or moderate-income households."

1) What is an eligible housing development project?

Pursuant to Government Code Section 65589.5(h)(2), a "housing development project" is a use consisting of residential units only, mixed use developments consisting of residential and non-residential uses with at least two-thirds of the square footage

designated for residential use, or transitional or supportive housing. Because the term "units" is plural, a development must consist of more than one unit to qualify under the HAA. The development can consist of attached or detached units and may occupy more than one parcel, so long as the development is included in the same development application.

Pursuant to Government Code Section 65589.5(h)(3), "a housing development affordable to lower- or moderate- income households" means a project that provides either of the following:

- At least 20 percent of the total units shall be sold or rented to lower income households. Lower-income households are those persons and families whose income does not exceed that specified by Health and Safety Code, § 50079.5, which is 80 percent of area median income.
- 100 percent of the units shall be sold or rented to persons and families of moderate income, or persons and families of middle income. Moderate-income households are those persons and families whose incomes are 80 percent to 120 percent of area median income (Health and Safety Code, § 50093.) Middle-income households are those persons and families whose income does not exceed 150 percent of area median income (Gov. Code, § 65008 subd. (c).)

In addition, the rent or sales prices of the affordable housing that is provided cannot exceed the following:

- For lower-income units, the monthly housing cost does not exceed 30 percent of 60 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based.
- For moderate-income units, the monthly housing cost does not exceed 30 percent of 100 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.

2) <u>What are Objective Development Standards?</u>

Pursuant to Government Code Section 65589.5(f), local agencies are not prohibited from requiring a housing development project to comply with objective, quantifiable, written development standards, conditions, and policies that were in effect at the time of project vesting. Those standards, conditions, and policies must meet the following criteria:

- Be appropriate to, and consistent with, meeting the local agency's share of its Regional Housing Needs Allocation;

- Be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development; and
- Meet the definition of "objective." Objective standards are those that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official.

3) HAA Provisions Addressing Disapproval of Housing Development Projects

Pursuant to Government Code Section 65589.5, the HAA limits, but does not prohibit a local agency from disapproving a housing development project. The HAA defines "disapproval" to include the following:

- A vote to disapprove a housing development project application.
- Failure to comply with statutory deadlines for a decision, including, but not limited to:
    - 90 days after certification of an environmental impact report pursuant to the California Environmental Quality Act ("CEQA");
    - 60 days from the date of adoption of a negative declaration pursuant to CEQA;
    - 60 days from a determination by the local agency that the project is exempt from CEQA.

The foregoing is a non-exhaustive list of the local agency actions that constitute "disapproval" of a housing development project under the HAA.

4) Ability to Impose Development Conditions

The HAA does not prohibit a local agency from imposing conditions of approval on housing development projects. However, the HAA limits the application of conditions that lower the residential density of the project and, for housing affordable to low- and moderate-income households, would render the project economically infeasible or would have a substantial adverse effect on the viability of the proposed housing -- unless specific findings are made and supported by a preponderance of evidence in the record. The "preponderance of the evidence" standard requires that local agencies weigh the evidence and conclude that the evidence on one side outweighs the evidence on the other side (i.e. 51 percent to 49 percent).

5) Determination of Consistency with Applicable Standards is Based on "Reasonable Person" Standard

In most cases, courts will uphold an agency's determination if there is "substantial evidence" to support that determination. "Substantial evidence" means that there is

reasonable, adequate evidence in in the administrative record to support of the agency's findings. However, when a project is subject to the HAA, a housing development project will be deemed consistent with local standards if there is substantial evidence that could allow a "reasonable person" to conclude that it is consistent.

6) Application of State Density Bonus Law

The use of a density bonus pursuant to state density bonus law does not constitute a valid basis on which to find a proposed housing development project is inconsistent with local standards. Here, with the use of incentives, concessions, and waivers that are available pursuant to state density bonus law, the project is consistent with Town standards. However, in order to be eligible for these incentives, concessions, and waivers, the applicant must "seek and agree" to build affordable housing.

7) Denial of a Housing Project that is Consistent with Local Standards

When a proposed housing development complies with applicable local standards, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall adopt written findings supported by a preponderance of the evidence that both of the following conditions exist:

- The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density.
- There is no feasible method to satisfactorily mitigate or avoid the adverse impact, other than the disapproval of the housing project or the approval of the project upon the condition that it be developed at a lower density. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

8) Denial or Conditioning of Affordable Housing Affordable to Low- and Moderate-Income Households

The HAA specifies findings that local agencies must make if they wish to deny a housing development project that provides housing affordable to low-or moderate-income households, or condition such a project so as to render it infeasible or have a substantial adverse effect on the viability or affordability of the project. These findings are in addition to the findings described above. Under the version of the HAA that was in effect at the time that the preliminary application for this project was submitted, the local agency must make one of the following specific findings based upon a preponderance of the evidence:

- The local government has an adopted Housing Element and has met its share of the RHNA in all income categories proposed in the housing development project.
- The housing development project would have a specific, adverse impact upon public health or safety and there is no feasible method to mitigate or avoid the impact without rendering the project unaffordable or financially infeasible.
- Denial of the housing project or the imposition of conditions is required to comply with specific state or federal law, and there is no feasible method to comply without rendering the project unaffordable to low- and moderate-income households.
- The housing development project is proposed on land zoned for agriculture or resource preservation that is either 1) surrounded on two sides by land being used for agriculture or resource preservation; or 2) does not have adequate water or wastewater facilities to serve the housing development project.
- The housing development project meets both of the following conditions:
    - Is inconsistent with both the zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. This finding cannot be used when the project is inconsistent with one but is consistent with the other.
    - The local government has an adopted Housing Element in substantial compliance with state housing element law.
    - This finding cannot be used when:
        - The project is proposed for a site identified as suitable or available for very low, low, or moderate-income households within the Housing Element and the project is consistent with the specified density identified in the Housing Element.
        - The local agency has failed to identify sufficient adequate sites in its inventory to accommodate its RHNA, and the project is proposed on a site identified in any Element of its General Plan for residential use or in a commercial zone where residential uses are permitted or conditionally permitted.

In September 2024, the California State Legislature passed, and the Governor signed into law, Assembly Bill 1893, which went into effect on January 1, 2025. AB 1893 made revisions to the findings in subsection (d) of Government Code Section 65589.5. However, the applicant for this project has not chosen to invoke the provisions of AB 1893. Therefore, the findings enumerated above are the ones that remain relevant to this project.

9) <u>Violations of the HAA</u>

If a plaintiff alleges an HAA violation and prevails, the court must issue an order compelling compliance with the HAA in 60 days. The court may also issue an order directing the local agency to approve the project. If the plaintiff prevails, the court

awards attorney fees and costs to the plaintiff. If the local agency fails to comply with the order, the court must impose a minimum fine of $10,000 per housing unit.

B. Explanation of Concessions/Incentives and Waivers

The applicant is seeking to use state density bonus law, which is codified at Government Code Sections 65915 through 65918.

The intent of state density bonus law is to encourage builders and local governments to include low- and moderate-income housing units in proposed developments. Under the statutes, the local authority must grant a density bonus or other specified incentives or concessions to a developer who "seeks and agrees" to build affordable housing.

Concessions and Incentives

So long as the required percentage of affordable housing is provided, a developer may opt to request "concessions and incentives" without seeking the density bonus. A local agency may decline to grant the concessions or incentives only under certain limited circumstances set forth in Government Code Section 65915(d). Those circumstances are:

1) The concession or incentive does not result in identifiable and actual cost reductions to provide for affordable housing;
2) The concession or incentive would result in a "specific adverse impact . . . upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources," which cannot be feasibly mitigated without rendering the development unaffordable to low-income and moderate-income households; or
3) The concession or incentive would be contrary to state or federal law. (Gov. Code Section 65915(d)(1)(A)-(C).)

Concessions and incentives include the following:

1) Reduction in site development standards;
2) Modifications of zoning or architectural design requirements that exceed state standards;
3) Approval of mixed-use zoning in conjunction with the project if commercial, office, industrial, or other land uses will reduce the cost of, and are compatible with, the development; and
4) Any other regulatory incentive or concession proposed by either party that results in "identifiable and actual cost reductions to provide for affordable housing costs" or to provide for affordable rents. (Gov. Code Section 65915(k).)

Under the statute, two incentives or concessions are granted for projects that include at least 17 percent of the total units for lower income households. This applicant is proposing a project with 17 percent of the residential units affordable for lower income households and is therefore entitled to two incentives or concessions.

This applicant is seeking two incentives or concessions.

The first request is to eliminate the requirement for commercial uses on the ground floor of the townhomes and affordable multi-family apartment building (Exhibit 24). The applicant states that this will result in a cost reduction in that although portions of the Project incorporate commercial elements, it is not financially feasible to develop commercial spaces on the ground floor of all the buildings on the Project site. Therefore, eliminating this development standard will result in cost savings to help provide the level of affordability proposed.

The second request is to deviate from the Town's Below Market Rate Program Guidelines. The Town's Below Market Rate Program Guidelines provide that affordable units are to be provided concurrently with market rate units:

"Phasing of the Construction of On- and Off-Site BMP Units: On- and off-site BMP units shall be constructed and Certificates of Occupancies secured concurrently with or prior to the construction of the market-rate units. The BMP requirement will be calculated on the basis of the whole development. The Town Council may grant an exception to these phasing requirements during the Planned Development approval process."
The applicant is asking to build 127 market-rate townhomes before constructing any affordable units. The applicant states that this will provide for a "cost reduction" in that the applicant will receive cash for the sale of the townhome parcels, which can be used to fund the project infrastructure and will reduce the need for financing and the associated interest payments. In staff's view, this explanation satisfies the legal standard for establishing a cost reduction. If the Town disagrees, the burden is on the Town to produce evidence that there is no cost reduction associated with the requested incentive or concession.

However, state density bonus law only applies if an applicant is "seeking and agreeing" to build affordable housing. In this application, the applicant is proposing to build affordable housing, but is not committing to do so.

For that reason, staff recommends imposing the Town's standard Below Market Program condition of approval, which requires that the same ratio (here, 17%) of affordable units to market rate units be provided throughout construction.

The applicant has proposed an alternative condition of approval, which would provide that 127 market rate townhomes could be built first and that, if the 255-unit multi-family

apartment building is built before the 100% affordable housing project, the 67 affordable units will need to be included in the 255-unit multi-family building in addition to the ten proposed to be included already. The applicant's proposed condition of approval is included for the Planning Commission's consideration in Exhibit 24.

In discussions with the applicant, the following additional proposed conditions of approval were proposed, but the applicant declined to agree to them:

1) Include a deadline for development of either the 100% affordable housing building or the multi-family apartment building.
2) Limit the number of building permits issued for the townhomes until building permits are pulled for the affordable units.
3) Make a deposit to be used toward the development of affordable housing if the affordable housing units are not constructed within a specified period of time.
4) Pay a penalty for each affordable unit that has not been constructed within three years of pulling the first townhome building permit.

In Phase 1 of the project, the BMP condition of approval read as follows:

"BMP Units. BMP applicants shall be qualified by the Santa Clara Housing Authority. The affordable units shall be required to be maintained for the term required under state density bonus law or for the life of the buildings, whichever is longer. The developer shall enter into an Affordable Housing Agreement with the Town prior to issuance of building permits. The proposed BMP units must be available and/or occupied prior to final occupancy issuance for the 187th market rate unit."

Waivers of Development Standards

Applicants are eligible for unlimited waivers of development standards when they "seek and agree" to provide affordable housing. This applicant is also requesting waivers from the Town's development standards. A local agency may not apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria for density bonuses set forth in Government Code Section 65915(b) or with the concessions or incentives permitted by Government Code Section 65915.

One waiver that this applicant is seeking is a waiver of the Town's setback requirement in the North 40 Specific Plan. Section 2.5.7 of the North 40 Specific Plan, "Perimeter Overlay Zone," requires that "buildings or portions of buildings located within 50 feet of Los Gatos Boulevard shall be restricted to a maximum building height of 25 feet." The applicant is proposing a 100-foot building to be located 20 feet from Los Gatos Boulevard.

C. BMP Unit Phasing

The applicant has proposed that the 127 market rate townhomes be constructed first. The applicant's stated rationale is that the profits from the sale of the townhome parcel are needed in order to fund the required project infrastructure, which will reduce the cost of project financing.

The applicant anticipates that the 100% affordable housing project will be built by Eden Housing after construction of the townhomes. In the event that the 100% affordable housing project has not begun construction when the townhomes have been finished, the applicant will include all of the required affordable units in the multi-family apartment building with the ability to transfer the affordability restrictions to the 100% affordable housing project in the future. The applicant's proposal does not include a timeline by which the affordable housing units will be built.

Over many months, Town staff and the applicant have discussed a wide variety of options to guarantee that construction of the affordable units will start by a specified date. The options discussed included:

1) Requiring that affordable units be constructed along with market-rate units, such that 17% of the constructed units are affordable at all times during construction.
2) Requiring that construction on the affordable units begin after a specified number of townhomes, but not all 127 townhomes, have been built.[1]
3) Imposing a monetary penalty if the affordable units have not been built by a specified date.
4) Requiring a deposit that will be forfeited if the affordable units have not been built by a specified date.

To date, the applicant has not been able to guarantee that construction of the affordable units will start by a specified date. Staff is recommending that the Planning Commission recommend option #1 above to the Town Council for consideration. Staff and the applicant will be prepared to discuss the other options at the public hearing.

D. No Net Loss Law

Pursuant to Government Code Section 65863 (No Net Loss Law), the Town must maintain adequate capacity in the Housing Element to accommodate its remaining unmet Regional Housing Needs Assessment (RHNA) by each income category at all times throughout the entire planning period. To comply with the No Net Loss Law, as the Town makes decisions

[1] Staff is currently gathering information regarding whether such a condition of approval would render the project "economically infeasible," which is prohibited by the state Housing Accountability Act.

regarding zoning and land use, or as development is approved, the Town must assess whether it has adequate site capacity in the Housing Element to accommodate its RHNA at all income levels. If the Town approves a development of a parcel identified in the Housing Element with fewer units than anticipated, or at different income levels than projected, the Town must either find that the remaining capacity of the sites identified in the Housing Element is sufficient to accommodate the remaining unmet RHNA by each income level or identify and make available sufficient sites to accommodate the remaining unmet RHNA for each income category.

If a developer proposes fewer units than shown in the Housing Element, then the developer may be required to identify additional sites if the Town does not have adequate capacity for its total RHNA. However, If the approval of a housing development results in the remaining sites capacity becoming inadequate to accommodate the RHNA by income category, the Town may not disapprove the development but has up to 180 days from the approval to identify and rezone, "sufficient additional, adequate, and available sites" to accommodate the remaining RHNA for each income category. Sites identified and rezoned must meet the following criteria:

- Must be considered an adequate site pursuant to the requirements of Government Code section 65583.2; and
- If the capacity to be replaced was on a site that was zoned by-right pursuant to Government Code section 65863.2 (h) and (i), then the replacement site must also satisfy those requirements.

As described in the table below, the project provides fewer Very Low-, Low-, and Moderate-Income units than anticipated in the Sites Inventory of the Housing Element, but more Above Moderate-Income units.

No Net Loss Evaluation
Proposed Project's Impact on the Anticipated Development in the Housing Element Sites Inventory

	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Anticipated Development Included in the Housing Element Sites Inventory	184	89	92	87	464
Proposed Project	67	10	0	373	450
Net Site-Level Impact from the Proposed Project to the Housing Element Sites Inventory	-117	-79	-92	+286	-14

Table A, Table B, and Table C on the following pages show that after project approval, the remaining capacity of the Sites Inventory will become inadequate to accommodate the very

low and moderate-income RHNA categories. The evaluation procedure for the creation of the tables below were created using the HCD Technical Memorandum on No Net Loss. Pursuant to No Net Loss law, 180 days from approval of a project, the Town must identify and rezone available sites to accommodate the remaining RHNA for each income category.

The following table shows that the cumulative impact of the project on the capacity of the Housing Element creates a negative surplus in the Very Low and Moderate income categories. Therefore, the remaining capacity of the Housing Element is not adequate to meet the Town's remaining RHNA requirements. The No Net Loss findings cannot be made, and the Town is required to identify additional site(s) to accommodate the remaining RHNA should this project be approved.

No Net Loss Evaluation
Evaluation of the Proposed Project's Impact on the Cumulative Housing Element Sites Inventory Surplus

	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Housing Element Sites Inventory Surplus	101	78	138	558	601
Net Site-Level Impact from the Proposed Project to Housing Element Assumed Development Potential	-117	-79	-92	286	-14
Remaining Housing Element Sites Inventory Surplus with Project Approval	-16	33	-6	122	898

E. CEQA Determination

The Town Council adopted the 2040 General Plan and certified the 2040 General Plan EIR on June 30, 2022. On April 2, 2024, the Town Council voted to rescind the Land Use Element and Community Design Element of the 2040 General Plan. Therefore, the Town's current General Plan consists of the Land Use Element and Community Design Element of the 2020 General Plan, and the remaining elements of the 2040 General Plan.

CEQA Guidelines Section 15183 provides that a programmatic EIR, in this case the 2040 General Plan EIR, may serve as the EIR for subsequent activities or implementing actions, provided that it contemplates and adequately analyzes the potential environmental impacts of those subsequent activities. If the Town, as the CEQA Lead Agency, determines, pursuant to Section 15183 of the CEQA Guidelines, no Subsequent EIR would be required, the agency can approve the activity as being within the scope of

the project covered by the programmatic EIR, and new environmental documentation would not be required.

In accordance with Section 15183 of the CEQA Guidelines, an Initial Study Checklist (Exhibit 21) was prepared to provide project-level consideration of potential new or more severe significant impacts associated with the proposed project to determine whether the project: 1) is within the scope of activities evaluated in the 2040 General Plan EIR; and 2) would trigger any of the criteria in CEQA Guidelines Section 15183.

The Initial Study includes a number of project-level technical studies, including: an Air Quality, Health Risk, and Greenhouse Gas Assessment; Noise Assessment; Arborist Report; and Transportation Analysis (Exhibit 21). All technical reports were peer reviewed by the Town or the Town's consultants. The Initial Study determined that the project's environmental impacts have been considered in the 2040 General Plan EIR that was certified by the Town, which remains relevant, and the conditions set forth in Section 15183 are not triggered by the proposed project. In addition, the analysis determined that the proposed project is within the scope of activities evaluated in the 2040 General Plan EIR and the Environmental Analysis for the 6th Cycle Housing Element. As such, this Initial Study is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15183 and no additional environmental review is necessary.

PUBLIC COMMENTS:

Written notice was sent to property owners and tenants within 1,000 feet of the subject property and notice of public hearing signage was installed on the street frontages in anticipation of the October 29, 2025, Planning Commission meeting.

Staff conducted outreach through the following media and social media resources, for the notice of the public hearing:

- The Town's website home page, What's New;
- The Town's Facebook page;
- The Town's Twitter account;
- The Town's Instagram account; and
- The Town's NextDoor page.

Public comments received by 11:00 a.m., Friday, October 24, 2025, are included as Exhibit X.

CONCLUSION:

A. Summary

The applicant is requesting approval of Architecture and Site and Subdivision applications to construct a mixed-use residential development (450 units), a vesting tentative map, site improvements requiring a grading permit, and removal of large protected trees under SB 330 on property zoned NF-SP:HEOZ, located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. As detailed above, a preliminary application was submitted under SB 330. The project qualifies for two concessions and unlimited waivers under SDBL. The application meets the definition of a builder's remedy project, but the applicant has requested that the project be reviewed under the January 2023 Housing Element and the NF-SP zoning and has not cited provisions of the HAA regarding the builder's remedy that became effective January 1, 2025. The deviations from the Town's standards included in the project are requested exclusively through SDBL for which the applicant has provided justification (Exhibit 24).

B. Recommendation

Staff recommends that the Planning Commission consider the request and, if merit is found with the proposed project, forward a recommendation that the Town Council approve the Architecture and Site and Subdivision applications by taking the following actions:

1. Make the finding that additional environmental review is not necessary pursuant to CEQA Guidelines Sections 15183: Projects Consistent with a Community Plan, General Plan, or Zoning since the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR (Exhibit 22);
2. Make the finding that the project is consistent with the General Plan with the incentives, concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law (Exhibit 22);
3. Make the finding that the proposed project complies with Section 66474 of the State Subdivision Map Act and make affirmative findings to approve the subdivision (Exhibit 22);
4. Make the finding that the project meets the objective standards of Chapter 29 of the Town Code (Zoning Regulations) with the concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law (Exhibit 22);
5. The project meets the objective standards of the North Forty Specific Plan with the incentives, concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law (Exhibit 22);
6. The project meets the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development with the waivers requested pursuant to State Density Bonus Law (Exhibit 22);

7. Make the affirmative findings as required by State Density Bonus Law for granting concessions pursuant to California Government Code Section 65915 (d) and for granting waivers pursuant to California Government Code Section 65915 (a)(2) (Exhibit 22);
8. Make the findings that the proposed project complies with California Government Code Section 65863 regarding state RHNA requirements, the Town's Housing Element Sites Inventory, and No Net Loss Law (Exhibit 22); and
9. Make the considerations as required by Section 29.20.150 of the Town Code for granting approval of an Architecture and Site application (Exhibit 22);
10. Approve Architecture and Site Application S-23-031 and Subdivision Application M-23-005 with the recommended conditions contained in Exhibit 23 and the development plans in Exhibits 11 through 16.

C. Alternatives

Alternatively, the Planning Commission can:

1. Continue the matter to a date certain with specific direction; or
2. Recommend approval of the applications with additional and/or modified conditions; or
3. Recommend denial of the applications.

EXHIBITS:

Previously Received with the April 30, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Previously Received with the April 30, 2025, Addendum Report:

17. Public Comments Received Between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

Previously Received with the April 30, 2025, Desk Item Report:

19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
20. Additional Correspondence from the Applicant

Received with this Staff Report:

21. Final Initial Study – September 2025
    (available online at https://www.losgatosca.gov/N40II_FinalInitialStudy)
22. Required Findings and Considerations
23. Recommended Conditions of Approval
24. Revised Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
25. Revised Objective Design Standards Checklist
26. Public Comments Received Between 11:01 a.m., Wednesday, April 30, 2025, and 11:00 a.m., Friday, October 24, 2025

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PLANNING COMMISSION – *October 29, 2025*
REQUIRED FINDINGS AND CONSIDERATIONS FOR:

14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116
Architecture and Site Application S-23-031
and Subdivision Application M-23-005

Consider a Request for Approval to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR.

Property Owner: Yuki Farms LLC
Applicant: Grosvenor Property Americas c/o Steve Buster
Project Planner: Jocelyn Shoopman

FINDINGS

Required finding for CEQA:

- An Initial Study was prepared for the project concluding that additional environmental review is not necessary pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning since the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR.

Required finding for consistency with the Town's General Plan:

- That the project is consistent with the General Plan with the incentives, concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law.

Required findings to deny a Subdivision application:

- As required by Section 66474 of the State Subdivision Map Act, the map shall be denied if any of the following findings are made: **None of the findings could be made to deny the application.**

Instead, the Town Council makes the following affirmative findings:

a. That the proposed map is consistent with all elements of the General Plan.
b. That the design and improvement of the proposed subdivision is consistent with all elements of the General Plan.
c. That the site is physically suitable for the type of development.
d. That the site is physically suitable for the proposed density of development
e. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat
f. That the design of the subdivision and type of improvements is not likely to cause serious public health problems.
g. That the design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Required compliance with the Zoning Regulations:

- The project meets the objective standards of Chapter 29 of the Town Code (Zoning Regulations) with the concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law.

Required compliance with the North Forty Specific Plan:

- The project meets the objective standards of the North 40 Specific Plan with the concessions, waivers, and parking reductions requested pursuant to State Density Bonus Law.

Required compliance with the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development:

- The project meets the Town of Los Gatos Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development with the waivers requested pursuant to State Density Bonus Law.

Required for granting concession and waivers pursuant through State Density Bonus Law:

Concession(s) or incentive(s)

- CA Government Code Section 65915:

(d) The Town shall grant concession(s) or incentive(s) requested by the applicant unless the Town makes a written finding, based upon substantial evidence, of any of the following:
(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs,

as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

Waivers

- CA Government Code Section 65915 (a)(2):
  The Town shall grant waivers to the Town's development standards requested by the applicant unless the Town makes a written finding, based upon substantial evidence, that the development standard for which the waiver is requested would not physically preclude the construction of the development at the densities and with the concession permitted through State Density Bonus Law.

Required finding pursuant to state density bonus law and the state Housing Accountability Act for imposition of the condition regarding construction of the affordable housing units:

1. In accordance with Government Code Section 65915(d)(1)(C), the Town finds that the applicant's requested incentive/concession to phase or delay development of the below market price units until after all of the market rate townhomes have been developed, with no schedule for developing the affordable units or evidence that financing can be obtained for the affordable units, is contrary to state law, as follows:

   a. The Housing Crisis Act of 2019 (Government Code Sections 66300.5 and 66300.6) provides that the Town shall not approve a housing development project that proposes to demolish one or more protected units (as that term is defined in state law) unless the housing development project will replace each demolished protected unit with a comparable new unit in the new development and provide each lower-income household that is displaced with a right to return to a comparable unit in the new development at a rent and housing cost that is affordable to their household. There are currently eight residential dwelling units on the project site, which will be demolished in order to develop the project. Four of these units qualify as a "protected unit" because they have or have been occupied by a lower-income household in the past five years. As proposed with the requested incentive/concession, the project is contrary to state law because the protected units will be demolished with no assurance that they will ever be

replaced with comparable and affordable units in the new development and that the lower-income households residing in those protected units will be provided with a right to return.

b. State density bonus law requires that the applicant agree to construct housing development containing specified percentages of affordable units to be eligible for incentives, concessions, and waivers. As proposed, the requested incentive/concession is contrary to state law, because the applicant has not agreed to construct the required affordable units needed to entitle the project to two concessions and numerous waivers of development standards.

2. Because the requested concession is contrary to state law, the Town denies the concession.

3. To ensure that the project complies with state law and to maintain the project's eligibility for the requested concessions and waivers, the Town is adopting a condition of approval to require that the affordable units be constructed concurrently with the rest of the project.

4. In accordance with Government Code Section 65589.5, the Town finds that the condition of approval related to the provision of affordable units is necessary for the project to comply with state law and the Town's standards and policies, which are consistent with meeting the Town's share of the regional housing need pursuant to Section 65584, because:
   a. Government Code Section 65915 (b)(1) and (d)(2) required that the applicant provide 17% of the total units in the project as affordable to lower-income households in order to be eligible for a density bonus, two incentives/concessions, and waivers; and
   b. The Town's Below Market Price housing regulations require that 20% of the market-rate housing units be affordable to low-income households.

Required finding for consistency with California Government Code Section 65863 regarding state RHNA requirements, the Town's Housing Element Sites Inventory, and No Net Loss Law:

As required by Government Code Section 65863 to approve this housing development project, the Town makes the following No-Net-Loss findings:

- The applicant proposes a housing development project on one or more parcels identified in the Sites Inventory of the Town's Housing Element;
- The applicant proposes to provide fewer units by income category than was identified for those parcels in the sites inventory. Specifically, the project will provide fewer Very Low- and Moderate-Income units than identified in the Housing Element Sites Inventory, but will provide more Low- and Above Moderate-Income units;
- The remaining sites identified in the Sites Inventory of the Town's Housing Element are not adequate to meet the requirements of Section 65583.2 and to accommodate

the Town's regional housing needs allocation (RHNA) for the planning period by income category, specifically its RHNA for the Very Low- and Moderate-Income categories pursuant to Section 65584;

- The remaining unmet need for the Town's RHNA at each income level and the remaining capacity of the sites in the Town's Housing Element are quantified in the table below, which is incorporated in the Town's findings; and
- Within 180 days of approval of the project, the Town will identify and rezone additional site(s) to accommodate its remaining RHNA for the Very Low- and Moderate-Income categories.

No Net Loss Evaluation Evaluation of the Proposed Project's Impact on the Cumulative Housing Element Sites Inventory Surplus					
	Units by Income Category				
	Very Low	Low	Moderate	Above Moderate	Net Total
Housing Element Sites Inventory Surplus	101	78	138	558	601
Net Site-Level Impact from the Proposed Project to Housing Element Assumed Development Potential	-117	-79	-92	286	-14
Remaining Housing Element Sites Inventory Surplus with Project Approval	-16	33	-6	122	898

CONSIDERATIONS

Required considerations in review of Architecture and Site applications:

- As required by Section 29.20.150 of the Town Code, the applicable considerations in review of an Architecture and Site application were all made in reviewing this project.

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PLANNING COMMISSION – *October 29, 2025*
CONDITIONS OF APPROVAL

14859, 14917, and 14925 Los Gatos Boulevard; 16250, 16260, 16270, and 16392 Burton Road; and Assessor Parcel Number 424-07-116
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Consider a Request for Approval to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR.

Property Owner: Yuki Farms LLC
Applicant: Grosvenor Property Americas c/o Steve Buster
Project Planner: Jocelyn Shoopman

TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DIRECTOR:

Planning Division

1. APPROVAL: This project is vested to the ordinances, policies, and standards in effect on April 17, 2023, and these conditions of approval conform to those ordinances, policies, and standards. This application shall be completed in accordance with all of the conditions of approval and in substantial compliance with the approved plans. Any changes or modifications to the approved plans and/or business operation shall be approved by the Community Development Director, DRC, or the Planning Commission depending on the scope of the changes.
2. EXPIRATION: The approval will expire upon the later to occur of expiration of the vesting tentative map or two- and one-half years from the final approval date, pursuant to subparagraph (D) of paragraph (2) of subdivision (o) of Section 65589.5 of the Government Code, unless the project has commenced construction. If the final subdivision map is recorded in phases, the life of the approval will be extended pursuant to Section 66452.6.
3. BELOW MARKET PRICE (BMP) UNITS, MIXED-USE BUILDING: The developer shall provide 10 BMP units (low-income) as part of the mixed-use building (Building E1). "BMP Units" are dwelling units to be rented at affordable rent to lower income households for a 55-year period, as defined by the Town's applicable BMP Program Guidelines and the applicable BMP Resolution, state density

bonus law (Government Code Section 65915 *et seq.*), and the Housing Accountability Act (Government Code Section 65589.5). A deed restriction shall be recorded prior to the issuance of any building permits for residential units in the mixed-use building providing for 10 BMP Units in Building E1.

4. BELOW MARKET PRICE (BMP) UNITS, AFFORDABLE BUILDING: The developer shall provide 67 BMP Units as part of the affordable housing building (Building G1). A deed restriction shall be recorded prior to the issuance of any building permits for residential units in the affordable housing building providing for 67 BMP units in Building G1.
5. AFFORDABLE HOUSING AGREEMENT: Prior to approval of any final or parcel map or issuance of any building permit for a residential unit, whichever occurs first, the developer shall execute and record an Affordable Housing Agreement with the Town in a form subject to the Town Attorney's approval. The Affordable Housing Agreement shall provide for construction of the required BMP Units and facilitate their rental pursuant to applicable provisions of the BMP Program Guidelines and BMP Resolution in place as of April 17, 2023, state density bonus law, and the Housing Accountability Act. The applicant may satisfy this condition through the recordation of the Affordable Housing Agreement described in Condition 6.
6. PHASING OF THE CONSTRUCTION OF BMP UNITS: Sufficient units to qualify the project for two incentives or concessions under the State Density Bonus Law under subdivision (e) of Section 65915 of the Government Code (i.e., 77 BMP Units of the project's 450 units) shall be restricted for occupancy by lower income households, as defined by Section 50079.5 of the Health and Safety Code, at rents affordable to the assumed household size for each restricted unit. Such units shall constitute the project's BMP Units.

   Prior to the approval of any final or parcel map or issuance of any building permits for residential units, whichever occurs first, the applicant shall execute and record an Affordable Housing Agreement in a form subject to the Town Attorney's reasonable approval. The Affordable Housing Agreement shall require Lot 19 as shown on the vesting tentative map to be developed for 68 units, consisting of 67 BMP Units to be rented to lower income households and one unrestricted manager's unit to remain affordable for a minimum of 55 years.

   The Affordable Housing Agreement shall also require the applicant to provide at least 10 BMP Units affordable to lower income households in Building E1 on Lot 18 as shown on the vesting tentative map.

   The BMP Units shall be constructed, and building permits and Certificates of Occupancy secured, so that at all times at least 17 percent of the residential units with building permits and Certificates of Occupancy are lower income BMP Units. If BMP units are provided in the project in addition to those planned to be

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included in Buildings E1 and G1, the number of BMP Units required in Buildings E1 and G1 may be reduced, so long as at least 17 percent of the residential units with building permits and Certificates of Occupancy are BMP Units.

The Affordable Housing Agreement shall require the BMP Units to be rented to lower income households at affordable rent for a term of 55 years from the date of the initial occupancy of the BMP Units, and it shall include terms regarding provisions for marketing, income certification, and screening of potential renters of BMP Units including the financing of ongoing administrative and monitoring costs.

7. REPLACEMENT HOUSING OBLIGATIONS: The project will demolish seven single-family homes, six of which were occupied when the project application was made and one of which was vacant. The following conditions are required to comply with Government Code Sections 66300.5 and 66300.6:

   a. Required Replacement Units. Information submitted by the applicant shows that three homes of three bedrooms each are occupied by very low-income households, and one home of two bedrooms is occupied by a low-income household. Based on the most recently available data from the United States Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy database, the vacant unit is assumed to have been occupied by a very low-income household. The affordable housing agreement shall provide that five replacement units shall be made available to low and very low-income households for a term of 55 years from the issuance of a certificate of occupancy or final inspection, as applicable. Three of the units shall contain three bedrooms each and shall be made available to very low-income households, as defined in Health & Safety Code Section 50105, at affordable housing cost or affordable rent. One unit shall contain two bedrooms and shall be made available to low-income households, as defined in Health & Safety Code Section 50079.5, at affordable housing cost or affordable rent. The vacant unit shall be replaced by one or more units of "equivalent size," as defined in Government Code Section 66300.5(d), which shall be made available to very low-income households, as defined in Health & Safety Code Section 50105, at affordable housing cost or affordable rent. "Affordable housing cost" is as defined in Health & Safety Code Section 50052.5. "Affordable rent" is as defined in Health & Safety Code Section 50053.

   b. Relocation Benefits. Upon project approval, the Town shall retain a relocation consultant at the applicant's expense to determine the relocation benefits that the very low and low-income tenants are entitled to that are equivalent to the relocation benefits required to be paid by public entities pursuant to Chapter 16 (commencing with Section 7260) of Division 7 of Title 1 of the Government Code and any implementing regulations. Those benefits shall be paid by the applicant to those lower income tenants at the time required by the statute and implementing regulations referenced in the previous sentence. Prior to the

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approval of a final map, or issuance of any construction permit, whichever is earliest, the Town shall verify that all lower income tenants have received the required relocation benefits.

c. Right to Return. The applicant shall offer all very low and low-income tenants the right to return to a comparable unit at affordable housing cost or affordable rent. A "comparable unit" for the very low-income tenants must contain three bedrooms, and a "comparable unit" for the low-income tenant must contain two bedrooms.

d. Notice to All Tenants. All tenants must be allowed to remain until at least six months prior to the start of construction activities. If the applicant decides not to proceed with the project and returns the homes to the rental market, all existing tenants are entitled to return to the units at their current rent. The applicant shall provide written notice to all tenants of these rights at least six months prior to the date the tenants will be required to vacate the existing units. Prior to issuance of any construction permit, the applicant shall provide contact information to the Town for all existing tenants so that they may be informed of their rights should the project not succeed.

8. OUTDOOR LIGHTING: For the life of the project, exterior lighting shall be kept to a minimum and shall be down directed fixtures that will not reflect or encroach onto adjacent properties. No flood lights shall be used unless it can be demonstrated that they are needed for safety or security.
9. TREE REMOVAL PERMIT: A Tree Removal Permit shall be obtained for any trees to be removed, prior to the issuance of Building and/or Grading Permits. Per Town Code Section 26.20.010 and Chapter 29, Article 1, Division 2, the developer shall obtain a tree removal permit prior to the removal of protected trees on private or Town property. The project developer shall abide by any tree replacement ratios and/or in-lieu payments, tree protection measures, and best management practices required by the tree removal permit and/or within an updated arborist report.
10. EXISTING TREES: All existing protected trees with the potential to be preserved shown on the plan and trees required to remain or to be planted are specific subjects of approval of this plan and must remain on the site to the extent feasible during final design.
11. ARBORIST REQUIREMENTS: Prior to issuance of Building and/or Grading Permits, the developer shall implement, at their cost, all recommendations identified in the Arborist's report for the project, on file in the Community Development Department. These recommendations must be incorporated in the Building Permit plans and completed prior to issuance of a building permit where applicable and shall remain through all phases of construction.
12. TREE FENCING: Prior to issuance of Building and/or Grading Permits, protective tree fencing and other protection measures consistent with Section 29.10.1005 of the Town Code shall be placed as shown on the Tree Protection Plan (Sheet T-

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5) of the approved plans prior to issuance of demolition and building permits and shall remain through all phases of construction. Include a tree protection plan with the construction plans.

13. TREE STAKING: Prior to final inspection, all newly planted trees shall be double staked using rubber tree ties.
14. LANDSCAPING: Prior to issuance of the Certificate of Occupancy for the final unit within a phase of the final subdivision map, all landscaping within the phased area must be completed. The meadow must be completed prior to the Certificate of Occupancy for the final townhome in the project.
15. WATER EFFICIENCY LANDSCAPE ORDINANCE: The final landscape plan shall meet the Town of Los Gatos Water Conservation Ordinance or the State Water Efficient Landscape Ordinance (WELO), whichever is more restrictive. Submittal of a Landscape Documentation Package pursuant to WELO is required prior to issuance of Building and/or Grading Permits. This is a separate submittal from your Building Permit. A review deposit based on the current fee schedule adopted by the Town Council is required when working landscape and irrigation plans are submitted for review. A completed WELO Certificate of Completion Appendix C) is required prior to final inspection/certificate of occupancy.
16. PROJECT IDENTIFICATION SIGNAGE: Project identification signage on the project site shall be removed within 30 days of final action on the applications.
17. ROOFTOP EQUIPMENT: Prior to final inspection, any new or modified roof mounted equipment shall be fully screened.
18. SIGN PERMIT: A sign permit must be obtained prior to installation of any permanent new signs, other than those excepted by Section 29.10.110 of the Town Code.
19. REUSABLE MATERIALS: All reusable materials from residential, commercial, and construction/renovation activities shall be recycled.
20. NOISE 1: The Town shall include the following measures as standard conditions of approval for applicable projects involving construction to minimize exposure to construction vibration:
    a. Avoid the use of pile drivers and vibratory rollers (i.e., compactors) within 50 feet of buildings that are susceptible to damage from vibration.
    b. Schedule construction activities with the highest potential to produce vibration to hours with the least potential to affect nearby office uses that the Federal Transit Administration identifies as sensitive to daytime vibration.
    c. Notify neighbors of scheduled construction activities that would generate vibration.
21. NOISE 2: For projects involving construction equipment that are located within 25 feet of noise-sensitive receptors the following mitigation would be required:
    a. Equipment Staging Areas – Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receptors.

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b. Electrically-Powered Tools and Facilities – Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities.
c. Smart Back-up Alarms – Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction.
d. Additional Noise Attenuation Techniques – During the clearing, earth moving, grading, and foundation/conditioning phases of construction, temporary sound barriers shall be installed and maintained between the construction site and the sensitive receptors. To the extent feasible, temporary sound barriers shall consist of sound blankets affixed to construction fencing or temporary solid walls along all sides of the construction site boundary facing potentially sensitive receptors.

22. ENERGY CONSERVATION AND ENERGY EFFICIENCY:
    a. Passive Solar Heating and Cooling. Require new subdivisions to examine the feasibility of incorporating site layouts that allow for passive solar and heating and cooling;
    b. Solar Orientation. Require new development to incorporate measures that reduce energy use through solar orientation by taking advantage of shade, prevailing winds, landscaping and sun screens;
    c. Sustainable Practices in Design and Construction. Require new construction and remodels to use energy- and resource-efficient and ecologically sound designs, technologies, and building materials, as well as recycled materials to promote sustainability; and
    d. Energy Efficiency Requirement. Require higher levels of energy efficiency as house size increase.
23. CULTURAL RESOURCES 1: If human remains are found during construction activities, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the archeological monitor and the coroner of Santa Clara County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the

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commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

The Planning Division of the Community Development Department shall be responsible for ensuring the implementation of this Condition. Costs will be the responsibility of the developer(s).

24. CULTURAL RESOURCES 2: For grading or excavations deeper than four feet below the existing surface, a qualified archaeologist shall be retained to monitor the excavations. The archaeologist shall be present on-site to observe a representative sample of deep grading or excavations in at least three areas within the Plan Area until satisfied that there is no longer a significant potential for finding buried resources. In the event that any potentially significant archaeological resources (i.e., potential historical resources or unique archaeological resources) are discovered, the project archaeologist shall designate a zone in which additional archaeological resources could be found and in which work shall be stopped. A plan for the evaluation of the resource shall be submitted to the Community Development Director for approval. Evaluation normally takes the form of limited hand excavation and analysis of materials and information removed to determine if the resource is eligible for inclusion on the California Register of Historic Resources.

    In the event that significant paleontological, historic, and/or archaeological remains are uncovered during excavation and/or grading in the absence of an archaeological monitor, all work shall stop in the area of the subject property until a qualified archaeologist can assess the find and, if necessary, develop an appropriate data recovery program.

    The Planning Division of the Community Development Department shall be responsible for ensuring the implementation of this Condition. Costs will be the responsibility of the developer(s).

25. CULTURAL RESOURCES 3: Prior to demolition of buildings within the Plan Area identified as potentially historic resources, the developer(s) shall prepare photographic documentation of the buildings meeting the documentation standards of the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), as presented in the North 40 Specific Plan Historic Resources Technical Report. The historic documentation shall be prepared at Level IV (sketch plan, digital photographs of exterior and interior views, and HABS/HAER inventory cards) for the potentially historic buildings. No historic documentation shall be required for the orchard, except as may be incidentally included in the documentation of the structures.

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The developer(s) shall prepare, or retain a qualified professional who meets the standards for architectural historian and/or historical architect set forth by the Secretary of the Interior (Secretary of the Interior's Professional Qualification Standards, 36 CFR 61) to prepare documentation of historic resources prior to any construction work associated with demolition or removal.

The Town of Los Gatos shall identify appropriate repositories for housing the historical documentation at the time of the project-level analysis. An interpretive display shall be incorporated into the design within the Plan Area.

26. NESTING BIRDS: If noise generation, ground disturbance, vegetation removal, or other construction activities begin during the nesting bird season (February 1 to August 31), or if construction activities are suspended for at least two weeks and recommence during the nesting bird season, then the project developer shall retain a qualified biologist to conduct a pre-construction survey for nesting birds. The survey shall be performed within suitable nesting habitat areas on the project site, and as feasible within 250 feet of the site boundary, to ensure that no active nests would be disturbed during project implementation. This survey shall be conducted no more than two weeks prior to the initiation of disturbance and/or construction activities. A report documenting the survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist and submitted to the Town of Los Gatos for review and approval prior to disturbance and/or construction activities.

    If no active bird nests are detected during the survey, then project activities can proceed as scheduled. However, if an active bird nest of a native species is detected during the survey, then a plan for active bird nest avoidance shall determine and clearly delineate an appropriately sized, temporary protective buffer area around each active nest, depending on the nesting bird species, existing site conditions, and type of proposed disturbance and/or construction activities. The protective buffer area around an active bird nest is typically 75-250 feet, determined at the discretion of the qualified biologist and in compliance with applicable project permits.

    To ensure that no inadvertent impacts to an active bird nest will occur, no disturbance and/or construction activities shall occur within the protective buffer area(s) until the juvenile birds have fledged (left the nest), and there is no evidence of a second attempt at nesting, as determined by the qualified biologist.

    The developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

27. BAT ROOSTS: To avoid impacting active bat roosts, if present, any vacant buildings on the site proposed for removal that are boarded up prior to construction (dark in the daytime) shall be opened in the winter months (prior to

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mid-March) to allow in light, making these areas non-suitable for use as bat roosts.

Mature trees removed due to project implementation shall be removed in two stages (with the limbs removed one day, and the main trunk removed on a subsequent day) to allow any potentially present day-roosting bats the opportunity to relocate. If bat roosts are encountered during tree removal, a bat specialist shall be hired to assist in any relocation efforts.

The developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

28. BURROWING OWLS: To avoid impacts to burrowing owls, a qualified biologist will conduct a two-visit (i.e. morning and evening) pre-construction presence/absence survey at all areas of suitable habitat on and within 300 feet of the construction site within 30 days prior to the start of construction. Surveys will be conducted according to methods described in the Revised Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012).

    If pre-construction surveys are undertaken during the breeding season (February through August) and locate active nest burrows near construction zones, then these nests and a 200-meter (600-foot) exclusion zone will be delineated which must remain off-limits to ground-disturbing activities until the breeding season is over. The exclusion zone shall be clearly delineated/fenced, and work could proceed within the exclusion zone after the biologist has determined that fledglings were capable of independent flight and the California Department of Fish and Wildlife has approved the recommencement of work inside the exclusion zone, or has authorized physical relocation of the owls. Nesting owl pairs physically relocated (after consultation and approval from the California Department of Fish and Wildlife) as a consequence of construction activities are typically provided a habitat replacement mitigation ratio of 6.5 acres per owl pair/territory relocated.

    The project developer(s) shall be responsible for the implementation of this Condition, subject to monitoring by the Town of Los Gatos.

29. TOWN INDEMNITY: Pursuant to Town Code Section 1.10.115, and the police power of the Town to impose appropriate Conditions of Approval, the Applicant and its successors in interest (collectively, “Applicants”) securing the application approvals for Architecture and Site Application S-23-031 and Subdivision Application M-23-005 (the “Approval”) shall indemnify and hold harmless the Town for any third-party challenge to the Approval (administrative appeal, judicial review, or otherwise – collectively, “Challenge”), including without limitation and subject to the following:
    (a) Generally: Regarding any such Challenge to any aspect of the Approval, Applicant shall defend, indemnify, and hold harmless the Town (any reference to “Town” shall mean and include without limitation Town’s elected officials, appointed

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officials, legal counsel, agents, officers, employees, contractors, and special legal counsel)(with legal counsel approved by Town), from and against any third-party Challenge against the Town related to the Approval.

(b) Applicant shall bear any and all losses, damages, injuries, liabilities, costs, and expenses (including, without limitation, any award of attorney fees or damages, attorney fees for outside legal counsel, expert witness fees, court costs, and other litigation expenses) arising out of or related to any third-party Challenge ("Costs"), whether incurred by the Applicant, Town, or awarded to any third party, and shall pay to the Town upon demand made with reasonable written documentation substantiating the Costs incurred by the Town.

(c) The total of all obligations owing by the Applicant under this Condition of Approval is collectively referred to as the "Challenge Indemnity." No modification of the Approval, nor any application, permit certification, condition, environmental determination, other approval, change in applicable laws and regulations, or change in processing methods shall alter the Applicant's obligations pursuant to this Condition of Approval. The Town shall promptly notify the Applicant of any such Challenge, and the Town shall cooperate with the Applicant as Applicant fulfills its obligations pursuant to this Condition of Approval.

30. COMPLIANCE MEMORANDUM: A memorandum shall be prepared and submitted with the building plans for the development within a phase of the final subdivision map detailing how the applicable Conditions of Approval will be addressed for that phase.
31. IMPACT FEE TIMING AND CALCULATION: The applicant shall pay all impact fees prior to the date for final inspection or issuance of a certificate of occupancy for a building, whichever occurs first, on a pro rata basis by dwelling unit. The impact fees shall be calculated based on the rates in effect as of April 17, 2023, the time the applicant submitted its complete SB 330 preliminary application, subject to any modifications consistent with subdivision (o) of Section 65589.5 of the Government Code.
32. PUBLIC ART: The applicant shall comply with the requirements of Article VII of Chapter 25 of the Town Code.

Building Division

33. PERMITS REQUIRED: A Demolition Permit is required for the demolition of each existing structure. A separate Building Permit is required for each new structure/building proposed on the site.
34. APPLICABLE CODES: The current codes, as amended and adopted by the Town of Los Gatos as of January 1, 2023, are the 2022 California Building Standards Code, California Code of Regulations Title 24, Parts 1-12, including locally adopted Energy Reach Codes.
35. CONDITIONS OF APPROVAL: The Conditions of Approval must be blue lined in full within the construction plans. A Compliance Memorandum shall be prepared and

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submitted with the building permit application for the development within a phase of the final subdivision map detailing how the applicable Conditions of Approval will be addressed for that phase.

36. BUILDING & SUITE NUMBERS: Submit requests for new building addresses to the Building Division prior to submitting for the building permit application process.
37. SIZE OF PLANS: Minimum size 24" x 36", maximum size 30" x 42".
38. REQUIREMENTS FOR COMPLETE DEMOLITION OF STRUCTURE: Obtain a Building Department Demolition Application and a Bay Area Air Quality Management District Application for the removal of each existing structure. Once the demolition form has been completed, all signatures obtained, and written verification from PG&E that all utilities have been disconnected, submit the completed form to the Building Department with the Air District's J# Certificate, PG&E verification, and site plans showing all existing structures, existing utility service lines such as water, sewer, and PG&E. No demolition work shall be done without first obtaining a permit from the Town.
39. SOILS REPORT: A Soils Report, prepared to the satisfaction of the Building Official, containing foundation, and retaining wall design recommendations, shall be submitted with the Building Permit Application. This report shall be prepared by a licensed Civil Engineer specializing in soils mechanics.
40. SHORING: Shoring plans and calculations will be required for all excavations which exceed five (5) feet in depth, or which remove lateral support from any existing building, adjacent property, or the public right-of-way. Shoring plans and calculations shall be prepared by a California licensed engineer and shall conform to the Cal/OSHA regulations.
41. FOUNDATION INSPECTIONS: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project Building Inspector at foundation inspection. This certificate shall certify compliance with the recommendations as specified in the Soils Report, and that the building pad elevations and on-site retaining wall locations and elevations have been prepared according to the approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered Civil Engineer for the following items:
    a. Building pad elevation;
    b. Finish floor elevation;
    c. Foundation corner locations; and
    d. Retaining wall(s) locations and elevations.
42. TITLE 24 ENERGY COMPLIANCE: All required California Title 24 Energy Compliance Forms must be blue-lined (sticky-backed), i.e., directly printed onto a plan sheet.
43. SITE ACCESSIBILITY: At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking and accessible passenger loading zones and public streets or sidewalks to the accessible building entrance that they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public. At least

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one accessible route shall connect all accessible buildings, facilities, elements, and spaces that are on the same site.

44. ACCESSIBLE PARKING: The parking lots, as well as the parking structure, where parking is provided for the public as clients, guests, or employees, shall provide accessible parking. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.
45. BACKWATER VALVE: As required by Town Ordinance 6.40.020, provide details for any required sanitary sewer backwater valve on the plans and provide its location. The Town of Los Gatos Ordinance and West Valley Sanitation District (WVSD) requires backwater valves on drainage piping serving fixtures that have flood level rims less than 12 inches above the elevation of the next upstream manhole.
46. HAZARDOUS FIRE ZONE: All projects in the Town of Los Gatos require Class A roof assemblies.
47. SPECIAL INSPECTIONS: When a special inspection is required by CBC Section 1704, the Architect or Engineer of Record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the Building Permit. The Town Special Inspection form must be completely filled out and signed by all requested parties prior to permit issuance. Special Inspection forms are available online at www.losgatosca.gov/building.
48. AIR QUALITY 1: High efficiency filtration (MERV rating of 13 or greater) on ventilation systems shall be required in residential, hotel, and office units located in areas along State Route 17 identified in the EIR as having cancer risk in excess of 10 cases per million.
49. AIR QUALITY 2: Ground-level outdoor residential yards that are not oriented to the Los Gatos Boulevard side of the Plan Area, shall be located no closer than 100 feet from the State Route 17 right-of-way prior to 2015, and, subject to air hazards modeling to confirm, no closer than 50 feet from the State Route 17 right-of-way thereafter (when diesel fuel and engine changes will reduce diesel emissions levels).
50. AIR QUALITY 3: The following shall be implemented during construction activities to reduce emissions:
    a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
    b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
    c. All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
    d. All vehicle speeds on unpaved roads shall be limited to 15 mph;

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e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
f. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;
g. All trucks and equipment, including their tires, shall be washed off prior to leaving the site;
h. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel; and
i. Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

51. CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs): The Town standard West Valley Clean Water Authority Nonpoint Source Pollution Control Program Sheet (page size same as submitted drawings) shall be part of the plan submittal. The specification sheet is available online at www.losgatosca.gov/building.
52. APPROVALS REQUIRED: The project requires the following departments and agencies approval before issuing a building permit:
    a. Community Development – Planning Division: (408) 354-6874
    b. Engineering/Parks & Public Works Department: (408) 399-5771
    c. Santa Clara County Fire Department: (408) 378-4010
    d. West Valley Sanitation District: (408) 378-2407
    e. Santa Clara County Environmental Health Department: (408) 918-3479
    f. Local School District: The Town will forward the paperwork to the appropriate school district(s) for processing. A copy of the paid receipt is required prior to permit issuance.

TO THE SATISFACTION OF THE DIRECTOR OF PARKS & PUBLIC WORKS:

Engineering Division

THE FOLLOWING CONDITIONS SHALL BE ADDRESSED OR NOTED ON THE CONSTRUCTION PLANS SUBMITTED FOR ANY BUILDING OR GRADING PERMIT, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

53. THIRD-PARTY PLAN CHECK FEE AND INSPECTION FEE (Special projects only): The Town will procure a third-party engineering firm to perform Plan Review and Inspection Services. Applicant shall provide an initial deposit of $100,000 plus a 20 percent fee to the Town for plan review and inspection services. This deposit and fee are required at the time of the project building permit submittal. Once this deposit is received, the Town will select the consultant and initiate the plan review process. The Applicant's deposit will be charged on a time and materials basis. A supplemental deposit will be required if the remaining deposit is

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expected to be exhausted prior to completion of the work. Permitted work will not be allowed to continue without available funds to complete the required inspection services. Third-party engineering services will be required for the duration of the construction and project closeout phases.

54. STORM DRAINAGE FEE: The Applicant shall pay Storm Drainage fees in accordance with the Town's FY22-23 Adopted Fee Schedule that was in effect at the date the pre-application was deemed complete for the future construction of drainage facilities serving new buildings, improvements, or structures to be constructed which substantially impair the perviousness of the surface of land. The Storm Drainage fee based on the site area of 15.67 acres is **$72,426.74**. The Applicant shall pay this fee to PPW at the time specified in Condition 31.
55. TRAFFIC IMPACT MITIGATION FEES: The project is subject to the Town's Traffic Impact Mitigation fee for the generation of an estimated 2,968 net new average daily trips based on the traffic study submitted by Hexagon Transportation Consultants dated February 18, 2025. The fee is based on the FY22-23. Fee Schedule that was in effect at the time the pre-application was deemed complete indicates a fee of $1,015.00 per additional average daily trip. This results in an estimated total amount due of **$3,012,520**. This fee is due at the time specified in Condition 31.
56. CONSTRUCTION ACTIVITIES MITIGATION FEE (ORDINANCE 2189): Per the Town's Comprehensive Fee Schedule, the project is subject to the Town's Construction Activities Mitigation Fee based on the square footage of new buildings. The fee is based on the FY22-23 Fee Schedule that was in effect at the time the pre-application was deemed complete, and is $1.26 per square foot of new residential and non-residential building area. The fee shall be calculated based on the square footage total for all units shown on the construction plans to the approval of the Town Engineer. The entitlement plans indicate 718,470 square feet of new building footage resulting in a fee of **$905,272.20**, with the final fee to be calculated based on the actual building area as shown on the building permit application. This fee is due at the time specified in Condition 31.
57. CONSTRUCTION PLAN SUBMITTAL REQUIREMENTS: The Grading Permit Plans and Public Improvement Plans for the first phase of construction (together referred to as "Improvement Plans") shall be submitted as a set to Parks and Public Works Department along with a title report dated no older than 60 days from the date the Improvement Plans are submitted. Improvement Plans for subsequent phases shall be submitted as a set to Parks and Public Works Department along with a title report dated no older than 60 days from the date such Improvement Plans are submitted. The Improvement Plans shall be submitted at the same time as the Building Plans are submitted to the Building Department. All improvements shall be designed and constructed in accordance with Federal law, State law, Los Gatos Town Code, and the Los Gatos Standard Specifications and Details. Construction drawings shall comply with Section 1 (Construction Plan Requirements) of the Town's Engineering Design Standards, which are available for download from the Town's website. The Improvement Plans shall include:

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a. A cover sheet with at least the proposed development vicinity map showing nearby and adjacent major streets and landmarks, property address, APN, scope of work, project manager and property owner, a "Table of Responsibilities" summarizing ownership, access rights, and maintenance responsibilities for each facility (streets, utilities, parks, landscaping, etc.), a sheet index including a sequential numeric page number for each sheet (i.e. "Sheet 1 of 54"), the lot size, required and proposed lot setbacks by type, proposed floor areas by type for each building, average slope, proposed maximum height, and required and proposed parking count and type.
b. The Approved Conditions of Approval printed within the plan set starting on the second sheet of the plan set.
c. An Existing Site Plan showing existing topography, bearing and distance information for all rights-of-way, easements, and boundaries, any existing easements proposed to be quit-claimed, existing hardscape, existing above ground utility features, and existing structures. The Improvement Plans shall identify the vertical elevation datum, date of survey, and surveyor responsible for the data presented.
d. A Proposed Site Plan showing proposed topography, boundaries, proposed and existing to remain easements, hardscape, above ground utility features (hydrants, transformers, control cabinets, communication nodes, etc.), and structures. Include top and bottom elevations of every inflection point of each wall. Show proposed public right-of-way improvements. Distinguish proposed linework from existing linework using heavier line type for proposed.
e. A Grading and Drainage Plan clearly showing existing onsite and adjacent topography using labeled contour lines, drainage direction arrows with slope value, and break lines. Proposed and existing to remain hardscape elevations must be provided in detail including slope arrows.
f. A Utility Plan showing appropriate line types and labels to identify the different types of utilities and pipe sizes. Utility boxes, hydrants, backflow preventers, water meters, sanitary sewer cleanouts, etc. shall be located on private property unless otherwise approved by the Town Engineer.
g. A Photometric Lighting Plan analyzing the full-width of the adjacent right-of-way. The plan shall show the average maintained horizontal illumination in foot-candles and the average to minimum uniformity ratio. Lighting shall be in compliance with the Town's Standard Specification section 2.38.
h. A Landscaping Plan for the project site and the full width of the public rights-of-way adjacent to the project. The plans shall clearly identify public and private utilities and points of demarcation between the two.
i. A Composite Plan showing civil, landscape, electrical, and joint trench locations combined on one drawing to identify potential conflicts between disciplines. The Composite Plan shall include the size, location, and details of all trenches, locations of building utility service stubs and meters, and placements or arrangements of junction structures as a part of the

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Improvement Plan submittals for the project. Show preferred and alternative locations for all utility vaults and boxes if project has not obtained PG&E approval. A licensed Civil or Electrical Engineer shall sign the Composite Plan. (All dry utilities shall be placed underground). A note shall be placed on the joint trench composite plans which states that the plan agrees with Town Codes and Standards and that no underground utility conflict exists.

j. General Notes found in the Town of Los Gatos General Guidelines.
k. A statement in the general notes indicating the need to obtain a Caltrans Oversized/Overweight Vehicles Transportation Permit if oversized or overweight vehicles are expected to be used.
l. A statement that all utility boxes in vehicular pathways shall be traffic-rated.

58. STANDARD PLAN COMPLIANCE: The project shall comply with the Town's Standard Plans to the extent applicable and subject to the reasonable approval of the Town Engineer. Street improvements, all street sections, the design of all off-site storm drainage facilities shall be in accordance with Town Standard Specifications and Standard Plans in effect as of April 17, 2023 or North 40 Specific Plan street standards for private roads, as applicable and approved by the Town Engineer. Improvements deemed necessary by the Town Engineer shall be shown on the Improvement Plans.
59. GRADING PERMIT: A grading permit is required for all site grading and drainage work that is outside the perimeter of a building, retaining wall footing, or other structure authorized by a valid building permit. The Applicant must submit a grading permit application after the appeal period of the entitlement approval process has passed. Submittals are accepted through Accela only. The grading permit application shall include detailed grading plans and associated required materials. Plan check fees are based on the scope of onsite work. Prior to approval of the grading permit, the Applicant shall pay all fees due and provide faithful performance and payment securities for the performance of the work described and delineated on the approved grading plan, final erosion and sedimentation control plan, and interim erosion and sedimentation control plan (if required), in an amount to be set by the Town Engineer (but not to exceed one hundred (100) percent) of the approved estimated cost of the grading and erosion and sedimentation control measures. The form of security shall be one or a combination of the following to be determined by the Town Engineer and subject to the approval of the Town Attorney: (1) Bond or bonds issued by one or more duly authorized corporate sureties on a form approved by the Town; (2) Deposit with the Town, money, or negotiable bonds of the kind approved for securing deposits of public monies; or (3) other instrument of credit from one or more financial institutions subject to regulation by the State or Federal Government wherein such financial institution pledges funds are on deposit and guaranteed for payment. The grading permit shall be issued prior to the issuance of the building permit unless otherwise allowed by the Town Engineer. The permit shall be limited to work shown on the grading plans approved by the

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Town Engineer. In granting a permit, the Town Engineer may impose any condition deemed necessary to protect the health, safety, and welfare of the public, to prevent the creation of a nuisance or hazard to public or private property, and to assure proper completion of the grading including but not limited to: (1) Mitigation of adverse environmental impacts; (2) Improvement of any existing grading or correction of any existing grading violation to comply with Town Code; (3) Requirements for fencing or other protection of grading which would otherwise be hazardous; (4) Requirements for dust, erosion, sediment, and noise control, hours of operation and season of work, weather conditions, sequence of work, access roads, and haul routes; (5) Requirements for safeguarding watercourses from excessive deposition of sediment or debris in quantities exceeding natural levels; (6) Assurance that the land area in which grading is proposed and for which habitable structures are proposed is not subject to hazards of land slippage or significant settlement or erosion and that the hazards of seismic activity or flooding can be eliminated or adequately reduced; (7) Temporary and permanent landscape plans.

60. PUBLIC IMPROVEMENTS: Prior to the issuance of any building permit within a phase of the final subdivision map and prior to any work being done in the Town's right of way, the Applicant must submit Public Improvement Plans for improvements related to that phase for review and approval. All public improvements shall be made according to the Town's adopted Standard Plans, Standard Specifications, and Engineering Design Standards in effect as of April 17, 2023. The Applicant is required to confirm the location of existing utility lines along the project frontage by potholing. Prior to any potholing, Applicant shall submit an Encroachment Permit application with a pothole plan for Town review and approval. The Applicant shall provide the pothole results to the Town Engineer prior to final design. All existing public utilities shall be protected in place and, if necessary, relocated as approved by the Town Engineer. No private facilities are permitted within the Town right of way or within any easement unless otherwise approved by the Town Engineer. The Applicant shall have Public Improvement Plans prepared, stamped, and signed by a California licensed civil engineer.
    a. Once the Public Improvement Plans have been approved, the Applicant shall submit an application for an Encroachment Permit. The Encroachment Permit requires the Applicant to post the required bonds and insurance and provide a one (1) year warranty for all work to be done in the Town's right of way or Town easement. New concrete shall be free of stamps, logos, names, graffiti, etc. Any new concrete installed that is damaged shall be removed and replaced at the Contractor's sole expense. Prior to issuance of the encroachment permit, the Applicant shall submit a temporary traffic control plan ("TTCP") inclusive of all modes of travel for any lane or sidewalk closures. Special provisions such as limitations on works hours, protective enclosures, or other means to facilitate public access in a safe manner may be required. The TTCP shall comply with the State of California Manual of

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Uniform Traffic Control Devices ("MUTCD") and standard construction practices.

b. The project engineer shall notify the Town Engineer in writing of any proposed changes. Any proposed changes to the approved plans shall be subject to the approval of the Town. The Applicant shall not commence any work deviating from the approved plans until such deviations are approved. Any approved and constructed changes shall be incorporated into the final "as-built" plans.

c. The following right-of-way improvements shall be completed prior to the issuance of the first occupancy permit, unless otherwise noted or approved by the Town Engineer:

   i. BURTON ROAD IMPROVEMENTS: The Applicant shall make a contribution to the Town in the amount of $155,000 towards the construction of the required half street section pursuant to Los Gatos Town Code Section 24.50.080. Submittal of this in-lieu payment shall be paid prior to the issuance of the occupancy permit for the 200th site unit, or later as may otherwise approved by the Town Engineer.

   ii. LOS GATOS BOULEVARD IMPROVEMENTS:

      a. The Applicant shall improve the western side of Los Gatos Boulevard's frontage along the project site with a 10-feet wide multi-use path and 6-feet wide planter strip from the northern boundary of North 40 Phase I to the northern boundary of APN 424-070-064 as shown on the approved plans and as approved by the Town Engineer.

      b. The Applicant shall construct a continuation of the center median north to the intersection of Los Gatos Boulevard and Samaritan Drive with mountable sections for northbound emergency vehicle access to the site at the two proposed connections along Los Gatos Boulevard as shown on the approved plans.

      c. STREET TREES: The Applicant shall plant a minimum of 10 trees along the Los Gatos Boulevard frontage, to match the spacing along the Phase I frontage. The street tree plans shall be per Town Standard Drawings and will include Town Standard tree grates.

      d. TREE GRATES: The Applicant shall install Town Standard Tree Grates around each street tree. Tree grates shall be 4-feet by 6-feet, model OT-T24 by Urban Accessories, and shall be black power coated. The tree grates shall be shown on the Improvement Plans to be located at the back of curb to the approval of the Town Engineer and shall be installed with the street trees prior to the first occupancy.

   iii. STREET MARKINGS: The Applicant shall install necessary street markings of a material and design approved by the Town Engineer and replace any that are damaged during construction. These include but are not limited

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to all pavement markings, painted curbs, and handicap markings. All permanent pavement markings shall be thermoplastic and comply with Caltrans Standards. Color and location of painted curbs shall be shown on the plans and are subject to approval by the Town Engineer. Any existing painted curb or pavement markings no longer required shall be removed by grinding if thermoplastic, or sand blasting if in paint.

iv. CURB RAMP(S): The Applicant shall construct curb ramps in accordance with the latest Caltrans State Standard Drawings and in the location shown on the approve plans. The actual ramp "Case" shall be identified on the plans and shall be to the approval of the Town Engineer.

v. CURB AND GUTTER: The Applicant shall replace to existing Town standards all curb and gutter along the western side of Los Gatos Boulevard's frontage along the project site from the northern boundary of North 40 Phase I to the southern boundary of APN 424-070-064. New curb and gutter shall be constructed per the Town Standard Drawing ST-210 (Vertical) adopted and in effect as of April 17, 2023.

vi. DRIVEWAY REMOVAL: The Applicant shall remove all existing driveway approaches and replace them with sidewalk, curb, and gutter per the Town Standard Drawings in effect as of April 17, 2023.

vii. SEWER CLEAN-OUT: The Applicant shall install the sewer lateral clean-out on private property just behind the property line in accordance with the West Valley Sanitation District standards in effect as of April 17, 2023. Sewer clean-out(s) shall be constructed prior to occupancy of the first building.

viii. WATER METER: The Applicant shall install the water meter(s) on private property just behind the property line in accordance with the San Jose Water Company standards.

ix. PARKING LOTS: The Applicant shall submit plans for all required off street parking lots showing proper grading, drainage, ramps profile, and parking dimensions in conformance with applicable Town parking standards adopted and in effect as of April 17, 2023. The plans shall be approved by the Town Engineer prior to the issuance of the first building permit within a phase of the final subdivision map. Construction shall be completed prior to the occupancy permit of any adjacent building.

x. BICYCLE PARKING: The Applicant shall provide both long-term bicycle lockers and short-term bicycle racks on-site, as shown on the approved site plan, to the approval of the Town Engineer. Construction of bicycle parking shall be completed prior to the occupancy permit of any adjacent building.

xi. STORM WATER CATCH BASIN(S): The Applicant shall install standard storm water catch basins per approved plans and in accordance with the Town Standard Drawing adopted and in effect as of April 17, 2023. Construction shall be completed at the same time the associated improvements are completed.

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xii. STREETLIGHT(S): The Applicant shall provide and install seven (7) standard galvanized steel octaflute electrolier streetlight poles with a pole height of 30-feet on the project site's frontage along Los Gatos Boulevard. The Applicant is responsible for all PG&E service fees and hook up charges. Any new service point connection required to power the new lights shall be shown on the construction drawings along with the conduit, pull boxes and other items necessary to install the streetlights. An Isometric lighting level needs to be provided by the designer/contractor. The Applicant shall provide a separate light study of the impact of the proposed streetlights. The new streetlights shall each have a 31-feet 9-inches mounting height with mounting arm length of 8-feet. the Fixtures shall be CREE, Type III Cut-Off Model XSP2, 4000K, 240 volts, 165W or approved equal. The streetlights shall be installed at the locations as shown on the approved offsite plans.

1) A letter shall be provided by PG&E stating that public street light billing will be per Rule LS2A. Private lights shall be metered with billing addressed to the homeowners' association. Pole numbers, assigned by PG&E, shall be clearly delineated on the plans.
2) Public street lighting will not be required/allowed per General Plan update and Hillside designation. On-lot lighting shall be incorporated and promoted.

xiii. BICYCLE FACILITIES: The Applicant shall install bike facilities as shown on the approved plans and as directed by the Town Engineer.

61. TREE REMOVAL PERMIT: The Applicant shall apply and obtain a Tree Removal Permit from the Parks and Public Works Department for the removal of existing trees on-site or in the public right-of-way prior to the issuance of a building permit or demolition building permit, whichever is issued first. Tree removals shall be consistent with the arborist report and approved entitlement plans.

62. PHASED PERMITS: The Applicant may, with the approval of the Town Engineer, phase the permits to expedite the construction process. If this is done, each phase of the work will require a separate and complete set of plans to be submitted, reviewed, and approved prior to the issuance of the said permit. Overlapping of permits may occur, if approved by the Town Engineer. No work on the next phase of construction, in advance of the permitted work, may occur. No "at risk" work will be permitted. Only the below phased permitted work will be allowed:

a. Clearing-Grubbing/Rough Grading;
b. Fine Grading;
c. Underground Utilities;
d. Site Improvements;
e. Off-Site Improvements; and
f. Plans shall be submitted, reviewed, and approved by the Town Engineer prior to the commencement of work.

63. EXISTING FACILITY PROTECTION AND REPAIR: All existing public utilities shall be either protected in place, relocated, or repaired. The Applicant shall repair or

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replace all existing improvements not designated for removal, and all new improvements that are damaged during construction or removed because of the Applicant's operations. This includes sidewalk, curb and gutter, streetlights, valley gutters, curb ramps, and any other existing improvements in the area that are not intended to be removed and replaced. The Applicant shall request a walk-through with the PPW construction Inspector before the start of construction to verify existing conditions. Said repairs shall be completed prior to issuance of the first certificate of occupancy of the project.

64. UNDERGROUND UTILITIES: This project abuts one of the Town's Underground Utility Districts. All new services to the development shall be placed underground in accordance with the various utility regulations. Transformers and switch gear cabinets within designated Underground Districts shall be placed underground unless otherwise approved by the Town Engineer or if the applicable utility company or district with jurisdiction otherwise requires. Underground utility plans must be submitted to the Town and approved by the Town Engineer prior to installation.
65. UTILITY RESPONSIBILITIES: The Applicant is responsible for the maintenance of existing stormwater drainage facilities, including piped and open channel stormwater conveyances in private areas. The Applicant is responsible for all expenses necessary to connect to the various utility providers. Currently, the public storm sewer system is owned and maintained by the Town of Los Gatos, the water system in Los Gatos is owned and maintained by San José Water Company, and the sanitary sewer system in Los Gatos is owned and maintained by West Valley Sanitation District. Any alterations of the approved utilities listed must be approved by the Town prior to any construction.
66. UTILITY COMPANY COORDINATION: The Applicant shall negotiate any necessary right-of-way or easements with the various utility companies in the area, subject to the review and approval by the Town Engineer and the utility companies. Prior to the approval of the site plan for construction, the Applicant shall submit "Will Serve" letters from PG&E, San José Water, West Valley Sanitation District, West Valley Collections and Recycling, and AT&T (or the current "Carrier of Last Resort") with a statement indicating either a list of improvements necessary to serve the project or a statement that the existing network is sufficient to accommodate the project. Coordination of the stormwater conveyance system will be addressed during the Grading Permit review.
67. PREPARATION OF ELECTRICAL PLANS: All street lighting electrical plans shall be prepared by a California registered professional engineer experienced in preparing these types of plans.
68. EXTERIOR SITE LIGHTING STANDARDS: The Applicant shall submit a photometric plan for on-site lighting showing lighting levels in compliance with the Town Standard Specifications section 2.38. The plan shall show the minimum maintained horizontal illumination in foot-candles and the uniformity ratio for all areas. This lighting standard is applicable to all parking lots,

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driveways, circulation areas, aisles, passageways, recesses, and accessible grounds contiguous to all buildings. Private, interior courtyards not accessible to the public are not required to meet this standard. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan for each phase shall be approved by the Town Engineer and shall be addressed on the construction plans submitted for the first building permit within the applicable phase. Any subsequent building permits that include any site lighting shall also meet these requirements.

69. STORM DRAINAGE STUDY: The Applicant shall submit a Master Storm Drainage Study for the entire proposed development stormwater conveyance system evaluating pre- and post-development peak discharge rates for the theoretical 2-year, 10-year, and 100-year (50-percent, 10-percent, and 1-percent annual chance) storm events including supporting hydraulic calculations for proposed pipe network. The study must address sizing and design details for the stormwater treatment systems proposed with the development. The study shall include an evaluation of the project site drainage including topography, natural drainage patterns, and existing man-made diversions (structures, raised pads, fences, etc.). If the study indicates that the theoretical water surface elevation or hydraulic grade line of the proposed development during a 10 percent annual chance storm event is above ground level at any point, the Applicant shall construct and dedicate to the Town new downstream storm drainage facilities necessary to achieve a connection point water depth no more than 80 percent full during the projected 10 percent annual chance storm event. The study must evaluate the 1 percent annual chance storm event base flood elevation. The finish floor elevations of all structures shall be constructed to be reasonable safe from flooding per Town Code Section 29.90.080(1) (c.) which is typically done by constructing finished floors at 1-foot above base flood elevation. The Applicant shall submit the master study for review and approval by the Town Engineer. The applicant shall submit an amended Master Storm Drainage Study for any phase of construction which modifies the storm drainage system evaluated in the Master Storm Drainage Study. The amended Master Storm Drainage Study shall be approved by the Town Engineer prior to the issuance of the first building permit for the applicable phase.

70. STORMWATER MANAGEMENT PLAN: The Applicant shall develop a Storm Water Management Plan (“SWMP”) that complies with the California Water Board regulations and delineates site design measures, source control measures, low-impact-development (LID) treatment measures, hydromodification management measures, and construction site controls as appropriate. The Plan must indicate erosion protection measures for the inlet structures (e,g., pipe outlets, pump dissipator pipes, and/or bubblers). For the Bay Area Hydrologic Modification (“BAHM”) analysis, the Applicant must provide pump operations and intended routing during various runoff conditions (i.e., treatment runoff vs. Hydrologic Modification controls) and the rationale for the pump size selected

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relative to the treatment flow rate. The Applicant shall update the BAHM analysis to conform to project conditions to the satisfaction of the Town Engineer and include a summary of the changes made to the BAHM analysis since the entitlement plan review for review by the C3 consultant. The Applicant must select and indicate bioretention area plants capable of withstanding and surviving the higher design ponding conditions if bioretention is proposed. If pumps are proposed, the Applicant must:

a. Provide pump discharge rates that receiving bioretention areas are capable of treating, to avoid consistently overwhelming the bioretention areas.
b. The Applicant must include an alarm system that will notify the owner or operator of a pump failure.
c. If off-site improvements modify the quantities of regulated and unregulated off-site impervious area, the Applicant must update Section 2, item "d" and Section 8 of the C.3 Data Form to reflect those changes.

71. DEVELOPER STORM WATER QUALITY RESPONSIBILITY: The Applicant is responsible for ensuring that all contractors including subcontractors are aware of all stormwater quality measures and implement such measures. The Applicant shall perform all construction activities in accordance with approved Improvement Plans, Los Gatos Town Code Chapter 12 – Grading, Erosion and Sediment Control, and the National Pollutant Discharge Elimination System (NPDES) General Permit. Failure to comply with these rules and regulations will result in the issuance of correction notices, citations, or a project stop order.
72. SITE DRAINAGE: Rainwater leaders shall be discharged to splash blocks. No through curb drains will be allowed in public curbs. Any storm drains (public or private) directly connected to public storm system shall be stenciled/signed with appropriate "NO DUMPING - Flows to Bay" NPDES required language using methods approved by the Town Engineer on all storm inlets surrounding and within the project parcel. Furthermore, storm drains shall be designed to serve exclusively stormwater. Dual-purpose storm drains that switch to sanitary sewer are not permitted in the Town of Los Gatos. No improvements shall obstruct or divert runoff to the detriment of an adjacent, downstream or down slope property.
73. OFF-SITE DRAINAGE – The Applicant shall not alter any existing drainage patterns without an approved Grading Permit.
74. CLEAN, INSPECT, AND REPAIR STORM LINE: If the project will connect to the public storm drainage system, the Applicant is required to evaluate the conditions of the existing storm lines along the project frontage by videotaping and providing the result to the Town Engineer. The Applicant shall clean and inspect (via remote TV camera) the storm line from the manhole upstream to the manhole downstream of the project area. The video inspection shall be done by a professional video inspection company and be completed prior to building permit issuance. The video of the inspection shall be reviewed with PPW and any cracked, broken, or otherwise compromised integrity is found, the areas of the line along the project frontage shall be repaired by the Applicant at the

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applicant's expense. The Applicant shall include the required repairs on the Improvement Plans submitted. All necessary repairs to the storm line shall be completed and approved prior to the project connecting to the storm drainage system.

75. GRADING & DRAINAGE WINTER MORATORIUM: All grading activity shall comply with the Municipal Regional Stormwater Permit and Chapter 12 of the Town Code. There shall be no earthwork disturbance or grading activities between October 15th and April 15th of each year unless approved by the Town Engineer. In order to be considered for approval, the Applicant must submit a Winterization Erosion Control Plan certified by a California certified QSD to the Town Engineer for review and approval. If grading is allowed during the rainy season, a maximum of two (2) weeks is allowed between clearing of an area and stabilizing/building on the exposed area. The submission of a certified plan does not guarantee approval. Any approved and executed plan must be kept on-site while the project is in construction.
76. SWPPP AND EROSION CONTROL: The Applicant shall prepare and submit a comprehensive stormwater pollution prevention plan (SWPPP) inclusive of interim and final erosion control plans to the Town Engineer for review and approval. The interim erosion control plan(s) shall include measures carried out during construction before final landscaping is installed. Multiple phases of interim erosion control plans may be necessary depending on the complexity of the project. Interim erosion control best management practices may include silt fences, fiber rolls, erosion control blankets, Town approved seeding mixtures, filter berms, check dams, retention basins, etc. The Applicant shall ensure a Qualified SWPPP Developer (QSD) or Qualified SWPPP Practitioner (QSP) monitors erosion and sediment control as required by the Construction General Permit. The Applicant must take measures to ensure continuous compliance with the Construction General Permit, and shall install, maintain, and modify the erosion control measures as needed to continuously protect downstream water quality. In the event an emergency modification is deemed necessary, the Applicant is to implement necessary measures to protect downstream waterways immediately and then submit the changes made within 24-hours to the Town Engineer for review and approval. The Applicant shall provide the Town Engineer the assigned Notice of Intent (NOI) permit number received after filing a Notice of Intent under the Construction Stormwater General Permit. The erosion control plans and SWPPP shall comply with applicable measures contained in the most current Santa Clara County National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit (MRP). All test submitted to the regional board must also be submitted to the Town Engineer. Any fees or penalties assessed against the Town in response to the Applicant's failure to comply with the Permit must be paid by the Applicant. The Applicant must permit Town staff onsite to conduct periodic NPDES inspections throughout the recognized storm season to verify compliance with the Construction General Permit and Stormwater ordinances and regulations.

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77. SITE TRIANGLE AND TRAFFIC VIEW AREA: Fencing, landscaping, and permanent structures shall not visually obstruct line of sight between three-feet and 7.5-feet in height if located within the driveway view area, traffic view area, or corner sight triangle. The driveway and intersection site triangles are represented on Town Standard Drawing ST-231. The traffic view area and corner sight triangle are shown on Town Standard Drawing ST-232. This includes all above ground obstructions including utility structures, for example electric transformers. The various clearance lines shall be shown on the site plan to demonstrate compliance.
78. GEOTECHNICAL REVIEW: New development shall be sited away from high risk geologic and seismic hazard zones or, if located in a high-risk zone, shall incorporate construction techniques or specialized technologies to reduce risk. Prior to any building permit issuance, the Applicant's California State licensed engineering geologist and/or geotechnical engineer shall submit a design level geotechnical report for new developments proposed with significant grading, potential erosion, and sedimentation hazards or in hazard zones mapped by the State or identified by the Town, as shown in Figures 9-2 through 9-5 of the Town's 2040 General Plan Chapter 9 Hazards and Safety Element. The report shall identify all site geologic, seismic, and geotechnical engineering conditions and potential hazards and include appropriate design measures to mitigate potential fault ground rupture/deformation impacts to acceptable levels. The report shall also specify construction methods to protect existing and future residences from identified hazards. The report will require a peer review by the Town's geological and geotechnical consultant. A deposit and fee for the peer review will be required per the Town's current fee schedule, unless there are any remaining deposit funds from the entitlement phase. The Town will route the design level geotechnical report to the Town's peer review consultant once the report is submitted and deposit and fee are available. Once the design level report is approved, the Applicant's geotechnical engineer shall review the grading and drainage plan and proposed pavement and foundation designs to verify that the designs are in accordance with their recommendations. The Applicant's geotechnical engineer's approval shall be conveyed to the Town either by letter or by signing and stamping the plans. All grading operations and soil compaction activities shall be per the approved project's design level geotechnical report. The Applicant shall add this condition to the general notes on the grading plan.
79. GEOTECHNICAL ENGINEER OBSERVATION: All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the Town of Los Gatos for each phase of construction stating that all grading activities were performed in conformance with the requirements of the project's design level geotechnical report. The Applicant shall submit a Final Geotechnical Construction Observation and Testing Summary in an "as-built" letter/report prepared and submitted to the

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Town prior to issuance of the certificate of occupancy. The Applicant shall add this condition to the general notes on the grading plan.

80. GEOLOGIC HAZARDS CHECKLIST: The applicant's geotechnical engineer shall complete, sign, stamp, and submit the Town's Geologic Hazards Checklist for all new proposed development to demonstrate that potential hazards have been identified and that proposed structures, including grading cuts and fills, will be designed to resist potential earthquake effects. The applicant shall submit this form at the same time as the design level geological report.
81. PRECONSTRUCTION MEETING: After the issuance of any Grading or Encroachment permit and before the commencement of any on or off-site work, the Applicant shall request a pre-construction meeting with the PPW Inspector to discuss the project conditions of approval, working hours, site maintenance, and other construction matters. At that meeting, the Applicant shall submit a letter acknowledging that:
    a. They have read and understand these project Conditions of Approval;
    b. They will require that all project sub-contractors read and understand these project Conditions of Approval; and
    c. They ensure a copy of these project Conditions of Approval will be posted on-site at all times during construction.
82. STREET CUT RESTORATION: Where the Applicant makes pavement cuts on Los Gatos Boulevard for a utility trench, the trench shall be backfilled using the Town's standard "T" trench detail, including Town-approved controlled density fill. The asphalt thickness of the T trench section shall be a minimum of 3-inches, meet Town standards, or shall match the existing pavement thickness, whichever is greater. Because the utility trenches are expected to extend across Los Gatos Boulevard to the furthermost northbound lane, the Applicant shall grind off the existing thermoplastic lane markings and apply a micro-surfacing coating along the entire length of Los Gatos Boulevard, from curb to curb, from the northern boundary of North 40 Phase I to the southern boundary of APN 424-070-064 as directed by the Town Engineer. The Contractor shall schedule a pre-paving meeting with the PPW Inspector prior to the day the paving is to take place. Restoration materials shall be approved by the Town Engineer prior to placement. All striping and pavement markings shall be replaced in-kind with thermoplastic upon completion of roadway surfacing. All pavement restorations shall be completed and approved by the Town Engineer within six months of the final utility cuts on Los Gatos Boulevard, or as directed by the Town Engineer.
83. FLOOR DRAINS: All floor drains shall be plumbed to connect to the sanitary sewer system only. Site design must facilitate drainage away from building floor drains.
84. GARBAGE/RECYCLE STORAGE AND SERVICE: The Applicant shall provide adequate area for the purposes of storing garbage, composting and recycling collection containers for scheduled servicing by the Town's solid waste collection provider. New food service buildings and/or multi-family residential complexes shall provide

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a covered or enclosed area for dumpsters and recycling containers. The area shall be designed to be hydrologically isolated. Areas around trash enclosures, recycling areas, and/or food compactor enclosures shall not discharge directly to the storm drain system. Any drains installed in or beneath dumpsters and compactors shall be connected to the sanitary sewer. Any drains installed in or beneath tallow bin areas serving food service facilities shall be connected to the sanitary sewer system with a grease removal device prior to discharging. The Applicant shall contact the local permitting authority and/or West Valley Sanitation District for specific connection and discharge requirements. Per Town Code Section 29.10.09010, the collection containers shall not be placed in the right of way except during the period of time necessary to allow removal of the waste. brought to the service area on the day of service and returned to the storage enclosure by the property owner that same day. The containers are not to be in public view or in the public right-of-way prior to or beyond the scheduled service times. A letter from West Valley Collection and Recycling confirming serviceability and site accessibility shall be provided to the Town Engineer for approval prior to the approval of an occupancy permit.

85. SITE LANDSCAPING COORDINATION: The Applicant shall coordinate the overall site landscaping and, if proposed, the stormwater treatment area landscaping. Stormwater treatment areas should be identified on the site first, and then site landscaping to make sure the correct plant material is identified for each area. Some site landscaping plant material may not be suitable in stormwater treatment areas due to the nature of the facility. Sanitary sewer facilities cannot be aligned through stormwater treatment facilities.
86. OFF-HOURS MATERIAL DELIVERY: The Applicant shall coordinate with the future site operators of commercial uses so that all site delivery of materials and goods to non-residential portions of the project are delivered off-hours and on-site. This will allow the on-site customer parking for the development site to be utilized during business hours and not be impacted by the staging of delivery vehicles. The Applicant shall provide a written plan, to ensure that this condition is satisfied, prior to occupancy of the first site building. The plan shall be to the approval of the Town Engineer.
87. MULTI-FAMILY BUILDING LOADING ZONE – The Applicant shall provide a Town compliant loading zone for the mixed-use building (building E1) that is 10-feet wide and 30-feet long, or as determined by the Town Engineer. Construction shall be completed prior to any occupancy permit is issued for the Multi-Family Building (building E1).

THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO THE APPROVAL OF THE FINAL MAP OR PARCEL MAP, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

88. DEDICATIONS: The Applicant shall dedicate in Fee title to an eight (8) foot wide strip of land along the project frontage of Burton Road for roadway purposes. The

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Applicant shall also dedicate a 14.5-feet public access easement along Los Gatos Boulevard and public utility easement as shown on the approved plans and as approved by the Town Engineer.

89. TEMPORARY CONSTRUCTION EASEMENT: Prior to the issuance of a grading or building permit, it shall be the sole responsibility of the project to obtain any and all proposed or required easements and/or permissions necessary to perform any work on neighboring private property herein proposed. Proof of agreement/approval is required prior to the issuance of any Permit.
90. SUBDIVISION (FINAL) MAP: The Applicant shall have a subdivision map, prepared by a person authorized to practice land surveying in California, delineating all parcels created or deleted and all changes in lot lines in conformance with the Los Gatos Town Code and the Subdivision Map Act. Existing buildings shall be demolished prior to the recordation of the map if they conflict with any newly created lot line. The Town Council must approve all Final Maps. The Town Council meeting will be scheduled approximately fifty (50) days after the Final Map, Public Improvement Plans, Stormwater Treatment Facilities Maintenance Agreement, Landscape Maintenance Agreement, and Subdivision Improvement Agreement are approved by the Town Engineer. The Final Subdivision Map shall be approved by PPW and recorded by the County Recorder's Office prior to the issuance of the first building permit. In lieu of the Town Clerk's Office coordinating the recordation of the Final Map(s) with the County, the Applicant may submit a map guarantee by the Applicant's title company for the release of the signed Final Map to the title company for recordation. Prior to the Town's release of the Final Map, the Town Engineer may require the Applicant to submit to the Town an electronic copy of the map in the AutoCAD Version being used by the Town at the time of recordation. It is the Applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the map recorded after Town approval.
91. SUBDIVISION IMPROVEMENT AGREEMENT: The Applicant shall enter as a contractor into a Subdivision Improvement Agreement ("SIA") with the Town per Town Code Section 24.40.020, Gov. Code Section 66462(a), and shall arrange to provide Payment and Performance bonds each for 100 percent of the cost of public infrastructure improvements to be constructed in the public right-of-way and grading work performed onsite. These improvements shall include, but are not limited to, roadway construction, sidewalk, curb and gutter, storm lines, street lights, signal equipment, and earthwork. Town Standard insurance shall be provided per the terms of the agreement. The agreement shall be approved by the Town Council with the project's first Final Map.
92. MONUMENTS: The Applicant shall arrange for the engineer to have all monuments set per the recorded map. A certificate letter by the Surveyor or Engineer stating the monuments are set per plan shall be provided to the Town Engineer prior to occupancy.

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93. COVENANTS, CONDITIONS & RESTRICTIONS (CC&R): The Applicant shall prepare and submit draft project Covenants, Conditions and Restrictions (CC&R) for the project, except for the affordable housing (Lot 19). The CC&Rs shall be submitted with the project map for review of the Town Engineer, the Town Attorney, and the Planning Manager. The CC&Rs shall include relevant project Conditions of Approval. Such CC&R terms related to the project's Conditions of Approval and/or any obligations directly involving the Town shall be subject to approval by the Town Engineer, the Town Attorney, and the Planning Manager and shall include language that restricts the Homeowner's Association from making changes to those provisions of the CC&Rs related to the project's Conditions of Approval and/or any obligations directly involving the Town without first obtaining approval from the Town. References to the Stormwater Treatment Facilities Maintenance Agreement obligations shall be incorporated. The CC&Rs shall be reviewed and approved by Town staff prior to the Town Council approval of the Final map.

THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO RELEASE OF UTILITIES, FINAL INSPECTION, OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY WITHIN A PHASE OF THE FINAL MAP, WHICHEVER OCCURS FIRST, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

94. RECORD DRAWINGS: The Applicant shall submit a scanned PDF set of stamped record drawings and construction specifications for all off-site improvements related to the phase of the final map to the Department of Parks and Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The Applicant shall also provide the Town with an electronic copy of the record drawings in the AutoCAD Version being used by the Town at the time of completion of the work. The Applicant shall also submit an AutoCAD drawing file of all consultants composite basemap linework showing all public improvements and utility layouts. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first.
95. RESTORATION OF PUBLIC IMPROVEMENTS: The Applicant shall repair or replace all existing improvements not designated for removal that are damaged or removed during construction. Improvements such as, but not limited to curbs, gutters, sidewalks, driveways, signs, streetlights, pavements, raised pavement markers, thermoplastic pavement markings, etc., shall be repaired or replaced to a condition equal to or better than the original condition. Any new concrete shall be free of stamps, logos, names, graffiti, etc. Existing improvement to be repaired or replaced shall be at the direction of the PPW Inspector and shall comply with all Title 24 Disabled Access provisions. The restoration of all improvements identified by the PPW Inspector shall be completed before the issuance of a certificate of occupancy. The Applicant shall request a walk-through with the PPW Inspector before the start of construction to verify existing conditions.

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96. STORMWATER TREATMENT FACILITIES MAINTENANCE AGREEMENT: The Applicant shall execute and record a Stormwater Treatment Facilities Maintenance Agreement to ensure perpetual maintenance of the regulated project's treatment facilities. The agreement shall outline the operation and maintenance (O&M) plan for the permanent storm water treatment facilities. The Town-Standard Stormwater BMP Operation and Maintenance Agreement will be provided by PPW upon request. The agreement shall be executed prior to occupancy of the first building and include the following:
    a. The property owner shall operate and maintain all on-site stormwater treatment facilities in good condition and promptly repair/replace any malfunctioning components.
    b. The property owner shall inspect the stormwater treatment facilities at least twice per
    year and submit an inspection report to PPW at
    PPW_Stormwater@losgatosca.gov no later than October 1st for the Fall report, and no later than March 15th of the following year for the Winter report. Written records shall be kept of all inspections and shall include, at minimum, the following information:
        i. Site address;
        ii. Date and time of inspection;
        iii. Name of the person conducting the inspection;
        iv. List of stormwater facilities inspected;
        v. Condition of each stormwater facility inspected;
        vi. Description of any needed maintenance or repairs; and
        vii. As applicable, the need for site re-inspection.
    c. The property owner shall not make any design changes to the system with the Town's approval.
    d. The property owner(s) shall develop a maintenance and replacement schedule for the stormwater treatment facilities that describes maintenance frequency and responsibility. This maintenance schedule shall be included with the approved Stormwater Treatment Facilities Maintenance Agreement.
    e. The property owner(s) shall reimburse the Town for the cost of site inspections required under the Municipal Regional Permit.
    f. The property owner(s) shall authorize Town Staff to perform maintenance and/or repair work and to recover the costs from the property owner in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety.
97. STORMWATER MANAGEMENT FACILITIES INSPECTION: Prior to covering underground stormwater treatment facilities or final inspection, as applicable, the Applicant must facilitate the testing of all stormwater facilities by a certified QSP or QSD to confirm the facilities are meeting the minimum design infiltration rate. All tests shall be made at on 20 foot x 20 foot grid pattern over the surface of the completed stormwater facility unless otherwise approved by the Town Engineer. All soil and infiltration properties for all stormwater

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facilities shall be evaluated by the geotechnical engineer. Percolation tests (using Double Ring Infiltrometer Testing) at horizontal and vertical (at the depth of the stormwater facility) shall be conducted for each stormwater facility. A 50 percent safety factor shall be applied to the calculated percolation test and shall be used as the basis for design (the design percolation rate). The geotechnical report shall include a section designated for stormwater design, including percolation results and design parameters. Sequence of construction for all stormwater facilities (bioswales, detention/ retention basins, drain rock, etc.) shall be done toward final phases of project to prevent silting of the stormwater treatment facilities.

98. LANDSCAPE MAINTENANCE AGREEMENT: The Applicant shall enter into a Landscape Maintenance Agreement with the Town of Los Gatos in which the property owner agrees to maintain the vegetated areas along the project's Los Gatos Boulevard and Burton Road frontages located within the public right-of-way. The agreement must be executed and accepted by the Town Attorney prior to the issuance of any occupancy permit.
99. TRANSPORTATION DEMAND MANAGEMENT PLAN: The Applicant shall submit for approval a Transportation Demand Management ("TDM") Plan prior to the issuance of any building permit within a phase. The TDM plan shall include measures that are required to obtain the goal of a 15 percent vehicle trip reduction. Such measures may include bicycle facility provisions, shower facilities, local shuttle service, transit passes and subsidies, carpool incentive, designated car share parking, or other trip-reducing measures. The TDM plan shall also include a TDM Coordinator and identify the requirement for an annual TDM effectiveness report to be submitted the Town of Los Gatos. The TDM Plan shall be approved prior to the first occupancy of the given phase.
100. DEDICATION OF PUBLIC ACCESS EASEMENT FOR CONSTRUCTION OF BURTON ROAD CONNECTION: The Applicant shall dedicate an irrevocable, nonexclusive Public Access Easement ("PAE") over Lots AAA, BBB, CCC, DDD, EEE, CC, and a portion of Lot AA as shown on the vesting tentative map to the Town to accommodate the Town or a third-party's future construction of a through-connection from the project site to Burton Road. Upon completion of the through-connection, the PAE shall allow public vehicular access. The PAE shall be conveyed to the Town on the final map phase that includes Lots AAA, BBB, CCC, DDD, EEE, CC, and AA and perfected with an Easement Agreement that includes plats and legal descriptions of the PAE, the form of which shall be subject to the reasonable approval of the Town Engineer and the Town Attorney. The Easement Agreement shall include rights for the Town or its designee to construct the future through-connection within the PAE area using a design approved by the Town, subject to the condition that the party performing such construction shall repair or replace any improvements not designated for removal and that are damaged during construction, including without limitation, any public or private utilities within the PAE and improvements located outside the PAE.

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101. LOS GATOS BOULEVARD, SAMARITAN DRIVE, AND BURTON ROAD INTERSECTION IMPROVEMENTS CONTRIBUTION: Upon completion of a future through-connection from the project site to Burton Road, the project would contribute additional traffic to the intersection of Los Gatos Boulevard/Burton Road, which would be addressed through traffic signal improvements conceptually estimated to cost $590,000 plus a 25 percent ($147,550) design and construction contingency for a total of $737,500. The project's fair share contribution for the necessary improvements is calculated to be 22.9 percent resulting in a shared cost estimate of **$168,887.50**. Funding shall be submitted by the applicant within 30 days of notice from the Town that the connection between the development and Burton Road is complete.
102. VMT REDUCTION STRATEGIES: For projects that would generate VMT, one or more VMT reduction strategies included in the SB 743 Implementation Decisions for the Town of Los Gatos (July 2020) document shall be required to reduce VMT of the project. Examples of VMT reduction strategies that shall be implement are provided below. The VMT reduction strategies are organized by their relative scale for implementation (i.e., individual site level, Town-wide level, and regional level).

Individual Site Level

- Encourage Telecommuting and Alternative Work Schedules: This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. This strategy would reduce commute VMT but also result in a change in VMT for other travel purposes; thus, this strategy should consider the net change in the Town's project-generated VMT.
- Provide Ride-Sharing Programs: This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants.
- Provide Local Shuttles: This strategy focuses on providing local shuttle service. The local shuttles would provide service to transit hubs, schools, commercial centers, and residential areas to improve transit connectivity and address the "first/last mile" problems. Alternatively, a demand responsive service could be provided as subsidized trips by contracting to private transportation network companies (TNCs) or taxi companies. Note that implementation of this strategy would require regional or local agency implementation.
- Provide Employer-Sponsored Vanpool/Shuttle: This strategy relies on employers purchasing or leasing vans or shuttles, and often subsidizing the cost of at least program administration, if not more. Vanpools typically service employee's commute to work, while shuttles service nearby transit stations and surrounding commercial centers. Scheduling and rider charges, if any, are within the employer's purview.

Town-Wide Level

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- Bicycle and Pedestrian Network Improvements: This strategy focuses on creating a comprehensive bicycle and pedestrian network within the project and connecting to nearby destinations. Projects in Los Gatos tend to be smaller so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on regional or local plans such as the Bicycle and Pedestrian Master Plan and Connect Los Gatos.
- Provide Traffic Calming Measures: This strategy combines the California Air Pollution Control Officers Association (CAPCOA) research focused on traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. One potential change in this strategy over time is which could enhance the effectiveness of this strategy.
- Implement Car-Sharing Program: This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Examples include programs like ZipCar, Car2Go, and Gig.
- Limit Parking Supply: When combined with companion TDM measures, reduced parking supply discourages driving by limiting easy and convenient parking options. Implementation of this strategy may require reducing (or removing) minimum parking requirements and allowing developers to use shared parking strategies.
- Unbundle Parking Costs from Property Cost: Unbundling separates parking costs from property cost, for instance by not including a parking space in a residential unit's rent, or by requiring employers to lease each parking space separately from the building owner. This strategy ensures that the user understands that the cost of driving includes parking and can encourage people to use an alternative mode to save money.
- Implement Market Price Public Parking (On-Street): This strategy focuses on implementing a pricing strategy for parking by pricing all on-street parking in central business districts, employment centers, and retail centers. Priced parking would encourage "park once" behavior and may also result in area-wide mode shifts.

Regional Level

- Increase Density: This strategy focuses on increasing density of land uses, where allowed by the General Plan and/or Zoning Ordinance, to reduce

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distances people travel and provide more travel mode options. This strategy also provides a foundation for many other strategies. For example, densification increases transit ridership, which justifies enhanced transit service.

- Increase Diversity of Urban and Suburban Developments: This strategy focuses on inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.
- Increase Transit Accessibility: This strategy focuses on encouraging the use of transit by locating a project with high density near transit. A project with a residential/commercial center designed around a bus station is referred to as a transit-oriented development (TOD).
- Integrate Affordable and Below Market Rate Housing: This strategy provides greater opportunities for lower income families to live closer to job centers since income effects probability that a commute will take transit or walk to work.
- Increase Transit Service Frequency/Speed: This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given existing land use density in Los Gatos, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations, or it may require new forms of demand-responsive transit service. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.
- Implement Area or Cordon Pricing: This strategy focuses on implementing a cordon (i.e., boundary) pricing scheme, where a cordon is set around a specific area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of an area with limited points of access. The cordon toll may be constant, applied during peak periods, or be variable, with higher prices during congestion peak periods. The toll can also be based on a fixed schedule or be dynamic, responding to real-time congestion levels. Note that implementation of this strategy requires alternative modes of travel that are available and reliable, such as high-quality transit infrastructure.

103. TRANSPORTATION MANAGEMENT ASSOCIATION (TMA): In the event that the Town adopts a TMA policy in the future, the Town and/or future owners and operators of development in the North 40 Phase II area (inclusive of the properties designated as Phase II in the North 40 Specific Plan as of the date of the project's SB 330 preliminary application) other than the project shall participate in the TMA to fund, implement, coordinate and manage VMT-reduction programs as determined appropriate by the TMA members. The TMA shall also be responsible for conducting TDM monitoring to quantify

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performance required by the Town. The Applicant (or the HOA formed by Applicant) shall join and maintain membership in any TMA formed with service area that includes the project site within either 6 months after the TMA formation or the date of occupancy of the first unit in the project, whichever is later. Participation in the TMA shall be optional for the operator of the affordable housing located on Lot 19.

104. EMERGENCY RESPONDER RADIO COVERAGE: All new buildings, including parking garages shall have approved radio coverage for emergency responders throughout their interiors. Prior to issuance of the final occupancy permit, the Applicant shall conduct a radio signal survey demonstrating compliance with Section 510 of the California Fire Code and the applicable provisions of NFPA 72 (National Fire Alarm and Signaling Code) and NFPA 1221 (Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems). Radio coverage must meet a minimum signal strength of -95 dBm, ensuring at least 95 percent coverage throughout general building areas and 99 percent coverage within critical areas, as defined by these standards. If the survey shows inadequate coverage, the Applicant shall install an approved Emergency Responder Radio Coverage System (ERRCS), such as an FCC-certified signal booster or distributed antenna system (DAS), meeting the requirements of the California Fire Code and referenced NFPA standards. All ERRCS installations must include battery backup, monitoring systems, and shall be tested and approved by the Fire Marshal (or designee) prior to occupancy. With approval of the Community Development Director and Police Chief, the requirements in this condition can be waived or modified when such change would not unnecessarily impair the provision of emergency communication as specified in this condition.

THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, OR IF ANOTHER DEADLINE IS SPECIFIED IN A CONDITION, AT THAT TIME.

105. PROJECT CONSTRUCTION SETUP: All storage and office trailers will be kept off the public right-of-way.
106. PUBLIC WORKS CONSTRUCTION NOTICE: The contractor shall notify the PPW Inspector at least ten (10) working days prior to the start of any construction work. At that time, the Contractor shall provide an initial project construction schedule and a 24-hour emergency telephone number list.
107. PROJECT CONSTRUCTION SCHEDULE: The contractor shall submit the project schedule in a static PDF 11-inches by 17-inches format and Microsoft Project, or an approved equal. The Contractor shall identify the scheduled critical path for the installation of improvements to the approval of the Town Engineer. The schedule shall be updated monthly and submitted to the PPW Inspector in the same formats as the original.

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108. PROJECT CONSTRUCTION HANDOUT: The Contractor shall provide to the Town Engineer an approved construction information handout for the purpose of responding to questions the Town receives regarding the project construction.
109. PROJECT CONSTRUCTION SUPERVISION: The Contractor shall always provide a qualified supervisor on the job site during construction.
110. PUBLIC WORKS CONSTRUCTION INSPECTION: All work shown on the Improvement Plans shall be inspected to the approval of the Town Engineer. Uninspected work shall be removed as deemed appropriate by the Town Engineer.
111. PROJECT CONSTRUCTION HOURS: Construction activities related to the issuance of any PPW permit shall comply with Town Code Section 16.20.035 which restricts construction to the weekday between 8:00 a.m. and 6:00 p.m. and Saturday 9:00 a.m. to 4:00 p.m. No work shall be done on Sundays or on Town Holidays unless otherwise approved by the Town Engineer. Please note that no work shall be allowed to take place within the Town right-of-way after 5:00 p.m. Monday through Friday. In addition, no work being done under Encroachment Permit may be performed on the weekend unless prior approvals have been granted by the Town Engineer. The Town Engineer may apply additional construction period restrictions, as necessary, to accommodate standard commute traffic along arterial roadways and along school commute routes. Onsite project signage must state the project construction hours. The permitted construction hours may be modified if the Town Engineer finds that the following criteria is met:
    a. Permitting extended hours of construction will decrease the total time needed to complete the project without an unreasonable impact to the neighborhood.
    b. Permitting extended hours of construction is required to accommodate a construction requirement such as a large concrete pour or major road closure. Such a need would be presented by the project's design engineer and require approval of the Town Engineer.
    c. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the Town may waive any of the remaining requirements outlined below.
    d. The exemption will not conflict with any other condition of approval required by the Town to mitigate significant environmental impacts.
    e. The contractor or property owner will notify residential and commercial occupants of adjacent properties of the modified construction work hours. This notification must be provided three days prior to the start of the extended construction activity.
    f. The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by any interested member of the public.

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g. The Town Engineer may revoke the extended work hours at any time if the contractor or owner of the property fails to abide by the conditions of extended work hours or if it is determined that the peace, comfort, and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction.
h. The waiver application must be submitted to the PPW Inspector ten (10) working days prior to the requested date of waiver.

112. PROJECT CONSTRUCTION BMPs: All construction activities shall conform to the requirements of the CASQA Stormwater Best Management Practices Handbooks for Construction Activities and New Development and Redevelopment, the Town's grading and erosion control ordinances, the project specific temporary erosion control plan, and other generally accepted engineering practices for erosion control as required by the Town Engineer adopted an in effect as of April 17, 2023, when undertaking construction activities.
113. PROJECT CONSTRUCTION EXCAVATION: The following provisions to control traffic congestion, noise, and dust shall be followed during site excavation, grading, and construction:
    a. All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.
    b. Travel speeds on unpaved roads shall be limited to fifteen (15) miles per hour.
    c. Blowing dust shall be reduced by timing construction activities so that paving and building construction begin as soon as possible after completion of grading, and by landscaping disturbed soils as soon as possible.
    d. Water trucks shall be present and in use at the construction site. All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the
    Town, or a minimum of three times daily, or apply (non-toxic) soil stabilizers on all
    unpaved access roads, parking areas, and staging areas at construction sites in order to ensure proper control of blowing dust for the duration of the project.
    e. Watering on public streets and wash down of dirt and debris into storm drain systems is prohibited. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the PPW Inspector, or at least once a day. Watering associated with on-site construction activity shall take place between the hours of 8 a.m. and 5 p.m. and shall include at least one late-afternoon watering to minimize the effects of blowing dust. Recycled water shall be used for construction watering to manage dust control where possible, as determined by the Town Engineer. Where recycled water is not available potable water shall be used. All potable construction water from fire hydrants shall be coordinated with the San José Water Company.

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f. All public streets soiled or littered due to this construction activity shall be cleaned and swept on a daily basis during the workweek to the satisfaction of the Construction Inspector.
g. Construction grading activity shall be discontinued in wind conditions in excess of 25 miles per hour, or that in the opinion of the PPW Inspector cause excessive neighborhood dust problems.
h. Site dirt shall not be tracked into the public right-of-way and shall be cleaned immediately if tracked into the public right-of-way. Mud, silt, concrete and other construction debris shall not be washed into the Town's storm drains.
i. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.
j. All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site.
k. Prior to issuance of any permit, the Applicant shall submit any applicable pedestrian or traffic detour plans to the satisfaction of the Town Engineer for any lane or sidewalk closures. The temporary traffic control plan shall be prepared by a licensed professional engineer with experience in preparing such plans and in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) and standard construction practices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right-of-way.
l. During construction, the Applicant shall make accessible any or all public and private utilities within the area impacted by construction, as directed by the Town Engineer.
m. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The Applicant shall require the soils engineer submit to daily testing and sampling reports to the Town Engineer.

114. MATERIAL HAULING ROUTE AND PERMIT: For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck size as defined by FHWA Standards, the Applicant shall submit a truck hauling route that conforms to Town of Los Gatos Standards for approval. Note that the Town requires a Haul Permit be issued for any hauling activities. The Applicant shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. The haul route for this project unless otherwise approved by the Town Engineer, shall be northbound Los Gatos Boulevard to Highway 85 or southbound Los Gatos Boulevard to westbound Lark Avenue to Highway 17. A letter from the Applicant confirming the intention to use the designated haul route shall be submitted to the Town Engineer for review and approval prior to the issuance of any Town permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the Applicant. Hauling of soil on- or off-site shall not occur during the morning or

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evening peak periods (between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.), and at other times as specified by the Town Engineer. The Applicant must provide an approved method of cleaning tires and trimming loads on site. All material hauling activities shall be done in accordance with applicable Town ordinances and conditions of approval.

115. HERITAGE TREE PROTECTION MEASURES: The Applicant shall submit a tree protection plan showing how all on- and off-site heritage trees will be protected during construction. All approved and installed Heritage Tree protection measures shall be installed prior to any site activities and maintained throughout the period of construction. The Project Arborist shall complete inspections on an as-needed basis during the construction period and shall submit a monthly report of findings in an email or letter to the Town Engineer and Town Planner assigned to this project.
116. PROJECT CLOSE-OUT: Prior to requesting a Final Inspection, the Applicant shall submit to the Town Engineer a letter indicating that all project conditions have been met, and all improvements are complete. All work must be completed to the satisfaction of the Planning Director and Town Engineer prior to the first occupancy. All public improvements, including the complete installation of all improvements relative to streets, fencing, storm drainage, underground utilities, etc., shall be completed and attested to by the Town Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, including those for water and sanitary sewer services, such installation shall be verified as having been completed and accepted by those agencies. In addition, the Applicant shall submit an itemized final quantities list of all public improvements constructed on-site and within the public right-of-way. The final quantities list shall be prepared by the project engineer and be to the approval of the Town Engineer. The final quantities list shall be broken out into on-site and off-site improvements based on the format provided by the Town. Until such time as all required improvements are fully completed and accepted by Town, the Applicant shall be responsible for the care, maintenance, and any damage to such improvements. Town shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage, regardless of cause, happening or occurring to the work or improvements required for this project prior to the completion and acceptance of the work or Improvements. All such risks shall be the responsibility of and are hereby assumed by the Applicant.
117. CONSTRUCTION WORKER PARKING: The Applicant shall provide a Construction Parking Plan that minimizes the effect of construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be
utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the Town Engineer prior to issuance of Town permits and shall be complied with at all times during construction. Failure to enforce the parking plan

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may result in suspension of the Town permits. No vehicle having a manufacturer's rated gross vehicle weight exceeding ten thousand (10,000) pounds shall be allowed to park on the portion of a street which abuts property in a residential zone without prior approval from the Town Engineer (§15.40.070).

121. SITE WATER DISCHARGE: In accordance with the Town Code, Prohibition of Illegal Discharges (Los Gatos Town Code Section 22.30.015), the Town Engineer may approve in coordination West Valley Sanitation District the discharge of uncontaminated pumped ground waters to the sanitary sewer only when such source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the Town Engineer.

THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES THAT THE USE PERMITTED BY THIS ENTITLEMENT OCCUPIES THE PREMISES.

118. POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP): Post construction storm water pollution prevention requirements shall include:
    a. The Applicant shall be charged the cost of abatement for issues associated with, but not limited to, inspection of the private stormwater facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair if the treatment facility is no longer able to meet performance standards or has deteriorated. Any abatement activity performed on the Applicant's property by Town staff will be charged to the Applicant at the Town's adopted fully-loaded hourly rates.
    b. Maintenance of the storm drain inlets "No Dumping – Drains to Bay" plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available at www.flowstobay.org.
    c. All process equipment, oils, fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times.
    d. All public outdoor spaces and trails shall include installation and upkeep of dog waste stations.
    e. Garbage and recycling receptacles and bins shall be designed and maintained with permanent covers to prevent exposure of trash to rain. Trash enclosure drains shall be connected to the sanitary sewer system.
    f. It is the responsibility of the property owner(s)/homeowners association to implement a plan for street sweeping of paved private roads and cleaning of all storm drain inlets.

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TO THE SATISFACTION OF THE SANTA CLARA COUNTY FIRE DEPARTMENT:

119. GENERAL: Review of this Developmental proposal is limited to acceptability of site access, water supply and may include specific additional requirements as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.
120. FIRE SPRINKLERS REQUIRED: (As Noted on Sheet G10) Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2.
121. FIRE ALARM REQUIREMENTS: (As Noted on Sheet G10) Refer to CFC Sec. 907 and the currently adopted edition of NFPA 72. Submit shop drawings (3 sets) and a permit application to the SCCFD for approval before installing or altering any system. Call (408) 341-4420 for more information.
122. EMERGENCY RESPONDER RADIO COVERAGE IN NEW BUILDINGS: (As Noted on Sheet G10) All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. CFC Sec. 510.1.
123. FIRE HYDRANT SYSTEMS REQUIRED: (As Noted on Sheet G10) Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, onsite fire hydrants and mains shall be provided where required by the fire code official. Exception: For Group R3 and Group U occupancies equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, the distance requirement shall be not more than 600 feet. [CFC, Section 507.5.1].
124. FIRE DEPARTMENT CONNECTION: (As Noted on Sheet C17) The fire department connection (FDC) shall be installed at the street on the street address side of the building. It shall be located within 100 feet of a public fire hydrant and within ten (10) feet of the main PIV (unless otherwise approved by the Chief due to practical difficulties). FDC's shall be equipped with a minimum of two (2), two-and-one-half (2-

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1/2") inch national standard threaded inlet couplings. Orientation of the FDC shall be such that hose lines may be readily and conveniently attached to the inlets without interference. FDC's shall be painted safety yellow. [SCCFD, SP-2 Standard].

125. STANDPIPES REQUIRED: (As Noted on Sheet G10) Standpipe systems shall be provided in new buildings and structures in accordance with this section. Fire hose threads used in connection with standpipe systems shall be approved and shall be compatible with fire department hose threads. The location of fire department hose connections shall be approved. Standpipes shall be manual wet type. In buildings used for high-piled combustible storage, fire hose protection shall be in accordance with Chapter 32. Installation standard. Standpipe systems shall be installed in accordance with this section and NFPA 14 as amended in Chapter 47. CFC Sec. 905.
126. PUBLIC/PRIVATE FIRE HYDRANT(S) REQUIRED: (As Noted on Sheet G10) Provide public/private fire hydrant(s) at location(s) to be determined jointly by the Fire Department and San Jose Water Company. Maximum hydrant spacing shall be 450 feet, with a minimum single hydrant flow of 4,500 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C.
127. BUILDINGS AND FACILITIES ACCESS: (As Noted on Sheet G10) Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. [CFC, Section 503.1.1].
128. REQUIRED AERIAL ACCESS: (As Noted on Sheet C17) 1. Where required: Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. 2. Width: Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height, as shown on the approved vesting tentative map. 3. Proximity to building: At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572) and a maximum of 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building, as approved by the fire code official. SCCFD SD&S A-1.
129. TURNING RADIUS: (As Noted on Sheet C17) As shown on the approved vesting tentative map, the minimum inside turning radius is 30 feet and outside turning radius is 50 feet for required access roadways. Greater radius up to 60 feet may be required where the Fire Department determines that Ladder Truck access is required. Circulating refers to travel along a roadway without dead ends.

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130. FIRE DEPARTMENT ROADWAY TURNAROUND REQUIRED: (As Noted on Sheet C17) Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Provide an approved fire department roadway turnaround with a minimum radius of 50 feet outside and 30 feet inside. Maximum grade in any direction shall be 5%. Installations shall conform with Fire Department Standard Details and Specifications A-1. [CFC Section 503.2.5].
131. REQUIRED FIRE FLOW: The fire flow for this project is 6000 GPM at 20 psi residual pressure. If an automatic fire sprinkler system will be installed, the fire flow will be reduced by 25%, establishing a required adjusted fire flow of 4500 GPM at 20 psi residual pressure. Note: The minimum required number and spacing of the hydrants shall be in accordance with CFC Table C102.1.
132. TIMING OF INSTALLATION: (As Noted on Sheet G10) When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2. Construction documents. Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. CFC Sec. 501.3, 501.4.
133. GROUND LADDER ACCESS: (As Noted on Sheet C17) Ground-ladder rescue from second and third floor rooms shall be made possible for fire department operations. With the climbing angle of seventy-five degrees maintained, an approximate walkway width along either side of the building shall be no less than seven feet clear. Landscaping shall not be allowed to interfere with the required access. CFC Sec. 503 and 1029 NFPA 1932 Sec. 5.1.8 through 5.1.9.2.
134. PARKING: When parking is permitted on streets, in both residential/commercial applications, it shall conform to the dimensions shown on the approved street sections included with the vesting tentative map.
    NOTE: Fire lane and turnaround striping shall be provided and verified by site inspection.
135. FIRE LANES REQUIRED: (As Noted on Sheet C17) Fire apparatus access roads shall be designated and marked as a fire lane as set forth in Section 22500.1 of the California Vehicle Code.
136. KNOX KEY BOXES/LOCKS WHERE REQUIRED FOR ACCESS: Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for lifesaving or firefighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The Knox Key Box shall be a of an approved type and shall contain keys to gain necessary access as required by the fire code official. Locks. An approved Knox Lock shall be installed on gates or similar barriers when required by the fire code official. Key box maintenance. The operator of the building shall immediately notify the fire code

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official and provide the new key when a lock is changed or re-keyed. The key to such lock shall be secured in the key box. [CFC Sec. 506].

137. WATER SUPPLY REQUIREMENTS: Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be
physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2019 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.
138. CONSTRUCTION SITE FIRE SAFETY: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification S1-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33.
139. ADDRESS IDENTIFICATION: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address numbers shall be maintained. CFC Sec. 505.1.
140. TWO-WAY COMMUNICATION SYSTEM: (As Noted on Sheet G10) Two-way communication systems shall be designed and installed in accordance with NFPA 72 (2022 edition), the California Electrical Code (2022 edition), the California Fire Code (2022 edition), the California Building Code (2022 edition), and the city ordinances where two-way system is being installed, policies, and standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.
141. REQUIRED SECONDARY FIRE DEPARTMENT ACCESS: (As Noted on Sheet C17) Commercial and Industrial Developments 1. Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have a least two means of fire apparatus access for each structure. 2. Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 mm) shall be provided with two separate and approved fire apparatus access roads. Exception:

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Projects having a gross building area of up to 124,000 square feet (11520 mm) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. Multi-Family Residential Developments (R-1 & R-2 occupancies) 1. Multi-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads. CFC Sec. Chp. 5 as adopted.

142. GENERAL: This review shall not be construed to be an approval of a violation of the provisions of the California Fire Code or of other laws or regulations of the jurisdiction. A permit presuming to give authority to violate or cancel the provisions of the fire code or other such laws or regulations shall not be valid. Any addition to or alteration of approved construction documents shall be approved in advance. [CFC, Ch.1, 105.3.6].

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March 6, 2025

Jocelyn Shoopman
Senior Planner
Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030

Re: Supplemental Material for 14859 Los Gatos Blvd and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Ms. Shoopman:

On behalf of Grosvenor Property Americas ("**Applicant**"), we are pleased to submit further updates to our complete application for a development project at 14859 Los Gatos Blvd and 16270 Burton Road ("**Project Site**") in the Town of Los Gatos ("**Town**") to develop 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements (the "**Project**").

The Applicant submitted a complete preliminary application for the Project on April 18, 2023, and followed with its formal development application on September 18, 2023. The Town found the application complete on April 17, 2024. The Town's completeness determination included numerous substantive comments regarding the Project. The Applicant supplemented its complete application in May of 2024, and the Town issued a series of written consistency evaluation letters on July 17, 2024. The Applicant submitted additional information on October 3, 2024, which triggered further comments from the Town on October 30, 2024. The Applicant responded with revisions on November 23, 2024, and the Town provided additional written comments on December 23, 2024. Since then, the Applicant team and the Town staff have had ongoing meetings and exchanged written comments. Based on those discussions we believe that this submittal fully responds to the comments raised by the Town in its December 23, 2024 letters.

I. Updated Project Description.

The Applicant proposes the construction of the Project, a mixed-use housing development project that includes 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements located in the North 40 Specific Plan area of the Town.

The Project Site is 15.65 total acres, which includes unbuildable areas, areas planned for open space, and all of the land that will be dedicated to the public for access to the Project's circulation system and public utilities. Excluding the primary backbone public infrastructure and circulation portions of the Project Site that will be dedicated by easement for public use results in a lot area of 14.47 acres, which conservatively includes alleys, open space, and undevelopable land on the Project Site.

The Project Site currently includes eight (8) single family homes, which would be demolished (as anticipated in the previously certified North 40 Specific Plan Environmental Impact Report) and replaced by the Project.

The Town's Housing Element includes the Project Site in its inventory of sites available for housing development that will be affordable to lower income households to accommodate the Town's RHNA. The Housing Element designates the Project Site for residential development at a minimum density of at least 30 dwelling units per acre, and it assumed a development capacity of up to 461 units. The Project proposes 450 dwelling units on a site area of 14.47 acres, resulting in a gross density of 31.1 du/ac, which is consistent with the Housing Element's use and density designations.

The Project's residential program will provide a total of 450 new rental apartments and for-sale and/or rental town homes. Of the 450 total units, the Project will dedicate 77 units as units that will be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code. The 77 dedicated units will include 67 affordable rental homes available to low and very low-income households (in addition to one unit reserved for a manager) on approximately 1.25 acres that will be transferred to an affordable housing developer. Ten additional units dedicated to low-income households will be made available in the Project's mixed-income multi-family building.

The 450 homes are complemented by various resident amenities and community-serving ground floor commercial spaces within the multi-family rental building. The new buildings are arranged around a generously sized central public open space (the "**Meadow**"), open to all and visible from Los Gatos Boulevard along a pedestrian "**Paseo**". The Meadow will feature active uses, landscaping, and an interpretive display that features the existing red barn, that collectively celebrate the Property's agricultural heritage. The Meadow will also include a new public

pavilion, which is designed to be adaptable for a variety of civic, community and/or retail uses for future flexibility.

Adjacent to the public open space, a 2,400 square foot barn-inspired commercial space, Building J, is proposed and envisioned to complement both the Meadow's agrarian theme and the retail uses in Building I. A new 4,800 square foot retail building (Building I) is located closer to Los Gatos Boulevard and is designed to be sub-dividable for multiple tenants and includes generous outdoor dining areas. Building J and Building I are part of approximately 15,000 square feet of commercial space that helps create vibrancy and a sense of place.

The Project includes all necessary access, circulation, streetscape, and landscaping to complement and service the new buildings and to complete relevant sections of the bicycle and pedestrian routes through and around the site. On-site streets will be connected to existing North 40 Phase I streets. The Applicant will dedicate land to the Town to accommodate the future widening of Burton Road and a through-connection between Burton Road and the Project to complete the internal circulation system as anticipated in the North 40 Specific Plan.

II. The Project is Consistent with Applicable Objective Development Standards.

On January 31, 2023, the Town adopted its first version of the Sixth Cycle Housing Element Update, which was adopted and in effect when the Applicant submitted its complete preliminary application. The California Department of Housing and Community Development ("**HCD**") found that the Town's January 31, 2023 Housing Element did not substantially comply with the requirements of state Housing Element law. The Town made numerous revisions to its Housing Element in response to HCD's findings before adopting a substantially compliant Housing Element that HCD certified on July 10, 2024. However, because the Project has a vested right to proceed under the ordinances, policies, and standards in place at the time the Applicant submitted the preliminary application, the January 31, 2023 Housing Element applies. (See Gov. Code § 65589.5(o).)

The Project proposes to provide 77 of its 450 dwelling units at rents affordable to lower income households as defined in Health and Safety Code section 50079.5. Therefore, the Project is "housing for very low, low-, or moderate-income households" as defined in the Housing Accountability Act. (Gov. Code § 65589.5(h)(3).) In addition, as discussed above, the Project is consistent with the Housing Element's land use and density designations. Because the Town identified the Project Site "as suitable or available for very low, low-, or moderate-income households" in its Housing Element, and the Project is consistent with the Housing Element's specified density, the Town may not "disapprove or conditionally approve" the Project, notwithstanding potential inconsistencies with the Town's "zoning ordinance [including the North 40 Specific Plan] and general plan land use designation." (Gov. Code § 65589.5(d)(5)(A).) This means that the Town's Housing Element overrides the North 40 Specific Plan's requirement as applied to the Project.

Because the Project provides 77 of its 450 dwelling units as affordable to lower income households, it is eligible for benefits under the State Density Bonus Law, including two concessions/incentives that result in cost reductions and unlimited waivers of development standards necessary to accommodate the Project as proposed. (Gov. Code § 65915(d)(2)(B), (e).) Attachment A to this letter includes a complete enumeration of all requested incentives/concessions and waivers, and the updated Objective Design Standards checklist references such modifications where appropriate.

Finally, the Project complies with the Town's affordability requirements as adopted in the BMP Ordinance (Division 6 of Chapter 29 of the Town Code). Of the Project's 450 total units, 373 units would be rented or sold at market rate. The Town's BMP Ordinance requires that 20 percent of the 373 market rate units – or 75 units – be reserved as affordable housing. The Project exceeds this requirement and will dedicate 77 units (21 percent of the market rate units) as units dedicated to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code.

Note that because the Project's complete preliminary application was submitted before the Town adopted a Housing Element certified by HCD, the Project is eligible for the Builder's Remedy. This means that Town would be forbidden from denying the Project, even if the Project were not consistent with the Town's standards. Although the Project is eligible for the Builder's Remedy, it is not necessary to invoke the Builder's Remedy here, because the Project complies with the Housing Element and applicable, objective standards as modified via the State Density Bonus Law.

III. Conclusion

With this submittal, the Applicant has responded to each of the Town's substantive, applicable comments provided on December 23, 2024, and during subsequent conversations and meetings with Town staff. Accordingly, we look forward to the Project's Planning Commission hearing in April.

Sincerely,

Eric S. Phillips

Encls.

14859 Los Gatos Blvd and 16270 Burton Road
(APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Proposed Density Bonus Concessions, Waivers, and Parking Reductions

Although the Project meets many of the General Plan policies, including the land use and density designated in the Housing Element, and the guidelines of the North 40 Specific Plan, the Applicant seeks incentives or concessions, waivers, and parking reductions pursuant to the State Density Bonus Law (Gov. Code § 65915).

The Project will dedicate 77 of its 450 units to be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code at a monthly cost that is an affordable rent, as defined in Section 50053 of the Health and Safety Code. Note that this level of affordability equals 21 percent of the Project's market rate units, which exceeds the affordability requirements in the Town's BMP Ordinance. In addition, by providing this level of affordability, the Project is entitled to the following benefits under State Density Bonus Law:

- A density bonus of 30.5% above the otherwise maximum allowable residential density (Gov. Code § 65915(f)(1);
- Two incentives or concessions (Gov. Code § 65915(d)(2)(B); for purposes of the State Density Bonus Law, the terms "incentives" and "concessions" are interchangeable, and this summary will use "concession" going forward);
- Waivers or reductions for "any development standard that will have the effect of physically precluding the construction of a development" that provides enough affordable housing to qualify for the State Bonus Law (Gov. Code § 65915(e)); and
- Minimum parking requirements, inclusive of guest parking and including parking provided in uncovered or tandem spaces, that do not exceed specified ratios. (Gov. Code § 65915(p).)

As detailed below, the Applicant proposes to use the State Density Bonus Law's concessions, waivers, and parking reduction benefits to allow the development of the Project as proposed. In addition, the Applicant reserves the right to modify the request to include different or additional concessions and waivers if needed to address additional applicable development standards.

Concessions

1. *Allow residential uses on the ground floor of buildings*. Section 2.5.10c of the North 40 Specific Plan prohibits residential uses on the ground floor of buildings in the Northern District, which covers the Project site. Because the Housing Element designates the Project site as a site that is suitable for very low, low-, or moderate-income households at a residential density of at least 30 du/ac, inconsistency with this zoning standard is not a basis to deny the Project under Government Code section 65589.5(d)(5)(A). Accordingly, we do not believe that this standard is applicable to the Project. However, to the extent it applies, the Project proponent requests a concession to allow residential uses on the ground floor of buildings.

Although portions of the Project incorporate commercial elements, it is not financially feasible to develop commercial spaces on the ground floor of all the buildings on the Project site. Therefore, eliminating this development standard will result in cost savings to help provide the level of affordability proposed.[1]

2. *Alternative BMP Phasing Requirements*. Los Gatos Municipal Code Section 29.10.3025 requires that "BMP units shall be constructed and Certificate of Occupancies secured concurrently with or prior to the construction of the market-rate units." It also provides that "The Town Council may grant an exception to the phasing requirements during the project approval process." Due to the phased nature of the Project, it is necessary for a portion of the Project's market rate units to develop and receive Certificates of Occupancy to raise sufficient funds to create the building pad and infrastructure necessary to develop the 100% affordable multifamily building on Lot 19 within the Project. Specifically, the Project needs the ability to develop and sell 127 units (29% of the 450 total units in the Project) before being required to develop the 100% affordable multifamily building. If the Project were required to include affordable units within the first 127 units built and developed, it would reduce the return on these units and increase the cost burden of financing the creation of the 100% affordable multifamily building on Lot 19. Therefore, approval of a concession to allow for alternative BMP phasing requirements would result in actual and identifiable cost reductions for the Project. Notwithstanding this proposed concession, if the mixed-income multifamily building (Building E1) on Lot 18 develops before the Project has secured full financing for the development of Lot 19, the Project would provide BMP units within Building E1 in proportion to the Project's market-rate units. Moreover, if Building E1 develops after the Project has secured full financing for the development of Lot 19, the Project would provide the 10 BMP units required within Building E1 concurrently with Building E1's market-rate units.

To memorialize the requested alternative BMP phasing requirements, while continuing to provide the Town with security that all 450 units within the Project would be developed, the Project proposes the following condition be memorialized as part of the Project approvals:

> PHASING OF THE CONSTRUCTION OF BMP UNITS: At full buildout of the project, sufficient units to qualify the project for two incentives or concessions under the State Density Bonus Law under subdivision (e) of Section 65915 of the Government Code (i.e., 77 units of the project's 450 units) shall be restricted for occupancy by lower income households, as defined by Section 50079.5 of the Health and Safety Code, at affordable rents for the assumed household size, calculated pursuant to Section 50053 of the Health and Safety Code, for each restricted unit. Such units shall constitute the project's BMP units.

[1] See HCD Notice of Violation to City of Elk Grove (October 12, 2022), which concludes that allowing residential ground floor development in mixed use areas that otherwise require ground floor commercial uses results in actual and identifiable cost reductions such that refusal to approve a concession would violate the State Density Bonus Law.

Prior to the approval of building permits for residential units, the applicant shall execute and record an affordable housing agreement in a form subject to the Town Attorney's reasonable approval. The affordable housing agreement shall:

- Require the applicant to provide no fewer than 10 BMP units affordable to lower income households in Building E1 on Lot 18 as shown on the vesting tentative map. The BMP units within Building E1 shall be constructed and Certificate of Occupancies secured in proportion with or prior to the construction of the market rate units within Building E1;
- Require the applicant to provide no fewer than 67 BMP units affordable to lower income households with one unrestricted manager's unit in Building G1 on Lot 19 as shown on the vesting tentative map;
- Restrict BMP units for a term of 55 years from the date of the initial occupancy of the BMP units;
- Include terms regarding provisions for marketing, income certification, and screening of potential renters of BMP units including the financing of ongoing administrative and monitoring costs.

The affordable housing agreement shall also include the following phasing requirements and performance criteria:

- The Town shall issue no more than 127 Certificates of Occupancy (29% of the 450 total units in the project) until the project satisfies the Affordable Housing Completion Milestone.
- The "**Affordable Housing Completion Milestone**" shall mean:
  - The applicant or its assignee has completed all backbone infrastructure and grading necessary to serve Lot 19; and
  - The applicant or its assignee has accepted an allocation of 4% or 9% Low Income Housing Tax Credits to construct no fewer than 67 BMP units affordable to lower income households with one unrestricted manager's unit on Lot 19.
- Until the project achieves the Affordable Housing Completion Milestone, the applicant or its designee shall diligently pursue financing for the construction of the 68 approved units on Lot 19. This shall require, at a minimum, the submittal of an application for private grant funding or county, state, and/or federal government funding at least once per calendar year.
- The applicant may elect to commence Building E1 before achieving the Affordable Housing Completion Milestone subject to the following:

- If Building E1 is developed before any townhomes, 17% of total units within Building E1 (e.g., 44 of 255 units) shall be provided as BMP units.
- If Building E1 is developed after some or all of the townhomes have received Certificates of Occupancy, Building E1 shall provide 44 units as BMP units plus 17% of the number of townhomes that have received Certificates of Occupancy (up to 21 additional BMP units in Building E1).
- Once the project achieves the Affordable Housing Completion Milestone, the affordability restrictions shall be released from all but 10 units in Building E1.

Waivers

When considering the following proposed waivers, it is important to remember that "[i]n no case may [the Town] apply any development standard that will have the effect of physically precluding the construction of a development [that qualifies for the State Density Bonus Law] at the densities" allowed and with the requested concessions. (See Gov. Code, § 65915(e)(1).) Cases have confirmed that once a project qualifies for a density bonus, "the law provides a developer with broad discretion to design projects with additional amenities even if doing so would conflict with local development standards." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 774-75; see also *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347 [waivers must be granted even though redesigning thee project to decrease amenities would reduce the need for waivers].)

1. Increased Maximum Height. Section 2.5.2 of the North 40 Specific Plan and referenced in Policy LU5 sets a maximum building height of 30 feet across the Project site and Section 2.5.7(b) sets a maximum building height of 25 feet for buildings located within 50 feet of Los Gatos Boulevard. The Project requires a waiver to allow the Affordable Multifamily (Building G) units to achieve a maximum height of 63 feet measured from the lowest natural grade to highest roof surface or 61 feet when measured from the proposed grade, and the town home units to achieve a maximum height of 49 feet when measured from the lowest natural grade or 44 feet when measured from lowest proposed grade, and the Mixed-Income Multifamily (Building E) units to achieve a maximum height of 100 feet from when measured from the lowest natural grade to the highest roof surface or approximately 94 feet when measured from the lowest proposed grade. It should be noted that Building E is approximately 89 feet when measured from Los Gatos Boulevard and that detailed measurements are included in the updated architectural sheets in the attached revised drawings (Planning Comments 18, 27 and 29). The Specific Plan's development standards do not accommodate the Project's proposed density, which is allowed pursuant to the adopted Housing Element. Increased height is necessary for each proposed

building typology to accommodate the proposed unit count and necessary parking facilities across the Project site.[2, 3]

2. Modified Street Sections. Section 4.13.3 of the North 40 Specific Plan defines a 40' road section for Section 6d of North A Street with two 12' drive lanes and two 8' parking lanes. The Project proposes wider sidewalks, bicycle lanes, and reduced lane widths; accommodating all of the proposed facilities in the street would require additional right of way that would reduce the amount of developable area for buildings, resulting in a lower unit count. Therefore, the Project proponent requests a waiver from the required street section dimensions.

3. Deviations from Objective Design Standards. The Project has been designed to comply with as many of the Objective Design Standards as feasible while meeting the unit count called for in the Housing Element; however, to physically fit the Project as designed at the density allowed, the following standards must be waived:

- A.2.1. (100% affordable multifamily housing, townhomes, and commercial buildings only) Short-term bicycle parking cannot be accommodated within 50' of each building entry while maintaining adequate space for residential density and proposed open space. In the alternative, the project distributes bike parking throughout the site to balance even distribution and convenience, while also supporting active community use.
- A.2.2. (100% affordable multifamily housing, mixed-use multifamily, and townhomes) Long-term bicycle parking is provided at one space per unit. To maintain adequate space for residential density and proposed open space, short-term bicycle parking is provided at a ratio of one space per 2,000 square feet of non-residential floor area.
- A.3.4.e. (100% affordable multifamily housing and mixed-use multifamily only) To maintain adequate space for residential density and proposed open space, long-term bicycle spaces are proposed to be accommodated with stacked parking. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density.
- A.5.1. (Commercial building only) The project is designed to prioritize the pedestrian experience and active ground-floor retail uses where the buildings have frontage on C1 Street, D4 Street, and the Pedestrian Paseo, which is proposed as a Project amenity serving the public and future Project residents. It is necessary to locate surface parking between the buildings and Los Gatos Boulevard, otherwise the Project would need to be redesigned to remove the proposed amenity or reduce its residential density.
- A.6.3, (Mixed-use multifamily only) The multifamily building has a parking structure, and a pedestrian access gate cannot be provided without redesigning the Project and

[2] In some cases, the height waivers proposed may exceed the more precise heights shown on the architectural plans. We propose rounding the height up to nearest foot to allow for some variance between the current plans and final construction plans.

[3] See HCD Notice of Violation to City and County of San Francisco (December 29, 2022), which concludes that it is a violation of the State Density Bonus Law to approve a project subject to a condition of approval that the applicant reduce the height proposed as a waiver.

affecting its density. Pedestrians can access the exterior by using an elevator, corridor or stairs.

- A.10.2. (Mixed-use multifamily and townhomes only) The Project requires a new unbroken retaining wall between C5 Street and the neighboring property so long as the adjacent grade remains lower than the Project Site's grade to support development at the permitted density.
- A.11.1.b. (100% affordable multifamily housing, mixed-use multifamily, and townhomes) The 100% affordable multifamily building cannot accommodate balconies and cannot meet the private open space requirements while maintaining the unit count. The mixed-use multifamily building can accommodate balconies on only 49% of the units (126 units) without reducing Project density. In addition, it may be necessary for the Project to remove some or all of the roof decks from the townhomes before submitting for building permits.
- A.12.1. (Mixed-use multifamily and commercial buildings only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request.
- B.1.1. (Townhomes only) The primary street-facing façade of the townhomes complies with B1.1.1b, c, and f. However, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with the requirement that all street-facing facades incorporate three of the identified design solutions.
- B.1.2. (100% affordable multifamily housing and mixed-use multifamily only) An upper-story setback would reduce the density of the Project.
- B.3.1. (Mixed-use multifamily only) The mixed-use multifamily building (E1) cannot comply with the requirement to install horizontal eave breaks every 40 feet of building façade without redesigning the Project and reducing its density.
- B.4.1. (Townhomes only) Townhomes comply at Front Facade of each building, but redesigning the Project to differentiate the base of the buildings at the Rear/Garage or Side Facades would affect the overall residential capacity by reducing the building form and floor area for the Project's residential uses.
- B.4.3. (100% affordable multifamily housing and townhomes only) The 100% affordable multifamily building (6 points) and the townhomes (14 points) cannot reach 16 points through street-facing façade plan variation while maintaining the unit count.
- B.4.4. (Townhomes only) The Project proposes the Meadow as an amenity serving the public and future Project residents. Townhomes H1 and H2 are designed to face the Meadow rather than the street to activate this project amenity. As a result, the garage doors on these two townhomes exceed 40 percent of the length of the façade; otherwise, the Project would need to be designed to modify the proposed amenity or reduce its residential density.
- B.4.6.b. (Commercial building only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. To activate the Paseo and accommodate the design of this

Project amenity consistent with the Project's concession request, the commercial buildings deviate from the façade requirements.

- B.4.10. (Townhome F3 only) Townhome B3 is adjacent to a single-family use and cannot be designed to set back five additional feet from the façade plan of the lower floor without reducing the project's residential development capacity.
- B.4.11. (Mixed-use multifamily building and townhomes only) The mixed-use multifamily building's balconies extend into the airspace beyond the building footprint, as does the balcony for Townhome F3. This encroachment must be allowed to accommodate the project's residential density and open space amenities.
- B.4.13. (Mixed-use multifamily building only) The mixed-use multifamily building (E1) cannot comply with the façade requirement without redesigning the Project and reducing its density.

4. BMP Program Standards. As noted above, because the Project is consistent with the Housing Element's designated density for the Property and because it reserves 77 of its units as affordable to lower income households, the Housing Accountability Act prohibits the Town from denying the Project based on inconsistencies with zoning standards, including the Town's BMP Program. However, to the extent applicable, we request a waiver from the BMP Program requirement to provide affordable units proportionately in the same unit type mix as the market rate units and to have the units be dispersed throughout the Property. Because the Project would involve a partnership with a non-profit developer to provide affordable housing units using tax credits and other financing mechanisms that require the affordable units be consolidated, compliance with the BMP Program requirements would physically preclude development of the Project. Likewise, requiring larger affordable units would result in few units per building, reducing the Project's density.

Parking Reductions

Consistent with the standards established in subdivision (p) of Government Code section 65915, the Applicant proposes that the mixed-use multifamily housing building and the townhomes be subject to the following minimum parking ratios, inclusive of guest parking:

- Zero to one bedroom: one onsite parking space;
- Two to three bedrooms: one and one-half onsite parking spaces; and
- Four and more bedrooms: two and one-half parking spaces.

Note that the 100% affordable multifamily housing building complies with the Town's parking standards, which require less parking than the State Density Bonus Law. Therefore, this portion of the request is not applicable to the affordable housing component of the Project.

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ITEM NO. 1.

Appendix B – OBJECTIVE DESIGN STANDARDS CHECKLIST

APPLICANT RESPONSIBILITY

Applicants are responsible for accurately responding to each objective design standard listed below by indicating whether each standard has been met or does not apply.
Applicants shall indicate the sheet(s) within the project plans that show compliance with each objective design standard.

APPENDIX B – OBJECTIVE DESIGN STANDARDS CHECKLIST - CUMULATIVE

YES	NO	N/A	Objective Design Standard	SHEET	Obj. Design Std.	100% Affordable Housing		Mixed Use Multifamily		Townhomes		Commercial Buildings	
						Yes/No/NA	Applicant Response	Yes/No/NA	Applicant Response	Yes/No/NA	Applicant Response	Yes/No/NA	Applicant Response
A. SITE STANDARDS													
A.1. Pedestrian Access													
YES	NO	N/A	Objective Design Standard	SHEET									
			A.1.1 All on-site buildings, entries, facilities, amenities, and vehicular and bicycle parking areas shall be internally connected with a minimum four-foot-wide pedestrian pathway or pathway network that may include use of the public sidewalk. The pedestrian pathway network shall connect to the public sidewalk along each street.	G3, C6, L1.00	A.1.1	Yes	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Yes	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Yes	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00	Yes	4-foot-wide min. pedestrian pathway network is provided throughout the side to all on-site buildings, entries, facilities, amenities, vehicular & bicycle parking. See Civil Sections on C6 and note added to Landscape Site Plan on L1.00
			A.1.2 Pedestrian pathways within internal parking areas shall be separated from vehicular circulation by a physical barrier, such as a grade separation or a raised planting strip, of at least six inches in height and at least six feet in width. A pedestrian pathway is exempt from this standard where it crosses a parking vehicular drive aisle.	G3	A.1.2	Yes	Project Complies	Yes	Project Complies	Yes	Project Complies	Yes	Project Complies
A.2. Short-Term Bicycle Parking (Class II)					A.2. Short-Term Bicycle Parking (Class II)								
YES	NO	N/A	Objective Design Standard	SHEET									
			Short-term bicycle parking (Class II bicycle parking facility) consists of racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock.	L4.02									
			A.2.1 Short-term bicycle parking space shall be located within 50 feet of the primary pedestrian building entrance.	G12	A.2.1	No	Bike parking is distributed throughtout the site to consider even distribution and convenience, while also supporting active community use. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	Yes	Short-term bicycle parking is distributed throughout the project site area near building entrances.	No	Short-term bicycle parking cannot be accommodated within 50' of each townhome entry door while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	Short-term bicycle parking cannot be accommodated within 50' of each building entry while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.
			A.2.2 Short-term bicycle parking shall be provided at a rate of one space per dwelling unit and one space per 2,000 square feet of non-residential floor area.	G12	A.2.2	No	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	No	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	No	Long-term bicycle parking is provided at one space per unit. Short-term bicycle parking cannot reasonably be provided at a rate of one space per dwelling unit while maintaining adequate space for residential density and proposed open space. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.	Yes	One space per 2,000 square feet of non-residential floor area is provided. See sheet G12 for more information.
			A.2.3 Each short-term bicycle parking space shall be a minimum of seven feet in length and two feet in width.	L4.02	A.2.3	N/A	Project Complies. See 3/L4.02.	Yes	Project Complies. See 3/L4.02.	Yes	Project Complies. See 3/L4.02.	Yes	Project Complies. See 3/L4.02.
		X	A.2.4 If more than 20-short term bicycle spaces are provided, at least 50 percent of the spaces shall be covered by a permanent solid-roofed weather protection structure.	N/A	A.2.4	N/A	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	N/A	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	N/A	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.	N/A	Not applicable, all short-term racks are less than 20 spaces, and distributed throughout the site.
A.3. Long-Term Bicycle Parking (Class I)					A.3. Long-Term Bicycle Parking (Class I)								
YES	NO	N/A	Objective Design Standard	SHEET									
			Long-term bicycle parking facilities (Class I bicycle parking facility) consists of bicycle lockers or bicycle rooms with key access for use by residents.										
			A.3.1 Long-term bicycles parking facilities shall be located on the ground floor and shall not be located between the building and the street	A2.100 A4.011 A4.013	A.3.1	Yes	Project Complies. See A2.100.	Yes	Project Complies. See A4.011 and A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			A.3.2 Multi-family residential and residential mixed-use buildings shall provide one long-term bicycle parking space per dwelling unit. Developments such as townhomes that include individual garages for each unit shall not be required to provide long-term bicycle parking.	A2.100 A4.020 A4.011 A4.013	A.3.2	Yes	Project Complies. See A2.100.	Yes	Project Complies. See A4.020, A4.011 and A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			A.3.3 Bicycle locker minimum requirements:										
			a. Dimensions of 42 inches wide, 75 inches deep, and 54 inches high.	N/A	A3.3a	N/A	Not Applicable, Bicycle Room Provided	N/A	Not Applicable, Bicycle Room Provided	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			b. Must withstand a load of 200 pounds per square foot.	N/A	A3.3b	N/A	Not Applicable, Bicycle Room Provided	N/A	Not Applicable, Bicycle Room Provided	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			c. Opened door must withstand 500-pound vertical load.	N/A	A3.3c	N/A	Not Applicable, Bicycle Room Provided	N/A	Not Applicable, Bicycle Room Provided	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			A.3.4 Bicycle rooms with key access minimum requirements:		Bicycle rooms with key access minimum requirements:								
			a. Bicycle rooms shall have a minimum ceiling height of seven feet.	A2.100, A2.300 A4.013	A3.4a	Yes	Project Complies. See A2.100 and A2.300.	Yes	Project Complies. See A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			b. Bicycle rooms shall contain racks that support the bicycle frame at two points and allow for the bicycle frame and one wheel to be locked to the rack with a U-lock.	A2.100, A2.300 A4.013	A3.4b	Yes	Project Complies. See A2.100 and A2.300.	Yes	Project Complies. See A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			c. Long-term bicycle parking spaces shall be served by an aisle with a minimum width of six feet.	A2.100, A2.300 A4.013	A3.4c	Yes	Project Complies. See A2.100 and A2.300.	Yes	Project Complies. See A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
			d. Maneuverability space of at least two feet shall be provided between the aisle and long-term bicycle parking spaces	A2.100, A2.300 A4.013	A3.4d	Yes	Project Complies. See A1.101 and A2.100. 10' separation is provided when loading bikes on both sides (6' aisle + 2' on each side for maneuvering room). 8' separation is provided when loading bikes on one side (6' aisle + 2' on one side for maneuvering room).	Yes	Project Complies. See A4.013.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable

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				e. Each horizontal long-term bicycle parking space shall be a minimum of seven feet in length, two feet in width, four-and one-half feet in height. Each vertical long-term bicycle parking space shall be a minimum of three-and one- half feet in length, two feet in width, and seven feet in height.	A2.100 A4.013	A3.4e	No	To maintain adequate space for residential density and proposed open space, the Affordable Housing proposes horizontal stacked parking. See sheet A2.100. Each 78" x 34" clear module can store (4) bicycles. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	To maintain adequate space for residential density and proposed open space, the Multi-family building provides a mix of two-tier lift assist, vertical and circular bicycle racks to provide a higher capacity to meet the requirements. A variety of bicycle rack types are proposed to accommodate a variety of bicycle sizes. See sheet A4.013. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not applicable; Townhomes have garages.	N/A	Not applicable
A.4. Vehicular Access							A.4. Vehicular Access								
YES	NO	N/A	Objective Design Standard		SHEET										
			A.4.1	Off-street parking lots shall have vehicular circulation using an internal vehicular network that precludes the use of a public street for aisle-to-aisle internal circulation.	G3	A4.1	Yes	Project complies, see G3.	Yes	Project complies, see G3.	Yes	Project complies, see G3.	Yes	Project complies, see G3.
A.5. Parking Location and Design							A.5. Parking Location and Design								
YES	NO	N/A	Objective Design Standard		SHEET										
			A.5.1	Surface parking lots and carports shall not be located between the primary building frontage and the street.	G3	A.5.1	Yes	Project complies, see G3.	Yes	Project complies, see G3.	Yes	Project complies, see G3.	No	The project is designed to prioritize the pedestrian experience and active ground-floor retail uses where the buildings have frontage on C1 Street, D4 Street, and the Pedestrian Paseo, which is proposed as a Project amenity serving the public and future Project residents. It is necessary to locate surface parking between the buildings and Los Gatos Boulevard, otherwise the Project would need to be redesigned to remove the proposed amenity or reduce its residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.
			A.5.2	Uncovered parking rows with at least 15 consecutive parking spaces shall include a landscape area of six feet minimum width at intervals of no more than 10 consecutive parking stalls. One tree shall be provided in each landscape area.	G3	A.5.2	Yes	Project complies, see G3.	Yes	Project complies, see G3.	Yes	Project complies, see G3.	Yes	Project complies, see G3.
A.6. Parking Structure Access							A.6. Parking Structure Access								
YES	NO	N/A	Objective Design Standard		SHEET										
			A.6.1	Any vehicular entry gate to a parking structure shall be located to allow a minimum of 18 feet between the gate and the back of the sidewalk to minimize conflicts between sidewalks and vehicle queuing.	A4.011 A4.301	A.6.1	N/A	Not Applicable.	Yes	Multi-family Building has a Parking Structure. At the garage entry closest to D4 Street and going down into level B, a roll-up door is provided. A minimum 18 feet between this roll up door and back of sidewalk is provided. At the garage entry located mid-block along C5 Street and going into level 1, no gates or roll-up doors are provided, so the 18 feet clearance is not provided at this location. See sheet A4.011 and A4.301, detail 2.	N/A	Not Applicable.	N/A	Not Applicable.
			A.6.2	A parking structure shall not occupy more than 50 percent of the building width of any street-facing façade, and it shall be recessed a minimum of five feet from the street-facing façade of the building.	A4.011	A.6.2	N/A	Not Applicable.	Yes	Multi-family Building has a Parking Structure. See sheet A4.011.	N/A	Not Applicable.	N/A	Not Applicable.
			A.6.3	For projects with five or more residential units and that have a vehicle access gate to the parking structure, a pedestrian gate shall also be provided.	A4.020	A.6.3	N/A	Not Applicable.	No	Multi-family Building has a Parking Structure, but a pedestrian access gate cannot be provided without redesigning the project and affecting its density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. Pedestrians can access the exterior by using elevator, corridor or stairs. See sheet A4.020.	N/A	Not Applicable.	N/A	Not Applicable.
A.7. Utilities							A.7. Utilities								
YES	NO	N/A	Objective Design Standard		SHEET										
			A.7.1	Pedestrian-oriented lighting shall be provided along all pedestrian paths in community recreation spaces. Exterior lighting fixtures shall be a minimum of three feet and a maximum of 12 feet in height. Light fixtures shall be placed along the pedestrian path at a spacing of no more than 30 linear feet.	EL100 EL300 EL301	A.7.1	Yes	Project complies, see sheets EL100, EL300 and EL301.	Yes	Project complies, see sheets EL100, EL300 and EL301.	Yes	Project complies, see sheets EL100, EL300 and EL301.	Yes	Project complies, see sheets EL100, EL300 and EL301.
			A.7.2	Exterior lighting shall be fully shielded and restrain light to a minimum 30 degrees below the horizontal plane of the light source. Lighting shall be arranged so that the light will not shine directly on lands of adjacent residential zoned properties. Uplighting is prohibited.	EL100	A.7.2	Yes	Project complies, see sheet EL100	Yes	Project complies, see sheet EL100	Yes	Project complies, see sheet EL100	Yes	Project complies, see sheet EL100
			A.7.3	Street-level views of ground level utility cabinets, mechanical equipment, trash, and service areas shall be screened from sight with landscape planting, fencing, or a wall, as allowed by the Town Code. The screening shall be at least the same height as the item being screened and screening that is not landscape material shall be constructed with one or more of the materials used on the primary building.	L1.00 through L1.11	A.7.3	Yes	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Yes	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Yes	Project complies. See L1.00 and landscape enlargements on sheets L1.01 through L1.11.	Yes	Project complies. See notes on L1.00 and landscape enlargements on sheets L1.01 through L1.11.
			A.7.4	Rooftop mechanical equipment shall be screened from view from the street. Solar equipment is exempt from this requirement.	A2.100-A2.104 A3.1.1.101, A3.2.1.101, A3.3.1.101, A3.4.1.101, A3.5.1.101, A3.6.1.101	A.7.4	Yes	Affordable housing complies; see sheet A2.100-A2.104.	Yes	Multifamily complies; see sheet A4.108.	Yes	Townhomes Comply; See Sheet A3.1.1.101, A3.2.1.101, A3.3.1.101, A3.4.1.101, A3.5.1.101, A3.6.1.101	Yes	Block I and pavilions comply. See 5/A5.202.
A.8. Landscaping and Screening							A.8. Landscaping and Screening								
YES	NO	N/A	Objective Design Standard		SHEET										
			A.8.1	At least 50 percent of the front setback area shall be landscaped.	G4	A.8.1	Yes	Project complies. Note added to L1.00 through L1.11.	Yes	Project complies. Note added to L1.00 through L1.11.	Yes	Project complies. Note added to L1.00 through L1.11.	Yes	See notes on L1.00 and landscape enlargements on sheets L1.01 through L1.11.

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			A.8.2	A minimum 10-foot-wide landscape buffer shall be provided along the full length of the shared property line between multi-family or Residential Mixed- Use development and abutting residential properties. The buffer shall include the following: a. A solid masonry wall with a six-foot height, except within a street-facing setback where walls are not permitted; and b. Trees planted at a rate of at least one tree per 30 linear feet along the shared property line. Tree species shall be selected from the Town of Los Gatos Master Street Tree List and shall be a minimum 15-gallon size.	L1 series	A.8.2	N/A	Not Applicable.	Yes	Project complies. See note added to L1.00.	N/A	Not Applicable.	N/A	Not Applicable.
			A.8.3	Surface parking lots shall be screened from view of the street with landscaping or a wall with a minimum three-foot height to screen the parking lot when not already screened by a primary building. When located in a street-facing setback, screening may not exceed a height of three	L1.00	A.8.3	Yes	Surface parking lots are screened by primary building or 3-foot height landscaping. See sheet L1.00.	Yes	Surface parking lots are screened by primary building or 3-foot height landscaping. See sheet L1.00.	N/A	Not Applicable.	Yes	Project complies. See note on Sheet L1.00.
A.9. Fencing						A.9. Fencing									
YES	NO	N/A	Objective Design Standard		SHEET										
			A.9.1	Fences, walls, and gates within required setbacks along all street frontages are prohibited unless used to screen on-site parking spaces from view from the street.	A2.100	A.9.1	Yes	100% Affordable Housing complies this this standard - no fences, walls or gates witin setbacks.	Yes	No fences, walls, or gates within setbacks.	Yes	No fences, walls, or gates within setbacks.	Yes	No fences, walls, or gates within setbacks.
			A.9.2	Chain link fencing is prohibited.	N/A	A.9.2	Yes	Project complies.	Yes	Project complies.	Yes	Project complies.	Yes	Project complies.
			A.9.2	Perimeter barrier gates for vehicles and pedestrian entry gates shall have a maximum height of six	N/A	A.9.2	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.
			A.9.4	Solid vehicular and pedestrian entry gates are prohibited. Entry gates shall be a minimum 50 percent open view.	A4.011 A4.201	A.9.4	N/A	Not Applicable.	Yes	The multi-family building complies. The overhead roll up open grill door at the basement entry is greater than 50% open free area and view as noted on sheet A4.011 and A4.201.	N/A	Not Applicable.	N/A	Not Applicable.
A.10. Retaining Walls						A.10. Retaining Walls									
YES	NO	N/A	Objective Design Standard		SHEET										
			A.10.1	Retaining walls shall not exceed five feet in height. Where an additional retained portion is necessary, multiple-terraced walls shall be used. Terraced walls shall set back at least three feet from the lower segment.	C7-C12	A.10.1	Yes	Project complies.	Yes	Project complies.	Yes	Project complies.	Yes	Project complies.
			A.10.2	Retaining walls shall not run in a straight continuous direction for more than 50 feet without including the following: a. A break, offset, or landscape pocket in the wall plane of at least three feet in length and two feet in depth; and b. Landscaping at a minimum height of three feet at the time of installation along a minimum of 60 percent of the total length of the retaining wall.	C7-C12	A.10.2	Yes	Project complies.	No	There is a new retaining wall between C5 street and the neighboring property. Adjacent neighbor existing grade is lower than this project site. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	There is a new retaining wall between C5 street and the neighboring property. Adjacent neighbor existing grade is lower than this project site. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	Yes	Project complies.
A.11. Landscaped, Private, and Community Recreation Spaces						A.11. Landscaped, Private, and Community Recreation Spaces									
YES	NO	N/A	Objective Design Standard		SHEET										
			A.11.1	The landscaped, private, and community recreation spaces listed below are required for all qualifying projects. Community recreation spaces and private recreation spaces are calculated independent of each other. Landscaped areas within community recreation spaces can contribute to required minimums for both landscaped area and community recreation space.	G11	A.11.1	Yes	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Yes	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Yes	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.	Yes	Recreational and landscaped spaces are annotated alongside Open Space on Sheet G11.
			a. Landscaped space: A minimum of 20 percent of the site area shall be landscaped.		G11	A.11.a.	Yes	Project complies. See Sheet G11.	Yes	Project complies. See Sheet G11.	Yes	Project complies. See Sheet G11.	Yes	Project complies. See Sheet G11.
			b. Private recreation space: The minimum horizontal dimension is six feet in any direction and a minimum area of 60 square feet. The minimum vertical clearance required is eight feet. Private recreation space shall be directly accessible from the residential unit. Landscaped sections of private recreation space shall not count towards required landscaping requirements.		A1.101 A4.030-A4.031	A.11.b.	No	100% Affordable Housing Building cannot accommodate balconies and cannot meet the private open space requirements while maintaining the unit count. See sheet A1.101. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	49% of the units (126 units) comply with private recreation space requirement. The remainder of the units cannot accommodate balconies while maintaining the unit count. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	All Townhome units comply as currently designed, see Townhome plan sheets. Note that to achieve the proposed density, it may be necessary for the Project to remove some or all of the roof decks before submitting for building permits, which would cause the Project to fall short of the open space standard. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard would not be applicable, and future modifications would be allowed.	N/A	Not Applicable.
			i. Each ground floor dwelling unit shall have a minimum of 120 square feet of usable private recreation space.		G3	A.11.b.i.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable. See sheet G3.	N/A	Not Applicable.
			ii. Each dwelling unit above the ground floor shall have a minimum of 60 square feet of usable private recreation space. Where multiple balconies are provided for a single unit, the 60-square-foot minimum can be an aggregate of all balconies, provide each balcony meets the requirements for minimum horizontal dimensions.		A2 Series A3 Series A4.030-A4.031	A.11.b.ii.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	49% of the units (126 units) comply. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	All Townhome units comply, see Townhome plan sheets.	N/A	Not Applicable.
			c. Community recreation space: The minimum dimensions are 10 feet by six feet. A minimum of 60 percent of the community recreation space shall be open to the sky and free of permanent solid-roofed weather protection structures. Community recreation space shall provide shading for a minimum 15 percent of the community recreation space by either trees or structures, such as awnings, canopies, umbrellas, or a trellis. Tree shading shall be calculated by using the diameter of the tree crown at 15 years maturity. Shading from other built structures shall be calculated by using the surface area of the overhead feature.		G11	A.11.c.	YES	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	YES	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	YES	Residential community recreation space (100 sf x 255 units = 25,500 sf) is provided as part of the site-wide open space. See sheet G11.	N/A	Not Applicable.
			i. Community recreation space shall be provided in Residential Mixed-Use developments at a minimum of 100 square feet per residential unit plus a minimum of two percent of the non-residential square footage.		G11	A.11.c.i.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.
			ii. Community recreation space shall be provided in multi-family residential development projects at a minimum of 100 square feet per residential unit.		A1.101 G11	A.11.c.ii.	YES	100% Affordable Housing building complies. Recreation space requirements are indicated on sheet A1.101. Total site community recreation space is indicated on G11 alongside site Open Space requirements.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	YES	For the purposes of this calculation, the Meadow and the Paseo meet the Community Recreation space requirement. Please see sheet G11 for more information.	N/A	Not Applicable.
			iii. A project with four or less residential units is exempt from community recreation space requirements.		N/A	A.11.c.iii.	N/A	Not Applicable.						
			iv. Landscaped roof space can satisfy both required landscaping requirements and community recreation space requirements. Landscaped roof space may not be used to satisfy more than 50 percent of the required landscaping for the site.		G11	A.11.c.iv.	N/A	Not Applicable.	YES	Project complies without counting the Mixed Use Multi-Family landscaped roof. See sheet G11.	N/A	Not Applicable.	N/A	Not Applicable.
A.12. Building Placement						A.12. Building Placement									
YES	NO	N/A	Objective Design Standard		SHEET										

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			A.12.1	To ensure buildings provide a continuous frontage along sidewalks, development in commercial zones shall place at least 75 percent of any ground floor street-facing façade on or within five feet of the setback line designated in the Town Code.	A1.100	A.12.1	N/A	Not Applicable.	No	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.	No	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.
			A.12.2	A Residential Mixed-Use project with a ground-floor non-residential use shall provide site amenities on a minimum of 15 percent of the ground plane between the building and the front or street-side property line. The site amenities shall be comprised of any of the following elements:	L1.11 A4.011	A.12.2	N/A	Not Applicable.	YES	Project Complies with all elements utilized. Refer to sheet A4.011 for location of commercial storefront. Amenities below are detailed all along the commercial storefront and shown on L1.11.	N/A	Not Applicable.	N/A	Not Applicable.
				a. Landscape materials or raised planters;	L1.11	A.12.2.a.	N/A	Not Applicable.	YES	See note above.	N/A	Not Applicable.	N/A	Not Applicable.
				b. Walls designed to accommodate pedestrian seating, no higher than 36 inches;	L1.11	A.12.2.b.	N/A	Not Applicable.	YES	See note above.	N/A	Not Applicable.	N/A	Not Applicable.
				c. Site furnishings, including fountains, sculptures, and other public art; or	L1.11	A.12.2.c.	N/A	Not Applicable.	YES	See note above.	N/A	Not Applicable.	N/A	Not Applicable.
				d. Tables and chairs associated with the ground floor use.	L1.11	A.12.2.d.	N/A	Not Applicable.	YES	See note above.	N/A	Not Applicable.	N/A	Not Applicable.
B. BUILDING DESIGN						B. BUILDING DESIGN											
B.1. Massing and Scale						B.1. Massing and Scale											
YES	NO	N/A	Objective Design Standard		SHEET												
			B.1.1	Multiple-story building façades that face a street shall incorporate breaks in the building mass by implementing a minimum of three of the following solutions along the combined façade area of all primary buildings facing the street:	See below	B.1.1	YES	100% Affordable Housing - Complies, as noted below.	YES	Mixed Use Multi-Family - Complies, as noted below.	No	The primary street-facing façade of townhomes complies with B1.1.1b, c, and f. However, since each facade of the townhomes faces a street, depending on siting, the Townhomes do not comply. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
				a. A minimum of 40 percent of the upper floor façade length shall step back from the plane of the ground-floor façade by at least five feet;	A4.102	B1.1a	N/A	Not Utilized for 100% Affordable Housing.	YES	Mixed Use Multi-Family - complies, See Sheet A4.102.	N/A	Not utilized for Townhomes.	N/A	Not Applicable.
				b. Changes in the façade plane with a minimum change in depth of two feet for a minimum length along the façade of two feet at intervals of no more than 30 feet;	A3 Series	B1.1b	N/A	Not Utilized for 100% Affordable Housing.	N/A	Not Utilized for Mixed Use Multi-Family.	N/A	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
				c. Recessed façade plane to accommodate a building entry with a minimum ground plane area of 24 square feet. Where an awning or entry covering is provided, it can extend beyond the wall plane;	A2.100-A2.104 A4.101	B1.1c	YES	100% Affordable Housing - complies, See Sheets A2.100-A2.104.	YES	Mixed Use Multi-Family - complies, See Sheet A4.101	N/A	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
				d. An exterior arcade that provides a sheltered walkway within the building footprint with a minimum depth of eight feet. For a façade 50 feet or greater, the arcade must be a minimum length of 65 percent of the full building façade; for a facade less than 50 feet, the arcade must be a minimum of 80 percent of the full building façade.	N/A	B1.1d	N/A	Not Utilized for 100% Affordable Housing.	N/A	Not Utilized for Mixed Use Multi-Family.	N/A	Not utilized for Townhomes.	N/A	Not Applicable.
				e. Ground floor open area abutting street-facing façade with a minimum area of 60 square feet; or	A2.100-A2.104 A4.101	B1.1e	YES	100% Affordable Housing - complies, See Sheets A1.101, A2.100-A2.104.	YES	Mixed Use Multi-Family - complies, See Sheets A4.101	N/A	Not utilized for Townhomes.	N/A	Not Applicable.
				f. Vertical elements, such as pilasters or columns, that protrude a minimum of one foot from the façade and extend the full height of the building base or ground floor, whichever is greater.	A2.100-A2.104	B1.1f	YES	100% Affordable Housing - complies, See Sheets A2.100-A2.104.	N/A	Not Utilized for Mixed Use Multi-Family.	N/A	The primary street-facing façade of the townhomes complies, however, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with this requirement. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
			B.1.2	Upper floors above two stories shall be set back by a minimum of five feet from the ground-floor façade.	N/A	B.1.2	No	Not Utilized for 100% Affordable Housing. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	Not Utilized for Mixed Use Multi-Family. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not utilized for Townhomes.	N/A	Not Applicable.
B.2. Parking Structure Design						B.2. Parking Structure Design											
YES	NO	N/A	Objective Design Standard		SHEET												
			B.2.1	The ground-floor façade of a parking structure facing a street or pedestrian walkway shall be fenestrated on a minimum of 40 percent of the façade.	A4.011	B.2.1	N/A	Not Applicable.	YES	Yes, the ground floor facades of the parking structure facing the streets will be fenestrated on a minimum 40% of the facade as noted on sheet A4.011.	N/A	Not Applicable.	N/A	Not Applicable.
			B.2.2	Façade openings on upper levels of a parking structure shall be screened at a minimum 10 percent and up to 30 percent of the opening to prevent full transparency into the structure.	N/A	B.2.2	N/A	Not Applicable.	N/A	N/A, there are no upper levels of parking	N/A	Not Applicable.	N/A	Not Applicable.
			B.2.3	Parking structures facing a street and greater than 40 feet in length shall include landscaping between the building façade and the street, or façade articulation of at least 25 percent of the façade length. The façade articulation shall be implemented by one of the following solutions:	N/A	B.2.3	N/A	Not Applicable.	N/A	N/A, there are no portions of the parking structure façade facing a street longer than 40 feet in length.	N/A	Not Applicable.	N/A	Not Applicable.
				a. An offset of the façade plane with a depth of at least 18 inches for a minimum of eight feet in horizontal length; or	N/A	B.2.3.a.	N/A	Not Applicable.	N/A	N/A, there are no portions of the parking structure facade facing a street longer than 40 feet in length.	N/A	Not Applicable.	N/A	Not Applicable.
				b. A different building material covering the entire façade articulation.	N/A	B.2.3.b.	N/A	Not Applicable.	N/A	N/A, there are no portions of the parking structure facade facing a street longer than 40 feet in length.	N/A	Not Applicable.	N/A	Not Applicable.

ITEM NO. 1.

B.3. Roof Design					
YES	NO	N/A	Objective Design Standard		SHEET
			B.3.1	At intervals of no more than 40 feet along the building façade, horizontal eaves shall be broken using at least one of the following strategies:	A2.104
				a. Gables;	A2.104
				b. Building projection with a depth of a minimum of two feet;	A2.104
				c. Change in façade or roof height of a minimum of two feet;	A2.104
				d. Change in roof pitch or form; or	A2.104
				e. Inclusion of dormers, parapets, and/or varying cornices.	A2.104
			B.3.2	Skylights shall have a flat profile rather than domed.	N/A
			B.3.3	The total width of a single dormer or multiple dormers shall not exceed 50 percent of the total roof length at the street-facing façade. The dormer width shall be measured at dormer roof fascia	A2.104
			B.3.4	Carport roof materials shall be the same as the primary building.	N/A
B.4. Façade Design and Articulation					
YES	NO	N/A	Objective Design Standard		SHEET
			B.4.1	Buildings greater than two stories shall be designed to differentiate the base, middle, and top of the building on any street-facing façade. Each of these elements shall be distinguished from one another using at least two of the following solutions:	A2.200-A2.201 A3 Series A4.400-A4.401
				a. Variation in building mass for a minimum of 60 percent of the length of the street-facing façade through changes in the façade plane that protrude or recess with a minimum dimension of two	A2.200-A2.201 A3 Series
				b. Balconies or habitable projections with a minimum depth of two feet for a minimum of 20 percent length of the street-facing façade;	A3 Series A4.200 A4.104
				c. Variation in façade articulation, using shade and weather protection components, projecting a minimum of three feet for a minimum of 20 percent length from the street-facing façade;	A2.200 A2.201
				d. The use of at least two different façade materials, each covering a minimum of 20 percent of the street-facing façade, or	A2.200-A2.201 A3 Series A4.200-A4.201
				e. The upper floor shall implement a façade height that is a minimum of two feet greater than the façade height of the floor immediately below. The greater façade height shall be made evident by	A3 Series
			B.4.2	All façade materials, such as siding, window types, and architectural details, used on the street-facing façade shall be used on all other building façades.	A2.200-A2.201 A3 Series A4.200-
B.4. Façade Design and Articulation (continued)					
YES	NO	N/A	Objective Design Standard		SHEET
			B.4.3	Variation in the street-facing façade planes shall be provided for buildings greater than one story by incorporating any combination of the following architectural solutions to achieve a minimum of 16 points:	
				Architectural features, such as:	
				○ Arcade or gallery along the ground floor;	8 po
				○ Awnings or canopies on all ground floor windows of commercial space;	6 po A4.200 A4.201
				○ Building cornice;	5 po ints A4.200 A4.201 A4.400 A4.401
				○ Façade sconce lighting at a minimum of one light fixture per 15 linear feet.	3 po int A4.200 A4.201
				▪ Bay or box windows projecting a minimum of 18 inches from the façade plane and comprising a minimum of 20 percent of the fenestration on the upper floors of the facade;	6 po int
				▪ Balconies or Juliet balconies provided on a minimum of 40 percent of the fenestration on the upper floors of the facade;	5 po
				▪ Landscaped trellises or lattices extending across a minimum of 65 percent of any level of the facade;	5 po
				▪ Materials and color changes;	3 po A2.200- A2.202 A4.200- A4.202
				▪ Eaves that overhang a minimum of two feet from the facade with supporting brackets;	3 po
				▪ Window boxes or plant shelves under a minimum of 60 percent of the fenestration on the upper floors of the facade; or	3 po
				▪ Decorative elements such as molding, brackets, or corbels	3
				TOTAL	6 Points (G) 14 Points (TH) 17 Points (E1)

B.3. Roof Design											
B.3.1	YES	100% Affordable Housing complies, See sheet A2.104	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	Townhomes comply - see A3.1.2.200 through A3.7.2.200.	N/A	Not Applicable.
B3.1.a.	YES	100% Affordable Housing complies, See sheet A2.104	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	Townhomes comply. Please see sheets A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200, A3.7.2.200.	N/A	Not Applicable.
B.3.1.b.	YES	YES,MIN 2' PROJECTION are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B3.1.c.	YES	YES,MIN 2' CHANGE IN HEIGHT are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	All townhomes comply. See sheets A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200.	N/A	Not Applicable.
B3.1.d.	YES	YES, CHANGE IN PITCH are indicated to demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B3.1.e.	YES	YES, PARAPET ANNOTATIONS ARE INDICATED TO demonstrate compliance, See sheet A2.104 AND A2.200-A2.201.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B.3.2	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B.3.3	N/A	Not Applicable, as there is no dormer on the 100%Affordable Building	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B.3.4	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.	N/A	Not Applicable.
B.4. Façade Design and Articulation								
B.4.1	YES	100% Affordable Housing complies. See sheet A2.200-A2.201	YES	Mixed Use Multi-family complies with two of the solutions, items b and d.	No	Townhomes comply at Front Facade of each building, but redesigning the Project to differentiate the base of the buildings at the Rear/Garage or Side Facades would affect the overall residential capacity by reducing the building form and floor area for the Project's residential uses. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
B4.1.a.	YES	100% Affordable Housing complies. See sheet A2.200-A2.201	N/A	Not Utilized.	N/A	Not Applicable.	N/A	Not Applicable.
B4.1.b.	N/A	Not Utilized.	YES	Mixed Use Multi-family complies. For the balcony length calculations, see sheet A4.104	N/A	Not Applicable.	N/A	Not Applicable.
B4.1.c.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B4.1.d.	YES	100% Affordable Housing complies. See Notes on sheet: A2.200, A2.201	YES	Mixed Use Multi-family complies. See sheets A4.200-A4.201	N/A	Not Utilized.	N/A	Not Applicable.
B4.1.e.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.2	YES	100% Affordable Housing complies. See sheet A2.200-A2.201	YES	Mixed Use Multi-family complies. See sheets A4.200-A4.202	YES	All Townhomes comply. See A3 Series.	N/A	Not Applicable.
B.4. Façade Design and Articulation (continued)								
B.4.3	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	Mixed Use Multi-family - complies, see below for point break-down and total points summary.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	YES	Mixed Use Multi-family complies, 6 points	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	YES	Mixed Use Multi-family complies, 5 points Building cornices are used on street-facing facades as shown on sheets A4.200-A4.201 and A4.400-A4.401	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	YES	Mixed Use Multi-family complies, 3 points Refer to sheets A4.200-A4.201 for sconce lighting spacing calculations.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	YES	All Townhomes comply, 6 points	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	YES	All Townhomes comply, 5 points	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	YES	100% Affordable Housing complies, 3 points	YES	Mixed Use Multi-family complies, 3 points	YES	All Townhomes comply, 3 points	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Utilized.	N/A	Not Applicable.
B.4.3	No	100% Affordable Housing Total = 6 Points	YES	Mixed Use Multifamily Total = 17 Points	No	Townhomes Total = 14 Points	N/A	Not Applicable.

ITEM NO. 1.

			B.4.4	Garage doors shall be recessed a minimum of 12 inches from the façade plane and along the street-facing façade shall not exceed 40 percent of the length of the building façade.		A4.011	B.4.4	N/A	Not Applicable.	YES	Mixed Use Multi-family complies. See sheet A4.011.	No	The Project proposes the Meadow as an amenity serving the public and future Project residents. Townhomes H1 and H2 are designed to face the Meadow rather than the street to activate this project amenity. As a result, the garage doors on these two townhomes exceed 40 percent of the length of the façade; otherwise, the Project would need to be designed to modify the proposed amenity or reduce its residential density. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
			B.4.5	Changes in building materials shall occur at inside corners.		A2.200 A2.201 A3.2 Series A4.4 Series	B.4.5	YES	100% Affordable Housing complies, see sheets A2.200-A2.201	YES	Mixed Use Multi-family complies, See A4.4 Series	YES	All Townhomes Total complies, See A 3.2 Series	N/A	Not Applicable.
			B.4.6	A primary building entrance shall be provided facing a street or community recreation space. Additionally, all development shall meet the following requirements:		A2.200-A2.201 A4.101	B.4.6	YES	100% Affordable Housing complies, see sheets A2.200-A2.201	YES	Mixed Use Multi-family complies, See A4.101.	N/A	All Townhomes: N/A	N/A	Not Applicable.
				a. Pedestrian entries to ground-floor and upper-floor non- residential uses shall meet at least one of the following standards		A2.200-A2.201 A4.101	B4.6.a.	N/A	100% Affordable Housing: N/A - units accessed through main entry	YES	Mixed Use Multi-family complies, See A4.101 and A4.200-A4.202	N/A	All Townhomes: N/A	N/A	Not Applicable.
				i. The entrance shall be recessed in the façade plane at least three feet in depth; or			B4.6.a.i.	N/A	100% Affordable Housing: N/A - units accessed through main entry	N/A	Mixed Use Multi-family - not required, other 1 standard met.	N/A	All Townhomes: N/A	N/A	Not Applicable.
				ii. The entrance shall be covered by an awning, portico, or other architectural element projecting from the façade a minimum of three feet		A4.101 A4.101-4.102	B4.6.a.ii.	N/A	100% Affordable Housing: N/A - units accessed through main entry	YES	Mixed Use Multi-family complies, See A4.101 and A4.102.	N/A	All Townhomes: N/A	N/A	Not Applicable.

B.4. Façade Design and Articulation (continued)

YES	NO		Objective Design Standard		SHEET								
				b. For ground-floor commercial uses, façades facing a street shall include windows, doors, or openings for at least 60 percent of the building façade that is between two and 10 feet above the level of the sidewalk.	A4.200-A4.201	B4.6.b.	N/A	Not Applicable.	YES	Mixed Use Multi-family complies, see sheet A4.200-A4.201	N/A	Not Applicable.	No	The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. To activate the Paseo and accommodate the design of this Project amenity consistent with the Project's concession request, the commercial buildings deviate from the façade requirements. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.
			B.4.7	Pedestrian entries to buildings shall meet minimum dimensions to ensure adequate access based on use and development intensity. Building entries inclusive of the doorway and the facade plane shall meet the following minimum dimensions:	A2.200-A2.201 A3.2 Series A4.2 Series A 5.202-A5.203	B.4.7	YES	100% Affordable Housing complies, see sheets A2.200-A2.201	YES	Mixed Use Multi-family complies, see A4.101	YES	All Townhomes Comply, see A3.2 Series	YES	Complies. See A5.202-A5.203
				a. Individual residential entries: five feet in width	A3.2 Series A4.2	B.4.7.a.	N/A	Not Applicable.	N/A	Not Applicable.	YES	All Townhomes Comply	N/A	Not Applicable.
				b. Single entry to multiple residential unit building, including Residential Mixed-Use buildings: eight feet in width	A2.200-A2.201 A4.101	B.4.7.b.	YES	100% Affordable Housing complies, see A2.200-A2.201 or A2.100	YES	Mixed Use Multi-family complies. See sheet A4.101	N/A	All Townhomes: N/A	N/A	Not Applicable.
				c. Storefront entry: six feet in width	A2.200-A2.201 A4.101	B.4.7.c.	YES	100% Affordable Housing complies, see A2.200-A2.201 or A2.100	YES	Mixed Use Multi-family complies. See sheet A4.101	N/A	All Townhomes: N/A	YES	Complies. See A5.202-A5.203
			B.4.8	Mirrored windows are prohibited.	N/A	B.4.8	YES	No mirrored windows proposed.	YES	No mirrored windows proposed.	YES	No mirrored windows proposed.	YES	No mirrored windows proposed.
			B.4.9	Awnings shall be subject to the following requirements:	A2.200-A2.201 A3.2 Series A4.2	B.4.9	YES	100% Affordable Housing complies, see A2.200-A2.201.	YES	Mixed Use Multi-family complies, see A4.2	YES	All Townhomes comply, see A3.2 Series	YES	Complies. See A5.202-A5.203
				a. A minimum vertical clearance of eight feet measured from the pedestrian pathway;	A2.200-A2.201 A3.2 Series A4.200-A4.201	B.4.9.a.	YES	100% Affordable Housing - vertical height of awning + canopies is indicated to demonstrate compliance, See sheet A2.200.	YES	Mixed Use Multi-Family complies - see A4.200-A4.201.	YES	Townhomes comply. Dimensions added to townhome elevation sheets: A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200, A3.7.2.200	YES	Complies. See A5.202-A5.204
				b. Shall not extend beyond individual storefront bays; and	A2.200-A2.201 A3.2 Series A4.200-	B.4.9.b.	YES	100% Affordable Housing complies, see A2.200-A2.201.	YES	Mixed Use Multi-family complies, see A4.2	YES	All Townhomes comply, see A3.2 Series	YES	Complies. See A5.202-A5.205
				c. Shall not be patterned or striped.	A2.200-A2.201 A3.2 Series A4.400-A4.401	B.4.9.c.	YES	100% Affordable Housing complies, see A2.200-A2.201.	YES	Mixed Use Multi-family complies, see A4.400-A4.401.	YES	All Townhomes comply, see A3.2 Series	YES	Complies. See A5.202-A5.206
			B.4.10	For buildings abutting a single-family zoning district or existing single- family use, no part of a rooftop or upper floor terrace or deck shall be closer than five feet from the facade plane of the lower floor, to prevent views into adjacent residential uses.	A2.200-A2.201	B.4.10	N/A	Not Applicable.	YES	Mixed Use Multi-family Complies.	No	All Townhomes comply Except for F3. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
			B.4.11	Balconies are allowed on facades facing the street and those facades facing existing non-residential uses on abutting parcels. Such balconies shall be without any projections beyond the building footprint.	A2.200-A2.201 A3.2 Series	B.4.11	YES	100% Affordable Housing complies, see A2.200-A2.201.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	No	All Townhomes comply Except for F3. Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	N/A	Not Applicable.
			B.4.12	Residential Mixed-Use buildings shall provideat least one of the following features along street-facing façades where the façade exceeds 50 feet in length:		B.4.12	N/A	Not Applicable.	YES	Mixed Use Multi-family complies.	N/A	Not Applicable.	N/A	Not Applicable.
				a. A minimum five-foot offset from the façade plane for a length of at least 10 feet;	A4.101	B.4.12.a.	N/A	Not Applicable.	YES	Mixed Use Multi-family complies, see A4.101.	N/A	Not Applicable.	N/A	Not Applicable.
				b. Multiple pilasters or columns, each with a minimum width of two feet; or		B.4.12.b.	N/A	Not Applicable.	N/A	Not Utilized	N/A	Not Applicable.	N/A	Not Applicable.
				c. Common open space, such as a plaza, outdoor dining area, or other spaces.		B.4.12.c.	N/A	Not Applicable.	N/A	Not Utilized	N/A	Not Applicable.	N/A	Not Applicable.
			B.4.13	Continuous blank façades on any floor level shall not exceed 25 percent of the entire façade length along any street.		B.4.13	YES	100% Affordable Housing complies, see A2.200.	No	Because a waiver pursuant to the State Density Bonus Law has been requested, this standard is not applicable.	YES	All Townhomes comply, see A3.1.2.200, A3.2.2.200, A3.3.2.200, A3.4.2.200, A3.5.2.200, A3.6.2.200, A3.7.2.200	YES	Complies. See A5.202-A5.206

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From: Javier Zaldivar [redacted]
Sent: Wednesday, April 30, 2025 11:36 AM
To: Planning <Planning@losgatosca.gov>
Cc: Lourdes Gonzalez [redacted]
Subject: Support for north 40 phase 2

[EXTERNAL SENDER]

Please see the attached support letter.

I can be reached at [redacted]. Thank you.

Javier Zaldivar
Executive Director
San Andreas Regional Center

A message from jz's iPhone

April 29, 2025

April 28, 2025

Via email:planning@losgatosca.gov

Re: April 30, 2025 Public Comment Item #1

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Fax: 1(831) 424-3007

SANTA CRUZ COUNTY

1110 Main Street
Watsonville, CA 95076
Tel: 1(831) 900-3737
Fax: 1(831) 728-5514

www.sarc.org

Member of the Association of Regional Center Agencies

STAY CONNECTED

Dear Planning Commissioners,

I am writing on behalf of San Andreas Regional Center to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).
San Andreas Regional Center (SARC) is funded by the State of California to serve people with Intellectual and Developmental Disabilities as required by the Lanterman Developmental Disabilities Act. Our service area includes Santa Clara County and the Town of Los Gatos.

The purpose of this letter is to support the advancement of the North 40 Phase II Development as this project will include 16 apartments subject to a preference for extremely low income people with developmental disabilities. On a daily basis, SARC's Service Coordinators must address the impact of the lack of permanent supportive housing for people with developmental disabilities in Los Gatos. More than 100 people with developmental disabilities, including families who live in Los Gatos have been referred by SARC to Housing Choices for help finding affordable housing.

Although SARC is not able to pay for residents' actual housing costs, we are funded to provide a variety of services that help residents with developmental disabilities live successfully in integrated housing in the community. In addition to funding on-site housing support services provided by Housing Choices, SARC will provide a variety of other services depending on the Individual Program Plan of each resident, including, for example, Independent Living, Supported Living, Community Day Programs, Employment Services and Behavioral Support. The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Please contact me if I can provide any further information.

Javier Zaldivar

Javier Zaldivar
Executive Director
San Andreas Regional Center

From: Lucas, Jennifer@SCDD [redacted]
Sent: Wednesday, April 30, 2025 11:44 AM
To: Planning <Planning@losgatosca.gov>
Cc: Lucas, Jennifer@SCDD [redacted]
Subject: Item #1 - Letter of support for North 40 Phase II Development

[EXTERNAL SENDER]

Dear Planning Commissioners,

Please find my letter of support regarding Item #1 for tonight's Commission meeting.

Thank you,

Jennifer Lucas (she/her)
Manager, Central Coast Office
State Council on Developmental Disabilities
[redacted]
www.scdd.ca.gov

Make your voice count. Share your story today: bit.ly/scddmedicaid

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CALIFORNIA SCDD
State Council on Developmental Disabilities

STATE OF CALIFORNIA
Gavin Newsom, Governor

• website • www.scdd.ca.gov • email • centralcoast@scdd.ca.gov

2580 N First Street, Suite 240
San Jose, CA 95131
408) 324-2106
408) 324-2108 fax

April 30, 2025

Los Gatos Planning Commission
110 E. Main St.
Los Gatos, CA 95030
Via email to: planning@losgatosca.gov

Re: Public Comment Item #1 Support for North 40 Phase II

Dear Chair Thomas and Planning Commissioners,

On behalf of the Central Coast Office of the California State Council on Developmental Disabilities (SCDD), I am writing to express our enthusiastic support for the North 40 Phase II Development, especially the inclusion of affordable housing and designated units for adults with Intellectual and Developmental Disabilities (IDD).

The CA SCDD is responsible for driving systemic change that advances self-determination, inclusion, and independence for individuals with IDD. Access to affordable housing in the community is critical for people with IDD, as it removes structural barriers that often prevent them from living safely, independently, and with dignity. Individuals with developmental disabilities have a legal right to live in community-based settings rather than institutions. Ensuring access to affordable, inclusive housing upholds the civil rights protections guaranteed under the CA's Lanterman Act and the Americans with Disabilities Act (ADA).

The North 40 Phase II development delivers on Los Gatos' long-standing promise to build for all income levels. With 91 affordable homes, including a fully affordable building of 67 low-income units, this development answers the community's call for inclusive housing after years of market-rate construction. It signals a meaningful shift toward a future where everyone—regardless of ability or income—has a place in Los Gatos.

The inclusion of at least 16 IDD-designated units is especially vital. These are not just numbers—they represent adults who grew up in Los Gatos, attended local schools, and are now seeking the chance to live independently, near their families and support networks. This is their home, too. With on-site support from Housing Choices, a San Andreas Regional Center vendor, these individuals will receive the stability and assistance they need to thrive. Their inclusion ensures that people with disabilities can live with dignity and their own community.

The majority of adults with IDD continue to live with their aging parents and caregivers. Many families are grappling with the difficult question of what will happen to their adult children with disabilities when they are no longer able to provide care. This project offers both a housing solution and peace of mind. In fact, the Los Gatos Union High School District's post-secondary program serves around 30 students with disabilities—several of whom age out each year with no clear next step. North 40 Phase II provides that critical next step.

In addition to being socially responsible, this development plays a pivotal legal role. It supports Los Gatos in meeting its Housing Element obligations and complying with SB 330. Approving this project helps the town avoid risk of state intervention, such as the builder's remedy, while maintaining local control and alignment with state priorities for affordable, accessible, and inclusive housing.

We urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community. Please contact me if I can provide any additional information in support of this project.

Respectfully submitted,

Jennifer Lucas
Regional Manager, Central Coast Office
CA State Council on Developmental Disabilities
2580 N. First Street, Ste. 240
San Jose, CA 95131
[redacted]
[redacted]

From: Sara Grignon [redacted]
Sent: Wednesday, April 30, 2025 1:42 PM
To: Planning <Planning@losgatosca.gov>
Subject: April 30, 2025 Public Comment Item #1

[EXTERNAL SENDER]
Please find the attached public comment for tonight's meeting.

Thank you,
Sara

Sara Grignon • Central District Director
Hope Services
30 Las Colinas Ln San Jose, CA 95119-1212
[redacted]

hope services
Transforming lives through Hope since 1952

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Planning Commission
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95030

April 29, 2025

Dear Planning Commissioners,

I am writing on behalf of Hope Services to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

Hope Services is a leading provider of services to people with intellectual and developmental disabilities and mental health needs in Silicon Valley. We serve approximately 3,700 people and their families in nine Bay Area Counties and provide a broad spectrum of services. Many individuals and families that we support reside in Los Gatos. These families are looking for places in the community where their adult son or daughter can call home. Natural supports are imperative for the success of people in our population and living in the communities where they were raised helps keep those natural supports in place. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown

We are very grateful for Los Gatos' commitment to services and housing for people with IDD. We do not take this commitment for granted. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels, especially individuals with disabilities. In addition, this project so beautifully responds to the town's commitment for creating a more inclusive and accessible community.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future. I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment to addressing the urgent need for affordable and inclusive housing in our community for people with IDD.

Sincerely,

Aila Malik
Interim CEO
Hope Services

30 Las Colinas Lane • San Jose, CA 95119-1212 • T 408-284-2850 • F 408-284-2863 • hopeservices.org

Hope Services Federal nonprofit 501(c)(3) Tax ID: 94-1399287. In compliance with IRS regulations, this letter verifies that you received no goods or services in return for your contribution to Hope Services. Your tax-deductible deduction may be disallowed if you are unable to provide this letter to the IRS upon request.

From: DeAnna Pursai [redacted]
Sent: Wednesday, April 30, 2025 2:54 PM
To: Planning <Planning@losgatosca.gov>
Cc: Dennise Jauregui [redacted]; Nicole Kim [redacted]
Subject: Letter of Support for North 40 Phase II Development from College of Adaptive Arts

[EXTERNAL SENDER]

Dear Los Gatos Planning Leaders,

Please accept our letter of support for the North 40 Phase II Development. Thanks for your leadership, and please don't hesitate to reach out with any additional questions.

With sincerest appreciation,

DeAnna Pursai ☺

College of Adaptive Arts
Inclusive Collegiate Partnerships
15 Years Strong 2009 - 2024

DeAnna Pursai, Director of Development and Community Outreach 🎉

Swenson Flagship Campus at West Valley College | [redacted]
14000 Fruitvale Ave., Saratoga CA 95070

Mission: To provide equitable, accessible, and lifelong college programs for adults with intellectual and developmental disabilities wherever and whenever they need them.

Vision: To transform the perception of individuals with intellectual and developmental disabilities by creating a world with innovative and inclusive access to ongoing college education.

College of Adaptive Arts
Inclusive Collegiate Partnerships

Mission: To provide an equitable collegiate experience to adults with special needs who historically have not had access.

Vision: To empower the student body to creatively transform perception of individuals with disabilities.

Re: April 30, 2025 Public Comment Item #1

Dear Planning Commissioners,

I am writing on behalf of College of Adaptive Arts to express my strong support for the North 40 Phase II Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD).

College of Adaptive Arts provides an equitable and lifelong collegiate experience for adults with intellectual and developmental disabilities. Our college sees first-hand how important it is for the students to have access to affordable and inclusive housing. It gives them so much pride and independence to become successful contributing citizens in our community.

The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

The inclusion of at least 16 units for individuals with IDD is especially critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

People with developmental disabilities have the legal right to live in community-based settings, not institutions, under the Lanterman Act and the Americans with Disabilities Act (ADA). Without affordable housing like Los Gatos North 40 Phase II, many individuals with IDD cannot fully enjoy these rights.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase II development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's

College of Adaptive Arts
Swenson Flagship Campus at West Valley College
14000 Fruitvale Ave., Saratoga CA 95070 | info@collegeofadaptivearts.org | 408-538-3809

College of Adaptive Arts
Inclusive Collegiate Partnerships

Mission: To provide an equitable collegiate experience to adults with special needs who historically have not had access.

Vision: To empower the student body to creatively transform perception of individuals with disabilities.

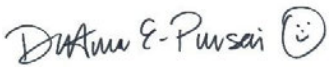
position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,



DeAnna Pursai
Co-founder & Director of Development and Community Outreach

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Thursday, May 1, 2025 9:55 PM
To: Planning <Planning@losgatosca.gov>
Subject: Online Form Submission #15863 for Community Development Contact Form

[EXTERNAL SENDER]

Community Development Contact Form

First Name	*Field not completed.*
Last Name	*Field not completed.*
Email Address (Required)	[redacted]
Phone Number	*Field not completed.*
Tell Us About Your Inquiry (Required)	Comment Regarding A Planning Project
Address/APN you are inquiring About (Required)	143-151 E. Main St
Message (Required)	Letter to Council requesting EIR for SB 330 projects
Add An Attachment if applicable	scan0789.pdf

Email not displaying correctly? View it in your browser.

LAW OFFICES OF
BRENT N. VENTURA
Inactive
[redacted]

April 30, 2025

Mayor Matthew Hudes and
Honorable Town Councilmembers
Town of Los Gatos
110 E. Main St.
Los Gatos, CA 95030

Re: **Every SB330 Builders Remedy Projects Currently Pending Approval in Los Gatos**

101 S Santa Cruz Ave.
14288 Capri Dr.
15300- 15330 Los Gatos Blvd.
14849 Los Gatos Blvd.
15459-16392 Los Gatos Blvd.
15349-15367 Los Gatos Blvd.
15171 Los Gatos Blvd
14917-14925 Los Gatos Blvd
101 Blossom Hill Rd.
16492 Los Gatos Blvd.
143-151 E. Main St.
16250-16270 Burton Road
980 University Ave.
101 S. Santa Cruz Ave.
178 Twin Oaks Rd.
14789 Oka Rd.

Dear Mayor Hudes and Honorable Councilmembers,

Please accept this communication as a respectful plea to the Council to adopt a much more aggressive posture in reviewing all of these SB 330 applications. The current cautious and conservative review process, will fail to fully inform yourselves as decision makers of all the impacts and health and safety risks that these projects will impose on our community, especially when evaluated .cumulatively

The Town should demand and insist that an EIR be conducted to identify all the impacts posed by these projects, whether in reviewing each individual application, especially the more massive developments, or at a minimum, preparation of an EIR to review the cumulative impacts all these projects will impose on a community such as ours with very limited resources.

Some of the impacts that are not being reviewed in any depth at all during the current review process include the impacts on the Town's ability to fight urban wildfire, wildfire evacuation ability, building beyond the capacity of our urban waters supply system to sustain firefighting against wildfire, building beyond the capacity of our sewage system, building in known floodzones, cumulative impacts on our the capacities and service levels that can be sustained by our educational, roadway, emergency responders ,and capital improvement systems.

These items address health and safety issues directly affecting current residents and the Town as a whole. Health and safety issues as Town wide objective review standards. These are not issues affecting design or building standards. Health and Safety issues are protected review issues under the language of SB330 . That statutory language recited protects the Town in taking action to gain information to promote public health and safety.through the environmental review process.

SB330 does not preclude a California jurisdiction from requiring EIRs for builder remedy projects. I have completed some research, and I am unaware of any subsequent legislation that has been adopted by the State that specifcally prevents jurisdictions from requiring Environmental Impact Reports on any SB 330 development application. If I am misinfomed here, I apologize, But what I have heard is that the Governor's Emergency Declaration relating solely to the affected LA wildire area, somehow, now prohibits agencies from demanding EIRs be prepared for any builders remedy projects. I strongly disagree. I believe the legal representatives of these applicants are attempting to intimidate and threaten our elected officials by claiming legal rights that have not yet been granted.

So unless there is specific legislation changing the original scope and rights specified in SB 330, this Council should and must proceed to demand EIRs to protect public health and safety. I firmly believe whatever financial risks you fear, will be acceptable to your constituents. The people of this community want to protect our unique quality of life, and insure the ongoing health and safety of all residents. The very people you represent would rather the Town fight these projects undermining public health and safety, than have its elected leaders throw its hand into the air, saying "there is nothing we can do."

It is a time for strong leadership and accepting some risks for the future well being of all. Courage not fear. The people of this community will rally behind you!

Respectfully submitted,

Brent N. Ventura

BRENT N. VENTURA

BNV/bt

RECEIVED
MAY 02 2025
TOWN OF LOS GATOS
PLANNING DIVISION

LAW OFFICES OF
BRENT N. VENTURA
Inactive
[redacted]

May 1, 2025

Mayor Matthew Hudes and
Honorable Town Councilmembers
Town of Los Gatos
110 E. Main St.
Los Gatos, CA 95030

Re: **Every SB 330 Builders Remedy Projects Currently Pending Approval in Los Gatos**

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16250-16270 Burton Road
980 University Ave.
101 S. Santa Cruz Ave.
178 Twin Oaks Rd.
14789 Oka Rd.

Dear Mayor Hudes and Honorable Councilmembers,

Since the filing period for SB 330 projects has terminated, and while the review process has commenced and is underway, there have been two critically significant changes to the health and safety, as well as the sustainability of residential habitation in identified portions of Los Gatos. Both of these critically significant public health and safety changes occurred after January 1, 2025.

The first of these was two urban wildfires in the Los Angeles metropolitan area that manifested current Fire Codes and Standards are inadequate for emergency responders to save life or property. Firefighting resources proved woefully inadequate, and the urban/municipal water supply was exhausted briefly after the conflagration commenced. Also, the rapid spread of wildfire in the urbanized, densely populated areas, which occurred in quarter mile leaps, by windblown embers illustrated the extreme risk of wildfire spreading from wildfire risk zones into heavily urbanized, densely populated areas, once thought completely safe from the threat, creates entirely new threats and health and safety issues when considering community development.

The second critical change after 1/1/25 occurred when CALFIRE finalized its maps identifying in Los Gatos the zones of severe wildfire risk. As you are well aware, the land area of Los Gatos at risk of severe wildfire was greatly increased than what previous analysis had predicted. There are some SB 330 projects proposed that are either within, adjacent to or within a half mile a severe wildfire risk zone. The idea of greatly intensifying residential densities in areas identified as subject ot severe wildfire risk is objective grounds to question the health and safety of proceeding with these projects.

Whether these facts alone give the Town valid legal grounds to deny these projects, is an open legal question. But it does seem prudent for the Town to make inquiry, and require the State and/or HCD to issue clear guidance to jurisdictions reviewing these projects, as to whether public health and safety are protected and satisfied by allowing the construction of high density residential towers immediately adjacent or within a half mile of severe wildfire risk zones. If the State mandates these projects despite the patent and severe risks, than at least the Town should be indemnified from liability. The State should immunize jurisdictions for compelling them to approve high density residential projects under SB 330 when doing so clearly raise very significant health and safety risks to both current and future residents of the community.

Regardless, while the Town seeks to gain clarity from HCD, the State or the Courts on these health and safety concerns. Los Gatos as an independent government entity in California can proceed independently without any prior authorization, to act, on an Emergency basis, and immediately protect the health and safety of its current residents

by enacting a new Fire Building Code.

My legal research indicates that the Town as its own independent legal government entity in California has the right to enact and adopt its own, specific fire building codes that reflect the specific risks, geography, climate, and topography of our jurisdiction. Los Gatos is not obligated to adopt and implement any national or Statewide Fire Code. The Town has the legal authority to draft, adopt, and implement its own Fire Code reflecting the very specific Firefighting risks facing the hillside community with 3 different severe wildfire risk zones within our borders.

The Town is currently endangering the health and safety of its citizens, to whom they have a sworn duty to protect, by delegating the Building Fire Permit authority to a Central Fire clerk, working with an outdated Fire Code that was drafted and implemented without absolutely any consideration of the health and safety issues::

- The zones of severe wildfire risk coming down from the hillsides directly into Downtown Los Gatos;

- That the LA wildfires showed the urban water supply system failed leaving firefighters without sufficient water pressure and adequate water supply to fight the wildfire;

-That emergency evacuation Notices failed, and first responders were unsuccessful in evacuating in the region exposed to fire resulting in extremely high deaths and injuries;

- That the Los Angeles conflagration was spread from burning areas to areas up to a half a mile away that were uninvolved in the initial firestorm by windblown burning embers which firefighters had no ability to contain;

- That to now build very high density, high rise residential towers within, adjacent to, or within a half mile of severe wildfire risk zones presents an imminent, clear and present danger to public health and safety;

Los Gatos needs to immediately adopt a new, current Fire Building Code that

incorporates and mitigates the harsh realities and lessons from the tragic LA wildfires, as well area the large area of the community identified as being located within a severe wildfire risk zone.

If Los Gatos does not act independently and immediately,it will take years for the administrative process to collaborate and develop a new statewide firefighting building code to incorporate the recent lessons learned. Los Gatos needs to immediately take the leash of this beast, and on an emergency basis, inlight of the imminent clear and present threat to public health and safety adopt a new Fire Building Code that all new construction projects in Los Gatos must satisfy in order to obtain necessary permits before any construction can commence.

I make note that it from my review of some of the revised development plans submitted for some of the taller projects (6-13 story towers), to supply only that towers fire suppression needs, will significantly lower the water pressure available to the surrounding neighborhood!. The plans also indicate the specifics on their Fire suppression plans will be "deferred" until the time of sumbittal of the permits.. This appears to be an obfuscation and misleading the Town and Central Fire of the wildfire and firefighting risks addressed in this correspondence.

There is no requirement under state law that existing homeowners and neighborhoods should have their emergency water pressure reduced in order to facilitate these SB 330 projects. In fact, the underlying guidance in SB 330 is that these projects should proceed only where consistent with insuring the general health and safety of current residents.

While these residential towers with their fully sprinkled fire suppression systems and metal facades may be immune form wildfire risks, they accomplish same only by compromising the water pressure and water supply available for firefighters to suppress fire in the surrounding neighborhoods.

I urge the Town Council to immediately address this issue. From my limited research and without any specific expertise, can advise that the following measures must be incorporated into Los Gatos' new Fire Building Code

- Every new construction over 35' in height located within, or within one-half mile of any severe risk wildfire zone, must have an independent water supply system on site such that its fire suppression system is independent of the existing urban water system and will not affect either the available water supply or water pressure to any of the surrounding area. Such on site water supply system shall include dual gravity fed tanks and dual mechanically supplied water for its internal firefighting needs sufficient to suppress fire for 2 hours.
- Every new construction over 55' in height, more than one-half mile away from any severe wildfire risk zone, must have an independent water supply system on site such that its fire suppression system is independent of the existing urban water system and will not affect either the available water supply or water pressure to any of the surrounding area. Such on site water supply system shall include dual gravity fed tanks and dual mechanically supplied water for its internal firefighting needs sufficient to suppress fire for 2 hours.

Thank you for your courteous consideration of this matter.

Respectfully submitted,

BRENT N. VENTURA

BNV/bt

From: Gopi Ayer <[redacted]>
Sent: Sunday, May 4, 2025 4:50 PM
To: Planning <Planning@losgatosca.gov>
Subject: Public comment, Project North 40, reservation of units for IDD

[EXTERNAL SENDER]

Subject: April 30, 2025, Public Comment Item #1

Dear Planning Commissioners,

I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). As a resident and advocate who cares deeply about housing equity and community inclusion, I believe this project is an essential step forward for Los Gatos.

The proposal delivers on Los Gatos' commitment to affordable housing.

After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.

Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown.

As the parent of an adult with IDD, I have seen him and his small group of friends thrive in Los Gatos, intimate with its geography and comfortable with the choices offered. It is imperative that we find appropriate housing for these people who are a part of the fabric of Los Gatos community.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330).

Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your thoughtful consideration and your service to the community.

Sincerely,

Gopi Ayer

Mandeep Ayer

From: Noa Sklar [redacted]
Sent: Saturday, May 3, 2025 5:33 PM
To: Planning <Planning@losgatosca.gov>
Cc: Gia Pham [redacted]
Subject: From the mother of Romi

[EXTERNAL SENDER]

Dear Planning Commissioners
I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). As a resident and advocate who cares deeply about housing equity and community inclusion, I believe this project is an essential step forward for Los Gatos.
The proposal delivers on Los Gatos' commitment to affordable housing. After years of market-rate development, it is refreshing to see meaningful progress toward housing for all income levels. This project directly responds to the town's long-standing necessity of creating more inclusive and accessible housing opportunities.
Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown.
My daughter Romi is 22 y/o native to Los Gatos , she is on the autism spectrum. It's been a lifelong of struggle, but she made the best out of it - she is even graduating college and hoping to become a productive member of society. (She already is). With that being said, it's time for her to move out of my house to begin and independent life yet I would still like to keep her nearby in Los Gatos for obvious reasons, but the prices are ridiculous! We must must have affordable living options for our special kids as a priority ! By the way - 16 units is not enough! It should be at least double as there are many kids with different kind of disabilities in Los Gatos.
This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Advancing this project reduces the risk of state intervention, such as the imposition of the builder's remedy, and strengthens the Town's position in maintaining local land use authority while aligning with state priorities for fair, inclusive, and accessible housing.
The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.
I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.
Thank you for your thoughtful consideration and your service to the community.
Sincerely,
Noa and Abraham Sklar
[redacted] Los Gatos
[redacted]

Sent from my iPhone

ITEM NO. 1.

LAW OFFICES OF
BRENT N. VENTURA
Inactive
[redacted]

May 12, 2025

Mayor Matthew Hudes and
Honorable Town Council Members
Town of Los Gatos
110 E. Main St.
Los Gatos, CA 95030

Re: Every SB330 Builders Remedy Projects Currently Pending Approval in Los Gatos:

101 S Santa Cruz Ave.
14288 Capri Dr.
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143-151 E. Main St.
16250-16270 Burton Road
980 University Ave.
101 S. Santa Cruz Ave.
178 Twin Oaks Rd.
14789 Oka Rd.

Dear Mayor Hudes and Honorable Council Members,

Please accept this communication as a respectful plea to the Council to adopt a much more aggressive posture in reviewing all of these SB 330 applications. The current cautious and conservative review process, will fail to fully inform yourselves as decision makers of all the impacts on health and safety risks that these projects will impose on our community, especially when evaluated cumulatively.

The Town should insist that an EIR be conducted to identify all the impacts posed by these projects, rather than reviewing each individual application, especially the more massive developments. Or at a minimum, preparation of an EIR to

review the cumulative impacts all these projects will impose on a community such as ours with very limited resources.

Some of the impacts that are not being reviewed in any depth at all, during the current review process, include: the impacts on the Town's ability to fight urban wildfire, wildfire evacuation ability, building beyond the capacity of our urban waters supply system (to sustain fire fighting against wildfire), building beyond the capacity of our sewage system, building in known flood zones, cumulative impacts on our the capacities and service levels that can be sustained by our educational, roadway, emergency responders, and capital improvement systems.

These items address Health and Safety issues directly affecting current residents and the Town as a whole. Health and Safety issues should be a Town wide objective review standard. These are not issues affecting design or building standards. Health and Safety issues are protected review issues under the language of SB330. That statutory language recited protects the Town in taking action to gain information to promote public health and safety through the environmental review process.

SB 330 does not preclude a California jurisdiction from requiring EIRs for builder remedy projects. I have completed some research and I am unaware of any subsequent legislation that has been adopted by the State that specifically prevents jurisdictions from requiring Environmental Impact Reports on any SB 330 development application. If I am misinformed here, I apologize. But what I have heard is that the Governor's Emergency Declaration relating solely to the affected LA wildfire area, somehow, now prohibits agencies demanding EIRs be prepared for any Builders Remedy Projects. I strongly disagree. I believe the legal representatives of these applicants are attempting to intimidate and threaten our elected officials by claiming legal rights that have not yet been granted.

So unless there is specific legislation changing the original scope and rights specified in SB 330, this Council should and must proceed to demand EIRs to protect public health and safety. I firmly believe whatever financial risks you fear, will be acceptable to your constituents. The people of this community want to protect our unique quality of life and ensure the ongoing health and safety of all residents. The very people you represent would rather the Town fight these projects undermining public health and safety, then have its elected leaders throw its hand into the air and say, "There is nothing we can do."

It is a time for strong leadership and accepting some risks for the future well being of all. Courage not fear. The people of this community will rally behind you!

Respectfully submitted,

BRENT N. VENTURA

From: Brent Ventura [redacted]
Sent: Monday, May 19, 2025 2:57 PM
To: Council <Council@losgatosca.gov>
Subject: Attached Letter on need for Town to Consider adopting New Fire Building Code for projects exceeding 35; and 55'

[EXTERNAL SENDER]
Different code requirements depending upon building height and proximity to wildfire severity zone as determined by CalFire earlier this year.

--
Law Offices of BRENT N. VENTURA
[redacted]

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ITEM NO. 1.

LAW OFFICES OF
BRENT N. VENTURA
Inactive
[redacted]

May 13, 2025

Mayor Matthew Hudes and
Honorable Town Council Members
Town of Los Gatos
110 E. Main St.
Los Gatos, CA 95030

Re: Every SB 330 Builders Remedy Projects Currently Pending Approval in Los Gatos:

101 S Santa Cruz Ave.
14288 Capri Dr.
15300- 15330 Los Gatos Blvd.
14849 Los Gatos Blvd.
5459-16392 Los Gatos Blvd
15349-15367 Los Gatos Blvd
15171 Los Gatos Blvd

14917-14925 Los Gatos Blvd
101 Blossom Hill Rd.
16492 Los Gatos Blvd.
143-151 E. Main St.
16250-16270 Burton Road
980 University Ave.
101 S. Santa Cruz Ave.
178 Twin Oaks Rd.
14789 Oka Rd.

Dear Mayor Hudes and Honorable Council Members,

Since the filing period for SB 330 projects has expired and the review process has first of which was two urban wildfires in the Los Angeles metropolitan area that manifested current fire codes and standards that identified inadequacies for emergency responders to save life and property. Firefighting resources proved woefully inadequate and the urban/municipal water supply was exhausted briefly after the conflagration commenced.The extreme risk of wildfire spreading in wildfire risk zones can be seen in the rapid spread of wildfire in the urbanized and densely populated areas that occurred in quarter-mile leaps by windblown embers.These areas, once thought completely safe from the threat, helped with the

consideration of community development by illustrating entirely new threats to health and safety issues.

The second critical change after 1/1/25 that occurred was when CALFIRE finalized its zone maps, identifying Los Gatos zones to be at severe wildfire risk. As you are well aware, the land area of Los Gatos indicated to be at risk for severe wildfire has greatly increased from what previous analysis had predicted. There are some SB 330 projects proposed that are either within, adjacent to, or within a half mile of a severe wildfire risk zone. The idea of greatly intensifying residential densities in areas identified as subject to severe wildfire risk is objective grounds to question the health and safety of proceeding with these projects. commenced, there have been two critically significant changes to the health and safety and the sustainability of residential habitation in identified portions of Los Gatos. Both of these critically significant public health and safety changes occurred after January 1, 2025.

Whether these facts alone give the Town valid legal grounds to deny these projects is an open legal question, but it does seem prudent for the Town to make inquiry and require the State and/or HCD to issue clear guidance to jurisdictions reviewing these projects. It must be brought into question and consideration whether public health and safety is protected and satisfied by allowing the construction of high density residential towers immediately adjacent to or within a half mile of severe wildfire risk zones.

If the State mandates these projects despite the patent and severe risks, then the Town should be indemnified from liability at least. The State should immunize jurisdictions for compelling them to approve high-density residential projects under SB 330 when doing so clearly raises very significant health and safety risks to both current and future residents of the community.

Regardless, Los Gatos as an independent government entity in California can proceed independently, without any prior authorization, to act on an Emergency basis and immediately protect the health and safety of its current residents by enacting a new Fire Building Code.

My legal research indicates that the Town, as its own independent legal government entity in California, has the right to enact and adopt its own specific Fire Building Codes that reflect the specific risks- geography, climate, and topography- of our jurisdiction. Los Gatos is not obligated to adopt and implement any national or Statewide Fire Code. The Town has the legal authority to draft, adopt, and implement its own Fire Code reflecting the very specific firefighting risks facing a hillside community with 3 different severe wildfire risk zones within its borders.

The Town is currently endangering the health and safety of its citizens, to whom they have a sworn duty to protect, by delegating the Building Fire Permit authority to a Central Fire Clerk working with an outdated Fire Code that was drafted and implemented without absolutely any consideration of the health and safety issues pertaining to:

- The severe wildfire risk zones coming down from the hillsides directly into Downtown Los Gatos;

- The LA wildfires that showed the urban water supply system failure, leaving firefighters without sufficient water pressure and adequate water supply to fight the wildfire;

-The emergency evacuation Notice failure and first responders being unsuccessful in evacuating the region exposed to fire, thus resulting in extremely high deaths and injuries;

- That the Los Angeles conflagration spread, burning areas up to a half a mile away that were uninvolved in the initial firestorm by windblown burning embers, which firefighters had no ability to contain;

- That building very high density high rise residential towers within, adjacent to, or within a half mile of severe wildfire risk zones presents an imminent, clear and present danger to public health and safety.

Los Gatos needs to immediately adopt a new Fire Building Code that incorporates and mitigates the harsh realities and lessons from the tragic LA wildfires. It must also account for the large area of the community identified to be located within a severe wildfire risk zone.

If Los Gatos does not act independently and immediately, it will take years for the administrative process to collaborate and develop a new statewide Firefighting Building Code to incorporate the recent lessons learned. Los Gatos needs to immediately take the leash of this beast on an emergency basis. In light of the imminent, clear, and present threat to public health and safety, Los Gatos should adopt a new Fire Building Code that all new construction projects in Los Gatos must satisfy in order to obtain necessary permits before any construction can commence.

From my review of some of the revised development plans submitted for some of the taller projects that are 6-13 story towers, they indicate that the supply of water is only to that tower's fire suppression needs and will significantly lower the water pressure available to the surrounding neighborhood. The plans also indicate the specifics on their Fire Suppression Plans will be "deferred" until the time of submission of the permits. This appears to be an obfuscation and is misleading the Town and Central Fire of the wildfire and firefighting risks addressed in this correspondence.

There is no need or requirement under state law that existing homeowners and neighborhoods should have their emergency water pressure reduced in order to facilitate these SB 330 projects. In fact, the underlying guidance in SB 330 is that these projects should proceed only where consistent with insuring the general health and safety of current residents.

While these residential towers, with their sprinkler fire suppression systems and metal facades may be less prone to wildfire risks, they compromise the water pressure and water supply available for firefighters to suppress fire in the surrounding neighborhoods.

I urge the Town Council to immediately address this issue. From my limited research and without any specific expertise, I can advise that the following measures must be incorporated into Los Gatos' new Fire Building Code:

• Every new construction over 35' in height, located within a half mile of any severe risk wildfire zone must have an independent water supply system on site. Its fire suppression system must be independent of the existing urban water system and will not affect either the available water supply or water pressure to any of the surrounding area. Such on-site water supply system shall include dual gravity fed tanks and dual mechanically supplied water for its internal firefighting needs sufficient to suppress fire for 2 hours.

• Every new construction over 55' in height, more than a half mile away from any severe wildfire risk zone must have an independent water supply system on site, such that its fire suppression system is independent of the existing urban water system and will not affect either the available water supply or water pressure to any of the surrounding area. Such on site water supply system shall include dual gravity fed tanks and dual mechanically supplied water for its internal firefighting needs sufficient to suppress fire for 2 hours.

Thank you for your courteous consideration of this matter.

Respectfully submitted,

BRENT N. VENTURA

BNV/bt

From: [redacted]
To: Joel Paulson
Cc: Town Manager; Gabrielle Whelan
Subject: Fwd: Legal and Policy Issues Related to Grosvenor N40 Phase II
Date: Sunday, May 4, 2025 10:10:38 PM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

To: Joel Paulson, Director of Community Development
From: Los Gatos Community Alliance
Date: May 5, 2025 EMAIL 2

Subject: Summary of Legal and Policy Issues Related to Grosvenor N40 Phase II Project
This memorandum outlines critical legal and planning concerns regarding the Grosvenor N40 Phase II project, which purports to comply with objective development standards under SB 330 and the Town's Housing Element. Based on our analysis, the project raises significant inconsistencies with applicable zoning, density, and affordability requirements and merits clarification from the California Department of Housing and Community Development (HCD).

1. Vesting Under a Non-Certified Housing Element
The applicant claims the project vested on April 18, 2023, based on the Housing Element adopted by the Town on January 30, 2023. However, HCD issued a formal determination on April 14, 2023, finding that the element did not comply with State Housing Law. Under Government Code § 65589.5(o), a housing element must be legally 'in effect' to vest development standards. Because the January 30, 2023 element lacked HCD certification, it was not in effect at the time of vesting and cannot serve as a valid basis for entitlement. Importantly, self-certification of a housing element contravenes state law and carries no legal effect under the Housing Element Law.

2. Applicable Zoning Standards at Time of Vesting
As of April 18, 2023, the operative zoning was that established under the 2020 General Plan Land Use Element, which capped residential density at 20 dwelling units per gross acre. The project proposes 28.75 DU/acre and therefore exceeded the applicable density standard. As a result, the project was not compliant with objective zoning on the vesting date and is not entitled to SB 330's five-hearing limit (Gov. Code § 65905.5(a)).

3. Inconsistency with the Certified 2040 Housing Element
The applicant ambiguously refers to compliance with 'the Housing Element' without clarifying whether it means the uncertified January 2023 version or the certified 2040 Housing Element adopted July 10, 2024. The certified element designates the site for a minimum density of 30 DU/acre and assumes 464 units. The proposed 450 units at 28.75 DU/acre fall short of this minimum and are therefore inconsistent with adopted policy.

4. Affordable Housing Commitments
The certified Housing Element allocates 273 very low- and low-income units to the project site. The applicant proposes only 77 such units. Moreover, the Planning Director acknowledged on April 30, 2025, that affordability targets for other parcels are unlikely to be met. Under Gov. Code §§ 65863(b)(2)(B) and 65863(e), the Town may require the project to meet full affordability allocations or amend the site inventory to maintain RHNA compliance.

5. Separate Projects for BMP Compliance
Of the 77 affordable units proposed, 67 units are being transferred to Eden Housing, which will separately finance, construct, and manage them. The two components will proceed on independent timelines with distinct contractors and funding mechanisms. Eden Housing must obtain approximately $45 million from various federal, state, and local sources in order to finance construction of the 67 units. There are no guarantees that such funding will be secured. This arrangement constitutes two separate projects. Under the Town's BMP ordinance, the Grosvenor portion must independently meet its affordability obligations. However, it includes only 10 affordable units out of 383 market-rate units—well below the 20% requirement (75 units).

6. CEQA Compliance and Need for New EIR
The project cannot legally tier from the 2040 General Plan EIR due to substantial new information and changes in policy. The Town Council has formally repealed the Land Use and Community Design elements of the 2040 General Plan—two foundational components of the EIR's analysis. Additionally, multiple Builder's Remedy projects have emerged that were not studied in the original EIR. Under CEQA Guidelines §§ 15162 and 15163, these constitute significant new information requiring a full project-specific Environmental Impact Report (EIR) to evaluate cumulative impacts including traffic, GHG emissions, infrastructure, and community character.

7. Builder's Remedy Eligibility
The applicant claims the project is eligible for the Builder's Remedy but argues it need not invoke it due to compliance with the Housing Element. This is misleading. As noted in Comment 1, the January 30, 2023 Housing Element was not certified by HCD and cannot serve as a legal basis for compliance, meaning the project is, in substance, a Builder's Remedy proposal. However, its eligibility is also questionable. If the project is correctly viewed as two separate developments—one by Grosvenor and the other by Eden Housing—then the Grosvenor portion alone does not meet the 13% very low-income affordability threshold required to qualify under the Builder's Remedy. Absent this threshold, the project cannot lawfully claim Builder's Remedy protections under Government Code § 65589.5(d).

Conclusion and Request for HCD Technical Assistance:

Given the unresolved issues related to vesting, zoning consistency, Housing Element compliance, CEQA, and potential misapplication of the Builder's Remedy, we strongly urge the Town of Los Gatos to request formal technical assistance from HCD. This review should clarify which standards applied as of the vesting date, confirm whether the Builder's Remedy is properly invoked, and assess whether affordability and density commitments align with state housing law. Seeking HCD guidance will help ensure the Town's decisions are legally sound and transparent to the public.

Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
Info@lgca.town

From: [redacted]
To: Joel Paulson
Cc: Town Manager; Gabrielle Whelan; [redacted]; Bridgette Falconio; [redacted]
Subject: Los Gatos North Forty - Phase II (HCD reference number HAU0001928)
Date: Sunday, June 29, 2025 12:42:19 PM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

Mr. Joel Paulson
Director of Community Planning
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95030

Subject: Classification of Eden Housing Component as a Separate Project under HAA and SDBL

Dear Mr. Paulson,

On behalf of the Los Gatos Community Alliance, I respectfully request that the Town of Los Gatos classify the 1.25-acre affordable housing component, to be developed by Eden Housing within the 450-unit Grosvenor project (North 40 Phase II) in the North 40 Specific Plan area, as a separate project under California's Housing Accountability Act (HAA) (Government Code § 65589.5) and State Density Bonus Law (SDBL) (Government Code § 65915). The following arguments, supported by the 9 separate APN parcels listed in the housing element site inventory, demonstrate that the Eden Housing component is a distinct project, despite the single application and CEQA review. Grosvenor's claim of a single integrated project appears motivated to meet the Below Market Price (BMP) ordinance (20% of market-rate units) by including the 67 Eden Housing units (77 ÷ 373 = 20.6%), avoiding additional affordable units on the 14.4-acre parcels.

Legal Subdivision via Deeded Land Transfer and 9-Parcel Structure
The 1.25-acre parcel will be deeded to Eden Housing with a separate title, constituting a legal subdivision under the Subdivision Map Act (Government Code § 66410 et seq.). The North 40 Phase II site's division into 9 separate APN parcels, listed individually in the housing element site inventory, confirms the 1.25 acres as a distinct parcel, enabling Eden Housing to independently own, develop, and manage the 67 affordable units (plus one manager unit).
Summary: The deeded title and 9-parcel structure establish legal subdivision, supporting a separate project.

Non-SDBL Donation Enhances Separation
The donation of the 1.25-acre parcel, not under SDBL (§ 65915), is a contribution of land value for Eden Housing's expertise, reducing regulatory linkage to the Grosvenor project. This independent transaction allows Eden Housing to operate without SDBL-related coordination, aligning with HCD's recognition of parcel-specific evaluations (*HCD Housing Element Site Inventory Guidebook*, 2023).
Summary: The non-SDBL donation positions the 1.25 acres as a standalone partnership, reinforcing

separation.

Independent Financing Structure
Eden Housing will finance the 67 units separately, likely through Low-Income Housing Tax Credits (LIHTC) and conventional financing, distinct from the Grosvenor project's funding for the 383 units. TCAC Regulations (§ 10325(c)(1)) and HCD's Multifamily Housing Program Guidelines (§ 7304) prioritize fee title ownership, which the deeded parcel satisfies, establishing a distinct operational scope.
Summary: Independent financing supports the 1.25 acres as a separate project with its own funding.

Separate Development Timeline
The 1.25-acre component will follow a distinct timeline driven by LIHTC cycles, differing from the Grosvenor project's schedule. The non-SDBL donation reinforces this temporal separation, aligning with HAA and SDBL's recognition of independent projects.
Summary: A separate timeline establishes the 1.25 acres as a distinct project with independent execution.

Independent Management
Eden Housing will manage the 67 units independently, with distinct affordability restrictions and tenant protocols, separate from the Grosvenor project's components. This operational independence supports the standalone status under HAA (§ 65589.5(d)(5)(A)).
Summary: Independent management positions the 1.25 acres as a separate project with distinct operations.

Compliance with Housing Element Density Requirements
The 1.25-acre parcel achieves 53.6 du/ac (67 units ÷ 1.25 acres), exceeding the housing element's 30 du/ac minimum (per the December 15, 2022, HCD letter to Watsonville). The 9-parcel structure indicates HCD recognizes the 1.25 acres as a distinct RHNA site, fulfilling lower-income housing obligations (Health and Safety Code § 50079.5), unlike the 14.4 acres (26.6 du/ac).
Summary: Density compliance and 9-parcel recognition support the 1.25 acres as a separate RHNA project.

Addressing Unified Application and CEQA Review
The single application and North 40 EIR reflect coordination, but the deeded title, non-SDBL donation, and 9-parcel structure enable separate entitlements. CEQA allows distinct reviews for subdivided parcels (Guidelines § 15378), outweighing the unified process.
Summary: The unified application is outweighed by factors enabling separate entitlements.

Grosvenor's Motivation to Claim Integration
Grosvenor's claim of integration aims to meet the BMP ordinance's 20% affordability requirement for market-rate units (77 ÷ 373 = 20.6%) by including the 67 Eden units. If separated, the Grosvenor parcels (10 ÷ 373 = 2.68%) require ~75 additional affordable units, supporting separate evaluation to uphold BMP compliance.
Summary: Grosvenor's BMP motivation reinforces the need to treat the 1.25 acres as a separate project.

Conclusion and Request
The deeded title, non-SDBL donation, independent financing, separate timeline, independent management, density compliance, and 9-parcel structure demonstrate that the Eden Housing component is a separate project under HAA and SDBL. Grosvenor's BMP strategy underscores the need for separate evaluation. We request the Town assess the 1.25-acre parcel independently, potentially approving it apart from the non-compliant Grosvenor project (28.75 du/ac). Please provide the housing element site inventory, parcel map, donation agreement, entitlement records, financing details, and timeline to confirm this structure. We appreciate your consideration and are available to discuss further.

Sincerely,

Jak Van Nada on behalf of the
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.tow
[redacted]

From: [redacted]
To: Joel Paulson
Cc: Town Manager; Gabrielle Whelan; [redacted]
Subject: North 40, Phase II
Date: Sunday, July 20, 2025 7:50:50 PM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

September 20, 2025

Dear Mr. Paulson,

On behalf of the Los Gatos Community Alliance, we urge the Town to require Grosvenor to provide reasonable documentation supporting its request for two concessions under the State Density Bonus Law (SDBL) for the North 40 Phase II project. These concessions appear to benefit 17 market-rate townhome buildings along the site's western and northern edges—structures not directly tied to the 67-unit affordable Building G1 being developed by Eden Housing or the 10 affordable units in mixed-use Building E1.

Under Government Code § 65915, subdivisions (d)(1)(A) and (k), concessions must result in identifiable and actual cost reductions necessary to provide affordable housing. Concessions that merely increase profitability or reduce the cost of market-rate development do not meet this statutory requirement. In this case, Grosvenor has not demonstrated how the requested concessions materially reduce costs associated with the affordable units, particularly when those units are in separately financed and developed buildings.

Grosvenor has cited HCD's October 12, 2022, letter to the City of Elk Grove. However, the facts of that case involved a single integrated building—the Oak Rose Apartments—containing both affordable and market-rate units. HCD found that the City had improperly denied a concession for ground-floor residential use by failing to consider construction costs and foregone rental income. That situation differs materially from North 40 Phase II, where the affordable and market-rate components are physically, financially, and operationally separate.

The Elk Grove letter does not waive the statutory requirement that concessions produce actual cost savings tied to affordability. Nor does it alter the legal burden on developers to present documentation justifying such concessions. As confirmed by Schreiber v. City of Los Angeles (2021) 69 Cal.App.5th 549, local governments may reject concessions not supported by evidence of cost reductions for affordable units, provided their denial is based on substantial evidence.

We respectfully request that the Town uphold the integrity of the SDBL by requiring Grosvenor to substantiate its concession requests with documentation showing direct cost savings associated with the affordable housing components. Doing so ensures transparency, compliance, and the effective implementation of the SDBL's affordability objectives.

Please feel free to contact us should you have questions or wish to discuss this further.

Sincerely,

Jak Van Nada - on behalf of,
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

From: [redacted]
To: Joel Paulson
Cc: Town Manager; Gabrielle Whelan; [redacted]
Subject: RE: Inapplicability of Prior CEQA Documents to the North 40 Phase II Final Transportation Study (Hexagon, February 18, 2025)
Date: Tuesday, June 24, 2025 4:30:58 PM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

June 24, 2025

Joel Paulson
Director of Community Development
Town of Los Gatos
110 E. Main Street
Los Gatos, CA 95030

RE: Inapplicability of Prior CEQA Documents to the North 40 Phase II Final Transportation Study (Hexagon, February 18, 2025)

Dear Mr. Paulson:

On behalf of the Los Gatos Community Alliance, we submit the following comments regarding the North 40 Phase II Final Transportation Study, prepared by Hexagon Transportation Consultants and dated February 18, 2025. We respectfully challenge the conclusion that no further environmental review under the California Environmental Quality Act (CEQA) is required for the proposed development based on outdated and legally insufficient environmental documents.

Specifically, the transportation study improperly relies on the 2040 General Plan Environmental Impact Report (EIR) and the North 40 Specific Plan EIR, both of which no longer reflect the current land use policy framework, CEQA transportation standards, or the actual development conditions within the Town. Our concerns are outlined below.

1. The 2040 General Plan EIR Is No Longer a Valid Tiering Document

The 2040 General Plan EIR cannot lawfully serve as a tiering document for CEQA purposes because the 2040 Land Use Element on which it was based has been repealed. In November 2023, the Town Council formally rescinded the 2040 Land Use and Community Design Elements and adopted the 2020 General Plan Land Use Element, which introduced significantly different development patterns, densities, and land use designations. Moreover, at the time the 2040 General Plan EIR was prepared, the 2023–2031 Housing Element had not yet been drafted, let alone adopted or certified by the California Department of Housing and Community Development (HCD). Consequently, the Housing Element—and the Housing Element Overlay Zone (HEOZ) that was created to meet the Town's RHNA obligations—was not analyzed in the 2040 General Plan EIR.

The HEOZ materially increased allowable residential densities in specific, concentrated locations, including areas along Los Gatos Boulevard, in order to accommodate the Town's RHNA obligations. This pattern of focused high-density development is fundamentally different from the more evenly distributed, town-wide growth pattern assumed and

analyzed in the 2040 General Plan EIR.

CEQA Guidelines §§ 15152 and 15168 permit tiering only when the subsequent project remains within the scope of a valid prior EIR. When the foundational planning assumptions are no longer in effect—and where a major new planning program such as the HEOZ was not evaluated—the associated EIR becomes legally and factually inapplicable. Therefore, the Town may not rely on the 2040 General Plan EIR to satisfy CEQA for the North 40 Phase II project.

2. The North 40 Specific Plan EIR Is Outdated and Noncompliant with Current CEQA Standards

The North 40 Specific Plan EIR is similarly outdated and legally deficient.
It was prepared prior to the enactment of CEQA Guidelines § 15064.3, which mandates the use of Vehicle Miles Traveled (VMT)—not Level of Service (LOS)—as the metric for analyzing transportation impacts under CEQA.

Because the North 40 EIR does not evaluate VMT impacts, it fails to meet current CEQA requirements. Additionally, the transportation assumptions in the North 40 EIR no longer reflect existing or reasonably foreseeable development in the area, rendering its trip projections and mitigation measures obsolete.

3. The Town's Failure to Adopt a Certified Housing Element Triggered Builder's Remedy

The Town failed to adopt a state-certified Housing Element by January 31, 2023, as required by state law. This triggered the Builder's Remedy under the Housing Accountability Act, which limits the Town's ability to deny or condition qualifying housing proposals.

As a result, the Town has received multiple Builder's Remedy applications proposing significantly higher residential densities than those analyzed in either the 2040 General Plan EIR or the North 40 Specific Plan EIR. These applications are clustered primarily along Los Gatos Boulevard, including in proximity to the North 40 project area. The Phase II transportation study fails to account for this fundamental change in development intensity and pattern.

4. The Cumulative Impacts of Builder's Remedy Projects Have Not Been Analyzed

CEQA requires a cumulative impacts analysis under Guidelines § 15130 to evaluate whether a proposed project, when considered together with other foreseeable development, would cause significant environmental effects. The Phase II study fails to analyze or even acknowledge the cumulative impacts of high-density Builder's Remedy projects now pending along Los Gatos Boulevard.

Given the proximity of these projects to North 40 Phase II, their combined impacts on VMT, traffic congestion, and circulation conditions are both foreseeable and substantial. Without this analysis, the Town lacks a legally adequate basis to conclude that the Phase II project will not result in new or more severe transportation impacts than those previously analyzed.

5. Actual Development Exceeds Prior Assumptions and Maximums Established by the North 40 Specific Plan and General Plan EIRs

The actual and proposed development within the North 40 area now substantially exceeds both the assumptions analyzed in the North 40 Specific Plan EIR and 2040 General Plan EIR, as well as the development caps established by the North 40 Specific Plan itself.
The adopted North 40 Specific Plan allows for a maximum of 270 residential units, along with up to 250,000 square feet of office or hotel uses and 400,000 square feet of other commercial uses.

Notably, even the two higher-density alternatives studied in the North 40 Specific Plan EIR evaluated a maximum of only 364 residential units. The current scale of development significantly exceeds the scope of any scenario considered in the environmental review.

Specifically:

Phase I has already delivered 320 residential units and approximately 57,500 square feet of commercial space;
- **Phase II proposes an additional 450 residential units, along with approximately 15,000 square feet of** retail and 3,000 square feet of civic space;
- **A Builder's Remedy application for 14849 Los Gatos Boulevard proposes 117 additional units; and**
- **The remaining undeveloped parcels within the Specific Plan Area, as identified in the Housing Element** site inventory**,** are assumed to accommodate another 103 units.

This results in a cumulative total of 990 residential units proposed or constructed—nearly three times the amount allowed under the Specific Plan and far beyond what was studied in any of the project alternatives.

Neither the North 40 Specific Plan EIR nor the 2040 General Plan EIR evaluated the environmental impacts, particularly transportation and Vehicle Miles Traveled (VMT), of this scale or intensity of development. Because this level of development materially exceeds prior planning assumptions, the Town is required to prepare a subsequent or supplemental EIR under CEQA Guidelines § 15162, with a specific focus on cumulative impacts from nearly 1,000 residential units now planned for the area.

Conclusion:
The Town of Los Gatos cannot rely on either the 2040 General Plan EIR or the North 40 Specific Plan EIR to satisfy its CEQA obligations for the North 40 Phase II project. The repeal of the 2040 Land Use Element; the outdated transportation metrics in the North 40 EIR; the unexamined impacts of the HEOZ; and the pending high-density Builder's Remedy applications clustered along Los Gatos Boulevard each independently necessitate preparation of a subsequent or supplemental EIR under CEQA Guidelines § 15162.

We urge the Town to revise its CEQA approach to ensure full compliance with legal requirements for environmental analysis, transparency, and public review.

Sincerely,

Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town

From: [redacted]
To: Gabrielle Whelan
Cc: Town Manager; Joel Paulson; [redacted]
Subject: Re: Legal Effect of Non-Compliant Housing Element Adopted January 30, 2023
Date: Monday, July 14, 2025 9:04:31 AM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

MEMORANDUM

To: Gabrielle Whelan, Town Attorney
From: Los Gatos Community Alliance
Date: July 13, 2025

Re: Legal Effect of Non-Compliant Housing Element Adopted January 30, 2023, on Development Applications Deemed Complete April 18, 2023, Including Applicability of Government Code § 65589.5(o)

I. Issue

Can a development application deemed complete on April 18, 2023, lawfully rely on the Town's January 30, 2023, adopted housing element, which HCD determined to be out of compliance on April 14, 2023—including through any vesting claims under Government Code § 65589.5(o)?

II. Short Answer

No. A housing element deemed non-compliant by HCD lacks legal effect for purposes of vesting or development consistency. Government Code § 65589.5(o) only permits vesting in "valid" standards—those that were in effect and legally enforceable at the time of application. The April 14, 2023, HCD determination renders the January 30, 2023, element presumptively invalid, barring reliance on it. Under AB 1886 and existing law, this invalidity triggers the builder's remedy, not vested zoning rights based on the defective housing element.

III. Key Facts

- The Town adopted a new housing element on January 30, 2023.
- On April 14, 2023, HCD issued a formal determination that the element was not in substantial compliance with Housing Element Law.
- The development application was deemed complete on April 18, 2023.
- The applicant asserts a vested right based on the adopted but non-compliant element's
- provisions, presumably citing Government Code § 65589.5(o).

IV. Legal Analysis

A. HCD Compliance is Determinative Under State Law

Under California law, an adopted housing element has no legal effect unless it is in substantial compliance with the Housing Element Law. That compliance must be affirmatively determined by HCD. (Gov. Code § 65585(f); see also Fonseca v. City of Gilroy (2007) 148 Cal.App.4th 1174, 1182.) The courts have consistently rejected the doctrine of "self-certification." (See also La Cañada Flintridge v. HCD, 2023.)

Moreover, AB 2023 (effective Jan. 1, 2024) codifies a rebuttable presumption that a non-compliant housing element is invalid for all legal purposes, including zoning consistency and CEQA tiering. This presumption applies retroactively to pending applications that seek to rely on elements found out of compliance by HCD.

B. Vesting Requires a Valid Legal Framework at Time of Application
Under Government Code § 65589.5(o), applicants vest in the "standards and criteria" in effect at the time a complete application is submitted. However, those standards must be lawfully enforceable. The Town's general plan—of which the housing element is a mandatory component—was legally deficient as of April 14, 2023. That deficiency renders the entire general plan internally inconsistent and legally inadequate. (See Lesher Communications, Inc. v. City of Walnut Creek (1990) 52 Cal.3d 531, 544.)

C. Government Code § 65589.55 (AB 1886) Clarifies Applicable Vesting Law
AB 1886, enacted as Government Code § 65589.55, provides: "A housing element or amendment shall be considered in substantial compliance... only if the element or amendment was in substantial compliance, as determined by the department or a court of competent jurisdiction, when a preliminary application... was submitted." (§ 65589.55(a))

"This section does not constitute a change in, but is declaratory of, existing law." (§65589.55(b))

This confirms that a developer cannot rely on a non-compliant housing element to assert vested rights under § 65589.5(o). Because HCD's April 14, 2023, finding applies retroactively to the date of preliminary application, no legal vesting occurred. The correct consequence is that the project qualifies under the builder's remedy, not under the terms of the invalid element.

D. Zoning in Effect at Time of Application Controls Base Density
Given that the Housing Element cannot be relied upon, the Town must fall back on the zoning regulations in effect as of April 18, 2023—which permitted a maximum of 20 dwelling units per acre. This figure governs both consistency determinations and calculations of base density under the State Density Bonus Law (Gov. Code § 65915(f)). Courts and HCD technical assistance letters confirm that density bonus calculations must be grounded in lawfully adopted and enforceable zoning.

E. Conclusion and Recommendations

Because the January 30, 2023, Housing Element was not in substantial compliance at the time of application, it cannot form the basis for vesting, project consistency, or density bonus calculations. The Town must evaluate the application against the prior zoning standards—namely, 20 units per acre—and not any provisions of the invalid element.

Accordingly:

1. The applicant cannot claim vested rights under § 65589.5(o) based on the January 2023 Housing Element.
2. The application should be analyzed under zoning in effect as of April 18, 2023.
3. The applicable base density for the purposes of any density bonus is 20 du/acre.
4. The builder's remedy, rather than vested rights, governs any entitlement claims arising from the Town's lapse in Housing Element compliance.

We respectfully urge the Town to withhold any discretionary action until HCD responds to the pending Technical Assistance Request submitted by the Los Gatos Community Alliance.

We remain available to provide further analysis or assistance as needed.

Sincerely,

Jak Van Nada - in behalf of
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

From: [redacted]
To: Gabrielle Whelan
Cc: Town Manager; Joel Paulson; [redacted]; Matthew Hudes; Mary Badame Town Council; Rob Rennie; Rob Moore; Maria Ristow; [redacted]
Subject: Rebuttal"s to: "FAQs for Alliance questions re Housing Element and North 40 Phase 2"
Date: Friday, August 1, 2025 6:32:21 PM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

To: Gabrielle Whelan, Town Attorney
Cc: Chris Constantin, Town Manager
Members of the Los Gatos Town Council
California Department of Housing and Community Development (HCD)

Rebuttal to FAQ Response 1 – Applicability of the January 30, 2023 Housing Element

The assertion that the January 30, 2023 Housing Element became effective on March 1, 2023, and governs applications submitted thereafter fails to account for critical limitations under state law. A housing element must be in substantial compliance with Housing Element Law to serve as the legal basis for development standards under SB 330 or to rebut a Builder's Remedy application. The California Department of Housing and Community Development (HCD) expressly notified the Town on April 14, 2023—before the North 40 application was deemed complete on April 18—that the Housing Element did not substantially comply with state law.

While Government Code § 65589.5(o) allows vesting based on the general plan and zoning in effect at the time of preliminary application, this presupposes that those standards were legally enforceable. The Town's Housing Element lacked legal effect under Government Code § 65585(f) because it had not been certified and was found noncompliant. Courts and HCD have repeatedly emphasized that noncompliant elements are unenforceable for purposes of denying or regulating Builder's Remedy projects. Accordingly, the North 40 application cannot vest to the increased density in the uncertified January 2023 element and defaults to the baseline of 20 dwelling units per acre.

Rebuttal to FAQ Response 2 – Use of Net Acreage in Density Calculations

The Town's assertion that "gross lot area" means "lot area," which excludes public dedications, contradicts both the plain meaning of the Housing Element and established statutory interpretation principles. The Housing Element defines residential density as based on gross lot area, a term distinct from "lot area" under Town Code § 29.10.020. By conflating these terms, the Town nullifies its own adopted language and improperly reduces the site's capacity.

Moreover, Government Code § 65915(f) defines density in terms of gross residential acreage, not net buildable area, and HCD has confirmed in multiple technical assistance letters (e.g., Watsonville 2022) that gross acreage includes the full legal parcel, without deductions for roads or dedications. State law preempts local definitions where they conflict with Housing Element Law or Density Bonus Law. The Town's reinterpretation undermines the Housing Element's site inventory and artificially suppresses the density allowed under state law.

Rebuttal to FAQ Response 3 – Differing Definitions of Density

The Town's position that different standards apply for Housing Element compliance ("gross lot area") versus state Density Bonus Law ("gross acreage") introduces an unnecessary and impermissible duality. Both statutory frameworks—Housing Element Law and the Density Bonus Law—share a common goal of maximizing residential production. Artificially reducing site capacity in the Housing Element by using a narrower, undefined metric such as "gross lot area" directly contradicts the state's intent and may invalidate the Housing Element inventory under HCD review.

HCD guidance repeatedly emphasizes that methodological consistency is necessary across density calculations to ensure transparent and enforceable RHNA compliance. Deviating from the statewide standard frustrates these objectives and potentially results in site inventories being rejected for undercounting development potential.

Rebuttal to FAQ Response 4 – RHNA and "No Net Loss" Compliance

The FAQ fails to acknowledge the significant shortfall in affordable housing units proposed in the North 40 Phase II project relative to the site's assumptions in the certified Housing Element. The Housing Element assumed 474 total units, including 365 affordable units across all income categories. In contrast, the proposed project includes only approximately 77 affordable units, a reduction of nearly 80% in low- and moderate-income capacity. Under Government Code § 65863 ("No Net Loss"), the Town bears the burden of demonstrating that adequate capacity remains across all income levels. General assertions of adequate sites are insufficient. The Town must specifically identify developable parcels, by income category, that can accommodate the lost capacity within the 6th cycle. If it cannot, it must rezone equivalent sites within 180 days or risk enforcement by HCD or the Attorney General. The Town's failure to assess or disclose these shortfalls in the FAQ undermines the credibility of its RHNA compliance.

Rebuttal to FAQ Response 5 – Vesting to an Uncertified Housing Element

The suggestion that the North 40 project vested to the January 30, 2023 Housing Element simply because it was "adopted" misstates the law. Vesting under SB 330 and Government Code § 65589.5(o) depends not just on timing, but on legal enforceability. A Housing Element that has not been found in substantial compliance with state law by HCD or a court is not enforceable for purposes of denying or regulating Builder's Remedy projects.
The Town cannot pick and choose when to treat the element as enforceable. If the element was noncompliant for Builder's Remedy purposes, it is likewise invalid for vesting development standards under SB 330. To hold otherwise creates a legal contradiction and invites litigation challenging the Town's selective enforcement.

Rebuttal to FAQ Response 6 – Inadequate CEQA Review

While the FAQ acknowledges that an Initial Study is being prepared under CEQA, this step alone is inadequate given the project's scale, policy implications, and departure from what was analyzed in the 2040 General Plan EIR. CEQA requires a Subsequent or Supplemental EIR when new information or substantial changes—such as density changes, increased environmental impacts, or cumulative effects—arise that were not addressed in the prior analysis

Given the concentration of SB 330 and Builder's Remedy projects in Los Gatos and the Town Council's own admission that cumulative impacts must be studied, the Initial Study should be followed by a full EIR to comply with CEQA and avoid piecemealing.

Conclusion

The Town's FAQ attempts to rationalize inconsistencies in how it interprets and applies state housing law, density calculations, and RHNA compliance. However, those interpretations fall short under scrutiny of statutory language, HCD guidance, and legal

precedent. To resolve these disputes, it is essential that the Town seek formal technical assistance from HCD and refrain from advancing or approving development projects that rest on legally questionable assumptions.

Let's not lose site of one of the most important objectives of the Housing Element was to increase the number of affordable units in Los Gatos. Unfortunately, it seems that we are being met with resistance from the Town. We are perplexed in that we seem to be arguing against the very parties whom all wanted more affordable housing early on in the process.

Jak Van Nada -
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

Los Gatos Community Alliance

June 8, 2025

California Department of Housing and Community Development
Attn: Housing Accountability Unit
2020 W. El Camino Avenue
Sacramento, CA 95833

Re: Request for Technical Assistance – North 40 Phase II Project in Town of Los Gatos

Dear Housing Accountability Unit:

On behalf of concerned stakeholders and community members, we respectfully request technical assistance from the California Department of Housing and Community Development (HCD) regarding the proposed North 40 Phase II development project (Architecture and Site Application S-23-031, Subdivision Application M-23-005) located at 14859 Los Gatos Blvd and 16270 Burton Road in the Town of Los Gatos, Santa Clara County.

The North 40 Phase II project is currently under review by the Town, and the first public hearing before the Planning Commission occurred on April 30, 2025. We are requesting this technical assistance to aid the Town in its timely decision-making and ensure proper application of state housing laws.

This request arises due to unresolved legal and policy questions about the project's compliance with state housing laws, including the Housing Accountability Act (HAA), State Density Bonus Law (SDBL), and Government Code Section 65589.5(o). Specifically, we seek clarification on the following six issues:

1. **Applicability of the January 31, 2023 Housing Element**

The applicant contends that the Town's January 31, 2023 Housing Element governs this project because it was formally adopted and in effect when the applicant submitted its preliminary application on April 18, 2023. The applicant cites Government Code § 65589.5(o), which allows housing projects to vest under the ordinances, policies, and standards in effect on the date of the preliminary application.

However, we request HCD's guidance on whether a housing element that had been adopted by the Town but already found noncompliant by HCD prior to the preliminary application date qualifies as an "ordinance, policy, or standard" under Government Code § 65589.5(o) for vesting purposes.

Specifically:

- On April 14, 2023, HCD issued a letter stating that the Town's January 31, 2023 Housing Element did not substantially comply with State Housing Element Law and required revisions.
- The Town submitted multiple revisions in response to HCD's comments.
- On May 3, 2024, HCD issued a letter indicating it would certify the Town's revised Housing Element once adopted.
- The Town adopted a revised Housing Element on June 4, 2024.
- HCD certified the Housing Element on July 10, 2024.

HCD has emphasized that jurisdictions do not have the authority to "self-certify" Housing Elements; state certification is required for legal effect. Because the January 31, 2023 element had already been deemed noncompliant before the preliminary application was submitted, it is unclear whether the project may lawfully rely upon it for purposes of vesting rights.

We therefore request HCD's guidance as to whether the applicant may rely on the noncompliant January 2023 Housing Element, or whether the project must be reviewed under Builder's Remedy provisions due to the lack of a certified element at the time of application.

2. **Applicable Zoning at Time of Application**

The preliminary application was deemed complete on April 18, 2023. At that time, the zoning for the project site was governed by the North 40 Specific Plan (NF-SP), which allowed a maximum density of 20 dwelling units per acre.

In December 2023, the Town adopted a zoning ordinance that amended the Town Code to replace the Affordable Housing Overlay Zone (AHOZ) with a new Housing Element Overlay Zone (HEOZ). The HEOZ included the North 40 Specific Plan area and implemented Housing Element site inventory assumptions allowing higher residential densities.

We seek HCD's technical assistance to determine whether the project may rely on the subsequently adopted HEOZ, or whether Government Code § 65589.5(o) limits the project to the development standards—including density limits—in effect at the time the preliminary application was filed.

3. Status as a Single or Separate Housing Development Under State Law

The project proposes 450 units, but these are divided between two distinct components:

- Grosvenor proposes to develop 383 units (373 market rate and 10 affordable).
- Eden Housing, a separate nonprofit developer, is proposed to construct 67 affordable units on a 1.25-acre parcel that will be donated by Grosvenor.

There is no enforceable agreement between the developers to carry out these projects as a single development. The Eden Housing component is contingent upon securing separate financing and would be independently managed. We request HCD's guidance on whether this constitutes a single integrated housing development under the HAA and SDBL, or whether these must be treated as two separate developments.

This distinction is important because Grosvenor's portion alone falls below the13% affordability threshold for Builder's Remedy and below the minimum affordability needed for SDBL incentives.

4. Use of Net Acreage to Satisfy Minimum Density and Site Capacity

The applicant claims the project meets the Housing Element's minimum density requirement of 30 dwelling units per acre by proposing 450 units on a net acreage of 14.47 acres, which excludes public streets and infrastructure. This results in a claimed density of 31.1 du/ac. However, the actual gross acreage of the site is 15.65 acres, which yields a density of only 28.8 du/ac—below the minimum required.

The adopted Housing Element includes a specific definition of residential density:

- Density. Residential developments are regulated by an allowed density range (minimum and maximum) measured in "dwelling units per acre." Residential density is calculated by dividing the number of housing units on the site (excluding accessory units) by the gross lot area.

This definition mandates the use of gross acreage, not net, for calculating consistency with minimum and maximum density limits.

State law is equally clear. Government Code § 65915(f) provides that base density under the State Density Bonus Law must be calculated using gross acreage. HCD's December 2022 letter to the City of Watsonville further clarifies:

- Gross acreage includes all land owned in fee, including land encumbered by easements for public roads, utilities, or rights-of-way.
- Areas set aside for future infrastructure, easements, slopes, wetlands, or dedications must still be included in the gross acreage calculation.
- Assessor parcel maps are not reliable for this purpose; legal land surveys must be used to capture the full gross parcel.
- Government Code § 65915(r) requires that the SDBL be interpreted liberally in favor of producing the maximum number of housing units.

Applied here:

- Grosvenor proposes 383 units on 14.40 acres = 26.6 du/ac
- Eden Housing proposes 67 units on 1.25 acres = 53.6 du/ac
- Total project = 450 units on 15.65 acres = 28.8 du/ac

The project does not meet the 30 du/ac minimum required by the Housing Element when using the correct gross acreage. We request HCD's determination as to whether the project qualifies as consistent with the Housing Element site inventory and minimum density requirements under applicable law.

5. Compliance with the Town's BMP Ordinance

The applicant claims that it satisfies the Town's Below Market Price (BMP) Ordinance by providing 77 affordable units—67 from Eden Housing and 10 in Grosvenor's portion. However, if the two developments are treated separately, Grosvenor's 373 market-rate units would require 75 BMP units (20%), and only 10 are proposed.

We request HCD's guidance on whether the BMP requirement can be satisfied through off-site or third-party projects not controlled by the applicant, or whether Grosvenor must provide sufficient BMP units within its own development.

6. Land Transfer to Eden Housing and Application of Government Code § 65915(g)

The applicant proposes to donate 1.25 acres to Eden Housing. Government Code § 65915(g) provides a 15% density bonus when land is donated to a city, county, or city and county, under certain conditions. The applicant has not indicated whether the transfer is compliant with § 65915(g), nor has it claimed any bonus under this provision.

We request HCD's interpretation of whether any density bonus is available when land is donated to a nonprofit developer, rather than to a public agency as outlined in § 65915(g).

We respectfully request HCD's assistance in clarifying these points to ensure the Town's review of the project complies with all applicable state housing laws and policies.

Sincerely,

Jak Van Nada -
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

Attachment Below: Supplemental Material for 14859 Los Gatos Blvd and 16270 Burton Road, Los Gatos, Ca. on behalf of Grosvenor Property Americas ("Applicant")

BURKE, WILLIAMS & SORENSEN, LLP
1 Ca forn a Street - Su te 3050
San Franc sco, Ca forn a 94111-5432
vo ce 415.655.8100 - fax 415.655.8099
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March 6, 2025

Jocelyn Shoopman
Senior Planner
Town of Los Gatos
Community Development Department
110 E. Main Street
Los Gatos, CA 95030

Re: Supplemental Material for 14859 Los Gatos Blvd and 16270 Burton Road (APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Ms. Shoopman:

On behalf of Grosvenor Property Americas ("**Applicant**"), we are pleased to submit further updates to our complete application for a development project at 14859 Los Gatos Blvd and 16270 Burton Road ("**Project Site**") in the Town of Los Gatos ("**Town**") to develop 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements (the "**Project**").

The Applicant submitted a complete preliminary application for the Project on April 18, 2023, and followed with its formal development application on September 18, 2023. The Town found the application complete on April 17, 2024. The Town's completeness determination included numerous substantive comments regarding the Project. The Applicant supplemented its complete application in May of 2024, and the Town issued a series of written consistency evaluation letters on July 17, 2024. The Applicant submitted additional information on October 3, 2024, which triggered further comments from the Town on October 30, 2024. The Applicant responded with revisions on November 23, 2024, and the Town provided additional written comments on December 23, 2024. Since then, the Applicant team and the Town staff have had ongoing meetings and exchanged written comments. Based on those discussions we believe that this submittal fully responds to the comments raised by the Town in its December 23, 2024 letters.

March 6, 2025

[redacted]

I. Updated Project Description.

The Applicant proposes the construction of the Project, a mixed-use housing development project that includes 450 homes, 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements located in the North 40 Specific Plan area of the Town.

The Project Site is 15.65 total acres, which includes unbuildable areas, areas planned for open space, and all of the land that will be dedicated to the public for access to the Project's circulation system and public utilities. Excluding the primary backbone public infrastructure and circulation portions of the Project Site that will be dedicated by easement for public use results in a lot area of 14.47 acres, which conservatively includes alleys, open space, and undevelopable land on the Project Site.

The Project Site currently includes eight (8) single family homes, which would be demolished (as anticipated in the previously certified North 40 Specific Plan Environmental Impact Report) and replaced by the Project.

The Town's Housing Element includes the Project Site in its inventory of sites available for housing development that will be affordable to lower income households to accommodate the Town's RHNA. The Housing Element designates the Project Site for residential development at a minimum density of at least 30 dwelling units per acre, and it assumed a development capacity of up to 461 units. The Project proposes 450 dwelling units on a site area of 14.47 acres, resulting in a gross density of 31.1 du/ac, which is consistent with the Housing Element's use and density designations.

The Project's residential program will provide a total of 450 new rental apartments and for-sale and/or rental town homes. Of the 450 total units, the Project will dedicate 77 units as units that will be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code. [redacted] dedicated units will include 67 affordable rental homes available to low and [redacted] income households (in addition to one unit reserved for a manager) on approximately 1.25 acres that will be transferred to an affordable housing developer. Ten additional units dedicated to low-income households will be made available in the Project's mixed-income multi-family building.

The 450 homes are complemented by various resident amenities and community-serving ground floor commercial spaces within the multi-family rental building. The new buildings are arranged around a generously sized central public open space (the "**Meadow**"), open to all and visible from Los Gatos Boulevard along a pedestrian "**Paseo**". The Meadow will feature active uses, landscaping, and an interpretive display that features the existing red barn, that collectively celebrate the Property's agricultural heritage. The Meadow will also include a new public

pavilion, which is designed to be adaptable for a variety of civic, community and/or retail uses for future flexibility.

Adjacent to the public open space, a 2,400 square foot barn-inspired commercial space, Building J, is proposed and envisioned to complement both the Meadow's agrarian theme and the retail uses in Building I. A new 4,800 square foot retail building (Building I) is located closer to Los Gatos Boulevard and is designed to be sub-dividable for multiple tenants and includes generous outdoor dining areas. Building J and Building I are part of approximately 15,000 square feet of commercial space that helps create vibrancy and a sense of place.

The Project includes all necessary access, circulation, streetscape, and landscaping to complement and service the new buildings and to complete relevant sections of the bicycle and pedestrian routes through and around the site. On-site streets will be connected to existing North 40 Phase I streets. The Applicant will dedicate land to the Town to accommodate the future widening of Burton Road and a through-connection between Burton Road and the Project to complete the internal circulation system as anticipated in the North 40 Specific Plan.

II. The Project is Consistent with Applicable Objective Development Standards.

On January 31, 2023, the Town adopted its first version of the Sixth Cycle Housing Element Update, which was adopted and in effect when the Applicant submitted its complete preliminary application. The California Department of Housing and Community Development ("**HCD**") found that the Town's January 31, 2023 Housing Element did not substantially comply with the requirements of state Housing Element law. The Town made numerous revisions to its Housing Element in response to HCD's findings before adopting a substantially compliant Housing Element that HCD certified on July 10, 2024. However, because the Project has a vested right to proceed under the ordinances, policies, and standards in place at the time the Applicant submitted the preliminary application, the January 31, 2023 Housing Element applies. (See Gov. Code § 65589.5(o).)

[redacted] The Project proposes to provide 77 of its 450 dwelling units at rents affordable to lower-income households as defined in Health and Safety Code section 50079.5. Therefore, the Project is "housing for very low, low-, or moderate-income households" as defined in the Housing Accountability Act. (Gov. Code § 65589.5(h)(3).) In addition, as discussed above, the Project is consistent with the Housing Element's land use and density designations. Because the Town identified the Project Site "as suitable or available for very low, low-, or moderate-income households" in its Housing Element, and the Project is consistent with the Housing Element's specified density, the Town may not "disapprove or conditionally approve" the Project, notwithstanding potential inconsistencies with the Town's "zoning ordinance [including the North 40 Specific Plan] and general plan land use designation." (Gov. Code § 65589.5(d)(5)(A).) This means that the Town's Housing Element overrides the North 40 Specific Plan's requirement as applied to the Project.

March 6, 2025

[redacted]

Because the Project provides 77 of its 450 dwelling units as affordable to lower income households, it is eligible for benefits under the State Density Bonus Law, including two concessions/incentives that result in cost reductions and unlimited waivers of development standards necessary to accommodate the Project as proposed. (Gov. Code § 65915(d)(2)(B), (e).) Attachment A to this letter includes a complete enumeration of all requested incentives/concessions and waivers, and the updated Objective Design Standards checklist references such modifications where appropriate.

Finally, the Project complies with the Town's affordability requirements as adopted in the BMP Ordinance (Division 6 of Chapter 29 of the Town Code). Of the Project's 450 total units, 373 units would be rented or sold at market rate. The Town's BMP Ordinance requires that 20 percent of the 373 market rate units – or 75 units – be reserved as affordable housing. The Project exceeds this requirement and will dedicate 77 units (21 percent of the market rate units) as units dedicated to lower income households, as defined in Section 50079.5 of the Health and Safety Code as affordable rents, as defined in Section 50053 of the Health and Safety Code.

Note that because the Project's complete preliminary application was submitted before the Town adopted a Housing Element certified by HCD, the Project is eligible for the Builder's Remedy. This means that Town would be forbidden from denying the Project, even if the Project were not consistent with the Town's standards. Although the Project is eligible for the Builder's Remedy, it is not necessary to invoke the Builder's Remedy here, because the Project complies with the Housing Element and applicable, objective standards as modified via the State Density Bonus Law.

III. Conclusion

With this submittal, the Applicant has responded to each of the Town's substantive, applicable comments provided on December 23, 2024, and during subsequent conversations and meetings with Town staff. Accordingly, we look forward to the Project's Planning Commission hearing in April.

[redacted]

Sincerely,

Eric S. Phillips

Encls.

ATTACHMENT A

14859 Los Gatos Blvd and 16270 Burton Road
(APN 424-07-009, -053, -081, -094, -095, -115, -116, and -052)
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Proposed Density Bonus Concessions, Waivers, and Parking Reductions

Although the Project meets many of the General Plan policies, including the land use and density designated in the Housing Element, and the guidelines of the North 40 Specific Plan, the Applicant seeks incentives or concessions, waivers, and parking reductions pursuant to the State Density Bonus Law (Gov. Code § 65915).

The Project will dedicate 77 of its 450 units to be rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code at a monthly cost that is an affordable rent, as defined in Section 50053 of the Health and Safety Code. Note that this level of affordability equals 21 percent of the Project's market rate units, which exceeds the affordability requirements in the Town's BMP Ordinance. In addition, by providing this level of affordability, the Project is entitled to the following benefits under State Density Bonus Law:

- A density bonus of 30.5% above the otherwise maximum allowable residential density (Gov. Code § 65915(f)(1);
- Two incentives or concessions (Gov. Code § 65915(d)(2)(B); for purposes of the State Density Bonus Law, the terms "incentives" and "concessions" are interchangeable, and this summary will use "concession" going forward);
- Waivers or reductions for "any development standard that will have the effect of physically precluding the construction of a development" that provides enough affordable housing to qualify for the State Bonus Law (Gov. Code § 65915(e)); and
- Minimum parking requirements, inclusive of guest parking and including parking provided in uncovered or tandem spaces, that do not exceed specified ratios. (Gov. Code § 65915(p).)

As detailed below, the Applicant proposes to use the State Density Bonus Law's concessions, [redacted]rs, and parking reduction benefits to allow the development of the Project[redacted]. In addition, the Applicant reserves the right to modify the request to include different or additional concessions and waivers if needed to address additional applicable development standards.

Concessions

1. *Allow residential uses on the ground floor of buildings*. Section 2.5.10c of the North 40 Specific Plan prohibits residential uses on the ground floor of buildings in the Northern District, which covers the Project site. Because the Housing Element designates the Project site as a site that is suitable for very low, low-, or moderate-income households at a residential density of at least 30 du/ac, inconsistency with this zoning standard is not a basis to deny the Project under Government Code section 65589.5(d)(5)(A). Accordingly, we do not believe that this standard is

applicable to the Project. However, to the extent it applies, the Project proponent requests a concession to allow residential uses on the ground floor of buildings.

Although portions of the Project incorporate commercial elements, it is not financially feasible to develop commercial spaces on the ground floor of all the buildings on the Project site. Therefore, eliminating this development standard will result in cost savings to help provide the level of affordability proposed.[1]

2. *Potential Reduction in Private Open Space*. (Townhomes only) The Town adopted "Objective Design Standards for Qualifying Multi-Family and Mixed-Use Residential Development" that applies to multi-family and residential mixed-use developments. Objective Design Standard A.11.1.b requires each ground floor dwelling unit to have a minimum of 120 square feet of usable private recreation space. As currently designed, the Townhomes satisfy this requirement through the provision of private roof decks. However, to reduce construction costs, it may be necessary for the Project to remove some or all of the roof decks before submitting for building permits, which would cause the Project to fall short of the open space standard. Therefore, the Project requests a concession to remove private roof decks from the design at the Applicant's election to result in cost savings to help provide the level of affordability proposed.

Waivers

When considering the following proposed waivers, it is important to remember that "[i]n no case may [the Town] apply any development standard that will have the effect of physically precluding the construction of a development [that qualifies for the State Density Bonus Law] at the densities" allowed and with the requested concessions. (See Gov. Code, § 65915(e)(1).) Cases have confirmed that once a project qualifies for a density bonus, "the law provides a developer with broad discretion to design projects with additional amenities even if doing so would conflict with local development standards." (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 774-75; see also *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347 [waivers must be granted even though redesigning thee project to decrease amenities would reduce the need for waivers].)

1. Increased Maximum Height. Section 2.5.2 of the North 40 Specific Plan and referenced in Policy LU5 sets a maximum building height of 30 feet across the Project site and Section 2.5.7(b) sets a maximum building height of 25 feet for buildings located within 50 feet of Los Gatos Boulevard. The Project requires a waiver to allow the Affordable Multifamily (Building G) units to achieve a maximum height of 63 feet measured from the lowest natural grade to highest roof surface or 61 feet when measured from the proposed grade, and the town home units to achieve a maximum height of 49 feet when measured from the lowest natural grade or 44 feet when measured from lowest proposed grade, and the Mixed-Income Multifamily (Building E) units to achieve a maximum height of 100 feet from when measured from the lowest natural grade to the highest roof surface or approximately 94 feet when measured from the lowest

[1] See HCD Notice of Violation to City of Elk Grove (October 12, 2022), which concludes that allowing residential ground floor development in mixed use areas that otherwise require ground floor commercial uses results in actual and identifiable cost reductions such that refusal to approve a concession would violate the State Density Bonus Law.

proposed grade. It should be noted that Building E is approximately 89 feet when measured from Los Gatos Boulevard and that detailed measurements are included in the updated architectural sheets in the attached revised drawings (Planning Comments 18, 27 and 29). The Specific Plan's development standards do not accommodate the Project's proposed density, which is allowed pursuant to the adopted Housing Element. Increased height is necessary for each proposed building typology to accommodate the proposed unit count and necessary parking facilities across the Project site.[2, 3]

2. Modified Street Sections. Section 4.13.3 of the North 40 Specific Plan defines a 40' road section for Section 6d of North A Street with two 12' drive lanes and two 8' parking lanes. The Project proposes wider sidewalks, bicycle lanes, and reduced lane widths; accommodating all of the proposed facilities in the street would require additional right of way that would reduce the amount of developable area for buildings, resulting in a lower unit count. Therefore, the Project proponent requests a waiver from the required street section dimensions.

3. Deviations from Objective Design Standards. The Project has been designed to comply with as many of the Objective Design Standards as feasible while meeting the unit count called for in the Housing Element; however, to physically fit the Project as designed at the density allowed, the following standards must be waived:

- A.2.1. (100% affordable multifamily housing, townhomes, and commercial buildings only) Short-term bicycle parking cannot be accommodated within 50' of each building entry while maintaining adequate space for residential density and proposed open space. In the alternative, the project distributes bike parking throughout the site to balance even distribution and convenience, while also supporting active community use.
- A.2.2. (100% affordable multifamily housing, mixed-use multifamily, and townhomes) Long-term bicycle parking is provided at one space per unit. To maintain adequate space for residential density and proposed open space, short-term bicycle parking is provided at a ratio of one space per 2,000 square feet of non-residential floor area.
- A.3.4.e. (100% affordable multifamily housing and mixed-use multifamily only) To maintain adequate space for residential density and proposed open space, long-term bicycle spaces are proposed to be accommodated with stacked parking. Although the proposed bicycle racks would not meet the Objective Design Standards' dimensions, a reduction is necessary to provide adequate long-term bicycle parking without reducing the Project's residential density.
- A.5.1. (Commercial building only) The project is designed to prioritize the pedestrian experience and active ground-floor retail uses where the buildings have frontage on C1 Street, D4 Street, and the Pedestrian Paseo, which is proposed as a Project amenity serving the public and future Project residents. It is necessary to locate surface parking

[2] In some cases, the height waivers proposed may exceed the more precise heights shown on the architectural plans. We propose rounding the height up to nearest foot to allow for some variance between the current plans and final construction plans.

[3] See HCD Notice of Violation to City and County of San Francisco (December 29, 2022), which concludes that it is a violation of the State Density Bonus Law to approve a project subject to a condition of approval that the applicant reduce the height proposed as a waiver.

between the buildings and Los Gatos Boulevard, otherwise the Project would need to be redesigned to remove the proposed amenity or reduce its residential density.

- A.6.3, (Mixed-use multifamily only) The multifamily building has a parking structure, and a pedestrian access gate cannot be provided without redesigning the Project and affecting its density. Pedestrians can access the exterior by using an elevator, corridor or stairs.
- A.10.2. (Mixed-use multifamily and townhomes only) The Project requires a new unbroken retaining wall between C5 Street and the neighboring property so long as the adjacent grade remains lower than the Project Site's grade to support development at the permitted density.
- A.11.1.b. (100% affordable multifamily housing and mixed-use multifamily only) The 100% affordable multifamily building cannot accommodate balconies and cannot meet the private open space requirements while maintaining the unit count. The mixed-use multifamily building can accommodate balconies on only 49% of the units (126 units) without reducing Project density.
- A.12.1. (Mixed-use multifamily and commercial buildings only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and future Project residents. Providing 75 percent of any street-facing façade would require a Project redesign to remove the proposed amenity and conflict with its concession request.
- B.1.1. (Townhomes only) The primary street-facing façade of the townhomes complies with B1.1.1b, c, and f. However, since each facade of the townhomes faces a street, depending on siting, it is not possible for the townhomes to comply with the requirement that all street-facing facades incorporate three of the identified design solutions.
- B.1.2. (100% affordable multifamily housing and mixed-use multifamily only) An upper-story setback would reduce the density of the Project.
- B.3.1. (Mixed-use multifamily only) The mixed-use multifamily building (E1) cannot comply with the requirement to install horizontal eave breaks every 40 feet of building façade without redesigning the Project and reducing its density.
- B.4.1. (Townhomes only) Townhomes comply at Front Facade of each building, but redesigning the Project to differentiate the base of the buildings at the Rear/Garage or Side Facades would affect the overall residential capacity by reducing the building form and floor area for the Project's residential uses.
- B.4.3. (100% affordable multifamily housing and townhomes only) The 100% affordable multifamily building (6 points) and the townhomes (14 points) cannot reach 16 points through street-facing façade plan variation while maintaining the unit count.
- B.4.4. (Townhomes only) The Project proposes the Meadow as an amenity serving the public and future Project residents. Townhomes H1 and H2 are designed to face the Meadow rather than the street to activate this project amenity. As a result, the garage doors on these two townhomes exceed 40 percent of the length of the façade; otherwise, the Project would need to be designed to modify the proposed amenity or reduce its residential density.
- B.4.6.b. (Commercial building only) The Project proposes a Paseo to connect Los Gatos Boulevard to the Meadow, which would house the ground floor retail consistent with the Project's first concession request and serve as a Project amenity serving the public and

future Project residents. To activate the Paseo and accommodate the design of this Project amenity consistent with the Project's concession request, the commercial buildings deviate from the façade requirements.

- B.4.10. (Townhome F3 only) Townhome B3 is adjacent to a single-family [redacted] be designed to set back five additional feet from the façade plan of the lower floor without reducing the project's residential development capacity.
- B.4.11. (Mixed-use multifamily building and townhomes only) The mixed-use multifamily building's balconies extend into the airspace beyond the building footprint, as does the balcony for Townhome F3. This encroachment must be allowed to accommodate the project's residential density and open space amenities.
- B.4.13. (Mixed-use multifamily building only) The mixed-use multifamily building (E1) cannot comply with the façade requirement without redesigning the Project and reducing its density.

4. BMP Program Standards. As noted above, because the Project is consistent with the Housing Element's designated density for the Property and because it reserves 77 of its units as affordable to lower income households, the Housing Accountability Act prohibits the Town from denying the Project based on inconsistencies with zoning standards, including the Town's BMP Program. However, to the extent applicable, we request a waiver from the BMP Program requirement to provide affordable units proportionately in the same unit type mix as the market rate units and to have the units be dispersed throughout the Property. Because the Project would involve a partnership with a non-profit developer to provide affordable housing units using tax credits and other financing mechanisms that require the affordable units be consolidated, compliance with the BMP Program requirements would physically preclude development of the Project. Likewise, requiring larger affordable units would result in few units per building, reducing the Project's density.

Parking Reductions

Consistent with the standards established in subdivision (p) of Government Code section 65915, the Applicant proposes that the mixed-use multifamily housing building and the townhomes be subject to the following minimum parking ratios, inclusive of guest parking:

- Zero to one bedroom: one onsite parking space;
- Two to three bedrooms: one and one-half onsite parking spaces; and
- Four and more bedrooms: two and one-half parking spaces.

Note that the 100% affordable multifamily housing building complies with the Town's parking standards, which require less parking than the State Density Bonus Law. Therefore, this portion of the request is not applicable to the affordable housing component of the Project.

From: [redacted]
To: Town Manager
Cc: Matthew Hudes; Gabrielle Whelan; Joel Paulson
Subject: Requesting Technical Assistance from HCD
Date: Monday, June 9, 2025 4:44:15 PM
Attachments: Request for Technical Assistance - North 40 Phase II Project Final to HCD June 9 2025.pdf

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[EXTERNAL SENDER]

Today we filed a request for technical assistance from HCD regarding a number of outstanding policy and legal issues arising from the North 40 Phase II development application. We have previously suggested the Town seek technical assistance from HCD for a number of these issues but to our knowledge no requests have been made. Additionally we have asked the Town for clarification regarding these issues but never received a reply. Given the importance of this development application, asking HCD for technical assistance seemed extremely prudent.

We are providing you a copy of the request for your files.

Thank you

Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

From: [redacted]
To: Gabrielle Whelan
Cc: Town Manager; Joel Paulson; [redacted]
Subject: Subject: Urgent Clarification Required on Critical Issues from Our 7/8/25 Meeting
Date: Monday, July 14, 2025 8:40:58 AM
Attachments: image.png

[EXTERNAL SENDER]

LOS GATOS COMMUNITY ALLIANCE

Dear Gabrielle,

We appreciate the opportunity to engage in a productive discussion during our recent meeting. However, significant unresolved concerns regarding legal compliance and procedural integrity necessitate further clarification to prevent serious risks to the Town's housing obligations and potential legal challenges.

We respectfully request your prompt attention to the following issues raised during our meeting, each of which carries substantial implications for the Town's compliance with state housing law and the integrity of the current project.

1. **Use of Net Acreage in Housing Element (HE) Compliance**
You indicated that, despite the HE explicitly defining "density" based on "gross lot area," the Town's zoning code permits the use of "net lot area" to determine HE compliance. This apparent prioritization of the zoning code over the HE's clear definition raises serious concerns about legal consistency. Could you provide the precise statutory or legal authority justifying this deviation from the HE's defined term? Additionally, please identify the specific zoning code section governing this calculation. The HE's unambiguous reliance on "gross lot area" suggests that using "net lot area" undermines the HE's intent and may expose the Town to legal scrutiny for non-compliance with state housing requirements.

2. **Inconsistency in Density Computation Between HE and SDBL**
A glaring inconsistency exists in the applicant's approach to density calculations, which threatens the project's compliance with both the HE and the State Density Bonus Law (SDBL). The applicant proposes using "net acreage" for HE compliance, aligning with the Town's zoning code, while relying on "gross acreage" for SDBL calculations, as permitted under Government Code Section 65915(f)(1). This contradictory methodology directly conflicts with guidance from the California Department of Housing and Community Development (HCD). Specifically, HCD's technical assistance letter to the City of Agoura Hills dated July 26, 2023, unequivocally mandates the use of "gross acreage" for determining base density. By adopting divergent metrics—net acreage for HE and gross acreage for SDBL—the Town risks establishing a legally indefensible framework that could invalidate project approvals and invite litigation. Could you explain the Town's rationale for tolerating this inconsistency and its divergence from HCD's clear directive? To safeguard compliance and avoid legal jeopardy, must density not be uniformly calculated using gross acreage, as HCD recommends, for both HE and SDBL purposes?

3. **Impact on HE Site Inventory and RHNA Obligations**
The use of "net lot area" for HE compliance significantly reduces the developable land in the HE site inventory, jeopardizing the Town's ability to meet its 6th Cycle Regional Housing Needs Allocation (RHNA). This approach may trigger "net loss" provisions under state law, as outlined in Government Code Section 65583.2, due to insufficient land capacity to accommodate required housing units. Could you confirm whether this methodology jeopardizes RHNA compliance and, if so, detail the potential consequences for the certified HE, including decertification or mandatory corrective actions? Failure to address this issue could undermine

the Town's housing obligations and erode public trust in its planning process.

4. **Reliance on the January 31, 2023 Housing Element**
The Town's continued reliance on the January 31, 2023 HE is deeply problematic and exposes the project to significant legal risks. HCD's letter dated April 14, 2023, explicitly found the HE non-compliant with state housing law, highlighting that Program D of the North 40 Specific Plan fails to commit to a minimum density. The determination of the N 40 Phase II minimum density is central to our concern. Furthermore, the Town Council's adoption findings lack substantial evidence and appear flawed, while HCD's March 16, 2023 memo prohibits local jurisdictions from self-certifying their housing elements. Notably, HCD's April 14, 2023 findings predate the N40 application's completion on April 18, 2023, amplifying their relevance. Approving development under this non-compliant HE, which has undergone material subsequent changes, invites third-party legal challenges that could halt the project and incur significant costs. To mitigate these risks, we strongly urge the Town to suspend action until HCD provides technical assistance to resolve these deficiencies.

5. **CEQA Review Approach**
Substantial changes in circumstances and new information, unaddressed in the 2040 General Plan EIR or the N40 Specific Plan EIR, cast doubt on the validity of relying on these documents for CEQA compliance. This gap risks violating CEQA's requirement for a thorough environmental review, potentially exposing the project to further legal challenges. Could you detail the Town's strategy for ensuring full CEQA compliance, including whether a supplemental or subsequent EIR will be prepared to address these new conditions?

We value your expertise and commitment to addressing these concerns. To avert third-party legal challenges, project delays, and potential non-compliance with state housing mandates, we strongly urge the Town to refrain from taking action until HCD provides technical assistance to resolve these critical issues.

Jak Van Nada In Behalf Of:
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

From: [redacted]
To: [redacted]
Cc: [redacted]; Town Manager; Gabrielle Whelan; Joel Paulson; [redacted]; Matthew Hudes
Subject: Subject: Urgent Request for Technical Assistance – North 40 Phase II (Los Gatos)
Date: Monday, July 28, 2025 8:38:59 PM
Attachments: image.png

[EXTERNAL SENDER]

To: [redacted]
From: Jak Vannada, Los Gatos Community Alliance
Date: July 28, 2025

Email – Urgent Request for Technical Assistance

Dear Mr. Ying,

On behalf of the Los Gatos Community Alliance (LGCA), I write to urgently follow up on our June 24, 2025 request for technical assistance regarding the North 40 Phase II project— a proposed 450-unit mixed-use development currently pending before the Town of Los Gatos. Our request raises critical legal questions under the Housing Accountability Act (HAA), State Density Bonus Law (SDBL), and the Permit Streamlining Act (PSA). These issues are essential for ensuring lawful and informed decision-making by the Town's Planning Commission.

HCD's Consolidation of LGCA's Request

We understand from HCD's June 26, 2025 response that our request was consolidated into Case No. HAU 1928, which was initiated by Grosvenor Property Americas through its attorney, Eric Phillips. While we appreciate the acknowledgment, we are concerned that:

- - HCD's own response admits "the subject matter... is not exactly the same,"
- - Yet no direct response has been issued to LGCA's specific legal concerns, and
- - Without a written reply, critical guidance is being withheld from both the community and
- - the Planning Commission.

Timing Concerns

We have learned that HCD does not plan to respond to LGCA's request until after the Planning Commission's next meeting, currently expected in late August. This raises serious questions:

How can the Planning Commission fairly and lawfully evaluate the application if HCD withholds technical guidance until after a vote is taken?

Proceeding without state-level clarification risks a legally flawed decision and increases the likelihood of litigation, which in turn would delay housing production—contrary to HCD's mission.

Hearing Limit and Process Breakdown

Per Government Code § 65905.5, the Town is limited to five public hearings for this project. One hearing has already occurred, even though:

- - The staff report was incomplete,
- - The independent nature of the Eden Housing component was not adequately addressed, and
- - The report contained non-CEQA-compliant analysis.

Holding a second hearing without full legal clarity from HCD imposes an unnecessary burden on both the Commission and the public.

Apparent Inequity in HCD Response Times

By contrast, we note that HCD responded promptly and in detail to a technical assistance request submitted by Arielle Harris (Cox Castle) on behalf of SummerHill Homes for the Saratoga Road Project—a smaller, 155-unit development. That response was issued just over four months after the request and addressed narrower PSA and SDBL questions. LGCA's request is similarly grounded, timely, and highly relevant. It deserves the same level of attention and transparency.

Our Request

We respectfully urge HCD to issue a separate, written response to LGCA's June 24, 2025 request in advance of the next Planning Commission hearing.
This is essential to:

- - Ensure legal compliance with state housing laws
- - Promote transparent and informed public review
- - Avoid unnecessary litigation and delays in housing production

Sincerely,

Jak Van Nada
Los Gatos Community Alliance

From: [redacted]
To: Gabrielle Whelan
Cc: [redacted]; Town Manager; Matthew Hudes; [redacted] Joel Paulson
Subject: Unequal Treatment of North 40 Phase II Projects – Luxe vs. Grosvenor
Date: Sunday, September 14, 2025 9:03:59 AM
Attachments: image.png

[EXTERNAL SENDER]

September 13, 2025

Re: Unequal Treatment of North 40 Phase II Projects – Luxe vs. Grosvenor

Dear Ms. Whelan:

The Los Gatos Community Alliance (LGCA) is concerned about the inconsistent treatment of two housing projects in the North 40 Phase II Specific Plan Area:

1. The Luxe Builder's Remedy project at 14849 Los Gatos Boulevard; and
2. The Grosvenor project at 14859 Los Gatos Boulevard and 16270 Burton Road.

This disparity involves differing baseline density standards and uneven application of the Builder's Remedy, risking non-compliance with state law and public trust in the planning process.

1. Application Timing and Housing Element Status

Preliminary application dates determine vesting rights and Builder's Remedy eligibility:

- Luxe Project: Preliminary application submitted September 13, 2023, invoking Builder's Remedy.
- Grosvenor Project: Preliminary application deemed submitted April 17, 2023, under SB 330; formal application submitted September 18, 2023, and deemed complete April 17, 2024.

Both applications preceded the Housing Element's certification on July 10, 2024. As the January 30, 2023, Housing Element was uncertified (per HCD's April 14, 2023, letter), it lacked legal effect under Government Code §§ 65589.5(d)(5) and 65589.5(o), as affirmed in *California Renters Legal Advocacy and Education Fund v. City of San Mateo* (2021) 68 Cal.App.5th 820. Thus, both projects vested under the North 40 Specific Plan's baseline zoning during non-compliance.

1. Inconsistent Baseline Density and Acreage Calculations

The Town has applied divergent standards:

- Luxe Project: Correctly evaluated at 20 dwelling units per acre (du/ac) per Town Code § 29.80.510(6)(b), Table 1B, for C1-HEOZ zoning, using gross acreage consistent with the Housing Element site inventory
- Grosvenor Project: Claims a 30 du/ac baseline, citing the uncertified Housing Element, and uses net acreage

(14.47 acres) to calculate 31.1 du/ac for 450 units. The proper density is 28.7 du/ac when using gross acreage (450 ÷ 15.65) as called for by the certified Housing Element.

As both projects vested during non-certification, the baseline must be 20 du/ac. While net acreage may be permissible under local zoning, HCD's site inventory methodology requires gross acreage for consistency. Grosvenor's reliance on a higher baseline and net acreage creates unequal treatment.

1. Builder's Remedy Application

The Town recognizes Luxe as a Builder's Remedy project, allowing zoning flexibility for qualifying affordable projects under Government Code § 65589.5. Grosvenor, however, proceeds under the North 40 Plan without invoking Builder's Remedy, relying on an inapplicable Housing Element density. This disparity is arbitrary, as both projects vested during non-compliance and must adhere to the same zoning baseline unless qualifying for Builder's Remedy or density bonuses under Government Code § 65915.

1. Requested Action

To ensure compliance with state law, LGCA requests that the Town:

1. Confirm both projects use the 20 du/ac baseline under Town Code § 29.80.510(6)(b), Table 1B, and gross acreage for density calculations, consistent with HCD methodology.

2. Apply Builder's Remedy uniformly to qualifying projects, per Government Code § 65589.5.

Addressing these inconsistencies will mitigate risks of HCD enforcement or litigation and uphold fair planning processes. LGCA requests a written response clarifying the Town's position before further project advancement.

Respectfully submitted,

Jak Van Nada -
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 10/29/2025

ITEM NO: 1

ADDENDUM

DATE: October 27, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR, as Applicable. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 27 includes public comments received between 11:01 a.m., Friday, October 24, 2025, and 11:00 a.m., Monday, October 27, 2025.

EXHIBITS:

Previously Received with the April 30, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Previously Received with the April 30, 2025, Addendum Report:

17. Public Comments Received Between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

Previously Received with the April 30, 2025, Desk Item Report:

19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
20. Additional Correspondence from the Applicant

Previously Received with the October 24, 2025, Staff Report:

21. Final Initial Study – September 2025
    (available online at https://www.losgatosca.gov/N40II_FinalInitialStudy)
22. Required Findings and Considerations
23. Recommended Conditions of Approval
24. Revised Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
25. Revised Objective Design Standards Checklist
26. Public Comments Received Between 11:01 a.m., Wednesday, April 30, 2025, and 11:00 a.m., Friday, October 24, 2025

Received with this Addendum Report:

27. Public Comments Received Between 11:01 a.m., Friday, October 24, 2025, and 11:00 a.m., Monday, October 27, 2025.

From: [redacted]
Sent: Monday, October 27, 2025 10:16 AM
To: Clerk <Clerk@losgatosca.gov>
Subject: Fwd: Emergency Request for Immediate Technical Assistance

[EXTERNAL SENDER]
Dear Ms Wood,

Please forward this email copy to the Planning Commission for their 10/29 meeting.

Thank You,

Jak Vannada

---------- Forwarded message ---------
From: [redacted]
Date: Mon, Oct 27, 2025 at 9:58 AM
Subject: Emergency Request for Immediate Technical Assistance
To: Ying, David@[redacted]
Cc: Gustavo velasquez [redacted], Mayor Matthew Hudes Town Council <mhudes@losgatosca.gov>, Chris Constantin <manager@losgatosca.gov>, Gabrielle Whelan <GWhelan@losgatosca.gov>, Barbara Kautz [redacted]

Due to formatting issues I am having with email, I put this letter into .pdf format to make it easier to read. Please see attached.

Jak Van Nada -
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

EXHIBIT 27

LOS GATOS COMMUNITY ALLIANCE

October 26, 2025

David Ying [redacted]
Department of Housing and Community Development (HCD)
2020 West El Camino Avenue
Sacramento, CA 95833

CC: Mr. Gustavo Velasquez, Director HCD, Mayor Matthew Hudes, Town Manager Chris Constantin, Town Attorney Gabrielle Whelan; Barbara Kautz, Goldfarb Lipman

Re: Emergency Request for Immediate Technical Assistance – Town Attorney's Directive to Apply Density Standards from a Rejected Housing Element

Dear Mr. Ying:

HCD's immediate intervention is required. In my October 13, 2025 email to Town Attorney Gabrielle Whelan (see attached), she directed the Planning Commission to apply the 30 units/acre density standard from the January 30, 2023 Housing Element—which HCD found non-compliant on April 14, 2023—to the October 29 review of the North 40 applications.

This directive is contrary to controlling authority, including California Renters Legal Advocacy & Education Fund v. City of San Mateo (2021) 68 Cal.App.5th 820, 831–832, which holds that a noncompliant Housing Element has no legal effect for purposes of the Housing Accountability Act (HAA). See also Gov. Code §§ 65585(b), (h).

I. The Town Attorney's Directive Is Legally Invalid
Attorney Whelan's email (attached) asserts:

- The project "should be evaluated against the 30 units/acre standard, because it vested after the Town's adoption of the January 30, 2023 Housing Element."
- The Builder's Remedy density is "125 units/acre (3 × 30 + 35)."
- Grosvenor "elected to be reviewed under the density range allowed by the Housing Element."
- Each assertion depends on the premise that the January 30, 2023, Housing Element remained legally operative despite HCD's explicit finding of noncompliance on April 14, 2023. This directly conflicts with California Renters, which held that a noncompliant element lacks legal force for HAA purposes until certified by HCD.

II. Immediate HCD Action Is Required – Delay Will Entrench Legal Error

HCD previously indicated it could wait to provide assistance until after the Planning Commission meeting. That is untenable because:

1. Statutory Hearing Limits – Gov. Code § 65589.5(o) restricts continuances. Hearings held under erroneous legal assumptions cannot be undone.
2. Administrative Record Prejudice – Findings adopting the 30 du/ac standard or 125 du/ac Builder's Remedy calculation will become embedded in the record and later constrain judicial review.
3. Proactive Duty Under § 65585(g) – HCD must prevent violations, not merely comment after the Commission makes determinations based on invalid standards.

III. Legal Errors Embedded in the Town Attorney's Position

A. Misstated "Election" Between Housing Element and Baseline Zoning

The HAA allows applicants to elect between statutory versions of § 65589.5 (Gov. Code § 65589.5(f)(7)(A)), not between legally invalid Housing Element densities and baseline zoning. Baseline zoning for both North 40 projects is 20 du/ac under the North 40 Specific Plan/HEOZ zoning (Town Code § 9.80.510(6)(b)). Allowing Grosvenor to use a rejected element while holding others to baseline zoning creates inconsistent, unequal treatment in violation of Gov. Code § 65589.5(d)(1).

B. Builder's Remedy Density Is Miscalculated

The Town attorney's formula—(3 × 30) + 35 = 125 du/ac—assumes a 30 du/ac baseline. Correct baseline zoning is 20 du/ac, resulting in: (3 × 20) + 35 = 95 du/ac

Nothing in the HAA authorizes Builder's Remedy projects to use densities from a noncompliant Housing Element.

C. Invalid Reliance on Site Inventory for "Suitability"

The Town asserts the North 40 sites were "identified as suitable" under Gov. Code §65589.5(d)(5)(A) because they appear in the rejected January 2023 inventory. This is legally unsound:

- Gov. Code § 65583.2 requires the inventory to be in a compliant Housing Element.
- San Franciscans for Livable Neighborhoods v. City and County of San Francisco (2018) 26 Cal.App.5th 596, 657–658 confirms that Housing Element inventories lacking HCD certification are not legally operative.

IV. Concrete Harm if HCD Does Not Act Before October 29 Hearing

If HCD remains silent, the Planning Commission will:

- Make findings that the 2023 Housing Element “allowed 30 du/ac” despite having no legal effect
- Use 125 du/ac instead of 95 du/ac to calculate Builder’s Remedy density;
- Accept a false “election” theory available only to Grosvenor;
- Treat a rejected site inventory as establishing suitability.

V. Requested Immediate HCD Action

HCD must provide written technical assistance confirming:

1. The January 30, 2023 Housing Element had no legal effect from April 14, 2023 until certification in June 2024;
2. The 30 du/ac standard cannot be used for vesting, Builder’s Remedy calculations, site suitability, or applicant “elections”
3. Correct baseline density for North 40 is 20 du/ac
4. Builder’s Remedy density is 95 du/ac, not 125 du/ac
5. The rejected inventory cannot establish § 65589.5(d)(5)(A) site suitability
6. Attorney Whelan’s directive conflicts with California Renters and Gov. Code §§ 65585 and 65589.5.

Respectfully

Jak Van Nada -
Los Gatos Community Alliance
Facts Matter; Transparency Matters; Honesty Matters
www.lgca.town
[redacted]

TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 10/29/2025

ITEM NO: 1

ADDENDUM 2

DATE: October 28, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR, as Applicable. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 28 includes public comments received between 11:01 a.m., Monday, October 27, 2025, and 11:00 a.m., Tuesday, October 28, 2025.

EXHIBITS:

Previously Received with the April 30, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report
4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
10. Transportation Analysis Report
11. Development Plans, Part 1
12. Development Plans, Part 2
13. Development Plans, Part 3
14. Development Plans, Parts 4 through 6
15. Development Plans, Parts 7 through 9
16. Development Plans, Parts 10 through 11

Previously Received with the April 30, 2025, Addendum Report:

17. Public Comments Received Between 11:01 a.m., Friday, April 25, 2025, and 11:00 a.m., Tuesday, April 29, 2025
18. Full Transportation Analysis Report

Previously Received with the April 30, 2025, Desk Item Report:

19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
20. Additional Correspondence from the Applicant

Previously Received with the October 24, 2025, Staff Report:

21. Final Initial Study – September 2025
    (available online at https://www.losgatosca.gov/N40II_FinalInitialStudy)
22. Required Findings and Considerations
23. Recommended Conditions of Approval
24. Revised Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
25. Revised Objective Design Standards Checklist
26. Public Comments Received Between 11:01 a.m., Wednesday, April 30, 2025, and 11:00 a.m., Friday, October 24, 2025

Previously Received with the October 27, 2025, Addendum Report:

27. Public Comments Received Between 11:01 a.m., Friday, October 24, 2025, and 11:00 a.m., Monday, October 27, 2025.

Received with this Addendum Report:

28. Public Comments Received Between 11:01 a.m., Monday, October 27, 2025, and 11:00 a.m., Tuesday, October 28, 2025.

From: Kristine McCann [redacted]
Sent: Monday, October 27, 2025 12:50 PM
To: Planning <Planning@losgatosca.gov>
Subject: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

[EXTERNAL SENDER]
Letter of Support.

Thanks,
Kris McCann

Kris McCann, Executive Director
Bay Area Housing Corporation
101 Church Street, #4
Los Gatos, CA. 95030
[redacted]
www.BAHC1.org

October 27, 2025 Via email: planning@losgatosca.gov

Re: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

Dear Planning Commissioners,

I am writing on behalf of Bay Area Housing Corp. (BAHC) to express my strong support for the North 40 Phase II Development to respectfully urge the Commission to approve this project so it can move forward without delay.

As a long-time Los Gatos resident and parent of a daughter with cerebral palsy who progressed through our local school system, I've witnessed firsthand the critical importance of inclusive, affordable housing in our community. My daughter's journey through Blossom Hill, Fischer, and Los Gatos High School demonstrated not just the welcoming spirit of our town, but also highlighted a pressing challenge: the need for accessible, affordable housing that allows people with intellectual and developmental disabilities (I/DD) to remain in the community they call home.

For two decades, I've served as the Executive Director of BAHC in Los Gatos, building upon my earlier work as the founding Executive Director of Housing Choices Coalition. Through these roles, I've gained deep insight into both the challenges and solutions surrounding affordable housing. The partnership between Housing Choices Coalition and Eden Housing, which secures set-aside units for individuals with I/DD in the North 40 Phase II Development, represents exactly the kind of innovative approach our community needs.

North 40 Phase II will provide much needed affordable housing, with 25% of the units designated for individuals with intellectual and developmental disabilities who receive services from San Andreas Regional Center, the state funded Agency.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future. I urge the Planning Commission to approve this development and allow it to move forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Kristine McCann

Bay Area Housing Corporation
101 Church Street
Suite 4
Los Gatos, CA 95030
[redacted]
[redacted]1.org

From: Lucas, Jennifer@SCDD [redacted]
Sent: Monday, October 27, 2025 1:32 PM
To: Planning <Planning@losgatosca.gov>
Cc: Lucas, Jennifer@SCDD [redacted]
Subject: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

[EXTERNAL SENDER]

Good afternoon,

I've attached my letter of support for the North 40 Phase 2 housing development.

Please don't hesitate to reach out with any questions.

Respectfully,

Jennifer Lucas (she/her)

Manager, Central Coast Office

State Council on Developmental Disabilities

[redacted]

www.scdd.ca.gov

Have a problem or concern with a Medicaid-funded service? Let us know on our Medicaid Watch portal!
Medicaid Watch: https://bit.ly/SCDDMedicaidWatch

Stay informed and sign up for our newsletter!

CALIFORNIA SCDD
State Council on Developmental Disabilities

STATE OF CALIFORNIA
Gavin Newsom, Governor

• website • www.scdd.ca.gov • email • centralcoast@scdd.ca.gov

2580 N First Street, Suite 240
San Jose, CA 95131
[redacted]

October 27, 2025

Los Gatos Planning Commission
110 E. Main St.
Los Gatos, CA 95030
Via email to: planning@losgatosca.gov

Re: October 29,2025 Special Meeting Public Comment: North 40 Phase II

Dear Planning Commissioners,

On behalf of the Central Coast Office of the California State Council on Developmental Disabilities (SCDD), I am writing to express our continued enthusiastic support for the North 40 Phase II Development and to respectfully urge the Commission to approve this project so it can move forward without delay.

This project represents an important opportunity for Los Gatos to make good on its long-standing commitment to create housing for residents of all income levels and abilities. The plan includes 91 affordable homes, with roughly one-quarter of those units reserved for adults with intellectual and developmental disabilities (IDD) who receive services through San Andreas Regional Center. That level of inclusion is rare and demonstrates real progress toward building a more equitable and compassionate community.

The State Council on Developmental Disabilities (SCDD) is an independent state agency established under state and federal law (the Lanterman Act and the Developmental Disabilities Assistance and Bill of Rights Act) to promote policies and practices that advance self-determination, inclusion, and independence for Californians with developmental disabilities. Access to safe, affordable, and community-based housing is one of SCDD's top policy priorities, as it is essential to achieving these goals. SCDD works to remove systemic barriers to housing, support local planning efforts that promote inclusion, and ensure compliance with civil rights protections such as the Americans with Disabilities Act (ADA) and California's Lanterman Act, which guarantee the right to live in the least restrictive, community-based setting possible.

Eden Housing, a mission-driven affordable housing developer, has already demonstrated success with the completion of Phase I and brings a strong record of collaboration with local partners like Housing Choices, a San Andreas Regional Center vendor. In Phase II, residents with

IDD will receive on-site housing stability support through Housing Choices, complementing the individualized services they already receive, such as Supported Living Services or Independent Living Services.

Approving this project also keeps Los Gatos in alignment with its Housing Element goals and with state housing laws such as SB 330, which require local jurisdictions to plan for inclusive, affordable housing. Every unit built in this development represents progress toward Los Gatos' long-standing Housing Element and fair-housing goals. Moving forward now helps ensure Los Gatos maintains local control while fulfilling its legal and moral obligation to provide housing opportunities for all residents, including those with disabilities.

The need for these homes is urgent. Many adults with developmental disabilities live with aging parents who worry about what will happen when they can no longer provide care. Locally, the Los Gatos Union High School District's post-secondary transition program serves about 30 students with disabilities each year, many of whom face limited housing options once they graduate. The North 40 Phase II project offers a real and immediate path toward stability and belonging.

Every delay adds cost and risk for individuals and families waiting for these opportunities. Timely approval will keep the project feasible and reaffirm Los Gatos' values of inclusion, compassion, and community.

Thank you for your leadership and commitment to ensuring that Los Gatos remains a place where all people can live and thrive.

Sincerely,

Jennifer Lucas
Regional Manager, Central Coast Office
CA State Council on Developmental Disabilities
2580 N. First Street, Ste. 240
San Jose, CA 95131
[redacted]

From: Vivian Chung [redacted]
Sent: Monday, October 27, 2025 4:17 PM
To: Planning <Planning@losgatosca.gov>
Subject: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

[EXTERNAL SENDER]
Dear Sir/Madam,

Please find the attached Supporting Letter to the Noth 40 Phase 2 project.

Thank you very much.

Regards,
Vivian Chung
South Bay Program Director
Friends of Children with Special Needs
1029 S. Bascom Ave, San Jose, CA 95128
[redacted]
Website: https://fcsn1996.org/
Careers: https://fcsn1996.bamboohr.com/careers

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Friends of Children with Special Needs
華人特殊兒童之友
2300 Peralta Blvd., Fremont, CA 94536
1029 S. Bascom Ave., San Jose, CA 95128
42080 Osgood Rd, Fremont, CA 94538

10/27/2025 **Via email: planning@losgatosca.gov**

Re: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

Dear Planning Commissioners,

I am writing on behalf of Friends of Children with Special Needs to express my strong support for the North 40 Phase II Development, to respectfully urge the Commission to approve this project so it can move forward without delay.

North 40 Phase II will provide much-needed affordable housing, with 25% of the units designated for individuals with intellectual and developmental disabilities who receive services from San Andreas Regional Center, the state funded Agency.

We have many individuals with special needs whose parents are aging and increasingly unable to care for them, yet these individuals are unable to move out of their family homes because they simply cannot afford the high cost of rent. Without access to affordable and supportive housing options, they face the very real risk of instability and displacement once their primary caregivers are no longer able to provide for them. Inclusive housing developments like North 40 Phase II offer a critical solution to this growing need.

This proposal fulfills what was envisioned in the Housing Element and delivers exactly what was approved. The affordable housing component will be a pad-ready, environmentally safe, and well-prepared site for construction. Eden Housing is a trusted, mission-driven developer with a long history of success in creating inclusive affordable housing in partnership with nonprofits like Housing Choices and has already demonstrated its commitment to quality through the timely completion of Phase 1. Flexibility and timely approval will ensure that this second phase can begin quickly and efficiently.

The inclusion of at least 17 units (25%) for individuals with IDD is especially important and critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

The project also achieves very low affordability levels, meets the density requirement of 30 units per acre, and will bring residents into a walkable, mixed-income, mixed-use neighborhood with access to transit, outdoor spaces, and community amenities.

Every delay adds unnecessary cost and puts families waiting for homes at greater risk of being priced out. Mov forward now keeps the project feasible and ensures Los Gatos continues to be a welcoming and inclusive town for people of all abilities.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future. I urge the Planning Commission to approve this development and allow it to move forward.

Thank you for your commitment in addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Vivian Chung
South Bay Living Services Director

From: Alex Kamas [redacted]
Sent: Monday, October 27, 2025 6:24 PM
To: Planning <Planning@losgatosca.gov>
Subject: Public Comment Item #1

[EXTERNAL SENDER]
Hello,

I'm a resident of Los Gatos who lives near the proposed North 40 Phase II development. I am strongly in favor of this development and am asking the Planning Commission to approve it.

This is exactly the kind of housing that Los Gatos needs in order to meet our housing goals and to address our housing crisis. I'm excited that we are going to get more neighbors and that the Los Gatos Union School District will get more students. Since 2015, LGUSD has lost a 1/5th of its total enrollment numbers. This spring, Van Meter had 161 fewer students than it did in spring of 2015. If that rate continues, we are seriously at risk of having to close elementary schools.

Approving this project means that those risks will be mitigated and growing families will be able to have more choices of where to live. Please vote to approve this project.

-Alex Kamas

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TOWN OF LOS GATOS
PLANNING COMMISSION
REPORT

MEETING DATE: 10/29/2025

ITEM NO: 1

DESK ITEM

DATE: October 29, 2025

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider a Request to Construct a Mixed-Use Residential Development (450 Units), a Vesting Tentative Map, Site Improvements Requiring a Grading Permit, and Removal of Large Protected Trees Under Senate Bill 330 (SB 330) on Property Zoned North Forty Specific Plan: Housing Element Overlay Zone. **Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116.** APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning Since the Proposed Project's Environmental Impacts were Adequately Addressed in the 2040 General Plan EIR, as Applicable. Property Owner: Yuki Farms LLC. Applicant: Grosvenor Property Americas c/o Steve Buster. Project Planner: Jocelyn Shoopman.

REMARKS:

Exhibit 29 includes public comments received between 11:01 a.m., Tuesday, October 28, 2025, and 11:00 a.m., Wednesday, October 29, 2025.

Exhibit 30 includes additional correspondence from the applicant.

EXHIBITS:

Previously Received with the April 30, 2025, Staff Report:

1. Location Map
2. Letter of Justification with Proposed Density Bonus Concessions, Waivers, and Parking Reductions
3. Consulting Architect's Report

PREPARED BY: Jocelyn Shoopman
Senior Planner

Reviewed by: Planning Manager, Community Development Director, and Town Attorney

4. Applicant's Response to Consulting Architect's Report
5. Final Arborist Report
6. Neighbor Outreach Summary
7. Visual Renderings
8. Objective Design Standards Checklist
9. Public Comments Received by 11:00 a.m., Friday, April 25, 2025
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19. Public Comments Received Between 11:01 a.m., Tuesday, April 29, 2025, and 11:00 a.m., Wednesday, April 30, 2025
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    (available online at https://www.losgatosca.gov/N40II_FinalInitialStudy)
22. Required Findings and Considerations
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Previously Received with the October 28, 2025, Addendum Report:

28. Public Comments Received Between 11:01 a.m., Monday, October 27, 2025, and 11:00 a.m., Tuesday, October 28, 2025.

Received with this Desk Item Report:

29. Public Comments Received Between 11:01 a.m., Tuesday, October 28, 2025, and 11:00 a.m., Wednesday, October 29, 2025.
30. Additional Correspondence from the Applicant

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From: Sarah Verity [redacted]
Sent: Tuesday, October 28, 2025 11:38 AM
To: Planning <Planning@losgatosca.gov>
Subject: October 29,2025 Special Meeting Public Comment: North 40 Phase 2

[EXTERNAL SENDER]
Hello,

Please see the attached letter of support for tomorrow's Planning Commission Meeting.

Thank you,
Sarah Verity (she / her)
Vice President, Board Relations and Legislative Affairs
[redacted]
350 Twin Dolphin Drive, Suite 123
Redwood City, CA 94065
abilitypath.org

Via Services is now affiliated with AbilityPath, thriving together to provide a lifetime of opportunities for individuals with developmental disabilities. Learn more at abilitypath.org/affiliationFAQ.

abilitypath

October 27, 2025

Re: October 29, 2025, Special Meeting Public Comment: North 40 Phase 2

Dear Planning Commissioners,

I am writing on behalf of AbilityPath to express my strong support for the North 40 Phase II Development, to respectfully urge the Commission to approve this project so it can move forward without delay.

North 40 Phase II will provide much-needed affordable housing, with 25% of the units designated for individuals with intellectual and developmental disabilities who receive services from San Andreas Regional Center, the state funded Agency.

AbilityPath has one of the most comprehensive service portfolios spanning all ages from early intervention for infants to community access and job training for adults and seniors. All programs are designed to prepare children and adults to actively participate in their schools, communities, workplaces, and at home.

This proposal fulfills what was envisioned in the Housing Element and delivers exactly what was approved. The affordable housing component will be a pad-ready, environmentally safe, and well-prepared site for construction. Eden Housing is a trusted, mission-driven developer with a long history of success in creating inclusive affordable housing in partnership with nonprofits like Housing Choices and has already demonstrated its commitment to quality through the timely completion of Phase 1. Flexibility and timely approval will ensure that this second phase can begin quickly and efficiently.

The inclusion of at least 17 units (25%) for individuals with IDD is especially important and critical. Adults with IDD often face some of the steepest barriers to housing access, despite their strong ties to our community. This project offers them the chance to live independently with dignity, near their families and the services they rely on. These are residents who grew up here, attended our schools, and now deserve the opportunity to thrive in their hometown. Additionally, these individuals would receive onsite support from Housing Choices, a vendor of San Andreas Regional Center, to ensure they are stable in their unit. These services are different than their individual supportive services such as Independent Living Services and Supported Living Services.

The project also achieves very low affordability levels, meets the density requirement of 30 units per acre, and will bring residents into a walkable, mixed income, mixed-use neighborhood with access to transit, outdoor spaces, and community amenities.

Every delay adds unnecessary cost and puts families waiting for homes at greater risk of being priced out. Moving forward now keeps the project feasible and ensures Los Gatos continues to be a welcoming and inclusive town for people of all abilities.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future. I urge the Planning Commission to approve this development and allow it to move forward.

Thank you for your commitment to addressing the urgent need for affordable and inclusive housing in our community.

Sincerely,

Bryan Neider

Bryan Neider, CEO

CHIEF EXECUTIVE OFFICER
Bryan Neider

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PJT Partners

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NetApp, Inc.

Sibylle Whittam
Philanthropic Advisor

Sobrato Center for Nonprofits 350 TWIN DOLPHIN DRIVE, SUITE 123, REDWOOD CITY, CA 94065

ath.org | [redacted]

From: Katherine Mancuso [redacted]
Sent: Wednesday, October 29, 2025 6:03 AM
To: Planning <Planning@losgatosca.gov>
Cc: Gia Soto <giasoto03@yahoo.com>
Subject: Planning Commission Meeting Oct 29 2025

[EXTERNAL SENDER]

Dear Planning Commissioners,

I am writing to express my strong support for the North 40 Phase 2 Development, particularly the inclusion of affordable housing and designated units for adults with intellectual and developmental disabilities (IDD). My parents moved to Los Gatos/Saratoga in the early 50's and I was lucky to be able to grow up here and have a successful career that allowed me to buy a home here. Unfortunately this is no longer the case for our children. I don't have to explain to you the affordability issue that we have. I'm sure many of you have had your own children have to move out of the state in order to be a home owner. It saddens me that Los Gatos planning doesn't take into account our own next generation of children and grandchildren! As a long time resident I believe we have a dire responsibility to create housing equity and community inclusion, this is a must do for Los Gatos.

The inclusion of units for individuals with IDD is especially critical. I have a 29 year old son who has Intellectual disabilities, moving out of the state to find affordable housing is not an option for him. My son was able to move out a little over a year ago so I have seen first hand how important this step was for him and for our family. He has grown expedentially after getting his own place, the pride he has in telling everyone that he has his own appartment is immense. The fact that he will certainly out live us, weighs heavy on my heart. Everyday I work to insure that he can be independent and will thrive, even after we are gone. He has been fortunate to be able to move out, but the closest affordable housing we could get is in Santa Clara. This project offers him the chance to live closer to family members he relies on and live independently with dignity, near his doctors, dentists and friends that he grew up with.

This project plays a critical role in ensuring the Town of Los Gatos meets its legal obligations under state housing law, including compliance with its certified Housing Element and Senate Bill 330 (SB 330). Approval of the North 40 Phase 2 development provides a clear demonstration to the California Department of Housing and Community Development (HCD) that Los Gatos is taking thoughtful steps to fulfill its affordable housing obligations. The fewer restrictions placed on the project, the faster affordable housing can be built. The project is not in a flood zone and is on a separate sewer system and will not impact other home in the area.

The need is urgent. My son's story is not unique, we personally know of many young adults living in Los Gatos with these same needs. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.

I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward.

Thank you for your thoughtful consideration and your service to the community.

Sincerely,
Katherine Mancuso
Los Gatos Resident

From: Ali Sapirman [redacted]
Sent: Wednesday, October 29, 2025 8:58 AM
To: Planning <Planning@losgatosca.gov>
Cc: Corey Smith [redacted]
Subject: Please support North 40 without delay!

[EXTERNAL SENDER]
Dear Planning Commissioners,

Please see the attached letter of support for the North 40 project on behalf of The Housing Action Coalition. Please move this project forward without further delay. Feel free to contact me if you have any questions or concerns.

In solidarity,

--
Ali Sapirman | Pronouns: They/Them
Advocacy & Policy Manager| Housing Action Coalition
555 Montgomery St, San Francisco, CA 94111
[redacted]

HOUSING ACTION COALITION

To opt out of all HAC emails, respond to this email with "unsubscribe all".

HOUSING ACTION COALITION

555 Montgomery Street, Suite 720
San Fran
info@housingacti
housingactioncoalition.org

October 27, 2025

Los Gatos Town Council
110 E. Main St.
Los Gatos, CA 95030

To Whom It May Concern,

The Housing Action Coalition is pleased to support **Grosvenor - Property Americas' proposed North 40 Phase II project in Los Gatos**, which will transform **15.63 acres** of underutilized land into a vibrant mixed-use development providing **450 much-needed homes**, retail spaces, and publicly accessible open space. We are especially excited by the project's commitment to affordable housing, community engagement, and smart growth principles, all of which will enhance Los Gatos' housing supply and foster a more inclusive and connected community.

Land Use. The project represents a thoughtfully designed mixed-use master plan, complementing Los Gatos' vision for smart growth. It includes a **diverse mix of rental apartments, for-sale townhomes, and ground-floor commercial spaces**, arranged around a **large public open space known as "The Meadow"**. This pedestrian-friendly development prioritizes connectivity, linking housing, retail, and open space to surrounding neighborhoods. The project's design integrates well with the area, ensuring both new and existing residents benefit from an improved public realm.

Density. The project takes full advantage of the site's zoning and density allowances, proposing **31.1 dwelling units per acre** and maximizing housing supply in a desirable, high-opportunity location. By leveraging **State Density Bonus Law**, the development goes beyond local zoning requirements to deliver critically needed homes while maintaining a balanced and thoughtfully planned urban environment.

Affordability. The project **dedicates 77 of its 450 homes (17%) as affordable housing**, ensuring that lower-income families have access to high-quality housing in Los Gatos. The development team has also committed **1.25 acres of land to Eden Housing** for the construction of a 100% affordable building with **67 affordable units available to income levels of 60% AMI and below**, further reinforcing the project's commitment to inclusive housing opportunities.

Parking and Alternative Transportation. While Los Gatos is not considered a transit-rich location, the project team is making efforts to **reduce car dependency** by incorporating **bicycle parking, connecting to an existing bike trail, pedestrian pathways, and transportation demand management strategies**. The project also includes a balanced parking approach, aligning with both **State Density Bonus Law and local requirements**, while ensuring adequate visitor and resident parking to maintain accessibility.

Urban Design. The North 40 Phase II project integrates **high-quality urban design elements**, including **3.55 acres of green open space, a pedestrian-oriented layout, and architecture that respects the town's character**. **The Meadow** will serve as a dynamic public gathering space, providing outdoor amenities for both residents and the broader Los Gatos community. The inclusion
barn-inspired commercial buildings and an interpretive display honoring the site's

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housingactioncoalition.org

agricultural heritage further strengthens the project's connection to the town's history.

Environmental Features. Sustainability is a core principle of this project, with commitments to **all-electric residential units, on-site renewable energy, water-efficient systems, and stormwater management solutions**. The development is targeting **Green Point Rated Silver certification**, reinforcing its dedication to environmentally responsible building practices.

Community Benefits and Input. The project team has engaged in a multi-year community outreach process, incorporating feedback from local organizations, neighborhood groups, and town officials. This engagement has shaped the project's design, ensuring that key concerns—such as traffic, housing diversity, and open space—are meaningfully addressed. Through this, the project provides extensive **public realm improvements, small business support, and new retail opportunities**. The inclusion of **local-serving commercial spaces** and a **public pavilion for community events** will activate the site and contribute to a more vibrant and engaged neighborhood. Additionally, the project addresses local infrastructure needs by **dedicating easements for future transportation improvements** and continuing the town's **multi-use bike and pedestrian path** network.

We applaud the project team for their ambitious and thoughtful approach to expanding Los Gatos' housing supply while prioritizing affordability, sustainability, and community connectivity. We urge the Los Gatos Town Council to approve the North 40 Phase II project, which will play a crucial role in addressing the region's housing needs while enhancing the town's quality of life.

Sincerely,

Corey Smith, *Executive Director*

From: [redacted]
Sent: Wednesday, October 29, 2025 10:17 AM
To: Clerk <Clerk@losgatosca.gov>
Cc: Matthew Hudes <MHudes@losgatosca.gov>; Town Manager <Manager@losgatosca.gov>; Gabrielle Whelan <GWhelan@losgatosca.gov>; Joel Paulson <jpaulson@losgatosca.gov>; Barbara Kautz [redacted]; Katy Nomura <KNomura@losgatosca.gov>
Subject: Letter to the PC for tonight's meeting

[EXTERNAL SENDER]
To Town Clerk

Please forward this letter to the Planning Commission for their meeting this evening.

Thank you,

Jak Vannada
Los Gatos Community Alliance

Re: North 40 Project (S-23-031 / M-23-005) – Concurrent Construction with Proportional BMP Integration

Dear Commissioners,

The Los Gatos Community Alliance urges you to require concurrent construction of Building E1 and all 127 town homes, with 77 BMP units (17% of 450 total) distributed proportionally across both from the outset, consistent with LGMC §29.10.

Proposed Requirements:

- Building permits for E1 and townhomes issued within same 6-month window
- No townhome COs until E1 reaches 50% completion; no further E1 COs until townhomes reach 50%
- 77 BMP units dispersed initially: ~43 in E1, ~22 in townhomes, with identical unit types and finishes as market-rate
- If Lot 19/G1 proceeds later, up to 67 BMP units may transfer via recorded release (minimum 10 remain in E1/townhomes)
- Deny BMP dispersion waiver unless physical preclusion is documented

Why This Matters:

The current plan concentrates BMP units (10 in E1, 67 in G1) and permits 127 market-rate townhomes first. If Lot 19 stalls, the initial 382-unit phase could deliver zero affordable housing—violating §29.10's integration requirements and

undermining SDBL, the Housing Element, and community equity.

Key Benefits:

- Guarantees 65+ affordable units in Phase 1, independent of Lot 19
- Achieves true integration across all building types from day one
- Retains full SDBL incentives while allowing future LIHTC flexibility
- Creates enforceable accountability through CO restrictions

This revision ensures immediate affordability while maintaining project feasibility. We urge its adoption through an Affordable Housing Agreement (AHA) condition.

Sincerely,

Jak Vannada
Los Gatos Community Alliance

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From: Phillips, Eric S. [redacted]
Sent: Tuesday, October 28, 2025 4:23 PM
To: Planning <Planning@losgatosca.gov>
Cc: Joel Paulson <jpaulson@losgatosca.gov>; Gabrielle Whelan <GWhelan@losgatosca.gov>; Ying, David@HCD [redacted]
Subject: Los Gatos Planning Commission - North 40 Phase II Comment Letter

[EXTERNAL SENDER]
Good afternoon.

Attached is a letter to the Planning Commission in advance of its October 29, 2025 public hearing regarding the North 40 Phase II housing development project. Please distribute to Commissioners and include the material as a desk item for the hearing.

Thank you,
Eric

Eric S. Phillips | Partner
he, him, his
Burke, Williams & Sorensen, LLP
1 California Street - Suite 3050, San Francisco, CA 94111
[redacted] | vCard | Bio | bwslaw.com

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BURKE, WILLIAMS & SORENSEN, LLP
1 California Street - Suite 3050
San Francisco, California 94111-5432
[redacted]
www.bwslaw.com

[redacted]

October 28, 2025

Town of Los Gatos Planning Commission
110 East Main Street
Los Gatos, CA 95030
planning@losgatosca.gov

Re: North 40 Housing Development Project – Phase II
14859 Los Gatos Boulevard and 16270 Burton Road
APNs 424-07-009, -053, -081, -094, -095, -115, -116, and -052
Architecture and Site Application S-23-031
Subdivision Application M-23-005

Dear Commissioners:

We represent Grosvenor Property Americas ("**Applicant**"), the applicant for a development project at 14859 Los Gatos Blvd and 16270 Burton Road ("**Project Site**") in the Town of Los Gatos ("**Town**") to develop 450 homes (77 of which would be affordable to lower income households), over 15,000 square feet of retail, over 3,000 square feet of commercial and civic space, and associated on- and off-site improvements (the "**Project**"). The Project will be considered at your October 29, 2025 hearing, and we look forward to the opportunity to present the Project to you for the second time.

We write to request that you **recommend the Project for approval** by the Town Council. We also support the conclusions in the Town's North 40 Phase II Final Initial Study demonstrating that the Project's environmental effects have been fully analyzed and disclosed, such that further CEQA review is not required.

Although the staff report for the October 29, 2025 public hearing includes findings for approval of the majority of the Project's proposed elements, it recommends denial of the Applicant's density bonus concession for alternative timing related to the delivery of the Project's 77 affordable housing units. Contrary to what is presented in the staff report, denial of this request would violate state housing laws. Thus, we respectfully request that you recommend **approval of the Project's State Density Bonus request** as the Applicant has proposed.

As you prepare to take up the Project, please consider the following:

- **The Project is consistent with applicable plans and policies**, including the Housing Element and zoning land use and density designations for the Project Site;
- The Project delivers **450 units of housing on a designated Housing Element opportunity site**, helping the Town achieve its RHNA goals;
- The Project **exceeds the Town's affordability requirements**, providing more affordable units at deeper levels of affordability than the Town requires, along with dedicated units to support adults with intellectual or developmental disabilities;
- The Project is **entitled to concessions and waivers under the State Density Bonus Law**, which permit the Project and its supporting amenities as proposed and require approval of a concession for an alternative timing mechanism for delivery of the affordable housing units;
- The Project's initial study demonstrates that the Town fully analyzed project-specific and cumulative impacts related to the Project in its 2040 General Plan EIR, thus **no further environmental review is required to comply with CEQA**; and
- **The Housing Accountability Act protects the Project** from denial and prohibits any conditions of approval that would make the Project infeasible.

Each of these topics is discussed in more detail in the enclosed analysis. We look forward to the opportunity to present this Project to the Planning Commission at the upcoming public hearing, and we respectfully request that you recommend approval of the Project as proposed.

Sincerely,

BURKE, WILLIAMS & SORENSEN, LLP

Eric S. Phillips

Attachments:
Exhibit A, Project Analysis and Supporting Materials
Exhibit B, Supplemental VMT Analysis prepared by Hexagon Transportation Consultants, Inc.

cc: Joel Paulson, Los Gatos Community Development Director
Gabrielle Whelan, Los Gatos Town Attorney
David Ying, Housing Policy Specialist, HCD Housing Accountability Unit

EXHIBIT A

EXHIBIT A
Project Analysis and Supporting Materials

Based on the staff report and proposed findings published on October 24, 2025, in advance of the Planning Commission's October 29, 2025 public hearing on the Project, the following discussion addresses (I) The Project's State Density Bonus Law concession request; (II) clarifications in support of the staff report's analysis; and (III) responses to public comments included in the staff report.

I. The Town Should Grant the State Density Bonus Law Concessions as Proposed.

A. The Project is Eligible for a Density Bonus, Including the Proposed Concessions and Waivers.

The Applicant seeks the Town's approval to construct 450 total housing units, and it has agreed to dedicate 17% of the total units within the Project (77 out of 450) to lower-income households. Therefore, the State Density Bonus Law ("**SDBL**") entitles the project to parking reductions, two concessions,[1] and unlimited waivers. (See Gov. Code § 65915(d)(2).) The Applicant has requested the following concessions and waivers:

- Concession to allow residential uses on the ground floor of buildings
- Concession for an alternative timing mechanism for delivery of the affordable housing units
- Waiver from the maximum permitted height requirement
- Waiver from the required street section dimensions
- Waiver to deviate from objective design standards
- Waiver from the BMP Program requirement to provide affordable units proportionately in the same unit type mix as the market rate units and to have the units be dispersed throughout the Property

The October 29, 2025 staff report correctly notes that "if an applicant for a housing development **seeks and agrees to construct** a housing development . . . that will contain" specified amounts of affordable housing, the Town is obligated to approve the SDBL requests unless specific findings can be made. (Gov. Code § 65915(b)(1).) However, the staff report incorrectly concludes that the Applicant's concession request for an alternative timing mechanism for delivery of the affordable housing units means that the applicant is not "committing" to build affordable housing. None of the housing laws cited in the staff report use the word "committing" – this is an additional standard that goes beyond what state law requires. The applicable legal standard requires the Applicant to seek and agree to construct affordable housing, and this standard, not the framework included the staff report, should be used to evaluate the Project's concession request. Regardless, as detailed below, the Applicant's proposed concession includes adequate safeguards to protect the Town's interest in seeing the

[1] For purposes of the State Density Bonus Law, the terms "incentives" and "concessions" are interchangeable, and this letter will use "concession" going forward.

Project built to completion and commits the Applicant to delivering affordable housing before it can complete the majority of the Project's market rate units.

Not only that, but the alternative condition of approval included in the staff report to require concurrent production of affordable housing throughout each phase of the Project would render the Project economically infeasible.[2] Thus, as explained below, the staff report's condition is barred by the Housing Accountability Act (Government Code section 65589.5, also known as the "**HAA**").

B. The Concession Request Complies with SDBL Requirements.

As an initial matter, neither the SDBL nor the Housing Crisis Act (the other state law the staff report proffers in support of its findings) require a set schedule for delivery of affordable housing. They simply require the Applicant to seek and agree to provide affordable housing. Here, the Applicant has included 77 units of affordable housing in its development application, and it is diligently seeking Town approval to develop the Project. The Applicant has agreed to conditions of approval that will require the Project Site to be subject to recorded restrictions requiring affordable housing development and prohibiting other uses within the portions of the Project that are committed for affordable housing development. This is sufficient to satisfy state law requirements for SDBL eligibility.

Moreover, the proposed concession includes robust security in favor of the Town to ensure that the Project will be developed as proposed. Under the proposed concession, the Applicant would be obligated to:

- Invest tens of millions of dollars in backbone infrastructure and utility costs to prepare the Project Site for development;
- Complete vertical-ready development pads for the 100% affordable building and the mixed-income multifamily building within the Project;
- Develop no more than 127 market rate units (i.e., less than 1/3 of the Project, or approximately 28% of the proposed units) before delivering affordable units in either the 100% affordable building or the mixed-income multifamily building.

Note that it is essential for Project feasibility that the Applicant be permitted to develop a portion of the market rate units in order to obtain financing for the initial infrastructure investment required to make the site developable. The 127 units proposed in the concession are the minimum number of units needed to feasibly underwrite the Applicant's land acquisition and backbone infrastructure investment, which must be made before any housing units can be developed on the Project Site.

Accordingly, the requested concession for an alternative timing mechanism for delivery of the affordable housing units is reasonable, because it helps secure the delivery of affordable housing, yet allows the Project to remain feasible. Under the SDBL, the Town must grant the

[2] For purposes of the HAA, "feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account **economic** . . . **factors**." (Gov. Code § 65589.5(h)(1).)

concessions requested by the Applicant unless the Town makes a written finding, based upon substantial evidence, of any of the following:

(1) The concession or incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs, or for rents for the targeted units to be set at affordable rents; [*The staff report concedes that the concession would result in actual, identifiable cost reductions*]

(2) The concession or incentive would have a specific, adverse impact (a) upon public health and safety or (b) on any real property that is listed in the California Register of Historical Resources, and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households; or [*no health or safety impacts or impacts to historical resources have been identified or are associated with the Town's proposed denial of the concession request*]

(3) The concession or incentive would be contrary to state or federal law. [*the Town has not correctly identified a state or federal requirement that the concession violates*] (Gov. Code § 65915(d)(1).)

Here, it is impossible for the Town to make any of the above findings with respect to any of the requested concessions. For projects with affordable housing, concession requests are presumed to reduce costs, and the Town has the burden of proof to come up with evidence that a requested concession does not reduce costs. (*Schreiber v. City of Los Angeles* (2021) 69 Cal.App.5th 549.) Because it cannot do so here, the Town should approve the concession as proposed.

In addition, recall that before the Town upzoned the Project Site to 30 du/ac in connection with its Housing Element Update, the Applicant suggested that the Town permit housing development on the Project Site at a maximum of 20 du/ac to achieve a feasible townhome-only development project. Despite the Applicant's suggestion, the Town elected to increase the Project Site's density to a minimum of 30 du/ac, which the current proposed Project accommodates. However, in no scenario would 127 townhomes alone be sufficient to support a feasible development project. For the Project to be feasible at the 450 total units now proposed, the Applicant ultimately will need to complete all 373 market rate units (450 less the 77 affordable units), including the townhomes and the multifamily building. Under the proposed concession, this could only occur after delivery of the affordable housing. Therefore, the proposed concession request would incentivize the Applicant to deliver the Project's affordable housing components as soon as possible so that it can continue developing market rate units and complete the Project.

C. <u>The Applicant's Proposed Concession is Already More Restrictive than Requirements in Comparable Projects.</u>

Finally, the proposed concession limiting development to 28% of the Project is much more restrictive than similar requirements the Town has imposed in the past and conditions of approval imposed by other peer jurisdictions. For example, in Phase I of the North 40

development, the Town approved 320 residential units, of which 50 units were affordable senior units. The Town required the affordable housing to be available and/or occupied prior to final occupancy issuance for the 187th market rate unit. (See Resolution 2017-045, Exhibit B, p. 9.) In other words, 58% of the total (186 units out of 320 units) Phase I project were allowed to be built before the Town required the affordable units.

The same is true for other jurisdictions' approach to affordable housing timing. In jurisdictions such as the City of Dublin, the City of Redwood City, and the City of San Ramon, members of the Applicant's development team have received recent project approvals where market rate units are permitted to develop at their own pace, and affordable housing is secured by pledging the property devoted for affordable housing to the jurisdiction. In such instances, if affordable housing is not produced within a set period of time – in some cases as long as 10 years after project approval – the jurisdiction can take ownership of the property to oversee development of affordable housing. The Applicant offered a similar structure to the Town, but we were informed the Town had no interest in the land or overseeing housing production. In lieu of a commitment to donate property, the Applicant proposed its concession request to develop the minimum amount of market rate housing needed to feasibly finance the Project's infrastructure. This self-imposed limitation is more restrictive than what the Town required in Phase I of the North 40 and is more restrictive than what peer jurisdictions require; therefore, we hope the Planning Commission agrees the proposed concession is adequately protective of the Town's interests.

D. <u>The Town's Alternative Condition of Approval Would Render the Project Infeasible.</u>

For the reasons discussed above, the Project's proposed affordable housing timing meets state housing law requirements and provides the Town with adequate security for affordable housing delivery. By contrast, the Town's proposed condition of approval would render the Project economically infeasible and therefore would violate the Housing Accountability Act. In place of the proposed concession, the staff report includes a condition of approval to develop 17% of the Project's affordable units concurrently with every market rate unit. This would mean that the Applicant would only have 105 market rate units (127 townhome less 17%) to use for financing land acquisition and tens of millions of dollars of infrastructure. This is too heavy of a burden on only 105 market rate units, and would render the Project infeasible. Thus, the Town's condition of approval would result in **<u>no housing being built</u>**.

Furthermore, even if the Project were feasible with the staff report's condition, it would impermissibly increase the Project's affordability requirements. Requiring 22 affordable units in addition to the 77 already proposed would result in an affordability contribution of 22%, far in excess of what the Town may legally require.

As discussed in more detail below, the HAA prevents the Town from conditioning a housing development project for very low, low-, or moderate-income households in a manner that renders the housing development project infeasible, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The Town has adopted a compliant, revised housing element and has met or exceeded its share of the RHNA for the planning period for the income category proposed for the housing development project; [*the Town has not yet met or exceeded its share of the RHNA, so this finding is inapplicable*]

(2) The housing development project would have a specific, adverse impact upon the public health or safety that cannot be satisfactorily mitigated or avoided without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible; [*no health or safety impacts have been identified or are associated with the Town's proposed condition of approval*]

(3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible; [*the Town's proposed condition is not required to comply with any state or federal law; if the Town's conclusion that state law requires such a condition were correct, it still would not support imposition of a condition that would render the Project infeasible*]

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project; [*the Project site is not zoned for agriculture or resource preservation, so this finding is inapplicable*]

(5) On the date an application for the housing development project or emergency shelter was deemed complete, the Town had adopted a compliant, revised housing element, and the housing development project or emergency shelter is inconsistent with both the zoning ordinance and general plan land use designation; or [*the Town did not have a certified housing element as of the date the Project application was deemed complete, so this finding is inapplicable; moreover, the Project complies both with the Housing Element that was adopted and in effect at the time and the current certified Housing Element*]

(6) On the date an application for the housing development project was deemed complete, the Town did not have an adopted, compliant, revised housing element and the housing development project is not a builder's remedy project. [*although the Applicant has not invoked all of the builder's remedy protections, the Project meets the definition of a builder's remedy project, so this finding is inapplicable*]

None of the findings for denial or in support of a condition of approval rending the Project infeasible can be made here. Thus, the Town must grant the concessions, including the concession for an alternative timing mechanism for delivery of the affordable housing units or it will violate both the SDBL and the HAA.

II. Staff Report Clarifications

A. No Further Environmental Review is Required to Comply with CEQA.

In the "Subject" line on page 1 of the staff report and in the header of Exhibit 22, the staff report says, "Additional Environmental Review is Necessary Pursuant to CEQA Guidelines Section 15183." We believe this is a typographical error, because the staff report's analysis and the Initial Study prepared by the Town both demonstrate that **no** additional environmental review is required. We support this finding, and request that the Town correct the errant references that suggest additional CEQA review is required.

The record contains substantial evidence to support the conclusion that the Project is exempt from the California Environmental Quality Act ("**CEQA**"). The Town prepared and certified a complete EIR that analyzes the impacts of developing projects with the land uses and densities allowed under the 2040 General Plan. Although the land use element of the 2040 General Plan has been rescinded, its analysis is directly relevant and applicable to the Project. The 2040 General Plan EIR is fully certified, and its conclusions with respect to environmental impacts of future development remain valid. When the Town adopted its Housing Element, the Town's Environmental Analysis relied on the certified 2040 General Plan EIR to conclude that development consistent with the Housing Element would not have environmental impacts beyond what were analyzed in the 2040 General Plan EIR. Likewise, the Town's zoning ordinance amendments, including the HEOZ, rely on the 2040 General Plan EIR to comply with CEQA.

The Project includes the exact land uses and density that the Town planned for the Project Site via the Housing Element and the HEOZ, and what the Town analyzed in its EIR. Various technical studies (air quality, health risk, greenhouse gas, noise, and utilities, among others) have been prepared by technical experts to further demonstrate that the Project would not result in any new or more severe impacts than the Town already analyzed in its prior EIR. Because the Project is consistent with the Town's land use and density designations, and because it would not result in any new or more severe environmental impacts than were analyzed in the Town's certified EIR, it is exempt from further CEQA review under the "**Community Plan Exemption**." (Pub. Resources Code § 21083.3; CEQA Guidelines [Cal. Code Regs., tit. 14] § 15183.)

The Community Plan Exemption expressly states that "[i]f a significant offsite or cumulative impact was adequately discussed in the prior EIR, then [Section 15183] may be used as a basis for excluding further analysis of that offsite or cumulative impact." (CEQA Guidelines § 15183(j).) As discussed below, the Project is consistent with the adopted plans and certified environmental documents, including the 2040 General Plan EIR. The 2040 General Plan EIR analyzed the potential cumulative impacts of each CEQA topic area, and there is no evidence that the Project would result in new or more severe cumulative impacts. Thus, no further cumulative impacts analysis is required.

Attached as Exhibit B is a Supplemental VMT Analysis for the North 40 Phase II Master Plan prepared by technical expert Hexagon Transportation Consultants, Inc., dated September 11, 2025 ("**VMT Memo**"). The VMT Memo supplements and reinforces the Town's conclusion

that the Project would have a less than significant effect on VMT, by demonstrating that even if the Project were analyzed separately and apart from the 2040 General Plan EIR, the Project would not result in a Project-specific or cumulative significant VMT effect according to the Town's VMT impact criteria. These conclusions support the Town's conclusions that the Project would not result in any new or more severe transportation impacts (including cumulative impacts) than the Town already analyzed in the 2040 General Plan EIR.

B. The Project is Protected by the HAA as amended by AB 1893.

On page 4 of the staff report, the analysis states that to be "a housing development affordable to lower- or moderate- income households" as defined by the HAA, the project must provide 20 percent of the total units to be sold or rented to lower income households and that the sales prices or rental units cannot exceed 30 percent of 60 percent of area median income. This reflects the version of the HAA that existed prior to January 1, 2025, but it does not correctly reflect the current standards applicable to the Project. On pages 6 and 7 of the staff report, the old version of the HAA findings for denial are presented, and the staff report states "the applicant for this project has not chosen to invoke the provisions of AB 1893. Therefore, the findings enumerated above are the ones that remain relevant to this project." This is also incorrect.

After AB 1893's amendments to the HAA took effect on January 1, 2025, the Applicant sent the Town an updated Project description, adjusting the Project to conform with the HAA's now-current requirements. As defined by the HAA, "a housing development affordable to lower- or moderate- income households" includes "a housing development project in which at least 13 percent of the total units, as defined in subparagraph (A) of paragraph (8) of subdivision (o) of Section 65915, are dedicated to lower income households, as defined in Section 50079.5 of the Health and Safety Code." (Gov. Code § 65589.5(h)(3)(C)(i)(III).) Therefore, the Project only needs to provide 13% of its units as affordable to be eligible for HAA protections, and rents may exceed 30 percent of 60 percent of area median income as provided in the Health and Safety Code. In addition, the applicable HAA findings are as reflected in Section I.D of this letter rather than what is included the staff report.

We ask that these references be clarified for the record. Fortunately, none of these changes affect the staff report's ultimate conclusion: the Project is consistent with all applicable development standards. We agree with this conclusion, and offer the following supplemental analysis in support of the staff report's conclusions.

The Town adopted the North 40 Specific Plan in 2015, which designates the Project Site for commercial and office uses. In connection with its adoption of the North 40 Specific Plan, the Town prepared and certified the North 40 Specific Plan Environmental Impact Report ("**North 40 Specific Plan EIR**"), which includes site-specific environmental analysis. The North 40 Specific Plan remains in place and defines the Project Site's base zoning through the NF-SP zoning designation.

The Los Gatos Town Council adopted the Town of Los Gatos California 2040 General Plan ("**2040 General Plan**") and certified the 2040 General Plan Final Environmental Impact Report ("**2040 General Plan EIR**") on June 30, 2022. The 2040 General Plan redesignated the

Project Site to allow mixed-use multifamily development at 30 du/ac on the Project Site, and the impacts of this development potential were included in the 2040 General Plan EIR's environmental analysis.

After the Town adopted the 2040 General Plan, Town voters filed a referendum petition to prevent the land use and community design elements from taking effect. On April 2, 2024, the Town Council voted to rescind the land use element and community design elements of the 2040 General Plan. Therefore, the land use and community design element of the 2020 General Plan are currently in effect, along with the remaining elements of the 2040 General Plan. The 2040 General Plan EIR was never challenged, and its analysis of the environmental effects associated with developing with Project Site with residential uses at 30 du/ac remains both valid and relevant.

The Town adopted the first version of its Sixth Cycle Housing Element Update on January 31, 2023, which was adopted and in effect when the Applicant submitted its SB 330 preliminary application for the Project. The Town subsequently revised and re-adopted its Housing Element Update, with the final version certified by the California Department of Housing and Community Development ("**HCD**") on July 10, 2024. Both the initial Housing Element that was adopted and in effect when the Applicant submitted its SB 330 preliminary application for the Project and the re-adopted Housing Element Update designate the Project Site for residential uses with a minimum density of 30 du/ac.[3] In connection with the adoption of each version of its Housing Element, the Town relied on the certified 2040 General Plan EIR, releasing an Environmental Assessment that demonstrates that the land use designations and densities permitted by these regulations were fully analyzed in the 2040 General Plan EIR, and no further environmental review was required to comply with CEQA.

The Town adopted the Housing Element Overlay Zone ("**HEOZ**") on March 5, 2024, which designates the Project Site for mixed-use residential development at a density range of 30 to 40 du/ac, with other development standards applicable as defined in the North 40 Specific Plan. As it did in connection with the adoption of the Housing Element, the Town relied on the certified 2040 General Plan EIR when it adopted the HEOZ, finding that development of the uses and densities allowed by the HEOZ would not result in any new or more severe environmental impacts than the 2040 General Plan EIR analyzed. The Project is consistent with the land use designation and density standards of the HEOZ, which were fully analyzed in the 2040 General Plan EIR.

Although the Project is consistent with the Housing Element and zoning land use and density designations for the Project Site, it is not consistent with the land use designation from the 2020 General Plan or the North 40 Specific Plan. However, the Applicant proposes to provide 77 of the Project's 450 dwelling units at rents affordable to lower income households as defined in Health and Safety Code section 50079.5. Therefore, the Project is "housing for very low, low, or moderate-income households" as defined in the HAA. (Gov. Code § 65589.5(h)(3).) In addition, the Project is consistent with the Housing Element [both the

[3] By virtue of filing a complete preliminary application pursuant to Government Code section 65941.1, the Applicant has a vested right to proceed with the Project under the development standards, policies, and fees that were in place as of April 18, 2023.

version in place at the time of the Applicant's preliminary application and the version certified by HCD and currently in effect] and zoning land use and density designations for the Project Site. Because the Town identified the Project Site "as suitable or available for very low, low-, or moderate-income households" in its Housing Element, and the Project is consistent with the Housing Element's specified density, the Town may not "disapprove or conditionally approve" the Project, notwithstanding potential inconsistencies with the Town's "zoning ordinance [including the North 40 Specific Plan] and general plan land use designation." (Gov. Code § 65589.5(d)(5)(A).) This means that the Town's Housing Element overrides the 2020 General Plan and the North 40 Specific Plan's requirements as applied to the Project.

As a separate and independent basis to find the Project is consistent with all applicable development standards, note that the Housing Accountability Act says that "[a]ny project that complies with [paragraph 6 of subdivision (f) of Section 65589.5] shall be deemed consistent, compliant, and in conformity with an applicable plan . . . for all purposes, and shall not be considered or treated as a nonconforming lot, use, or structure for any purpose."[4] (Gov. Code § 65589.5(f)(6)(D)(iii).) Paragraph (6) of subdivision (f) applies to projects that meet the HAA's definition of a "builder's remedy project." The Project meets each definitional criterion specified in Government Code section 65589.5(h)(11) as follows:

- As detailed above, the Project is a housing development project that provides housing for very low, low-, or moderate-income households.
- On the date the Project submitted a complete preliminary application, the Town did not have a Housing Element that HCD certified as in substantial compliance with state housing element law.
- The Project's density of 31.1 du/ac does not exceed the density that is the greater of 45 du/ac, three times the density specified in the General Plan, or the density specified for the Project Site in the Town's Housing Element.
- The Project is not located within one-half mile of a commuter rail station and its density of 31.1 du/ac exceeds a minimum density of 15 du/ac.
- The Project Site does not abut a site where more than one-third of the square footage on the site has been used, within the past three years, by a heavy industrial use, or a Title V industrial use.

Therefore, the HAA deems the Project consistent with all applicable Town development standards for all purposes, including CEQA. (Gov. Code § 65589.5(f)(6)(D)(iii).)

[4] HCD has opined that projects deemed consistent with standards under Gov. Code § 65589.5(f)(6)(D)(iii) are eligible for CEQA exemptions that require consistency with applicable plans and policies. See HCD's February 7, 2025, letter to the City of San José re: AB 1893 Builder's Remedy and CEQA Class 32 Infill Exemption available here: https://www hcd.ca.gov/sites/default/files/docs/planning-and-community/HAU/sanjose-hau-1359-ta-ab1893-02062025.pdf.)

C. Replacement Housing Obligations

The Applicant agrees and acknowledges that the Housing Crisis Act requires it to replace "protected units" currently located on the Project Site in the Project and to provide relocation benefits to existing tenants. As has been discussed with Town staff previously, the Applicant has already retained an expert relocation consultant to begin the process of assessing tenant housing needs and analyzing necessary relocation benefits.

In the staff report, condition of approval 7.a would require the Applicant to fund a relocation consultant hired by the Town. We ask that the condition acknowledge that the Applicant's consultant – Autotemp Services – is acceptable to the Town so that tenants will not have to work with a new set of consultants when discussing their housing needs and contributing data towards a relocation benefits plan.

III. Public Comments Do Not Identify a Basis for Additional Delay or Denial.

The staff report includes numerous public comments from the Los Gatos Community Alliance ("**LGCA**") questioning the Town's approach to CEQA compliance, the Project's consistency with standards, the Town's calculations related to Project density, and whether the Project is one housing development project or two separate projects. As discussed above, the Town has fully complied with CEQA, and its conclusions with respect to the Project's environmental impacts are supported by substantial evidence. In addition, we agree with the Town's conclusion that the Project is consistent with applicable standards. Other LGCA comments are addressed below.

A. LGCA Confuses Housing Element Certification with the Housing Element's Effective Date.

Many of LGCA's comments assert that the Project cannot be consistent with the Housing Element, because HCD had not yet certified the Housing Element as meeting all state law requirements as of the Project's preliminary application date. However, this argument is based on the faulty premise that a local policy document, such as the Housing Element, cannot take effect until HCD certifies it. These are two separate concepts.

Because HCD had not certified the Town's Housing Element that was adopted and in effect when the Applicant submitted its preliminary application, it is correct that the Housing Element is presumed not to comply with the State Housing Element Law's requirements. (Gov. Code § 65589.3.) This means the Town was subject to the "builder's remedy" at the time the Applicant submitted its preliminary application. (*Id*. at §65585.03.) However, HCD's certification does not affect whether the Housing Element was adopted and in effect. Therefore, the Town's adopted land use and density designations of 30 du/ac of multifamily housing were in effect when the Applicant submitted its preliminary application, notwithstanding the fact that the Town subsequently made other, unrelated changes to its Housing Element to obtain HCD certification.

However, even assuming for the sake of argument that the Housing Element were not valid or in effect when the Project was deemed complete, this would not change any of the Town's conclusions. It simply means that the Project is protected by the builder's remedy, and

that the Project is therefore deemed consistent with Town standards for all purposes. (Gov. Code § 65589.5(f)(6)(D)(iii).) Regardless of whether the Housing Element was in effect and the Project is consistent with its designation, or whether the builder's remedy simply deems the Project consistent with such standards, the result is the same: there is no legal basis to deny the Project as proposed.

B. The Town Has Correctly Calculated the Project's Density.

The Housing Element Site Inventory requires a minimum density of 30 dwelling units per acre (30 du/acre), and the Project proposes 450 units on 14.47 acres, resulting in a density of 31.1 du/ac.

LGCA alleges that the Town improperly calculated density based on net acreage, and that the Project's density is actually 28.7 du/ac when using gross acreage (450 units ÷ 15.65 acres) "as called for by the certified Housing Element." LGCA claims that because the Housing Element Site Inventory uses a gross acreage standard, the Project must also use a gross acreage standard for consistency.

The Housing Element provides the following regarding density calculations: "Residential developments are regulated by an allowed density range (minimum and maximum) measured in "dwelling units per acre." Residential development is calculated by dividing the number of housing units on the site (excluding accessory units) by the 'gross lot area.'"

Section 29.10.020 of the Los Gatos Municipal Code defines "lot area" as "[t]he total horizontal lot area included within lot lines, except as otherwise provided in the chapter, and excluding land required for public dedication and any land determined to be riparian habitat." As defined, "lot area" excludes land required for public dedication. According to the Town, "Gross lot area" means the total "lot area" and cannot be any greater than "lot area."[5]

Here, a portion of the land is being dedicated for public use, which means that this portion of land is excluded from the Project's "lot area" under the Town's definition. Accordingly, it is appropriate for the Town to divide the number of units by the lot area (excluding lands required for public dedication) to arrive at the du/ac standard. This is precisely the methodology the Town has employed to reach a gross density figure of 31.1 du/ac.[6] Moreover, this approach is consistent with the Town's established patterns and practices, as this was the same methodology used to calculate the gross density for Phase I of the North 40.

LGCA also claims that because the Project vested during the Town's period of Housing Element non-compliance, the appropriate density baseline is 20 du/ac, "based on the North 40 Specific Plan's baseline zoning during non-compliance." This is not correct. As addressed above, because HCD had not certified the Town's Housing Element that was adopted and in effect when the Applicant submitted its preliminary application, that Housing Element is

[5] See https://www.losgatosca.gov/DocumentCenter/View/43002/North-40-FAQS#:~:text=The%20Town%20is%20using%201,with%20the%20Town's%20Housing%20Element.

[6] This figure includes the Meadow and all non-public internal streets and parking areas, which would be excluded from a net density calculation. The Project's net density would be significantly higher than the 31.1 du/ac gross density figure used.

presumed not to comply with the State Housing Element Law's requirements. (Gov. Code § 65589.3.) However, this does not mean that the Housing Element was not adopted, nor does it affect whether its policies were in effect at the time of the preliminary application. Therefore, reference to the adopted Housing Element is proper.

Regardless, even if LGCA's theory were correct, the North 40 Specific Plan would not be applicable. Because the Town had not yet received HCD certification of its Housing Element, the Town was subject to the builder's remedy at the time the Applicant submitted its preliminary application. (*Id*. at §65585.03.) Under the HAA, a builder's remedy project must have a minimum density of 15 du/ac and a maximum density of the greater of 45 du/ac, three times the density specified in the General Plan, or the density specified for the Project Site in the Town's Housing Element. (*Id*. at § 65589.5(h)(11)(C)-(D).) Here, the Project's 450 units satisfies the builder's remedy density definition, so the Project would be permitted as proposed even if LGCA's theory of how to calculate density were correct.

C. The Project Is One Development Project, Not Two Separate Projects.

LGCA asserts that the Applicant has proposed two separate projects: the market-rate portion of the Project, and the affordable housing portion of the Project. Per an email from LGCA dated September 20, 2025, one of LGCA's bases for this assertion is that the Project's requested concessions "appear to benefit 17 market-rate townhome buildings along the site's western and northern edges—structures not directly tied to the 67-unit affordable Building G1 being developed by Eden Housing or the 10 affordable units in mixed-use Building E1."

LGCA misunderstands the nature of the Project and of development in general. Here, the Project Site is under common ownership. All phases of the Project, including the townhomes, the mixed-income multifamily building, and the 100% affordable building, are the subject of one development application, and they share common access, infrastructure, and utilities. Although it is true that different entities may be responsible for constructing the Project's different phases over various phases, this does not transform the single, integrated Project into multiple development projects. Each component of the Project is a direct, reasonably foreseeable consequence of the other components, and no part of the Project can proceed independently from the others.

As is customary in the affordable housing space, the affordable housing portion of the Project will be constructed by a specialist in that sector of the market. The Applicant's affordable housing development partner is Eden Housing, a non-profit affordable housing developer with over 55 years of experience in building affordable housing, including the affordable housing component of Phase I of the North 40. Their participation helps the Project deliver the affordable housing component most efficiently, and the Project's investment of land and infrastructure valued in the tens of millions of dollars will enable Eden to leverage other funding sources to provide a greater number of affordable housing units at deeper affordability levels than the Town otherwise requires.

As to the Project's SDBL concessions and waivers, HCD has issued technical advice indicating that the affordable housing portion of a project may be phased or treated separately from the market rate portion of the project:

- "The SDBL can be used to modify or waive provisions of an inclusionary ordinance. For example, a mixed-income project that relies on tax credits may need to waive a requirement that affordable units be dispersed among the market-rate units. This is because tax credits and other affordable housing funding programs sometimes require the affordable units to be consolidated within a single building or on a separate parcel." (West Hollywood Letter of Technical Assistance, September 2, 2022.)

- "[T]he SDBL does not contain an across-the-board requirement that the design quality or attributes of the affordable units match those of the market-rate units (i.e., a comparability requirement pertaining to floor area, bedroom count, interior finishes, etc.), nor does it require that the affordable units be physically dispersed among the market-rate units (i.e., a dispersal requirement) for new and existing units. In fact, the SDBL suggests the opposite – that "[t]he density bonus shall be permitted in geographic areas of the housing development other than the areas where the units for the lower income households are located." (Gov. Code, § 65915, subd. (i).)" (El Cajon Letter of Technical Assistance, February 16, 2023.)

- "[T]he SDBL does not contain requirements that the bedroom count or the attributes of the new affordable units match those of the new market-rate units (i.e., comparable design, appearance, materials, and finished quality), nor does the law require that affordable units be physically dispersed among the market-rate units. In fact, the SDBL suggests the opposite by explicitly permitting density bonus units (which can be market-rate units) in "geographic areas of the housing development other than the areas where the units for the lower income households are located." (Santa Clara Letter of Technical Assistance, August 9, 2024.)

Therefore, the fact that the Project's 100% affordable building will be tax-credit funded and constructed by an experienced affordable housing developer does not mean that this Project component is a separate project.

* * *

In sum, (1) the Project is consistent with applicable plans and policies; (2) the Project is exempt from CEQA pursuant to the Community Plan Exemption; (3) the Project is a single development project that will occur in multiple phases; and (4) the Project is eligible for a density bonus, including the requested concessions and waivers, under the State Density Bonus Law. We respectfully request that the Planning Commission recommend the Project to the Town Council for approval, with the modifications and clarifications identified above.

EXHIBIT B

Hexagon Transportation Consultants, Inc.

Memorandum

Date: September 11, 2025

To: Whitney Christopoulos, Grosvenor

From: Michelle Hunt
Daniel Choi

Subject: Supplemental VMT Analysis for the North 40 Phase II Master Plan

Hexagon Transportation Consultants, Inc. has completed a supplemental Vehicle Miles Traveled (VMT) Analysis for the North 40 Phase II Master Plan in Los Gatos, California. The housing portion of the project is consistent with the Town's Housing Element, for which a townwide VMT-impact analysis was prepared. Similarly, the retail and community spaces are consistent with the previously approved North 40 Specific Plan, for which an Environmental Impact Report (EIR) was prepared. The project is not required to analyze VMT for environmental clearance, as each component of the project is consistent with previously approved studies. Nevertheless, this supplemental VMT analysis was completed for informational purposes in accordance with the Town of Los Gatos' Transportation Impact Policy related to VMT.

Background

The Town elected to conduct a complete VMT analysis of the General Plan future year VMT projections based on long-term expectations for air quality and GHG emissions as part of its General Plan EIR, so that it could make specific use of CEQA Statue & Guidelines Section 15183 to streamline project-specific CEQA analysis that is consistent with its General Plan and other Town documents. For the Town of Los Gatos, addressing transportation VMT impacts in the Town General Plan EIR is a useful way of understanding VMT impacts and how VMT reduction should be balanced against other community values related to the environment, social justice, and the community. By conducting a Town-wide VMT impact analysis, the Town is able to develop a program-based VMT mitigation approach. The concept of a 'program' approach to impact mitigation is commonly used in a variety of technical subjects, including transportation, air quality, GHG, and habitat. Absent a new program-level VMT mitigation approach, there are limited feasible mitigation options for project sites, and as a result limited ability to reduce VMT. Also, practically speaking, without feasible mitigation, significant VMT impacts would be significant and unavoidable (SAU). Under these circumstances, a project must prepare an EIR, thus adding time and cost to environmental review compared to an initial study/negative declaration (IS/ND) that relies on streamlining offered in the CEQA Statue & Guidelines.

The Phase II Master Plan project proposes a housing development with a density of 31.3 du/ac. This is consistent with the newly adopted Housing Element and the HEOZ zoning designation applicable to the project site, which assume residential uses at no less than 30 du/ac. The Town determined that development consistent with the Housing Element and zoning ordinance amendments would not have VMT impacts beyond what were analyzed in the certified 2040 General Plan Environmental Impact Report (EIR). Therefore, development of the project would not result in any new significant effects or increase the severity of previously identified transportation

effects related to transportation and circulation as compared with the 2040 General Plan EIR, and no subsequent VMT analysis is required. The 2040 GP EIR identified a significant and unavoidable impact (Impact T-2) related to the increase in VMT associated with the development and population growth facilitated by the 2040 General Plan. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

The retail and community spaces of the proposed Phase II Master Plan project are supportive of the proposed residential uses and are consistent with the approved North 40 Specific Plan, for which an EIR was previously prepared. Thus, further analysis of the transportation impacts under CEQA is not required.

The project is not required to analyze VMT for environmental clearance, as each component of the project is consistent with previously approved studies. Nevertheless, a VMT analysis was completed for informational purposes in accordance with the Town of Los Gatos' Transportation Impact Policy related to VMT.

Vehicle Miles Traveled

Methodology

Hexagon ran the latest VTA model for the 2020 base year. Year 2020 is the latest year the VTA model was updated and is typically used for baseline conditions. To isolate the project trips and VMT generated by the project, a separate Transportation Analysis Zone (TAZ) was added to the model's transportation network where the project is located. The project's 450 multi-family housing units, the job equivalent of 15,014 square feet of commercial space, and 3,000 square feet of community/civic space were added to the model's land use database. A complete model run for the project was performed, and the VMT per service population (the sum of the project's population and jobs) was calculated.

Thresholds of Significance

The Town Council adopted Resolution 2020-045, designating the use of VMT as the metric for conducting transportation analyses pursuant to the CEQA and establishing the thresholds of significance to comply with California Senate Bill 743. The thresholds balance the Town's priorities with respect to competing objectives, including Los Gatos's geographic and transportation context, greenhouse gas reduction goals, interest in achieving the state's greenhouse gas reduction goals, and the latest General Plan goals and policies related to land use mix, economic development, and housing provision. VMT analyses should evaluate a project's VMT impacts based on the thresholds established in the latest Council-adopted resolution. Consistent with State CEQA Guidelines Section 150643, the Town of Los Gatos has adopted the following two thresholds of significance to guide in determining when a land use project will have a significant transportation impact.

Project Generated VMT: A significant impact would occur if the total VMT per service population for the project would exceed a level of 11.3% below the total VMT per service population for the Town of Los Gatos baseline conditions.

Project Effect on VMT: A significant impact would occur if the project increases total (boundary) County-wide VMT by 6.5% compared to baseline conditions.

If either of the above thresholds are exceeded, the project would result in a significant impact.

VMT Assessment

The project, with a population of 1,177 residents and 33 jobs, would generate 28,653 daily VMT, resulting in 23.7 VMT per service population. The 2020 base year VMT was calculated from a complete model run by dividing the daily VMT generated by the Town's land uses (1,651,854) by the service population: (36,948 population + 19,324 jobs = 56,272) = 29.4.

Project Generated VMT: The threshold of significance is 100%-11.3% = 88.7% of the Town's Daily VMT per service population or 0.887 * 29.4 = 26.1. Since the VMT / service population for the project is 23.7, which is less than 26.1, the project would not exceed this threshold.

Project Effect on VMT: The Countywide total boundary VMT is 37,244,566. The project would add 28,653 VMTs or an increase of **0.0769%,** which is less than 6.5% of baseline conditions. Therefore, the project would not exceed this threshold.

Since both the project generated VMT and project effect on VMT criteria are not met, it can be concluded that the project would have a *less than significant* effect on VMT, according to the Town's VMT impact criteria.

Cumulative Impacts

The above analysis of project generated VMT is based on VMT per service population, which is a metric framed in terms of efficiency. Such efficiency metrics from multiple developments cannot be summed due to the denominator. Because the project falls below the Town's efficiency-based impact threshold, is aligned with the Town's long-term environmental goals as expressed broadly in its General Plan, and is consistent with the residential density expressed in the Town's Housing Element, the project would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact.

An analysis of the combined cumulative impact of past, current, and probable future projects may be appropriate for an absolute VMT metric, such as the Countywide total boundary VMT metric, which is the other metric used by the Town to evaluate transportation impacts. Such a CEQA evaluation of future year VMT impacts associated with the proposed Phase II Master Plan project and other cumulative developments was conducted as part of the 2040 General Plan EIR. As stated above, the 2040 General Plan EIR identified a significant and unavoidable impact related to the increase in VMT and adopted a program-based VMT mitigation approach. In accordance with the mitigation measure T-1 identified in the EIR, the project would be required to implement one or more VMT reduction strategies.

A P P E A R A N C E S:

Los Gatos Planning Commissioners:	Emily Thomas, Chair Kendra Burch, Vice Chair Jeffrey Barnett Susan Burnett Steve Raspe Joseph Sordi Rob Stump
Town Manager:	Chris Constantin
Community Development Director:	Joel Paulson
Town Attorney:	Gabrielle Whelan
Transcribed by:	Vicki L. Blandin (619) 541-3405

P R O C E E D I N G S:

CHAIR THOMAS: We are going to be moving on to our public hearings and with Item 1, the only item on our agenda tonight, which is to consider a request to construct a Mixed-Use residential development (450 units), a Vesting Tentative Map, site improvements requiring a Grading Permit, and removal of large, protected trees under Senate Bill 330 (SB 330) on property zoned North Forty Specific Plan: Housing Element Overlay Zone. Located at 14859, 14917, 14925, and 16392 Los Gatos Boulevard; 16250, 16260, and 16270 Burton Road; and Assessor Parcel Number 424-07-116. APNs 424-07-009, -052, -053, -081, -094, -095, -115, and -116. Architecture and Site Application S-23-031 and Subdivision Application M-23-005. Additional environmental review is necessary pursuant to CEQA Guidelines Section 15183: Projects Consistent with a Community Plan, General Plan, or Zoning since the proposed project's environmental impacts were adequately addressed in the 2040 General Plan EIR, as applicable. Property Owner is Yuki Farms, and the Applicant is Grosvenor Property Americas.

Before the Staff Report, can I have a show of hands from Commissioners that have visited the site? Are

there any disclosures that need to be made? Great. Director Paulson, take it away.

DIRECTOR PAULSON: Thank you, Chair, Commissioners. As mentioned, this was continued. The Planning Commission last heard the project on April 30th at a special meeting. At that time the CEQA analysis wasn't completed. There was a lot of detail regarding the proposed project.

For this evening, I'm going to just high-level touch on the major components of the project and discuss what is in tonight's Staff Report, and tonight will be a tag team effort between myself and the Town Attorney.

This project, you laid out the details. It's going to contain a Mixed-Use building that is approximately 7,800 square feet of Commercial and 255 Residential units, ten of which will be affordable. The building is seven stories tall and is nearly 100'.

There is also an affordable housing building that will have 67 affordable units and one manager unit. That building is five stories tall and approximately 62.5'.

The project also includes 127 townhomes across 17 buildings. Those are three stories in height, ranging from approximately 44' to nearly 49'.

Lastly, there are two Commercial buildings that are approximately 7,200 square feet between the two of them. They are both one-story and between 25’ and 27’.

As mentioned, there is a lot more detail on other specifics in the April 30th Staff Report. The Staff Report for tonight really has information regarding five topics, which is the Housing Accountability Act; State Density-Bonus Law; BMP unit phasing; No Net Loss Law; and CEQA, California Environmental Quality Act. The Town Attorney is going to handle the majority of those. I will touch on the BMP phasing as well as the No Net Loss Law.

The Applicant, as you read in the correspondence, is requesting a concession to allow the occupancy of 127, the total number of townhomes, without any necessary triggers for the affordable units. This is a joint effort ultimately. Currently Eden Housing is proposed to build those housing units. The Applicant has provided an alternative which allows for the 127 units to be built, and then if the affordable housing units aren’t built at that time, then there is an option to put those units in the Mixed-Use apartment building until such time as the affordable housing building is built, and then those restrictions could be transferred.

The Applicant explains in their justification that it is a financial impact for them, and so they are requesting an alternative condition other than what the Town Staff is currently proposing, which is a proportionate 17% throughout construction, which is typical of our guidelines.

The No Net Loss Law next. The Town is required through Housing Element law to maintain enough capacity to meet our RHNA in each of the income categories. This project, along with two other Housing Element projects that the Planning Commission has seen, two of which have been approved by Council, Staff is required to do an analysis based on the remaining sites in the Sites Inventory along with other either proposed and/or approved projects to make sure that those income categories remain whole and don't go into a deficit. This project, as is illustrated in the Staff Report, will go into a deficit in the Very Low and the Moderate unit income categories, so there are findings to that effect in the Staff Report.

As previously mentioned, this is an SB 330 project. They are utilizing State Bonus Density Law, which entitles them to two concessions and unlimited waivers; those are outlined. While they meet the definition of a

Builder's Remedy application, to date they haven't necessarily invoked that.

With that, Staff ultimately recommends that the Planning Commission consider the project. If it finds merit, there are recommendations on page 15 and 16 of the Staff Report. Should you decide to make a recommendation this evening, there are two addendums for tonight's meeting as well as a Desk Item.

I wanted to clarify a couple of errors in the Staff Report. First, the subject line on page 1 for the report erroneously states that additional environmental review is necessary; that's not the case. It is not necessary as is referenced throughout the remainder of the report, as well as other documents and legal noticing.

Additionally, there is a reference to three tables from a previous version of the Staff Report. There is only one table, which is on page 13, so Tables A, B, and C are not in there: it's simply the table on page 13.

We have with us CEQA consultants, we have Parks and Public Works Staff, and we'll have additional consultants. Ms. Whelan will also introduce before her presentation outside legal counsel that we have this evening.

That concludes my portion of the Staff Report and I'll turn it over to Ms. Whelan.

ATTORNEY WHELAN: Good evening, Planning Commissioners. I'm Gabrielle Whelan, the Town Attorney, and I've prepared a PowerPoint this evening to talk about the legal considerations associated with this project.

Before I begin, I wanted to let you know that Nazanin Salehi with the law firm of Goldfarb & Lipman will be available on Zoom to answer any questions that are not related to CEQA, and Christine Crowl with the law firm of Jarvis Fay will be available on Zoom to answer questions that come up with regard to CEQA.

I will begin. There are four major laws that are implicated with this application.

The first is SB 330, and as Mr. Paulson mentioned, this is a Senate Bill 330 project, meaning that it submitted a preliminary application that vested it to the development standards that were in place at the time it was complete. Next is the Housing Accountability Act. The third is Density-Bonus Law. The fourth is California Environmental Quality Act, also known as CEQA, and that's how I'll be referring to it throughout the rest of the presentation.

As I mentioned, Senate Bill 330 authorizes applicants to submit a preliminary application which vests them to the development standards that are in place at the time that the preliminary application is submitted.

Senate Bill 330 also requires an applicant to provide replacement units for existing units onsite that are currently occupied by low-income households, or have been occupied by low-income households in the past five years. I believe there are eight residential units on the property right now, and four of those are units that will require replacement.

This project has vested to the development standards that were in place at the time its preliminary application was submitted.

Next, I'm going to give you an overview of the Housing Accountability Act. This is codified at Government Code Section 65589.5. It provides that when an applicant is including affordable housing in its project the Town is limited in its ability to deny, reduce the density of, or impose conditions on the projects.

With regard to Conditions of Approval, the act limits the Town's ability to impose Conditions of Approval that would render a project infeasible, and the statute defines infeasible to mean capable of being performed.

The first question to ask under the Housing Accountability Act is whether or not it is an eligible housing development project, and in order to be eligible the proposed project has to be only Residential, Mixed-Use, or transitional housing. This project qualifies under 1 and 2 because it has certain components that are Residential only, and certain components that are Mixed-Use developments.

The next question is how can a project be subject to the Housing Accountability Act, and how much affordable housing does it need to provide? The Housing Accountability Act until recently provided that 20% of the total units need to be available to low-income households, or 100% available to moderate-income households. There are recent amendments to the Housing Accountability Act that have lowered the percentage from 20%; however, this applicant is staying with the 20% of the total units being affordable in the planning application.

The Town does have the ability to apply Objective Development Standards to Housing Accountability Act projects. In order for it to be an Objective Development Standard it has to be something that is consistent with the Town's obligation to meet its Regional Housing Needs Allocation, which we refer to as RHNA, and that's the

number of housing units that the Town needs to entitle pursuant to an allocation from the State. Then, the Town needs to apply its Objective Development Standards in such a way to facilitate and accommodate development at the density that's permitted on the site and proposed by the development. An Objective Development Standard is something that's codified; it can't be subjective. It has to be verifiable based on a standard that's written down, and that's an important factor.

The Housing Accountability Act does impose penalties for disapproval of eligible projects, and it defines disapproval to include not only a vote to disapprove the project, but a failure to comply with the Town's deadlines for making a decision, or the Town's imposition of a Condition of Approval that would render a project infeasible.

We had talked a little bit about the Town's ability to impose Objective Development Standards, and I did want to mention that the act prohibits the Town from imposing an Objective Development Standard that would render the project infeasible.

Then the question of infeasibility. The question will come up of who has to establish that it's infeasible, and per the statute the Town bears the burden of

establishing that a Condition of Approval will not render the project infeasible, and the Town needs to use a "preponderance of evidence" standard, meaning that the Town has weighed the evidence and concluded that the evidence on one side outweighs the evidence on the other.

Under the Housing Accountability Act there are five reasons that a public agency can deny a project or impose a condition that renders the project infeasible.

The first is that the Town has an adopted Housing Element that has met its share of RHNA in all of the income categories proposed in the project, and while the Town does have an adopted Housing Element, the Town has not met its share of RHNA in all of the income categories proposed in this project.

The second grounds would be the project would have a specific adverse impact on public health or safety, and this finding would need to be based on an objective standard that's been adopted by the Town.

The third potential grounds for denying or imposing a condition that would render the project infeasible would be if that condition or denial were required in order to render the project in compliance with a specific state or federal law, and with projects such as this the state laws that come to mind are State Density

Bonus Law and the SB 330 requirement that replacement housing for the existing low-income units be provided.

The fourth grounds would be that the project is located on agricultural land without adequate water or wastewater. Staff has not identified any facts that render number 4 applicable.

Finally, the Town could deny the project or impose a condition rendering it infeasible if the Town were to find that the development is inconsistent with both the Zoning Ordinance and a General Plan land use designation and the Town has an adopted Housing Element in substantial compliance with state housing law. However, this finding is not available when a project is consistent with the density that's been identified in the Housing Element, and as the Staff Report notes, this particular project is consistent with the density that was identified for this site in the Housing Element.

I'm going to pause there before we talk about the other two laws to see if the Commission has any questions about the Housing Accountability Act, and if you do have questions, I'll take the first pass, and then if I miss any information, Nazanin Salehi with Goldfarb & Lipman will fill in the remainder.

CHAIR THOMAS: Are there any questions at this time? Commissioner Barnett.

COMMISSIONER BARNETT: Yes, Ms. Whelan, you referred to the developers standing on the 20% of units to be sold to lower-income households, but isn't that 13%?

ATTORNEY WHELAN: Under the new law it's 13%, but to date this applicant has not chosen to use the new law, they've chosen to use the… They have a choice between the prior Builder's Remedy for the Housing Accountability Statute and the amended Housing Accountability Act statute. They elected not to take advantage of the new 13% lower amount.

COMMISSIONER BARNETT: All right, thank you.

CHAIR THOMAS: Any other questions? Okay, thank you.

ATTORNEY WHELAN: Now we're going to delve into State Density Bonus Law. This applicant is using State Density Bonus Law, which provides that applicants who provide specified amounts of affordable housing are eligible for density bonuses, meaning you can build denser than what would be allowed under the Town's ordinances, or incentives and concessions, or waivers.

This particular applicant is not requesting an increase in the density on the site; they're sticking with

the density that was allocated in the Town's Housing Element. However, this applicant is seeking incentives and concessions and waivers.

The statute defines incentives and concessions as reductions in Town development standards, or modifications of Zoning Code requirements. This can include reductions in setback, etc., and this particular applicant is seeking… Actually, I'll talk about it under waivers.

Approval of Mixed-Use zoning or other incentives or concessions that results in cost reductions. Again, the burden is on the Town to establish that the requested incentive or concession would not result in a cost reduction for the statute.

The Density-Bonus Statute also allows applicants to seek waivers, and the standard is that they can seek a waiver of a development standard that would have the effect of "physically precluding the development."

One of the waivers that this applicant is seeking is a waiver from the Town's North Forty Specific Plan requirement that buildings within 50' of Los Gatos Boulevard be limited to 25' in height.

Are there any questions that the Commission has regarding State Density Bonus Law? Okay.

Finally, I wanted to give an overview of how CEQA was handled for this project. This project was evaluated pursuant to CEQA Guideline Section 15183, and that's a section that authorizes projects to tier from previous Environmental Impact Reports under specified circumstances.

In order to use Section 15183, a project has to be consistent with the density that was established by zoning, a community plan, or general policies for which the EIR was certified.

This project is consistent with the density that was allocated to this site in the Town's Housing Element, and the Housing Element relied on the Environmental Impact Report that was prepared for the 2040 General Plan.

Section 15183 does provide that any project-specific significant impacts which are peculiar to the project or to the site must be analyzed. The Town did prepare an Initial Study. The conclusion of the Initial Study is that there are no project or site-specific significant environmental impacts that have not been studied in the previous EIR. As a result, this project is tiering from the EIR; it was done for the 2040 General Plan.

I understand that at the earlier meeting there were questions that came up regarding traffic related to

this project, so I wanted to say that the Town does analyze traffic impacts, but it does it outside of the CEQA document. The Town analyzed the traffic impact analysis, and we've also had a study session regarding the Builder's Remedy, and in that context questions came up about cumulative impacts of all the planning applications that the Town has received, and so this slide is included to show what other projects were analyzed in connection with this particular North Forty Phase 2 project.

That is my final slide. Are there any questions on the CEQA information or any of the other information?

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Did you say any questions related to CEQA?

ATTORNEY WHELAN: Any questions on any of the presentation.

COMMISSIONER STUMP: On the slides, no.

CHAIR THOMAS: Commissioner Sordi.

COMMISSIONER SORDI: Just a general question. This is bigger picture for me; I'm kind of the newbie Planning Commissioner here. I know we've got a mandate to provide 1,993 housing units between 2023 and 2031. Can you give us a sense of where we stand today with respect to how we're achieving that goal?

DIRECTOR PAULSON: Let me pull up this Staff Report really quick and take a look. The table on page 13 will give you an idea of where we're at. I think we're 398 units above for above-moderate; we have a deficiency in moderate; we're a little bit above on low; and then there is a deficiency on very-low. So, if you aggregate those relative to the 1,993, we're in excess because we have a number of sites that are not Housing Element sites that are currently in the pipeline, so there are a number. I can look and see if I can come up with a general total at this point in time, and then get back to you.

COMMISSIONER SORDI: Okay, thanks.

CHAIR THOMAS: Any other questions for Staff at this time? Commissioner Sordi.

COMMISSIONER SORDI: Another question; it's a little more specific this time. Just really quick with regard to Condition 6 and going back to Phase 1 North Forty. I know we had the same master developer, I think the same affordable housing developer. Did we have a condition on that project that required any affordable units to precede or be blended in somehow with the project?

DIRECTOR PAULSON: There was a trigger associated with a number of market rate units being granted Certificates of Use and Occupancy. I want to say the number

originally was 187; that might have been modified further down the line through an agreement with the Town Council, but yes, there was a trigger there.

COMMISSIONER SORDI: Okay, thank you.

CHAIR THOMAS: Commissioner Burnett.

COMMISSIONER BURNETT: Yes, thank you. Question for Staff. Regarding the Density-Bonus Law, the Applicant, I believe, is seeking and agreeing to build affordable housing, but is not committing to do so. Am I correct in the readings?

ATTORNEY WHELAN: That's Town Staff's assessment of the situation. Town Staff reads the statute to require that there be a commitment to have built the affordable housing. In the Applicant's presentation they'll probably address their reading of the statute, but we currently have a different reading, and as a result, I have contacted HCD to request an opinion.

COMMISSIONER BURNETT: Because that does affect the waivers and concessions with that, correct?

ATTORNEY WHELAN: That's true. In order to be eligible for the incentives, concessions, and waivers one has to have sought and agreed to build affordable housing.

COMMISSIONER BURNETT: Thank you.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: I know we've had this conversation before about the 2040 General Plan EIR and the related environmental analysis, and we know that qualifying projects are definitely wanting to tier off of that plan. We have had discussion about cumulative impact over time, and certainly the 2040 General Plan EIR could be suspect as far as literally being able to tier to it, because there have been substantial changes since the 2040 General Plan was completed. There are changed circumstances; obviously one of the biggest ones we've seen is SB 330/Builder's Remedy projects that the Town is faced with in the largest development process in its history with a concentration on Los Gatos Boulevard.

Also, if new information becomes available it would indicate that there should be a supplemental or a new program EIR under CEQA Section 15162. That new information would be cumulative impact from multiple high-density projects, including projects not on sites identified in the Housing Element Site Inventory, and we have, obviously, a number of those as well.

I guess my basic question would be why is the 2040 General Plan EIR and the related environmental analysis still considered operative?

ATTORNEY WHELAN: I'll start, and then I think after me it would be best if the CEQA consultant came on, and then after that, Christine Crowl who is a CEQA expert.

So, CEQA Section 15183 specifies that a project can tier off of an EIR that was done for a previous project, and so it doesn't matter that elements of the previous project were rescinded, it's whether or not the EIR was done that analyzed the impacts of what was planned for in that General Plan, because that's one question that the Town has been receiving: does it matter that the land use and community design elements were rescinded? Our answer is no; it matters if the EIR is still effective.

When we were debating using Section 15183, we asked our CEQA consultant—and I don't want to speak for her, so she can come on next—but we asked her to analyze whether there were any new impacts that weren't covered in that existing EIR, and the Town's conclusion was no, and so I think at this point it would be good to turn it over to the Town's CEQA consultant.

TERI WISSLER ADAM: Good evening, Chair Thomas and Commissioners. My name is Teri Wissler Adam; I'm a principal at EMC Planning Group. We've been assisting the Town through the CEQA process for this project as well as others.

I don't really have much to add to Ms. Whelan's comment regarding the applicability of the Certified EIR, just again reiterating that the EIR is still certified. Certification wasn't taken away when the land-use element was rescinded. As you know, CEQA is focused on environmental impacts and the environmental impacts of a particular project, and again, not whether that project is moving forward or not, but we do believe that the approach we used is appropriate for this project.

CHAIR THOMAS: Commissioner Stump, do you have a follow-up?

COMMISSIONER STUMP: I'll actually bring a follow-on. Thank you for that response. It just sort of seems like certified is almost like the Good Housekeeping Seal of Approval, saying we certified it, and whether it's still operative or not, it's certified. That's what I got from the response, but I'm going to pass by, because I don't want to take us down a rabbit hole.

What I want to revisit is back in April when we had the Genuine Automotive project before us. One of the stipulations or recommendations that came out of that is that going forward we were going to be looking at cumulative effects of projects. In fact, the recommendation that went to the Council for their June meeting to approve

that project said that we thought about doing a supplemental to this EIR, but in lieu of that the Staff was recommending that each project address cumulative impacts. My question would be is the North Forty exempt from looking at cumulative impacts, or cumulative impacts reviewed as it relates to the North Forty as well? Thank you.

ATTORNEY WHELAN: The Town is requiring each project to do its own cumulative impact analysis, but we do have to cut off that analysis at a certain point. The point that we use to cut off the analysis is when a Scope of Work is prepared for the environmental work for each project as it comes through, so at the time that the Scope of Work is finalized all reasonably foreseeable projects will be analyzed. Projects that come in after that Scope of Work was prepared will not be included.

Then, with regard to the work that was done for North Forty Phase 2, I'd like to turn it back to Ms. Wissler Adam, if that's okay.

TERI WISSLER ADAM: Yes, thank you. I have to go back and look, but I believe our contract on this project is about two years old. The Scope of Work was prepared right before we got under contract. We did evaluate cumulative impacts. CEQA allows a couple of different options for evaluating cumulative impacts. One is a list of

projects, past, current, and reasonably foreseeable, projects. The other is the development projections and a General Plan EIR. We use the General Plan EIR projections in this particular Initial Study.

DIRECTOR PAULSON: Through the Chair, just additional… I probably shouldn't jump in, but I'm going to anyway. I think there needs to be some distinction, because this has been a conversation for a long time. We've got the Housing Element that had sites that were evaluated based on the General Plan. We've got some sites that have projects that are meeting or near the Housing Element Sites Inventory from a total number of units. Then we have some other projects that are far exceeding, for instance, density.

Looking at this from that perspective, the Housing Element environmental analysis tiered off the General Plan. This is compliant with that, so from this project's perspective, it's not creating any additional impact and has already been studied in one or both of those documents.

I think when we go to look at the environmental documents and do the Initial Studies for some of these other ones that are exceeding what was proposed in the Housing Element, the outcome of that Initial Study probably

ends up in a different path, whether that's an EIR or an MND. Now, obviously that's all with a big caveat of the new state laws that just went into effect relating to CEQA on July 1st, but that's how we're proceeding with some of these other ones that are above and beyond—and most of the time, well above and beyond—what was studied in the Housing Element.

COMMISSIONER STUMP: Chair, can I follow-up? I realized that a list of projects, I believe, for this level of study is not required to be published in the report itself, or were other projects published in this report and maybe I just overlooked it? Did it identify like the traffic or the transportation analysis? You just shared, "Look at all these projects that this transportation analysis took into account." Is anything similar like that in the Initial Study of the North Forty?

DIRECTOR PAULSON: I would turn to Ms. Wissler Adam for that. I'll turn to her at this point.

TERI WISSLER ADAM: Thank you, Mr. Paulson. There is no list either in the Initial Study or separate from the Initial Study that was considered.

DIRECTOR PAULSON: With the exception of the Traffic Impact Analysis that you referenced, which

obviously can feed into other areas of air quality, noise, things like that.

ATTORNEY WHELAN: Yes.

COMMISSIONER STUMP: Are we going to have opportunity to talk about the Transportation Analysis, or would now be the time to ask a question about the Transportation Analysis?

ATTORNEY WHELAN: My suggestion would be maybe after public comment.

COMMISSIONER STUMP: Thank you.

CHAIR THOMAS: Commissioner Barnett, do you have a question?

COMMISSIONER BARNETT: I did.

CHAIR THOMAS: Sorry.

COMMISSIONER BARNETT: I'll come back to it, because I want to look at my notes. Thank you.

CHAIR THOMAS: Okay. Does anyone else have any questions for Staff at this time? Okay, perfect.

We will now open the public portion of the public hearing on Item 1 and give the Applicant an opportunity to address the Commission for up to five minutes, and then we will take comments from the public. I have Steve Buster, and whoever else on the Applicant team can join you during this time. Thank you.

STEVE BUSTER: You can go to the second slide. Good evening, members of the Planning Commission. I'm Steve Buster, Senior Vice President of Development for Grosvenor. It's been about six months since our last meeting, so we're happy to be here back in front of you tonight.

I will do a very quick recap of our program, since it's been a while, but I plan to spend the majority of my time talking about the heavy infrastructure lift for this site as it relates to delivery of affordable housing, and then we can take questions. This is just a reminder of the important connection between the Phase 1 that has been completed and Phase 2.

Phase 2 of the project is the subject of tonight's hearing and consists of 68 units in a 100% affordable building, which we build by Eden Housing, the same group that built 50 senior affordable units in Phase 1. One-hundred-and-twenty-seven townhomes and 255 multi-family rental units, including ten affordable. Total of 450 units anchored by eight acres of open space, including the Central Meadow.

We have our land use attorney here tonight, Eric Phillips, who can address specific questions on this, but just in summary, we are in full compliance with the Housing Element, CEQA, and State Density Bonus Law.

I want to take a quick step backward for a minute to explain how a project of this size and scale actually gets built, because I think many members of the public probably aren't accustomed to a project of this size with such elevated levels of infrastructure and utility cost.

For the last five years we have spent millions of dollars on entitlement costs. That's architects, engineers, consultants, legal, etc. A very large component of the total cost is the actual cost to buy the land. Then, we spend millions of dollars designing and engineering the actual backbone infrastructure and utilities. Then, tens and tens of millions of dollars to build the backbone infrastructure and utilities. Most projects have main public streets and backbone utilities; we do not yet. That's grading, storm drain, sewer, water, electric, lighting, roads, curbs, gutters, sidewalks, you get the point. Not to mention the Town's requirements to do offsite improvements to Los Gatos Boulevard, and permits and impact fees, again, totally up to millions of dollars. My point here is that we are going to be approaching $100 million in investment before the first home is even completed.

That brings us to the affordable housing condition and timing. I understand the Town's intent, wanting to ensure the affordable housing gets built. The

best way to ensure the affordable housing is built is to reduce restrictions and let us build the infrastructure. That will ensure that we can deliver a finished, fully served pad to Eden as soon as possible. The Town's current proposal that affordable be built concurrently with the market rate units is infeasible. We need a minimum of 127 homes in order to finance the completion of the backbone infrastructure and then deliver the pad to Eden. Our proposal to the Town gives you ample security, and gives us ample incentive to complete the remainder of the units.

Number one, only 28% of the units can get a Certificate of Occupancy before Eden gets financed. Twenty-eight percent, that's it.

Number two, we will commit to completing all of the infrastructure, that $100 million I talked about, to serve and deliver pads for affordable housing and the multi-family rental building. Eden will commit to applying for funding at least once per year. If the multi-family building starts before Eden starts, we will provide for the affordable units there until Eden can. We even offered to transfer the finished pad for the affordable to the Town if Eden is unable to perform within a certain amount of time.

So, these are items that I think are more restrictive than most times we do this in other cities, but

they are more in line with what other cities and towns do to address this issue.

Thank you for your time, and we look forward to your questions.

CHAIR THOMAS: Thank you. Are there any questions right now? Commissioner Barnett.

COMMISSIONER BARNETT: Thank you for your presentation. Would Grosvenor have any objection to a Condition of Approval that would require the deed to Eden be delivered and recorded prior to the sale of the first unit, the purpose being to assure that that transfer occurs?

STEVE BUSTER: I need to think about the timing of that.

ERIC PHILLIPS: Good evening, Planning Commissioners, my name is Eric Phillips; I'm land use counsel for Grosvenor and the Applicant team.

That is something we could talk about. What I would suggest is more common, and that is before we start building any of the infrastructure or the housing units the affordable housing restrictions be recorded against the property, which would require the property could only be used for affordable housing; nothing else could develop there. We certainly agree that should happen first.

The reason that we might not want to transfer the property to Eden immediately is twofold: One, they will need to receive it in connection with the rest of their financing to show that they can leverage that as part of their commitment; but two, this is a very remote possibility, but if Eden for some reason is not able to timely deliver the property, we want to still be able to control it and build it ourselves, work with a different partner. I certainly have no expectation that that will be the outcome. We think it is much more likely that Eden will timely deliver, but if we have turned over the property, it actually makes it more complicated to troubleshoot if there is an issue, so that's just something to think about.

COMMISSIONER BARNETT: A follow-up, if I might? I don't recall reading in the Staff Report material that Grosvenor was offering to transfer the property to the Town under certain circumstances. Can that be elaborated?

ERIC PHILLIPS: That was an offer that we made as we were discussing the different options with the Town. The Staff Report does talk about some of the concepts that the Town came up with. It does not discuss that we offered that. We were informed that the Town was not interested in that; they were concerned that it would be too expensive, it would become an administrative burden, and not something

that provided adequate security, so we were advised not to include that in our final proposal and our concession request, but it is something that we did put out there and offer and discussed at length with the Town.

COMMISSIONER BARNETT: Thank you for that.

CHAIR THOMAS: Do you have another follow-up question?

COMMISSIONER BARNETT: I'm on a roll here, yes.

CHAIR THOMAS: Okay, go for it.

COMMISSIONER BARNETT: About the 20% versus the 13%, can you clarify that?

ERIC PHILLIPS: Yes, thank you. I'm glad you asked. It is correct when we originally applied back in 2023 the law required a 20% overall affordability commitment, and that was part of the original application. That law changed in January 2025, as the Town Attorney explained in her presentation, and in March of 2025 the Applicant team did submit an updated application packet that reflected the requirements that go with the new law, so the affordability contribution was reduced from 20% down to 17%. The reason it is higher than the 13% that would be required to qualify as affordable housing under the Housing Accountability Act is that that extra 4% is necessary to be eligible for two concessions under the Density-Bonus.

COMMISSIONER BARNETT: I see. Okay, that's helpful. Indulge me for a second to see if I have any further questions.

If Grosvenor proceeds to put 17% of the houses as below market into the improvements other than Lot 19, how would that be deed restricted, and how would you handle the subsequent transfer to Building 19?

ERIC PHILLIPS: That's an excellent question. We would need a deed restriction that commits both pieces of property to be devoted to affordable housing. What we hope would happen is that we're able to work with Eden so that they deliver their project first. If they're not able to do that, if it is delayed and we move forward with the multi-family mixed-income building first; that deed restriction would kick in, it would apply. We would have to provide 17% of the units that have been developed up to that point within that building, and then once the affordable housing on Lot 19 was fully developed, we could release the majority of those restrictions. Ten units are going to be affordable in that mixed-income building regardless, but we could release the majority of those units from the affordability restrictions once they're able to be replaced within the Eden building.

Then on the flip side, what we think is more likely to happen, Eden gets its financing, commences construction first, then the affordability restrictions on the multi-family building would be released for all but those ten units.

COMMISSIONER BARNETT: For all but the ten, yes. Thanks so much.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Your presentation was really helpful to be reminded this is a big project, and we are accustomed in working on affordable housing projects that the affordable housing is integrated and it's built concurrently with the projects. Twenty homes, 155 homes, it's built in.

What you're putting forward, and probably what your business model is, is a struggle for the Town because it doesn't allow us to disperse affordable housing across the development. This is going to be rental only, no opportunity to purchase. I mean, I'm disappointed. I understand your business position, but I'm disappointed because I'm really interested in seeing people that need affordable housing to be able to purchase affordable housing instead of just continue as renters.

When we met back in April I think we clearly communicated that the affordable housing portion of this project could be no risk, that it's critical to get this affordable housing built. I do realize, in fact I was really surprised, Mr. Phillips, page A-4 in your letter that you sent today caused me to go wow, and it said that, "In some cases, building affordable housing can take as long as ten years after project approval," and I sort of fell off my chair at that point in time. I think it also made me realize that this is a big project.

So, I think what we are just really looking for, and I'll be really risky here and I'll use the word "guarantee," but we're trying to find a place that we can work together to guarantee this will happen, that the affordable housing will happen, and I think that's really important from the Town of Los Gatos perspective that that affordable housing does get developed, ideally sooner than later everything will click perfectly, but also realize that this may take a lot longer than we expected. So, anything that can be done on your part to move us towards this that can we do together to make sure that this affordable housing is guaranteed?

ERIC PHILLIPS: Thank you. I think you've brought up a lot of excellent points and points for comparison, and

I think what you said is quite instructive that this is a large scale development project that is different than when you are building just a 150-unit multi-family building and can disperse all throughout a single project, and recognizing that difference, I think, is quite important.

Probably the best analogy is Phase 1 of the North Forty that was developed, and as we heard Community Development Director Paulson say before, the trigger for Phase 1 was to allow there it was 187 units, which was close to 60% of the market rate units be developed before requiring the affordable housing, and that was to allow a little flexibility with the financing and the delivery of the timing.

What we're proposing here, to speak to the exact interest that you were raising, to guarantee there is a very strong incentive to deliver the affordable housing is to self-limit to only being able to build 28%, less than one-third of the project, before we deliver the affordable housing either on Lot 19 in the 100% affordable building, or in the mixed-income apartment building.

The reason that it's so important in this type of project to be able to have that flexibility is so that there can be at least a little bit of market rate development that can help underwrite all of those

infrastructure costs that Steve Buster was describing that go into such a large-scale project. But because there is such a large investment, building, again, less than 30% of the units up front isn't enough to make the Applicant team whole after doing all this development.

They will be strongly incentivized to continue building and to deliver that affordable housing so that they can get to what they really want to build, and Steve didn't have time to talk about this during his comments, but Grosvenor's business model is to build, own, and operate multi-family housing, so ultimately what they want to deliver is that mixed-income, multi-family building, and they're not going to be able to do that until they've delivered all the affordable housing, so that creates a huge incentive to keep the entire development team working to deliver that.

CHAIR THOMAS: Commissioner Stump, are you good with that response? Do you have a follow-up?

COMMISSIONER STUMP: My question was kind of your project phasing. Obviously, you're talking about 127 townhomes first. Then what?

ERIC PHILLIPS: Do you want to speak to the phasing?

STEVE BUSTER: Sure.

ERIC PHILLIPS: Steve can talk a little bit about the way that the market will (inaudible).

COMMISSIONER STUMP: Okay, appreciate that.

STEVE BUSTER: Can you pull up the presentation? I think it's probably slide 3. I got it totally wrong. Next one. This should help.

With regard to the phasing, you can see on this diagram we have streets and infrastructure labeled as Backbone A, and streets and infrastructure labeled as Backbone B, so the first thing we will do after acquisition is design engineer all of that work. We will then mass-grade the entire site.

After mass-grading we will install that Backbone A first. That includes a storm drain system that's required to serve the entire project, so it's very expensive, one of the reasons it's very expensive, and that storm drain system is over by Block G. By installing Backbone A first, that opens up Residential A, and likely Residential C is the first townhome areas that would go first.

Following those projects, hopefully Eden is going in Block G already, because they will be developed a vertical ready pad at that point. We would then commence Backbone B, which would open up Residential B, Block E, Block I, and then finally, The Meadow. Does that help?

COMMISSIONER STUMP: Yes, and my follow-up question would be what portions of these projects are you committing to unconditionally?

STEVE BUSTER: What comes to mind is if I was applying for a permit to redo my kitchen, and the City said we'll give you the permit, but you have to redo the kitchen, I would never agree to that. We can't guarantee anything. I have no idea what the market is going to be like.

Phase 1 was approved in 2017. SummerHill just sold their last home a couple of months ago; that's eight years. You can tell me eight years ago what the market is going to look like, I could tell you when we're going to phase it all, but you strike when each product type is feasible and pencils. You can't guarantee anything is going to happen, but our business is to build, not to sit on land.

CHAIR THOMAS: Commissioner Stump, do you have a follow-up? You're good? Okay, Commissioner Sordi and then I'll get over here. Thank you.

COMMISSIONER SORDI: Thank you. I wanted to zero in a little bit more on the timing of the affordable, so it may be a few questions; they may end up going over to Eden.

I wanted to understand a little bit more about the schedule that you guys have planned to apply for funding. I know there are application deadlines by round, and then there are decision dates that happen so many months after, and then there are award dates that happen after that. If you could just give us a little bit more color and detail about how that schedule looks right now.

STEVE BUSTER: Dixie is here from Eden Housing, and can I just say before she speaks that if there is any doubt about… This is not Steve's Affordable Housing Group that's proposed here, this is Eden Housing, which is one of the premier builders in the state and who also has a track record in town here next door. That's very, very important that this group that performs all up and down the State of California.

DIXIE BAUS: Thank you. Hi, everyone, I'm Dixie Baus; I'm the Director of Real Estate Development for Eden Housing.

This project, I think, is designed in an optimal way to where it could fit many different buckets. There are two major buckets of major funding that we'll be looking at for the tax credits. One is called a 4% tax credit; one is called a 9% tax credit. One is less competitive than the other; size does matter.

In this particular case with all the backbone infrastructure brought to it, it decreases the cost of the project, making this one very optimal to go either 4% or 9% based on cost alone. We also don't have to pay for land cost, so that tremendously impacts our viability and competitiveness for 9%, the same situation we had on Phase 1. We originally began at a 4%; we went for 9%.

Four-percent tax credits are generally taken in three times a year. That can change from year-to-year based on the allocation schedule of the state. Nine-percent tax credits are generally taken in twice a year, once in March-ish and once in July. At three months after that for the allocation date, and that is when the tax credits are actually done.

Then we're on the clock. We get awarded; we have 180 days to close a construction loan and start construction. One-hundred-and-eighty; that's non-negotiable. Our failure to do so mean we'd lose the credits, gain negative points, and be out of business for a period of three years; that's the penalty for not making those deadlines. Eden has never in its 57 years of operation missed that deadline.

COMMISSIONER SORDI: If I could follow-up. What would prevent you from applying now? What are the hurdles

in front of you? Entitlement, I would imagine, is one big hurdle.

DIXIE BAUS: It's a great hurdle. As a matter of fact, entitlements, including the approval of the design of the building… You have to be Building Permit ready if you're going to get on the clock, but it is a threshold requirement to… We can't even submit the application to the state, but the state is only the one stop.

In the easiest financial world of affordable housing finance, which is not easy at all, what you end up doing is you end up creating this layered bunch of financing, so the county is a partner. We can't get our commitment for the county until we have entitlements in place.

We do know that the site is a very, very important site for the County of Santa Clara. It's a high-priority site, and so they are waiting anxiously to receive my application; they can't do that until we have an entitled site.

COMMISSIONER SORDI: Just a quick follow-up. I know that we've been throwing around these numbers like eight years, ten years, or God knows what, but if you were to get entitled, hypothetically, before the end of the calendar year this year, can you give us a sense of what

the schedule… You'd then have entitlement, you'd have free land, you'd have the track record that Eden has. It kind of sounds like a home run. If all those items were in place by January of 2026, let's say for the sake of argument, one would be looking at possible groundbreaking for affordable. Kind of a loaded question.

DIXIE BAUS: Three years on a best-case scenario, and let me tell you why. It will take one year just to get to the design, the CCEs and DDEs, and get the Building Permit done, so Building Permit, all of that, we get underway when it looks good. In this particular case we're glad that we're not underway, because the Building Code is going to change in January, so all of that work would have been for naught.

There are some good bits and bad bits about being off schedule. Let's just say we're not going to have a Building Code change. We get entitled, the first thing that I'm going to do is direct our internal team to go on plans. Go on plans, because I need to be ready in case we get lucky.

There are a lot of things that happened at the federal level a couple of months ago, and that is the 4% tax credit program got a 25%, so we only have to finance 25% of the project with bonds instead of 50%. Now, I can

get into the weeds really here. What that has done—and I was just at a meeting with the director of Tax Credit Allocation Committee last week—is allowed them to award four times the amount of tax credit projects than they awarded in the preceding years. Four times the amount. The backlog is huge, and so we know we better be ready. We have got to be ready, because we are likely going to get those tax credits.

ERIC PHILLIPS: I want to elaborate on that for one second. One advantage that this whole team has had through the process is having Dixie and the Eden team be involved in designing the unit count and targeting the affordability. This is not just a concept of affordable housing; this has been planned specifically to maximize the viability for attracting financing. The size of the units, the layout, the population served have all been designed and created to maximize the likelihood that this can be fully financed and delivered in the shortest period of time. It's not a hypothetical we think we would like to do this someday; it's a very real project that's been strategically designed with an eye on delivering it, as you are asking.

COMMISSIONER SORDI: Okay, thank you.

CHAIR THOMAS: Commissioner Raspe.

COMMISSIONER RASPE: Thank you, Chair. This is probably a question best for the lawyer. I think you probably heard during our Staff presentation a question was posed to Staff regarding affordable housing and its impact to the Density-Bonus, and that is that the waivers, concessions, and incentives are available if a developer "seeks and agrees," I think is the phrase, to the affordable housing. It is the Town's position, as I understand it, that there is no agreement. If I could hear your opinion of what an agreement would look like, or if we currently have one.

ERIC PHILLIPS: Yes, you're exactly right. The requirements from the State Density Bonus Law are that there must be a single development application, which we have here. We just talked about all of the unified elements that are under one single development application, and the Applicant must seek and agree to provide the affordable housing.

I think it's clear that we are seeking approval. We've been working for many years to achieve approval of the ability to deliver this affordable housing. I think under the plain meaning of words "agree to," we are meeting that standard. As we talked about with Commissioner Barnett, there would be an Affordable Housing Agreement

that imposes affordability restrictions on the property that ensures that it can only be developed for the affordable housing uses that we're talking about when that is literally an agreement to provide the affordable housing and ensures that nothing other than the affordable housing will be built on the portions of this project that are dedicated for the affordable housing in our proposal.

During the Staff portion of the presentation, there was the discussion about is there really a commitment to providing the affordable housing? Frankly, I think the answer is yes for the reasons that we already spoke about, that the level of infrastructure and upfront costs, the tens of millions of dollars that Grosvenor is investing that it can only recover after it has delivered the affordable housing, is that commitment to delivering the affordable housing. Otherwise, it's just throwing that money away, frankly.

However, notwithstanding the fact that I think there is a commitment, I will note that the law does not use the word "commitment," it says, "seek and agree." That commitment phrase goes above and beyond what the Density-Bonus actually requires, even though, notwithstanding the fact, I think that what we've demonstrated is a commitment toward delivering the affordable housing.

It's interesting. HCD has considered this question in other jurisdictions. They've issued a letter to the Town of Loomis, where they found there that an applicant did not seek and agree to provide affordable housing, but the facts there are actually quite different from here. There, there was no affordable housing development partner identified, they hadn't actually applied for the affordable housing, and they were looking to build 75% of the market rate units before delivering the affordable housing. Under those facts I can see why maybe it wasn't seeking and agreeing, but that's very different than the situation we have here.

COMMISSIONER RASPE: Thank you very much.

CHAIR THOMAS: Commissioner Burnett.

COMMISSIONER BURNETT: Back to costs, I just have a couple of questions. You were talking about you have already invested over $100 million in this project, or is that proposed?

STEVE BUSTER: It will approach $100 million once all the roads, infrastructure, and utilities are all in the ground in the land before we build any homes. We are in the tens of millions of dollars at this point already, and it's going to get a lot higher.

COMMISSIONER BURNETT: I just wanted to know how much of the infrastructure you have put in. Have you put in any of the…

STEVE BUSTER: We have not started… Phase 1 is complete. Phase 2 has not received any infrastructure yet.

COMMISSIONER BURNETT: Okay, thank you.

ERIC PHILLIPS: Because, again, the project has not been approved. The infrastructure that we've shown isn't something the Town has approved, so we can't get permits and start constructing yet until we get this approval.

COMMISSIONER BURNETT: Okay, thank you. You're sort of summarizing what your costs are going to be then.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Mr. Phillips, in your letter, my favorite page, A-4, you did refer to the language that was part of Phase 1 that said the Town required the affordable housing to be available and/or occupied prior to final occupancy issuance for the 187th market rate unit. There is a reference to the resolution. In other words, 58% of the total 186 out of 320. Phase 1 project will be allowed to be built before the Town-required affordable units. Is this the kind of structure that you're willing to agree to for Phase 2?

ERIC PHILLIPS: We're proposing a much more restructure structure. If you want to offer me that deal, I will gladly take it. So, yes, what we have requested is more restrictive than that. We are only asking to build 28% of the units before we can…

COMMISSIONER STUMP: I was giving you the example of what was here.

ERIC PHILLIPS: Exactly, but I think that that point of comparison is quite helpful.

COMMISSIONER STUMP: Thank you.

CHAIR THOMAS: Commissioner Raspe.

COMMISSIONER RASPE: Thank you, Chair. It seems to me—and this can be lawyers or anybody—that the issue of phasing seems to be the difficult one that we're struggling with here, and a lot of that could be solved if the affordable housing units were scattered throughout the development as opposed to segregated into a single structure. My question is was that model ever considered, and if not utilized, could you explain why it's not utilized?

ERIC PHILLIPS: Under the current design and at the current density it is important to have the units clustered to access all of the financing that Dixie was talking about. In order to use tax credit financing and

leverage county money and other sources, it is necessary to have them be in a single structure. You're not able to have a distributed housing model.

I will say that before the Town adopted the Housing Element, when it was still considering what should happen on the North Forty, there was discussion of zoning it at a lower density, even 20 units per acre, for example. Under that model, which at the time seemed appealing to the development team, it would have been probably a townhome only development that would have been somewhere between 200-300 units on the site, and there it would have been just compliant with the Town's standard below market rate program; it would have been distributed for sale at moderate-incomes. With the increase of density that the Town allocated when it adopted the Housing Element, making it go up to a minimum of 30 dwelling units per acre, to get the 450 units on the site it was necessary to increase the density, and then because that changes the cost for how you're developing, that made us look at different models of how we could deliver the affordable housing.

The upside for that is that by partnering with someone like Eden Housing and clustering the units, we get more affordable housing than actually the Town would ordinarily require. We beat the Town's below market rate

requirements by a few units here, and we're able to deliver at a lower affordability point. The Town's standard requirement is for moderate-income. Here we're committing to low-income, and depending on the financing sources, it's quite likely that Eden ultimately will deliver very-low-income or even deeper affordable, so the Town is going to get those harder to reach low-income and potentially very-low-income units at a greater number because of this clustering.

COMMISSIONER RASPE: Thank you for that very thorough answer; I appreciate it.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Just to give a point, I have two quick questions.

I want to briefly talk about setback. I know this is one of the waivers that is being requested. On Los Gatos Boulevard the North Forty Specific Plan calls for a setback of 50' for any building or portions of buildings over 25' located on Los Gatos Boulevard, and of course that building is expected to be 99', so well over the 25'. Have you considered other configurations for that multi-family, Mixed-Use apartment building, considered any other configurations as far as the property goes?

STEVE BUSTER: The first part of the answer is in order to get to the required density in the Housing Element we have to have the height, and The Meadow, the park in the middle, was very, very important to the community when we did our community outreach, so with the park in the middle we had to get the height to get 30 units an acre. That's number one.

Number two, the actual height of the building on Los Gatos Boulevard is not going to be 99'; it's a lot lower than that, because the elevation, the grade drops. You go by the site, Los Gatos Boulevard, and then it drops onto the site, so the building is actually recessed lower. In the back it will be 99'—I think that may be right, I can't remember—but the front will appear to be much lower than that.

COMMISSIONER STUMP: You know what that height is?

STEVE BUSTER: I do have an Exhibit in the appendix of my presentation, if we want to bring it up. I totally forgot, our architect is here. Way better to answer this question.

ARCHITECT: Yes, we took that into consideration. What we did is on Los Gatos Boulevard the building portion is stepped back to minimize the height, so at one corner of

the building the height from the sidewalk to the top of the parapet is 61', and another portion is 71', and roughly in the middle there is an 84' gap, which is open to the courtyard, and that's only one story in height, which is 18', so the three main building heights along Los Gatos Boulevard, 16', 18' that's 84' wide, then 71'. Then the building steps back, and actual tallest portion is measured to the top of the elevator mechanical penthouse, which is facing on the other side of the street, and that's why it's so much higher, because of the grades decreasing in that area.

COMMISSIONER STUMP: I guess the reason that I brought it up is because obviously high-rise buildings in Los Gatos are a new thing. Sensitivity related to it, and obviously if you've got a building that's 20' from basically at the curb or the street it gives you more of an urban feeling potentially than a suburban feeling with like turning and walking right into a building.

ARCHITECT: That's correct, and one clarification to that dimension. From the face of the building to the edge of the curb along Los Gatos Boulevard is actually 38', not 20'. I'm not sure where that number came from, but it's actually 38'.

COMMISSIONER STUMP: I'm not either. The other question I wanted to ask as a follow-on, but this is different; it's related to density. As you know, the Town Attorney has asked for a clarification from HCD on this gross lot area, and the gross acreage out at that site is 15.65 acres, and when this gross lot area was applied, I suppose that's where we got down to the 14.47 acres. Did people on your team arrive at that number? Was this done in concert with the Town's Staff? How was the number of 14.47 arrived at?

ERIC PHILLIPS: That methodology is derived from the Town Code, which defines how to calculate density, and then followed the same methodology that was used for Phase 1, so it was developed in concert with Town Staff, then interpreting the code, applying the same techniques that were used in Phase 1, and figuring out what the density here would be.

I will point out that although there is the subtraction for what we're calling the "backbone infrastructure," those streets that will serve really as public streets, all of the courtyards, the internal circulation, the parking, the open space, is included in that 14.41 figure, so it does approximate a gross density figure if you're comparing it to other styles of

development. I think it's more conservative even than the Town's code requires, because that would allow you to subtract out all areas that are deeded for access and public, and here we're subtracting much less than that, because that is the direction Town Staff provided and the way it was calculated for Phase 1.

COMMISSIONER STUMP: Then I guess it will be good to get a confirmation from HCD that that indeed is, I guess I'll say, appropriate, because other technical assistance would not probably say that's the way HCD would go.

ERIC PHILLIPS: I've certainly seen all of the comments from the alliance that have raised the same issue, and I will say that the Density-Bonus Statute does call for calculations of density using gross acres. What that means is that we could, if we wanted to, use the 30-dwelling unit per acre standard across the entire 15.1 and use that as our base density, and then add even more units on top of that.

We would be entitled to build more, and that is the context that HCD has given. It's technical advice about using gross density in other jurisdictions. It says you *must* allow an Applicant that wants to build more to use gross density when they're using Density-Bonus. To me, that's a different question than is the Town correctly

interpreting its own codes when it's not calculating a Density-Bonus to see what the local code consistency determination is for how you've calculated density?

COMMISSIONER STUMP: So, do I understand you to say that then you would be open to adding additional units?

ERIC PHILLIPS: I said we'd be entitled to.

COMMISSIONER STUMP: Big difference. Okay, thank you.

CHAIR THOMAS: I have one question. If we could see the slide deck, the slide of your suggested changes to the Conditions of Approval, because I believe the letter covered these, but this is more succinct.

STEVE BUSTER: More succinct because I wrote it, not the attorney.

CHAIR THOMAS: That's fine. I think that we will want to be able to refer to them. I'm going to take a photo of this so that I can just look at it. Okay, perfect. If anyone else wants to do that, just so we have access to it later.

Then, because we do have a number of members of the public who are currently yawning and it is getting late, we will have another opportunity to ask the Applicant team any of our remaining questions, so we will be moving

on to public comment, if that's okay with everyone. Thank you very much for all of that.

ERIC PHILLIPS: And thank you for all your time. I appreciate it.

CHAIR THOMAS: Thank you for being so thorough. We now invite comments from members of the public. If you have not already done so, please fill out a speaker card if you are speaking here in person. If you are on Zoom, now is the time to raise your hand if you would like to make a public comment for this item. When you are called to speak, please state your name and address for the record, or state that you are speaking anonymously, and you will have three minutes to make your comments. The first card I have is for Katherine Mancuso.

KATHERINE MANCUSO: Good evening, everybody. Thank you for your time tonight.

What hasn't been mentioned tonight, which is near and dear to my heart, is my understanding is that some of these units are specifically designated for adults with intellectual disabilities. That's the part that I'm interested in, and I wanted to bring a little bit of a personal shine a light on that piece and need.

My name is Katherine Mancuso; I live on Mulberry Drive in Los Gatos. My parents moved to Los Gatos in the

early 1950s, I grew up here, my son grew up here, and I was lucky enough to have a great career that allowed me to buy a home here, which allowed my son to be able to grow up here. So, longtime resident of Los Gatos.

My son, at the meeting we came to six months ago, was 28; he's now 29. The longer this goes on, the less affordable everything gets. He's very high functioning; he works at Amazon part-time, and he also works at volunteering at some of the food shelters.

He's been lucky enough to find housing, affordable, specifically for individuals like himself with some intellectual delay and disabilities, but it's in Santa Clara. The great thing about that is it has given us the opportunity to really experience what that means to an individual and to a family. He's just grown exponentially with that experience; I can't speak to it enough.

I know there has been some conversation about dispersing these units throughout the entire North Forty. The way it works in a lot of these developments, and where my son lives in Santa Clara, is it's all one unit, and that allows them to provide services to individuals, which is very, very helpful. They have a social worker that is there onsite. They have housing people onsite, so if there are issues that come up between the tenant and the site there

is somebody there to help them with that, so providing services, it's really handy to have all that stuff in one place.

The hard thing for us as parents is certainly my son is going to outlive my husband and I, and figuring out his independence and his ability to thrive weighs heavy on us every day. His doctor is in Los Gatos, his dentist is in Los Gatos, his grandmother is in Los Gatos, and his friends are in Los Gatos, and being able to live closer to us and be able to better support him by not driving so much—he doesn't drive, so Uber expenses are high—it just would mean a tremendous amount, so I really want to encourage you to move this forward as quickly as possible, and really encourage you to understand the need. He's not unique. He's got lots and lots of friends. Saratoga-Los Gatos High School grads that are in a very similar situation.

CHAIR THOMAS: Thank you very much. Are there any questions for the speaker? No. Thank you for coming again tonight and waiting patiently. The next speaker card I have is for Ali Sapirman. You will have three minutes once you get up here, and I appreciate the phonetic spelling.

ALI SAPIRMAN: Good evening, Chair and Commissioners. My name is Ali Sapirman, and I'm speaking on

behalf of the Housing Action Coalition in support of the North Forty Phase 2 project.

I live in Santa Clara County, but I've been in Los Angeles for work this week and I drove six hours to return from LA today to be here simply for this hearing. I say that only because of the urgency that we're facing with this project.

I was disappointed about the previous delay that this project faced given the importance this project has to the Town and the entire region. North Forty turns about 15.5 acres of underused land into a community with 450 homes, shops, and open space. It includes 77 affordable homes onsite and 1.25 acres donated to Eden Housing, an incredible partner: a fully affordable building with 67 additional homes for families earning 60% of area median income.

In order to meet its state Regional Housing Needs Allocation, Los Gatos has to plan for 1,993 new homes by 2031, and 847 of those must be affordable for lower- and middle-income households. The North Forty project makes real progress towards that goal and shows that Los Gatos is ready to take housing production seriously.

In terms of density, this project delivers gentle density. This isn't a skyscraper, it's not a high-rise, it

fits really well with the existing neighborhoods and character. The development is walkable, sustainable, and designed to fit into the Town's character. It's a great example of how Los Gatos can add homes and still protect what makes this community so special.

I urge you approve the North Forty Phase 2 project and keep moving the Town closer to meeting its state housing goals and creating more homes for everyone. Thank you.

CHAIR THOMAS: Thank you. Do we have any questions for the speaker? Thank you very much. The next speaker card I have is for Noa Sklar. Thank you.

NOA SKLAR: Hi, I'm Noa Sklar; I've lived in Los Gatos for 28 years.

I actually do not like this project at all, the whole North Forty Phase 1, Phase 2, and I disagree, the high-rise does not fit in the Los Gatos atmosphere and the flair. We're losing this Town for greed and such, but with that being said, since I'm just a little person who cannot face the big events that are happening, my daughter, Romi, sitting there, she is neurodivergent.

She grew up in Los Gatos and the excellent schools. She was a wrestling pro, she represented the school, and she graduated college. With all her

disabilities she graduated and she's applying for a masters, but she's not ready… She wants to be independent, but where is she going to live? We want her nearby. She grew up here, everything that she's familiar with is here. Why should she move to Mountain View or East San Jose when she can be here near us, close to her family?

I urge you, please, since we're already building this, allocate enough units, and not a joke amount that you're offering, much more than what you're offering, for kids like my daughter, and there are tons of kids like her, neurodivergent, on the spectrum, living here. They might not be people that you know, see really quickly, meaning you're not exposed to them as much, because we tend to be low key, except me, so please move on with this project for the sake of my daughter and people like her as quickly as you can, and that's it. Let's have our kids stay near us and not venture to a faraway land when they can stay in Los Gatos with what they know and what they're familiar with. Okay, thank you.

CHAIR THOMAS: Thank you. Any questions for the speaker? The next card I have is for Romi Sklar.

ROMY SKLAR: Hello, everyone. My name is Romi Sklar. I am 23 years old and I still live in Los Gatos, but I lived in Los Gatos my whole life, when I was born till

now, and I love living in Los Gatos. My heart is in Los Gatos. I have a lot of friends in Los Gatos, good memories in Los Gatos, my gym, my extracurricular activities, my family.

I am neurodivergent, and I faced some obstacles in school like academics, slow processing, but I never that stop me. I always persevere, I want to continue persevering, and I have a lot of friends on the spectrum and other neurodiverse conditions who live in Los Gatos too, and they want to be independent. They still want to live in Los Gatos, like me. I still want to live here, but I want to live close to my parents, just so I can be more independent. I do drive, but like do grocery shopping on my own, independent stuff, and just be close to my parents so they can visit me, or let's say something happens.

Also, another thing is I can't afford going far, it's expensive, and with the money and everything. My neurodivergent friends want to be independent like me, but also can't afford, so please allocate for us neurodivergent individuals to live independently, but in Los Gatos.

I want to say, to conclude, thank you, and if there are any other thoughts. Again, like I said, I love it here. Los Gatos is my home. Los Gatos is my heart. I went to Los Gatos High School. I graduated from Cal State East

Bay with my BA in human development. I want to live in Los Gatos, but live on my own, but still live close to my parents and everything.

I'm never going to give up just because I have autism and mild learning challenges. I'm not giving up. I have a lot of friends in the same boat, and they have friends; I'm social. But thank you.

CHAIR THOMAS: Thank you very much for sharing tonight. Very much appreciate that. Do we have any questions? I think there is one question for you.

COMMISSIONER BARNETT: Given your comments, I infer that you support the project that's before the Planning Commission because you want to have available housing, and particularly for developmentally challenged people, is that correct?

ROMI SKLAR: Right.

COMMISSIONER BARNETT: Your mother made reference to not liking the look of the project because of its size. I was wondering what your opinion is.

ROMI SKLAR: Personally, I have to say that I am a firm believer that whoever really benefits and needs housing allocated, whether it's low-income or people with developmental or neurodiverse conditions, deserve to have housing, because they want to be independent. a lot of

these folks want to live independently, and I'm a believer that we should just… I still want to live in Los Gatos, but live independently.

COMMISSIONER BARNETT: I understand. Thank you so much for your comments.

ROMI SKLAR: Of course.

CHAIR THOMAS: Thank you. The next card I have is for Dennise Jauregui.

DENNISE JAUREGUI: Good evening, I am Dennise Jauregui; I am the Executive Director of Housing Choices, and I'm here to express my strong support for the North Forty Phase 2 project and to respectfully urge the Commission to approve this project so it can move forward.

North Forty Phase 2 will provide much needed affordable housing with approximately 25% of the units designated for individuals with intellectual and developmental disabilities who are receiving services from San Andreas Regional Center, which is a state-funded agency.

Housing Choices was founded 28 years ago by parents of adults with developmental disabilities who were seeking independent living options for their sons and daughters. They were seeking places and opportunities that were outside of the family home, and since then our mission

has been to open doors for people with developmental disabilities by creating and supporting quality affordable housing options, ensuring they they're living in the communities of their choosing.

The lack of access to affordable housing is the number one reason adults with developmental disabilities are unable to move out of the family home and are at greater risk of homelessness when their aging parents and caregivers are no longer able to care for them.

In Los Gatos there are approximately 125 people with developmental disabilities, approximately 50 of them children, and 75 are adults, living in the family home.

Housing Choices is also a proud partner with Eden Housing, a respected housing developer across the state. They are leading in inclusive affordable housing developments, and Housing Choices has partnered with them in six projects, and counting, all throughout Santa Clara County. Each project is designed to provide safe, stable homes for individuals with developmental disabilities with onsite supportive services, so they're able to thrive.

Most recently our collaboration with Mitchell Park Place in Palo Alto is currently in lease-up and proceeded with no delays. Additionally, all six developments have continued and with no delays.

Eden Housing's track record as a trusted mission-aligned developer reinforces our shared commitment to inclusive affordable housing. Inclusive projects like North Forty Phase 2 reflect a community where people of all abilities and backgrounds have the opportunity to thrive, and I urge you to approve this development.

CHAIR THOMAS: Are there any questions for the speaker? Thank you for your comments. The last speaker card I have is for Gia Pham.

GIA PHAM: Hello, everyone. I guess you could say that I came to sort of investigate one Los Gatos' toughest cases, the shortage of affordable housing for people with disabilities.

My name is Gia; I'm the Communications Coordinator at Housing Choices, a nonprofit that helps individuals with intellectual and developmental disabilities find and retain housing. I'd just like to address some of the claims made in the packet.

First, Los Gatos now has a Certified Housing Element, so trying to use a brief period of noncompliance to undo the current certification misunderstands the law.

Second, the Town adopted the Housing Element Overlay Zone and the Housing Element was later, again, certified, so that gives us that 30-unit density, not 20.

The law requires honoring adopted zoning used to satisfy the RHNA.

Next, there are some arguments about Builder's Remedy math, but we're not even using Builder's Remedy right now, so debating on Builder's Remedy math is irrelevant, it's kind of like deciding what umbrella size to use when the raining has already stopped.

Next, this is something that says, "The rejected Site Inventory can't be relied on." Well, no. Once the HCD certifies a Housing Element and the zoning is adopted, the Site Inventory is settled, including our North Forty. So, there are a lot of comments arguing HCD to reconfirm matters that are already settled by law and basic sequential logic.

The project delivers exactly what is envisioned in the current city's Housing Element and represents a major opportunity for Los Gatos to advance its affordable housing goals.

The Phase 2 affordable housing parcel will be pad ready, allowing construction to start quickly once approved. It will achieve very low AMI affordability levels without requiring Town funding.

The site is also environmentally sound, not located in a flood zone or a liquefaction area, and benefits from a separate sewer system.

Most importantly, as many of my fellow advocates have mentioned, 25% of the affordable units will be reserved for folks with developmental disabilities, and this is one of the few opportunities for young adults with disabilities to live independently near their families, near jobs, and near support systems. The Los Gatos Union High School District post-secondary program serves about 30 students with disabilities each year, many of whom would age out without housing options, but this would provide and satisfy such.

I'd like to share a few quotes from local advocates I interviewed. One, "I know people who could afford such housing if it were made available to them." "Many want to become independent, but just can't afford it." "Los Gatos is a pricy place, and being able to stay in the same community would be great."

Please approve the project. Thank you.

CHAIR THOMAS: Thank you. Are there any questions for Ms. Pham? Yes, we have one question. Commissioner Barnett.

COMMISSIONER BARNETT: My understanding is that the developer is committed to 16 units for people with intellectual and developmental disabilities. You mentioned 25.

GIA PHAM: Twenty-five percent.

COMMISSIONER BARNETT: Oh, 25%. Thank you. I got it.

CHAIR THOMAS: Any other questions? No. Thank you. I have no more speaker cards for people here in the chambers for this item. Are there any hands raised on Zoom, Mr. Paulson?

DIRECTOR PAULSON: Yes, we have a hand raised on Zoom. Jennifer, you can unmute yourself.

JENNIFER LUCAS: Great, thank you. Good evening, Commissioners. My name is Jennifer Lucas; I'm the Manager of the California State Council on Developmental Disabilities Central Coast Office. We cover seven counties, including Santa Clara County. The Council is an independent state agency established in both state and federal law, and we work to ensure that people with developmental disabilities are fully included in all aspects of their community and are afforded the same rights as all of us.

I'm here to express my strong support for the North Forty Phase 2 project.

People with intellectual and developmental disabilities do face barriers in all aspects of life: in school; in employment; in accessing and receiving healthcare; being part of their community; and in housing, because affordable housing options are virtually nonexistent.

As a result, the vast majority of people do continue to live with their aging parents. This has been reiterated countless times, and it's critical that this fact is understood. Without building affordable housing, the health, safety, and independence of people with developmental disabilities is at serious risk.

The North Forty Phase 2 project offers a real solution, a local solution. It fulfilled the Town's approved Housing Element. It meets state density requirements. It creates a pad-ready site for Eden Housing to move forward efficiently once the approvals are granted, and for housing choices, a vendor of San Andreas Regional Center to provide the needed support to those with developmental disabilities who move in. Every delay or added restriction drives up the cost and pushes these long-awaited homes further out of reach for the people and the families who need them most.

I strongly urge you to make Los Gatos a community that truly includes all of its residents. As Romi said, Los Gatos is her home and her heart. I respectfully encourage you to send a clear message to your residents that everyone belongs. Thank you.

CHAIR THOMAS: Thank you very much. Are there any questions for the speaker? Are there any other hands raised on Zoom?

DIRECTOR PAULSON: There are no other hands raised.

CHAIR THOMAS: I feel like we're going to have a lot more questions for the Applicant, and I know it's kind of weird to take a break now, but is that okay, or no?

ATTORNEY WHELAN: Yes, it fine to take a break.

CHAIR THOMAS: Okay. I think we need a little stretch break. Do we want to do ten? I want to do ten, personally. Okay, ten minutes. We will be back in ten minutes. Thank you all very much, and thank you for everyone that has stuck it out this far.

(INTERMISSION)

CHAIR THOMAS: We will now be restarting our meeting, and we are still in the public portion of our public hearing, and it is now time for the Applicant team to come up and make a closing statement. I'm assuming you

want to. If you don't want to make a statement, at least come up because I'm sure we still have questions for you. You will have three minutes if you want to say anything; you do not need to use all of it. Thank you.

ERIC PHILLIPS: We will respect your time, we won't take the full three minutes, but we did just want to thank you and the public commenters for your attention and the questions that we've already had. In addition to Steve and Dixie and myself, who you've already met, we have our transportation engineer, our civil engineer, and our design team, so there are lots of experts here to help answer questions that there might be about the specifics of the project, which we focused on less so far tonight than we did in our first meeting, as well as some of the inputs that went into the environmental analysis.

There was one point that came up all the way back to the Staff presentation that I wanted to highlight relative to the conversation about cumulative impacts. I did want to point out that the Town's environmental checklist, the Initial Study that the Town prepared, did look at cumulative impacts. The factors for reopening CEQA process that Commissioner Stump was talking about could involve new cumulative impacts, and that was one of the factors that the Town's Initial Study looked at and

concluded that that this development would not result in a significant contribution to cumulative impacts, bearing in mind that the General Plan EIR already analyzed the potential for developing 3,738 new units and the cumulative impact of developing that amount of housing has already been thoroughly analyzed in a full EIR, so I did want to highlight that.

Then, also relate that to the way that the traffic analysis was done, which does include specific projects as was discussed, and as Director Paulson mentioned, that traffic analysis does directly feed into the noise analysis, the air quality analysis, the health risk analysis, and the greenhouse gas emissions analysis that was used as the basis for the Town's environmental study, so those cumulative impacts have been looked at here.

With that, I think we'll leave it for any questions and respect the time and focusing on the issues that you'd like to cover.

CHAIR THOMAS: Thank you very much. Before I go to anyone else, I would like to ask a question about landscaping—I'm sorry, I was saving this until later—which I know we talked about last time, so a little bit. Is

anyone here to be able to answer? Okay, great. I have some questions about some of the tree species choices.

ERIC PHILLIPS: The one technical consultant that I didn't list, but he is here, so he's coming up.

CHAIR THOMAS: I was hoping that someone would be here to be able to talk about this. Since you don't know me, my background is in environmental science and local ecology, and I had a couple of questions about some of the plants, especially some of the perimeter trees, particularly the Coast Redwoods, which I know we even have some outside, but this area.

The Coast Redwoods and the poplar that is being proposed require a lot of water to do well here, and as we know, that is becoming less and less available, so I was just wondering if there is a possibility of picking alternative trees that would require less irrigation in the long term in order to stay healthy, especially because it's going to be right next to a major housing development.

LANDSCAPE ARCHITECT: That is an option. I think we chose those because they were fast growing and we were (inaudible) area, and so I think we were trying to just speak to the landscape that exists in the region already. But, yes, happy to reconsider. There are certainly other

species that have lower water use, and we'd be happy to do that.

CHAIR THOMAS: I don't want to waste everyone's time here if this is something that you're open to, but I don't know how else to end up getting things in to be changed, so I'm just going to ask a couple more questions, and then maybe ask Staff for advice about how to get this moving in the right direction.

Because also for some of the other trees, again, there are two different types of oaks. One of them is a Coast Live Oak, which we have a lot of, that will do great in that area; but the other is a European Oak, and we have multiple other options, and I noted that one was probably chosen because it's an evergreen, but Canyon Live Oak is also an evergreen that is a similar size, so I feel like that would probably… Would that be an option that you would see as viable to swap out?

LANDSCRAPE ARCHITECT: I'm certainly open to that as well, and we could specify only native oak species if that's a requirement that you would like to codify.

CHAIR THOMAS: Okay, thank you. Then, the one other tree that I see as a little bit problematic is there are some magnolias, and they can also be very destructive to infrastructure and cause problems with maintenance

overall, so if that's a possibility to swap those out for something else that is more drought tolerant and does not do as much damage with its roots to the infrastructure.

LANDSCAPE ARCHITECT: Absolutely.

CHAIR THOMAS: Seeing that everyone seems to be somewhat amenable to that, I guess I would ask your team and Staff what would be the best route for making some recommended changes?

ATTORNEY WHELAN: Our Staff recommendation would be to add a Condition of Approval that addresses the landscaping, and so far it would consist of saying that all oaks will be replaced with native oak species, and all magnolias will be replaced with drought tolerant trees that don't damage infrastructure.

CHAIR THOMAS: Okay. Yes.

ERIC PHILLIPS: We're very amenable to that. Potentially the only friendly amendment I would hope is that if the Condition of Approval were added that we would work with Staff to finalize the plant palette that accomplishes what the Town Attorney just said, just so there is an end point to how that decision gets made.

CHAIR THOMAS: Yes. That sounds great. Also, if this does not continue tonight and it is no longer in front of us, if I wanted to give the Applicant team the feedback,

because that would be more prescriptive in a way that then could be…they could present later on when they go through… You know what I mean? Just to create no extra work. Is that not something that is allowed once it's gone from us and not going to be back here, or no?

ATTORNEY WHELAN: If the Commission is interested in imposing a requirement, I would recommend adding it to the Condition of Approval.

CHAIR THOMAS: And then beyond the requirement, just if I had a couple of other suggestions that I think would save money and water and be more appropriate in the long run?

ATTORNEY WHELAN: The Commission has suggestions only. Those could be made verbally at this meeting.

CHAIR THOMAS: Yes, but I mean like would it be legal for me after it’s gone from Planning Commission for me to just email them with a change…like the other changes I had got would be…

ATTORNEY WHELAN: My recommendation would be that the recommendations come from the full Commission, and so you would want to make sure that anything you are proposing to the Applicant had been agreed to by the other Commissioners, so I think tonight would be appropriate.

CHAIR THOMAS: Okay, thank you. Well, I'll summarize them, and then we can discuss it at the end of all of our other things if we want, so we can make it all clear.

Commissioner Burnett did have something related to that?

COMMISSIONER BURNETT: Thank you. The trees that are on the perimeter of Highway 17 Phase 1, I don't know what trees they are, but they're very slow-growing and it's going to be forever before they hide what's behind them, let's say. Are you recommending those same trees for Phase 2? Because they're not a fast-growing tree.

LANDSCAPE ARCHITECT: To be honest, I'm not entirely sure what was planted in the Phase 1 plans.

COMMISSIONER BURNETT: I could ask our Chair if she's familiar with those trees.

CHAIR THOMAS: The ones that are there right now?

COMMISSIONER BURNETT: Yes. I would just recommend that we have something different. They're not doing the job they need to do. Chair, do we want to come back to this?

CHAIR THOMAS: Yes, maybe we can ask some other questions, and then we can come back to the trees later.

Perfect. Vice Chair Burch, and then I'll get to Commissioner Stump.

VICE CHAIR BURCH: Thank you. Minor nod about trees. I do have more of a more procedural question that I think will pertain more to you if you want to come back up while they're looking to find the trees.

LANDSCAPE ARCHITECT: I pulled it up.

VICE CHAIR BURCH: You did? We can wait a second, then. It's fine, go ahead.

LANDSCAPE ARCHITECT: The ones that we had around the perimeter were the redwoods and poplars, and those are going to be replaced, and so perhaps as part of the language to adjust those we could add fast growing for that category as well.

COMMISSIONER BURNETT: Okay, thank you.

VICE CHAIR BURCH: Okay, thank you. I wanted to go back to a bit of the conversation about when we build some of the affordable units, but my first question is a bit more of understanding about how you guys work and how you structure a project.

As you make it through this process and once the project is entitled, do you then sell that, or does Grosvenor maintain control over the construction all the way through to that point?

STEVE BUSTER: It depends on the project, and we're not entirely sure how this one will occur. On Phase 1, for instance, we got through the entitlements with SummerHill, and then SummerHill took over. They were our partner through it, and then they took over the work.

VICE CHAIR BURCH: Correct.

STEVE BUSTER: That could happen here with the townhome component where we bring in a partner to build the hometowns. Grosvenor has built townhomes before, but it's not our total expertise, so we like to bring in an expert to do that. Our expertise is more in the multi-family sector, so what's really our bread and butter is the multi-family rental, but we haven't really figured out yet… Once we get entitled, then we'll go back, finding the best partners and figure out how to best go forward.

VICE CHAIR BURCH: Okay. Can I ask a couple follow-ups really quick? Okay, thank you, that kind of helps.

When you had brought up the slide earlier and you were taking a look at some of the infrastructure costs and everything, that's usually done as one package. Does Grosvenor oversee that level of utilities and infrastructure, and then perhaps sell it off?

STEVE BUSTER: Again, we have done both where we will build the backbone of a structure and sell finished lots to a builder, or partner with a builder on finished lots. There are cases where a builder would rather do it themselves, so we would partner with a builder to do that work. So, we've done both.

VICE CHAIR BURCH: Okay. So, we took a look at that slide and you were kind of estimating some high-level costs just for the infrastructure required for the whole lot. One of the things that was noted in here in trying to figure out the timing of what you need to build to make the affordable viable is that without building this 127 it really makes the other not viable, so obviously $100 million in infrastructure costs is not just for the affordable, that's for the entire site.

I'm trying to understand on our side as we take a look at how we're going to structure this, how do I understand what makes this 127 the magic number, and why within then basically most of this is not viable. How do you help me understand that (inaudible) we structure this?

STEVE BUSTER: Sure. Another way of summarizing what the Town's proposal is, the Town is essentially saying through concurrent development of affordable with market rate that you have to build Eden building first. So, that

one would have to go first, which means Eden would have to build all the infrastructure, so that's not feasible.

The 127 townhomes will be used to finance the cost to build the infrastructure. So, let's just say you go to a bank and you say I'm going to borrow money to go build the infrastructure. They want to know that you can pay off the loan, so how do you do that? Well, you say I pledge 127 lots. I'm going to build those, and once I build the infrastructure and sell them I will have money to pay the loan down. Does that make sense?

VICE CHAIR BURCH: Yes, of course, which makes sense. Like I need to get some cash flow in to do this work. If at that point building these concurrently isn't ideal, I would recommend to how I would like to see it then is instead we start looking at a completion date for the affordable. I assume as you look at what cashflows you're looking at costs, there is some level of milestone schedule that has been developed for all of this for you, and usually you're going to probably want to build from the back to front so you're not damaging and redoing work that you're already done and you're not driving a dump truck through somebody's parking lot.

When you look at that at that kind of level, I would have to assume there's at least a general idea of

when you would prefer to have that completed. If we could talk that through rather than saying we want this to done concurrently, could we put into the Conditions of Approval this is a date to have this affordable housing built?

STEVE BUSTER: So, a date certain is a guarantee. We cannot guarantee when anything is going to be built. I can't guarantee when the infrastructure is going to be built, or townhomes and apartments. There are no guarantees in our business; any developer would say that. That's why we can't agree to a date, because that is essentially a guarantee.

VICE CHAIR BURCH: Okay. That answers my question.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: I'd like to go back to your slide on affordable housing Condition of Approval. I've got a couple of questions on your bullet. Sean, if you want to bring that up again.

Looking down at the fourth bullet point—I'm just trying to understand at this point—it says that the multi-family building is commenced before the affordable housing lot, 17% of the units within the multi-family building, again, assuming 255 units as far as the denominator, shall

be provided as BMP units until milestones are met. If my math is correct, that pencils out to 43 units.

STEVE BUSTER: Sort of. Here's what's different about it. What we're proposing is whatever is built to that point.

COMMISSIONER STUMP: I understand.

STEVE BUSTER: So, if there are townhomes built and we start the multi-family, we would contain 17% of what has been built to date, so it actually could be higher than that.

COMMISSIONER STUMP: So, townhomes, it doesn't really say that though here on the bullet point, but I understand what you're saying. There would be townhomes and the multi-family.

ERIC PHILLIPS: And you're right, it doesn't say it on the summary, but if you look at the Density-Bonus request that we submitted—it's on pages 79 and 80 of the original packet—it has the specific Condition of Approval language written out with all the (inaudible).

COMMISSIONER STUMP: I appreciate that; that's helpful. I've got a question on bullet point 6. Grosvenor's proposed affordable housing timing meets state housing law requirements *and* provides the Town with adequate security

for affordable housing delivery. What do you consider to be adequate security?

ERIC PHILLIPS: It's all the mechanisms that we were discussing before. The security is, as we were talking about, although the 127 original townhome units are sufficient to help finance the infrastructure, they're not sufficient to make Grosvenor whole for the entirety of the project, and so Grosvenor is incentivized to finish the project by building the multi-family building, and it can't do that until it delivers the affordable housing either in partnership with Eden on their parcel or in the multi-family building, so that secures the delivery of that affordable housing before the bulk of the market rate units can be delivered to the project.

COMMISSIONER STUMP: Again, I'm the guy that keeps coming back and using the work "guarantee," and of course we know there are no guarantees in life. So, bottom line, what really nails this down is a guarantee that the affordable units will be built, and again, I realize your worst case is it could take ten years, that that property could sit there vacant for some period of time, people are getting discouraged, and it's kind of like well, it just didn't happen. How would we actually ensure that it will happen? What's the partnership there?

ERIC PHILLIPS: Again, when we heard Dixie from Eden Housing describe their time frame being potentially as short as three years if the financing all works.

COMMISSIONER STUMP: I understand.

ERIC PHILLIPS: That's certainly the model that we're working towards, but as Steve has said, even the townhomes, we're not guaranteeing that we're going to be able to build those. It's all very market-dependent, so at this point there are no guarantees that any aspect of the project will be able to be started or completed, but once the construction starts and that money has been spent on the infrastructure, there is a huge financial incentive to complete the project, so that's what creates that… Again, it's not a guarantee, but it is a very strong financial incentive and a commitment to finishing the project.

COMMISSIONER STUMP: Can I ask one more question of Eden Housing? It was very encouraging to hear what you're talking about as it relates to, I guess I'll call it, your market and where you operate. How do you see the climate going forward in that market? Is it positive? What's your forecast?

DIXIE BAUS: It is actually positive. We gained—it won't sound like a lot—50 basis points in perm debt with a slight decrease in the interest rates, and you don't

really see that in single-family home ownership, but you do see a big, huge move of the needle when you're talking about 78 homes and a multi-million-dollar project. That is significant.

Fifty basis points overnight on a 200-unit project that I'm modeling up gave us another $5 million, so I'm like hey, let's keep that going. So, the interest rates are running in the right direction.

The jury is still out on what the tax credit equity can be right now, but I can tell you that among our other peers, Eden Housing statewide has been getting the most cents on the dollar from our equity investors, and a lot of that has to do with our history and our stability. We were just rated an S&P 500 rated company, and that is rare for a nonprofit to get rated like that, so that has definitely increased our star power with the big institutional investors who already gave us top dollar for our credits, so it's a long-winded way of saying—never give the microphone to a developer—it looks really good, it really does, and historically the affordable housing community has done quite well in economic factors like this.

It will do even better once Steve can get his market rate project going, but we are very encouraged that

we had a very, very busy 2025, and 2026 looks very insane for us as well. We were just awarded $75 million from the State of California for five of our projects, the most that any developer has gotten in the State of California, and so that will push much more of our projects from dream into reality and shovel set, so we are nimble, we are ready to go, and we are poised to take advantage of the market.

COMMISSIONER STUMP: Thank you.

ERIC PHILLIPS: Dixie said one other thing in the first response to questions about the increase in tax credit allocation that's coming. I loath to invoke national politics these days, but the one potential benefit of recent tax and infrastructure reform that was adopted earlier this year is that there was an increased commitment to tax credits, and a significant increase in allocation to tax credits, that will be available for housing development in California, so as much uncertainty as there is in the world, that's actually one bright spot and an encouraging market signal that there's going to be even more resources than there has been historically for building going forward.

CHAIR THOMAS: Thank you, everyone, for being patient. Commissioner Burnett.

COMMISSIONER BURNETT: Yes, thank you. For Eden. You have such a great voice and you're so knowledgeable. Because affordable housing is such a big issue here, and I don't know if the questions are quite being answered for me, but is there any way you could step up? I mean, because you do major projects, is there any way Eden Housing could help with the infrastructure or take a lead and start your building, your 66 units, to help get this going a little quicker and give the Town a little more satisfaction that this will take place?

DIXIE BAUS: Really good question, and it's a question that I asked probably about six months ago. How much would it cost for us to build and really just have our own destiny? And those dollars are really, really significant. It would add probably, I would say, $12 million to the cost of the affordable housing project, so that's $12 million that does a couple of things.

Number one, it increases the cost of the development. Remember when I talked to you about keeping the cost of the development as low as we possibility could to keep ourselves competitive? Anything that drives up cost is going to drive that competitiveness down. Not an impossibility, it just drives it down.

It also means that we're going to have to go out and have some bake sales. There are some real huge economic challenges with our county. We know the county is out of Measure A dollars. We know that there are very little dollars coming in from the state next year. We know our state budget looks pretty bleak. What doesn't look bleak is our tax credits, and so what we've got to do is keep those costs low, but then in the dream scenario to how can I finance our own projects, we simply can't, and that is because we can't get the NOI high enough to be able to afford carrying that kind of debt load, if you will, on a project that will have restricted rents.

COMMISSIONER BURNETT: Thank you.

CHAIR THOMAS: Commissioner Sordi and then Commissioner Barnett.

COMMISSIONER SORDI: A question maybe for Steve Buster. Just sitting here thinking about the condition as it's written now, and I think it basically says on the Town's side, Condition 6, apply 17% to any of the units, so presuming the townhomes go first, the question to you would be how a townhome developer that's going to buy that parcel from you would go about underwriting that and calculating… How would they calculate the hit to the project and what the financial impact would be to that?

STEVE BUSTER: If we were to consider building affordable townhomes? Is that your question?

COMMISSIONER SORDI: Yes, and part of it is—and I'm thinking as I go—the awkwardness of having to (inaudible) it on the very possibility that these would only need to be affordable for a while, and that the affordable component might evolve its way to another phase of the project seems a little awkward; I just don't know how they would account for that when they value it.

STEVE BUSTER: We're not proposing that any of the townhomes would ever be deemed affordable, because it's a for-sale product; you couldn't do it. We're proposing all 127 will be market rate. It's the multi-family rental building that we would contain affordable in, if we needed to, before Eden started.

COMMISSIONER SORDI: But I guess what I'm trying to get at is, and it's a little bit of a difficult question, but the way, I think, the condition is worded now, you would be obligated, if you have to live with the condition and we impose that condition on you, of somehow trying to figure out how to push a 17% affordable component into this 127 townhome project.

ERIC PHILLIPS: Yes, that would be 22 of the units, so take us down to 105 market rate units, and Steve

can maybe give an even more precise number, but it basically wipes out the value. Those become zero value units at that point. You're lucky if you can recover your construction costs, some of them might be negative value, so it is a direct reduction from 127 units down to 105 units. As Steve was talking about before, that then directly affects the viability of being able to adequately finance the infrastructure, because we'll have almost 20% fewer units that can be used as collateral to repay that debt and finance the infrastructure for the project.

COMMISSIONER SORDI: Just a quick follow-up. There would be no way to convey to the ultimate buyer of those townhomes—and I know it sounds like a weird question, but it is the way the condition is worded—that they would have to live with the 17% affordable component and rent that percentage of those units, but that ultimately, I don't know, kick the renters out when the affordable component moves on to a different phase of the project and is operated by somebody else?

ERIC PHILLIPS: No, we talked about that as a mechanism… You're right, that is literally the mechanics of that potentially a townhome builder would choose to hold back 20% of its project, then operate as a landlord, rent that out, and evict those tenants, then sell previously

occupied low-income units to try to recapture the value on that, and again, it's just not a model that we think will viably allow us to build, so the practical implications of that is why we're so concerned with the viability of the project going forward if that condition is implemented as currently written.

COMMISSIONER SORDI: Okay, thank you. That's all I had.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: I have two questions. Apparently the current Staff Report does not include a condition that the 16 units reserved for intellectual and developmentally disabled persons will be constructed, and I assume that that's an obligation that you would agree to and include in the conditions?

ERIC PHILLIPS: Yes, we are prepared to see that incorporated into the Conditions of Approval, that up to 25% of the units within the 100% affordable building can have a dedicated preference for individuals with intellectual and developmental disabilities, just to make sure that we're complying with Fair Housing Laws and how that's marketed, but memorializing that commitment in the Conditions of Approval, we're very comfortable with that.

ATTORNEY WHELAN: Just one follow-up question. I understood the proposal to be at least 25%. Is it 25% or up to?

ERIC PHILLIPS: I'm sorry. I said up to, but you're right, I misspoke. It's 25%. Thank you.

COMMISSIONER BARNETT: This may be self-evident, but I assume that the Applicant is in agreement with all of the conditions set out in paragraphs 3-6 of the Staff Report related to the BMP, and that's on pages 27-30.

ERIC PHILLIPS: I thought I had memorized the entire Staff Report, but I have to actually look at what paragraphs 3-6 are. But I will say with the exception of the condition where we've requested the Density-Bonus concession, we are comfortable with the Conditions of Approval, with every other Condition of Approval that's in the packet.

COMMISSIONER BARNETT: It was just the phasing condition?

ERIC PHILLIPS: Correct. There was the one condition where we proposed our own wording as part of our Density-Bonus concession, but every other commitment and obligation in the conditions we are comfortable with.

COMMISSIONER BARNETT: Thanks. Those are my questions.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: If I could, I just want to confirm the math, because you said that 17% of total units, including townhomes and the multi-family building would be subject to housing affordable units for some temporary period of time, and so if my math is correct, I think we heard the number already, but that would be 22 call it credits from the townhomes, and then 43 from the apartments, so it looks like the max figure would be 65 units.

ERIC PHILLIPS: It could even be 66 due to rounding, but yes, we're looking at the same figures.

COMMISSIONER STUMP: I'll take it. Thank you.

CHAIR THOMAS: Do you have a question, Commissioner Burnett?

COMMISSIONER BURNETT: Can we have questions for Staff?

CHAIR THOMAS: Yes, for the Applicant team. I would just like to follow-up with some of my plants to make sure that it's amenable, and then we'll figure it out for the motion later, if there is one. Is that okay?

Some of the 4-B trees, there is a perimeter, orchard, common space trees, and street trees clumped into different categories. We already talked a little bit about

the perimeter trees, and then for the common open space and orchard trees, are you guys comfortable with removing any of the ones that are not native and replacing them with natives?

LANDSCAPE ARCHITECT: Absolutely.

CHAIR THOMAS: And then most of the shrubs and perennials are a mix of significantly drought tolerant things, but there is one that is invasive, the butterfly bush. I know it's really beautiful, and it's confusing that it's invasive, but it can be, so are we comfortable with asking for that not to be planted?

LANDSCAPE ARCHITECT: Sure, we can swap that out for another pollinator species.

CHAIR THOMAS: Great. Thank you very much. I think that I have enough information. I appreciate and look forward to it, to seeing some big trees there if this happens. Commissioner Burnett.

COMMISSIONER BURNETT: I have a question again for the façade on Los Gatos Boulevard. I know you went over the setbacks, and initially I was thinking it's going to be 20' versus 50' that we would like. So, when you were describing it, it sounded like there's going to be stepbacks of different… Could you just go over that again, and do you have a rendering of that?

ARCHITECT: If you can pull up that diagram in the appendix again.

COMMISSIONER BURNETT: And do you have a rendering to that?

ARCHITECT: Well, there's a roof plan that shows the heights and the stepbacks.

COMMISSIONER BURNETT: Because I know we have now a building that is 15' setback, and it looms on Los Gatos Boulevard, so the idea of a building…

ARCHITECT: At the bottom of the page is Los Gatos Boulevard, and C-5 street is on the right side, and starting from the left the building has multiple setbacks at the top of the building. Lowest pieces are at 61' high, stepping up to 71'2", and then 82'. In the middle, there is an 84' space open to the courtyard, and that zone is 18' in height. Then the remainder, which is about 207' long, is 71' in height, and that is measured from the sidewalk to the top of the roof parapet.

COMMISSIONER BURNETT: I'm talking about the setback from the sidewalk, or from the street.

ARCHITECT: That dimension from the base of the building at the ground floor to the street curb is 38'. That really complies with the Objective Development Standards for setbacks for buildings.

COMMISSIONER BURNETT: I understand that you're asking for a waiver though on that. I understand that it is an objective…

ARCHITECT: Yes, but that was for…

COMMISSIONER BURNETT: …and you have the right to ask for that, but it's also…

ARCHITECT: The two dimensions is 37', and we are, from a landscaping standpoint, putting an allée of trees in that zone to create a landscape buffer between the street and the building itself, along with the sidewalk.

The existing grades, there is actually a berm and the side slopes. If Los Gatos Boulevard is at zero elevation the site slopes downward about 6' or 7' through the area facing the open space, and there is kind of a swale, if you think about, that slopes down, so the building actually doesn't come across to touch the sidewalk, there is an actual slope down into the site, which helps to create an additional buffer for pedestrians and so forth. I'm not sure if that answers your question.

COMMISSIONER BURNETT: Yes, thank you.

CHAIR THOMAS: Commissioner Raspe.

COMMISSIONER RASPE: Thank you. Sir, before you sit down, do we have elevations of what the building's façade will look like from the Los Gatos Boulevard side?

ARCHITECT: There should be perspectives, renderings. There it is. That's where you can see that 84' zone between the two building masses. That's the building height of 18', which is basically a one-story, and that's where the open space courtyard with pool amenities face onto Los Gatos Boulevard. On the left side there is the paseo; that's the pedestrian passage that connects to the major open space Meadow in the center of Phase 2, and lined with it are ground-level commercial restaurant uses, along with surface parking, which you don't see, and another commercial building off to the left of the image, so that paseo would be lined with commercial and restaurant uses heading down toward the open space.

What we've also done is created cantilever balconies that are recessed and protruding outward to create additional variations in the massing, various uses of different materials to break up the building facades, and also two-story window expressions to visually lower the building height, and this is where you can see the allée of trees that will help visually buffer the building with Los Gatos Boulevard.

COMMISSIONER RASPE: Thank you, that's very helpful.

CHAIR THOMAS: Any other questions at this time before we close the public portion of this hearing. Okay, thank you very much for answering all of our questions and for all being here. We will now close the public portion of this public meeting, and I invite Commissioners to ask questions of Staff, provide some comments, and propose some sort of motion at some point. I will start with Commissioner Barnett and then Commissioner Sordi.

COMMISSIONER BARNETT: Thank you. A question for Staff. What is the Town's position with respect to the points made by the Community Alliance letter to HCD dated October 26th, and potentially a response to that could be agreement with the points raised by Mr. Phillips in his email yesterday, Exhibit 30.

ATTORNEY WHELAN: Is the question whether HCD is more likely to agree with the Town or with the Alliance versus Mr. Phillips?

COMMISSIONER BARNETT: My question is what is the Staff's position with respect to the points made in the Community Alliance letter to HCD?

ATTORNEY WHELAN: Oh, okay. Would you like to go through each point individually?

COMMISSIONER BARNETT: Yes. If that's not too burdensome for you, I'd appreciate that.

ATTORNEY WHELAN: Do you have the page number?

COMMISSIONER BARNETT: Well, it was an email from yesterday, as I recall. That's it. Do we have a page number for the addendum?

CHAIR THOMAS: From Addendum 1, Exhibit 27. We're all good now? We all have it?

ATTORNEY WHELAN: My understanding of the first point is it is saying that the project should be evaluated against the Town's prior 20-units-per-acre standard as opposed to the 30-units-per-acre standard that's in the currently adopted Housing Element, and the reason for this position is that the Housing Element that was adopted by the Town on January 30, 2023 was not certified by the state until June of 2024, and so I believe it's the Alliance's position that the Town should not be relying on a Housing Element that was not certified by HCD.

It is my opinion that there is a distinction between certification by HCD, which is a prerequisite for avoiding the Builder's Remedy, as opposed to the Town's adoption of the Housing Element; and it's my position, in consultation with outside counsel, that once the Housing Element was adopted by the Town, it became law. Does that answer the question on number one?

COMMISSIONER BARNETT: It does, thank you.

ATTORNEY WHELAN: Then point number two is that HCD has indicated that it may wait to provide assistance on the questions that have been posed to HCD until after the Planning Commission meeting, which is clear that that happened, and the letter points out that that's of concern because SB 330 limits the Town to five public hearings on an SB 330 project, and this will be the Town's second public hearing on this project.

I think my comment on that would be the Town is not in a position to force HCD to respond, or to force HCD to respond within a certain timeframe. And to that end, that's why I'm offering a legal opinion, and that's why I've consulted with the law firms of Goldfarb & Lipman and Jarvis Fay, and they're available tonight if you have additional questions.

Then point number three is stating that Town Staff has misstated the choice between Housing Element density and baseline zoning, and the letter states that baseline zoning is 20-dwelling-units-per acre, and allowing this applicant to use the Housing Element that was adopted that provides for 30-dwelling-units-per-acre while using 20-units-per-acre for other projects is unlawful.

I'll defer to Director Paulson, but my understanding is that we are using 30-units-per-acre for

all projects that vested to the 30-units-per-acre in the adopted Housing Element as of January 30, 2023. I think there is one project where 20-units-per-acre was used in error, but it is the Town's position that it should be 30-units-per-acre.

Then, the second part of question number three also relates to the 30-dwelling-units-per-acre baseline, and it's discussing that 20-dwelling-units-per-acre should be used, however, it is Town Staff's position that the Housing Element took effect on the date that it was adopted, which was January 30, 2023.

Then, the third part of point number three is there is an invalid reliance on the Site Inventory for suitability. The Town asserts the North Forty sites were identified as suitable under Section 65589.5, because they appear in the rejected January 2023 inventory. I think this is asking the same question in a similar way, which is was the Housing Element that was adopted on January 30, 2023 effective? It is Town Staff's position, in consultation with outside counsel, that it took effect when it was adopted.

The fourth point discusses harm if HCD does not act before tonight's hearing, and it discusses the 30-dwelling-units-per-acre again, and then it mentions that

the Town should be relying on the Site Inventory that was in the January 30, 2023 Housing Element. It is Town Staff's position that that Housing Element took effect when it was adopted.

Then the fifth point is requesting that the Planning Commission have the benefit of HCD's opinion on these questions.

COMMISSIONER BARNETT: Thank you very much.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: Just to follow-up on this, and maybe it's none of my business because it's the state's business. Do they get to pick and choose who they respond to?

ATTORNEY WHELAN: We have been in touch with HCD and they indicated that they step in when they feel that they can be of assistance. They indicated that they were curious to see how the Town's hearings would go, and then they would make a decision on whether or not to issue an opinion.

COMMISSIONER STUMP: That's a really frustrating answer, because it's almost like a game of chicken. Who is going to flinch first? Go ahead, you go first and we'll see if we like what you did, and then maybe we'll consider responding, or maybe we'll respond because we don't like

what you did. So, it's a frustration on my part; sorry to voice that.

CHAIR THOMAS: Commissioner Sordi.

COMMISSIONER SORDI: I just had a follow-up question on Grosvenor's affordable housing Condition of Approval in their proposal, and I think they tried to touch on it a little bit, but I was hoping to hear from Staff. It says, "We offered, but the Town declined, that we transfer the finished infrastructure serving the affordable housing lot to the Town if not commenced within ten years, but it was rejected," or declined, whatever. I was just curious to know why the Town would decline that offer.

ATTORNEY WHELAN: I do recall that discussion, and the Town doesn't have anyone on Staff who would have the ability to get an affordable housing project built there. It's just not in the Town's wheelhouse, and kudos to Eden Housing. It's just very difficult to get affordable housing built, and so it's better off in the hands of an expert.

COMMISSIONER SORDI: Got it. Okay, thanks.

CHAIR THOMAS: Commissioner Stump.

COMMISSIONER STUMP: I'm calmed down. My question would be around this Condition of Approval. What is the best way at this point to proceed? It just doesn't seem

like we should sit around the table and throw our ideas in and come up with Conditions of Approval. What would Staff recommend as the way to proceed on this?

ATTORNEY WHELAN: One way to proceed would be to stick with the Staff recommended Condition of Approval that requires the 17% throughout, but also direct Staff to continue talking with the Applicant about other alternatives.

If Staff's proposal seems too restrictive, another alternative would be to go with the Applicant's proposal, but put a deadline on construction of the multi-family apartment building, because right now there is no timeline on that.

Those would probably be two ways that the Commission could move forward.

CHAIR THOMAS: Commissioner Raspe.

COMMISSIONER RASPE: Thanks. I don't have any questions, but I can start by throwing some thoughts out there, if that's acceptable.

CHAIR THOMAS: Yes.

COMMISSIONER RASPE: First of all, I want to thank everybody for appearing tonight. Half the chamber has left, because of the late hour, but it is clear that this project has inspired a lot of community thought, especially

on the issue of affordable housing, so thanks to all for coming out.

Per my notes, and per the Staff Report, I think there are four issues really presented, the first having to do with CEQA. I want to defer to better minds than I. I understand we're relying on the 2040 General Plan EIR. I'm also understanding that it's part of the environmental process for this project. Cumulative impacts were examined, and those were reasonably foreseeable projects, so I take comfort in that the CEQA portion of this project has been satisfied.

Similarly, no net loss is issue number two, and I understand that this project will implicate certain no net loss issues and as a Town we have to find a way through that. I find it to be unavoidable, but I think as a Town we have to acknowledge it.

That leads us then to the two bigger issues, that is concessions and waivers, and on this point I'm going to respectfully disagree with Counsel. I don't think we have agreement about the building of affordability yet, and I think that's largely why we're having this hearing tonight, to see if we can reach agreement on that issue, which would then trigger the waivers and concessions.

The first concession, I think to me, is a no-brainer: the elimination of the ground floor retail and townhomes. It makes no sense to me to have that portion of the project in there. It should be 100% building, so I think that concession is a given.

The deviation from the Town's below market rate program, which will require everything to be built concurrently, that's the big one, and obviously that's what we're talking about tonight. Before we came here tonight, I was a firm believer in a concurrent model, that is, everything had to be built at the same time, but again, part of sitting up here is we have to listen to experts and those who have subject matter expertise, and I think we've heard that tonight.

Between Eden Homes and others, it seems to me that the Town's model does not work in this situation. That is, we have to find something alternative, and as I sit here tonight and talk to others, I think the developer's proposal that we have before us on the 17% structure is probably the best we can do. As Commissioner Stump said, I don't think it's our job to come up with, and brainstorm perhaps, better ideas; that's not our business.

This one seems to be a reasonable model with the proviso, as indicated by the Town Attorney, that there be a

deadline for the construction of the townhomes. I think if we can agree to that concession, then we have an agreement on affordable housing, and then the concessions and the waivers would trigger, which would then trigger the last two issues, the waivers of the setbacks and the heights.

And again, I was really concerned about that. One-hundred feet sounds really tall on Los Gatos Boulevard. Having seen the renderings tonight and the way the façade is broken up, it's not a flat wall, it's set back, there are colors, there are textures, there are windows, there are openings, and there is landscaping, so I am less concerned about the structure as it is currently presented.

To me, those are the four issues. That's the way I see the resolution of them, and I would recommend the project proceed to Town Council with these changes, specifically to the housing Condition of Approval. Chair, those are my thoughts.

CHAIR THOMAS: Thank you. When you say the 17%, do you mean adjusting it to the proposal, or what is in the current Condition of Approval?

COMMISSIONER RASPE: No. I would not include the current Conditions of Approval, I would include the current Condition of Approval that the 17% be incorporated into the

market rate buildings until such time as we've reached the thresholds and they roll out, if that makes sense.

CHAIR THOMAS: Vice Chair Burch and then Commissioner Barnett.

VICE CHAIR BURCH: Actually, a clarification. You're saying then as part of that there is a deadline of construction related to that?

COMMISSIONER RASPE: I believe Town Council recommended that if we were to consider this proposal that incorporated therein be a deadline for construction of the multi-family, is that correct?

ATTORNEY WHELAN: That's correct.

VICE CHAIR BURCH: And how do we determine what that would be?

ATTORNEY WHELAN: If the Commission wanted to, it could reopen the public portion of the hearing to hear from the Applicant on that issue, because I don't have a good sense of what sort of timeline would be realistic.

COMMISSIONER RASPE: Was that issue discussed with…

ATTORNEY WHELAN: We floated the idea of a three-year deadline from the date of pulling the first building permit. At the time we discussed it, that wasn't workable

for the Applicant, but it would probably be worth discussing with the Applicant this evening.

COMMISSIONER RASPE: Thank you.

VICE CHAIR BURCH: What happens if that date goes by though? I would like to understand how this is enforced.

ATTORNEY WHELAN: It would depend on how it was structured, but it could be no more Building Permits would be issued, or no more Certificates of Occupancy would be issued, or both.

VICE CHAIR BURCH: Okay, thank you.

CHAIR THOMAS: Commissioner Barnett.

COMMISSIONER BARNETT: I would move to reopen the public hearing to receive input from Grosvenor with respect to the proposed time limit for the building of the multi-family.

CHAIR THOMAS: Do I need to get a second for that, or can we just open it?

ATTORNEY WHELAN: The Chair can open it.

CHAIR THOMAS: Can I just clarify a few things so that we can make sure that we're specific with the question? I just would like us to look at the difference between this and the current Condition of Approval, because I think that those are our two main options at the moment,

so I would like to do that and give them the opportunity to weigh the difference between those.

ATTORNEY WHELAN: To that end, I recommend looking at the letter from the Applicant, because I think what was put on the PowerPoint was a summary of their proposal, and I think it would be good to look at the actual language of the proposal. I'm looking for that in the Staff Report right now.

DIRECTOR PAULSON: It's in Exhibit 24, page 2 of the attachment to that.

CHAIR THOMAS: Okay, thank you.

VICE CHAIR BURCH: You said Exhibit 24, page 2?

DIRECTOR PAULSON: Correct. After the letter, there is an attachment, and so page 2 starts… At the end there is a beginning of modified conditions that were proposed. I believe that's still the recent version.

VICE CHAIR BURCH: Can you confirm the date? Oh, there you go. Thank you. Can you make that larger?

DIRECTOR PAULSON: And the portion that references the 17% begins at this last bullet on page 3 and then continues on to page 4, where it outlines those triggers.

CHAIR THOMAS: Can we all just kind of go back to the current Conditions of Approval, which are on page…where

this would change? You know, which one would actually change. There's a lot, so if you can find it.

VICE CHAIR BURCH: Which number? Do we know?

DIRECTOR PAULSON: Condition 6 of Exhibit 23, I believe.

COMMISSIONER RASPE: It would be page 28 of the PDF.

CHAIR THOMAS: Yes, okay. So, page 28. We just have a quick question about the remaining affordable for 55 years. Where does the 55 years come from? Just curious.

ATTORNEY WHELAN: I believe it comes from state law.

CHAIR THOMAS: State law, okay. I think that what the Commission is weighing at the moment is keeping Condition 6 as is, asking the Applicant if they prefer Condition 6 as is, or their proposed change with some sort of date. Not necessarily a date, but some sort of date after something, which can be some period of time, and then also with some explanation of what happens after that. Does anyone have any additional comments? Okay.

We would like to reopen the public comment to ask that question. Would you, as the Applicant team, prefer to keep Condition 6 as is, or would your preference be to

change to the language you preferred, but with an additional stipulation?

ERIC PHILLIPS: We've already spoken about our concerns with the concurrency requirement; I'm not going to rehash those.

I think we also have similar concerns with the hard construction start deadline for the same reasons that Steve Buster has already described, so that's not something that we're in a position to agree to here tonight.

I would say, since you asked our preference, out of those two choices, probably would still prefer to keep then the Condition of Approval the way Town Staff has written it. We'll continue to discuss with then, but then present this issue again to the Town Council for additional deliberation, because either construct, as we've been discussing it tonight, we have serious concerns about what that would mean for the viability of the project.

CHAIR THOMAS: Are there any clarifying questions that we need answered related to that? Thank you very much. Appreciate it. We will now close the public comment period again, and I just want to say that I know that everyone in this room is on the same page, that we want this affordable housing done, and so I just want to say that I really

appreciate it, because it's been a big effort and a big lift to get this to this point for everyone here.

That being said, because of the type of project it just seems a little bit difficult to make the finding about the agreement to grant the concessions, because that is tied to the affordable housing, and then part of it happening before, it's not as black and white as we all wish it could be, which is understandable, because it's a big, well planned, multi-layered project.

That being said, I appreciate the willingness to continue to try to talk to Staff and possibly whether we make a motion, whatever our motion is tonight, to continue that conversation with Staff so that we can come together and the project can happen if it seems fit, and the affordable housing is a part of it.

Commissioner Sordi, and then Commissioner Barnett.

COMMISSIONER SORDI: A quick question I guess from a technical standpoint. What I heard the Applicant say I think is that they're okay with the condition as it reads right now, the way Staff has written it, so we would be able to make the finding, because the condition stays in place. Would they technically be appealing that condition, accepting the recommendation of the Planning Commission and

then appealing that condition to the Council? I just want to clarify.

DIRECTOR PAULSON: Thank you. That action this evening is a recommendation. Whenever the Commission decides to make a recommendation, it's not an appeal. It just moves forward with the recommendation to the Town Council.

COMMISSIONER SORDI: Just to follow-up on that, we can recommend further discussion of a condition, making the findings subject to recommendation of a potential modification? Just Condition 6 to be determined later?

DIRECTOR PAULSON: I can start, and then the Town Attorney can jump in, but I think the Applicant was fairly clear: given the choice, they prefer to go forward with the conditions as written, which are also aligned with the findings as written, from what I recall. Then they would be choosing to have further conversation with Council. Planning Commission's action would be taken.

CHAIR THOMAS: I think that Town Council would have gotten our minutes, heard this discussion, and heard enough about how we felt in order to modify that condition moving forward if there is an agreement or an alternative on the table, but I think that it would be helpful for them if before we make a motion right now we discuss things that

we prefer so that they can make a clear decision and they know what we support. So, who wants to talk about that? Commissioner Barnett.

COMMISSIONER BARNETT: I would like to make a motion so that we can have further discussion in the context of that, and I'm going to make that motion at this time.

Starting with Staff, the requests and approvals that are included in the notice of this hearing, is it adequate to refer to those by reference rather than repeating them?

ATTORNEY WHELAN: Yes, it is.

COMMISSIONER BARNETT: With respect to the matters noted on the Agenda Item 1 for this meeting, I move to recommend to the Town Council to approve each of the requests and applications that are noticed and detailed in Exhibit 22 on page 21 of the Staff Report.

I can make all of the findings and considerations set out in Exhibit 22 on pages 22-25 of the Staff Report, including the concessions, incentives, and waivers, with the exception of the finding relating to the denial of the State Density Bonus Law and the State Housing Accountability Act, being Items 1-4 inclusive on pages 23-24, and instead approve the concession that the BMP units

shall be constructed, and Building Permits and Certificates of Occupancy secured, so that at all times there will be 17% of the residential units with Building Permits and Certificates of Occupancy are lower-income BMP units.

ATTORNEY WHELAN: It sounds like you're making a motion to approve the findings as they are proposed by the Staff, is that correct?

COMMISSIONER BARNETT: Yes. The motion would include including a covenant or condition in Staff's rendering of the condition final draft that include a covenant that the 16 units dedicated to persons with intellectual or other developmental disabilities be recorded prior to the issuance of the first Building Permit, even though we've got that submitted down with the developer, but we can discuss that.

The next one would be with respect to the landscaping, that the developer considers alternative trees with less water requirements, including native oak trees and an alternative to the magnolia, and work with Staff on the final language for that, and that the common space and orchards must be native, and no butterfly plant. Okay, so we've got that.

The motion is based on the approved findings noted above, and that the Applicant has provided sufficient

proof by the preponderance of the evidence that the below-market units will be built. This includes the acceptance of Conditions 5 and 6, again, shown on pages 28-29 of the Staff Report, which required the Applicant to enter into an affordable housing agreement providing for the ten BMP units to be constructed and built in E-1 of Lot 18, and the 67 in Building G-1 on Lot 19 with an alternative, but in that always providing at least 17% of the BMP units and the commitment to deed Lot 19 to Eden Housing, which is a nonprofit public benefit corporation dedicated to developing BMP housing, are all reasonable assurances of completion of the below-market housing.

I find that the legal argument set forth in Mr. Phillips' email yesterday to be insightful and persuasive, including the responses to the positions of the Los Gatos Community Alliance, as well as the comments by our Town Attorney.

I know that many in the Town would envision a much different project. Our subjective opinions have no place in making the decision tonight on the application, and subjective requests would obviously expose the Town to tremendous economic risks, penalties, and attorney's fees.

The only question left, and I'll ask for Staff input on this, is whether to incorporate the first three

bullet points of the Condition of Approval that was presented at the meeting tonight.

ATTORNEY WHELAN: That was presented by the Applicant?

COMMISSIONER BARNETT: Yes, the one that this slide presented. I think there is overlap.

ATTORNEY WHELAN: It sounds like the Commission is voting to go with the Staff proposal as the Condition of Approval (inaudible) to the Commission.

COMMISSIONER BARNETT: Okay, let's not complicate it. So that constitutes my motion.

ATTORNEY WHELAN: I have one question on the developmentally disabled. Is this a good time? With regard to the part of the motion about developmentally disabled residents, I would recommend that be added to the end of Condition of Approval 4, and I believe the Applicant agreed to commit that 25% of the units in the 100% affordable building on Lot 19 will have a preference for developmentally disabled residents.

COMMISSIONER BARNETT: I'll be happy to incorporate that language. I also wanted to add on the findings that the project common space, The Meadow, and the fact that it will be open to the public are important factors in recognizing the broader impacts on the community

and making the project more integrated with the Town of Los Gatos. Thank you.

CHAIR THOMAS: Can I have a second? We have a motion on the table. Yes, but we still need a second, and then we can friendly, I believe.

VICE CHAIR BURCH: I'll second it.

CHAIR THOMAS: Thank you, and then yes, ask your question.

VICE CHAIR BURCH: I'd actually like to add a couple Conditions of Approval if now is the appropriate time. These are more related to construction activities.

I don't know exactly where this would go. It doesn't look like it quite fits under 111, but that there can be no large vehicles idling on Los Gatos Boulevard or Lark Avenue; the preference is that all construction activities are limited to the construction site; that there can be no large vehicles on any residential streets surrounding the project; and I don't know how to do this one, but that any night street work adjacent to residential areas needs to have some type of proper noticing.

Is that acceptable to the Maker of the Motion?

COMMISSIONER BARNETT: Yes, absolutely. I think those are excellent points.

ATTORNEY WHELAN: My only recommendation is to define the term "large vehicles."

VICE CHAIR BURCH: Do you want me to like (inaudible) the size of a dump truck?

CHAIR THOMAS: I mean, sure, or is this something that…

VICE CHAIR BURCH: Could Public Works help?

CHAIR THOMAS: Yes, maybe Public Works.

VICE CHAIR BURCH: Or I could just say, "Any vehicles related to the construction activities are not to idle on Lark Avenue or Los Gatos Boulevard." I guess I don't have to put the word "large," it could just be any of the construction vehicles. What does Public Works think?

TOWN ENGINEER HEAP: Good evening. Thanks for asking the question. Gary Heap, Public Works. We're over here discussing this.

Yes, defining a large vehicle, it's a construction vehicle. Certainly, the intent is to maintain everything onsite, to not have… I'm trying to think if there are even any adjacent residential neighborhoods here that aren't over and across Los Gatos Boulevard, so I'm not sure that we would really necessarily have (inaudible).

VICE CHAIR BURCH: I can tell you on Phase 1 that any construction vehicles lined up and down Lark Avenue and

on Los Gatos Boulevard starting around 3:00am sometimes and idled, and got out of their trucks and yelled and talked, and I would like to prevent that on this phase, so if I just need to say "construction vehicles" at all are limited to the site, I'm happy to say that.

TOWN ENGINEER HEAP: I was not here during that phase of construction, but I would guess maybe for large concrete pourers potentially, something like that. And again, anything that would happen like that would be done under an Encroachment Permit, it would be done under the oversight of Public Works, and we would make sure to put conditions on there that would restrict the types of things that you would be talking about. We wouldn't let them take a lane of traffic without proper traffic control, and we would make sure things were done and noticed properly and people were aware of whatever was happening.

VICE CHAIR BURCH: Okay, is that somehow going to get captured on that then so that we can make that an actionable item that we can reference back to?

TOWN ENGINEER HEAP: I could see language that would say, "No use of Los Gatos Boulevard for hauling of materials, storage of materials, or idling of trucks without prior authorization of Public Works Department."

DIRECTOR PAULSON: I will just add that—I can't find it right now—typically Parks & Public Works is dealing with construction management plans, so most of that stuff is built in there. We will make sure that if it is not expressly in there, to make sure that this direction is also included.

VICE CHAIR BURCH: Thank you.

COMMISSIONER BARNETT: I'll adopt that as part of the motion.

CHAIR THOMAS: Okay, perfect. I think that the only residential is the Phase 1, that is within…not on the other side of Lark Avenue and Los Gatos Boulevard, which is right there.

Can I also ask for a friendly amendment related to the trees?

COMMISSIONER BARNETT: Of course.

CHAIR THOMAS: The perimeter orchard open space and street trees be natives, as long as Staff is comfortable with that. Do you want a list of recommendations with the caveat of "or to Staff's discretion." Would that be helpful for people, or no?

DIRECTOR PAULSON: I think to the Town Attorney's previous comments that if you have something specific in mind, you should enter that now.

CHAIR THOMAS: Okay.

DIRECTOR PAULSON: Otherwise, if you're comfortable leaving it more open, then we would work with their landscape team to come up with what we determine to be a suitable solution.

CHAIR THOMAS: I will just list some, and then have it also be amendable as Town Staff sees appropriate, or up to Town Staff's discretion.

I think some of the trees that would be appropriate there would be Foothill Pine Western Red Buds; Bay Laurels, which those are in some the descriptions, but not all of them; Black Cottonwood; Box Elder; Big Leaf Maple; Holly Leaf Cherry; California Buckeye; Blue Oak; Black Oak; Valley Oak; and Canyon Live Oak; or another suitable tree that you see fit.

DIRECTOR PAULSON: We'll work it in as a list of potential examples.

CHAIR THOMAS: Thank you.

COMMISSIONER BARNETT: I'll adopt that as well.

CHAIR THOMAS: Okay, thank you. Any other discussion about this motion? Commissioner Stump.

COMMISSIONER STUMP: I want to say that first I agree with the majority of what Commissioner Raspe said, I appreciate that, but what I don't agree with is having us

move forward with standing questions. We've heard from our Staff Attorney; we've heard from Mr. Phillips, his opinion; we've heard an opinion from the Los Gatos Community Alliance; the ultimate arbiter on these questions is the State of California, and so I guess we can go forward and say we accept what we've heard one way or another versus we wait for those questions to be answered by the State of California in some way, shape, or form, and we condition what we do tonight based on the response we receive back from the State of California, because there are things that could come out that could cause us or need to back up.

I guess if you want me to give some examples, there is about imposing a condition, or maybe that goes away, Attorney Whelan, the request that you've made with the State of California on "seeks and agrees," but we're also getting a clarification on gross lot area, and you heard Mr. Phillips tonight say if it turned out that the calculation is not supported by HCD, we would then be entitled to build more units. He didn't say they wanted to, but he said they'd be entitled.

So, we still have some open questions that I don't feel comfortable just launching this thing off to the Town Council with a recommendation. That may be very, very conservative, you can call me that, but I just believe that

this is something that we should get the final arbiter to weigh on these questions that have been asked by our own Staff as well as the community. Thank you.

CHAIR THOMAS: I have one more friendly amendment. I'm sorry. The removal of the butterfly bush.

DIRECTOR PAULSON: That was included in the original.

CHAIR THOMAS: Oh, that was. Okay, sorry, I missed that. I respect Commissioner Stump's comments; however, I do have a bit of a different perspective.

First, I thought we had consensus on the gross lot area situation from the attorney, so can you clarify that?

ATTORNEY WHELAN: I'm in agreement with the Applicant's counsel on the definition of gross lot area, but we have had inquiries from members of the public on whether it jibes with State Density Bonus Law, and because there is concern that HCD has written an opinion letter to the City of Agoura Hills saying that the City had wrongfully applied the wrong lot area to an applicant that wanted a density increase, I see that as a different question, because this applicant is not seeking a density increase, but we did get a question from the public, and so

I did send an inquiry to HCD to get HCD's opinion on that question.

CHAIR THOMAS: Okay, thank you. From my understanding, there is no guarantee that HCD will ever answer any of these questions, and so I think that I am confident in Town Council's ability to take more steps and be able to make any changes to Conditions of Approval based on the conversations that we've had tonight, and the opinions and the concerns that we've expressed with regard to making sure that this affordable housing happens, and I believe that if information comes to light that would change the situation. I'm confident in their ability to be able to do that, and if they need to have more than one meeting, that is still an option there. But again, that's why I wanted to make sure that we had on the record what sort of situation would elicit what sort of changes to the Conditions of Approval, etc.

Vice Chair Burch, did you want to say something too after that? Thank you.

VICE CHAIR BURCH: I guess it is a little bit of a follow-up to that and to the Town Attorney. If we did get something back from them, and it sounds like they're going to wait for us and we're going to wait for them, is there any way for us to even put a condition in place now based

on that? Would it really need to wait for Council since we don't know what it would contain?

ATTORNEY WHELAN: I think what I heard Commissioner Stump proposing was that the item be continued to give HCD more time to respond—and I don't want to put words in your mouth—but not draft a condition to address a different reading of gross lot area, but to wait for the HCD response.

COMMISSIONER STUMP: I probably should have been moving my lips while you were speaking, because obviously I was not going to make a motion at this point in time, but that would be my recommendation. Again, I say this pained, because we've had good sessions with the Applicant, but at the same time my concern is that we need to get this right and not just fire it in and say if something else pops up and HCD does come back and says wait a minute, there are some issues here, we ought to really take the time to fix it here and work with the Applicant to fix it here, and to try to send it off to Council and then have them say why did you send this to us when maybe you did not quite have all the detail and all the answers that you needed to?

So again, I would just sum it up that we need to really make sure that we get this right. The Los Gatos Community Alliance has reached out to HCD probably three

times on the same point, to ask for help. Our Town Attorney was good enough, because I asked her at one point in time, "Why aren't we getting a response?" and she said, "I'd be happy to reach out to HCD," and that's when they gave us the response that we're going to wait to see how the Planning Commission acts, and that's a concern for me, because maybe they don't want to give advice, I don't know, but I'd like to see that run a little bit longer, but I do not think this needs to run for a long time.

And I don't know, and maybe this would be back to Staff, how do we encourage a response from HCD? I would think it's their responsibility, the bloody State of California, and this is their job for housing. These are valid issues that have been raised and they're not going to respond to them? So, how would be set a time, a reasonable continuance that's not sending us three months down the road? I'm certainly not asking for that.

ATTORNEY WHELAN: We have a person who is assigned to Los Gatos. I'm happy to call that person and ask what the timing of the response would be and if there might be a response and report back to the Commission.

CHAIR THOMAS: I have just a follow-up question for Commissioner Stump. Just curious, what specific additional information from HCD do you feel like you need?

What specific question do you need answered in order to make a finding or not?

COMMISSIONER STUMP: I'm just looking for the authoritative answers to the questions and issues that have been raised by the Staff.

CHAIR THOMAS: Sorry, like what specific questions?

COMMISSIONER STUMP: Can we impose a Condition of Approval on the Applicant related to documented agreement? This is the "seek and agree." The calculation of Density-Bonus based on gross acreage confirming that. Whether the math that we used is acceptable to HCD. In other words, we've provided really the equivalent of net acreage versus gross acreage. Will they accept our subtraction of certain pieces of parts of land? Gross minus something equals gross still, that's sort of where we're at. Do we really have their support?

And then the questions that came from the Los Gatos Community Alliance. They are asking about the applicability of the January 30th Housing Element, applicable zoning at the time of application, the status of a single or separate housing development under state law, meaning are these potentially two separate projects, the affordable housing and otherwise the remainder of the

development? Again, they also have the question of using net acreage to satisfy minimum density compliance with the Town's BMP Ordinance, and then the land transfer to Eden Housing and how that's actually going to be affected.

So, those are the open questions or issues.

CHAIR THOMAS: Just to clarify, for the gross lot area, I would like clarification about how that would inform any decision making.

COMMISSIONER STUMP: Well, if indeed the HCD came back and said that we will not accept that, it's gross, we're not going to accept gross lot area, that would mean that the Applicant would no longer be at 30-dwelling-units-per-acre, they would be at 28.75-per-acre, and as you heard Mr. Phillips say, they would be entitled to cure that by adding additional units. Not that they necessarily wanted to do that, but that's the cure for that potential issue as it relates to density. In fact, in some ways, bring it on. More housing out there means more affordable housing as well, perhaps.

CHAIR THOMAS: Commissioner Sordi and then Commissioner Burnett.

COMMISSIONER SORDI: I just want to go on record as saying I support the motion. I think we have a motion on the table to move forward.

If we had the time to just sit back and ponder this, and we had multiple hearings and not limited, then that might be one thing, but the Town has to act within five hearings, so if we were to continue, I think we would run the risk of being in the same place, because we have no guarantee that HCD is ever going to respond.

I would think they would be inclined to respond to the Town Attorney at some point in the near future, but I don't think they feel compelled to respond to any community group. If they felt that, I don't know that they have the Staff and that it's a practical reality for them to be able to respond to everybody who fancies himself as a community group throughout the state, so I wouldn't count on them responding in detail to a community group. I'm speaking a little bit from experience, having worked in the City of San Jose and had a fair amount of experience with interactions with HCD in the past.

So, if we were to continue the item, we would end up moving on to a third hearing, there would only be two left for the Town Council, and we could possibly be in the same place next time. So, with that, I just wanted to go on record as saying I'm very much in favor of supporting the motion and moving the item forward.

CHAIR THOMAS: Commissioner Burnett.

COMMISSIONER BURNETT: Thank you. Because we are a recommending body to the Town Council, I feel that there are open questions that we don't have answers to, and I think our role is actually to get those answers before we forward a recommendation to the Town Council.

Our Town Attorney actually addressed HCD as well. It's not just the Community Alliance, and I think it's our responsibility to forward a recommendation that has sought and received the questions and the answers back, and I feel like we probably should and would receive the answers back from HCD regarding these very important issues for this very important development, so I think that's our role. Our role is to pound out and come up with we've crossed all the Ts and dotted all the Is, and now we can send it to the Town Council, because that is our roll, to give them a product that is pretty much tidied up, so that's where I'm coming from on this. I think there are too many open questions still.

CHAIR THOMAS: Would you mind clarifying specifically what the open questions are and how that information would help us make a better decision, just so we're clear?

COMMISSIONER BURNETT: For me, it's still the seek and…it's the commitment to the affordable housing.

That's where I have most of the issue is in that area, and I think our Town Attorney can address that as well, if she would like.

ATTORNEY WHELAN: I missed the question.

COMMISSIONER BURNETT: My concerns are we have two sort of conflicting points of view on where we stand on the affordable housing. Are they committed to do the affordable housing as the project continues on, which seems to be what the State Density Bonus Law says you need to do? I'm not feeling like I'm getting the commitment that makes me comfortable to say yes, we're good there.

ATTORNEY WHELAN: One way to address that is to forward the Staff recommended Condition of Approval, and then I guess I will say I have looked at the issue, outside counsel has looked at the issue, and we do think that "seek and agree" means that the Applicant is consenting to actually provide the affordable housing.

COMMISSIONER BURNETT: A follow-up. So, if we forward this to the Town Council, then are they going to have to wait, because these are still going to be open questions? Isn't that our role to get these questions answered before we move it forward?

ATTORNEY WHELAN: I guess it depends on if you're comfortable with the advice that I've provided to date, and if not, then that's one reason to wait.

DIRECTOR PAULSON: I would just add that the motion on the table is the Town's requirement of the 17% throughout the project, so that's the guarantee that Staff came forward with originally, and so that's still the path moving forward to the Council.

COMMISSIONER BURNETT: Thank you.

CHAIR THOMAS: Is there any other discussion or comments? I will call the question. All those in favor, please raise your hand. It passes 5-2, and it is just a recommendation, so there are no appeal rights?

DIRECTOR PAULSON: That's correct.

CHAIR THOMAS: There's nothing else related to this that we need to say? Okay. Thank you, Staff, everyone that was here tonight, Commissioners for the very thorough discussion, and the Applicant team for sticking with us.

(END)

From: Gia Pham [redacted]
Sent: Wednesday, October 29, 2025 2:54 PM
To: Planning <Planning@losgatosca.gov>
Subject: October 29, 2025 Special Meeting Public Comment: North 40 Phase 2

[EXTERNAL SENDER]

October 29, 2025

Dear Planning Commissioners,

My name is Gia Pham, and I am the Communications Coordinator at Housing Choices, the nonprofit that will provide direct services for the affordable units dedicated to individuals with intellectual and developmental disabilities (IDD) in the North 40 Phase 2 development.

I am writing to express my strong support for this project and to urge the Commission to approve it without delay so that construction can move forward as planned. There is no reason to delay it. This proposal delivers exactly what was envisioned in the City's Housing Element and represents an important opportunity for Los Gatos to advance its affordable housing goals. The fewer restrictions placed on the project, the faster these affordable homes can be built.

Delays add cost and risk, as every additional month of postponement increases construction expenses and reduces feasibility. Timely approval will keep the project viable and ensure that the benefits reach families who have been waiting far too long for stable housing.

Housing Choices is proud to partner with Eden Housing, a trusted and mission-driven developer with a strong local track record. Eden successfully completed Phase 1 of the North 40 development on time and with the high quality and integrity the community expects. We have partnered with Eden Housing for years and have created truly remarkable and historically inclusive housing communities - the most recent being Mitchell Park Place in Palo Alto. This development combines project-based vouchers with preferences for individuals with IDD and features close proximity to inclusive parks, schools, and programs, in partnership with AbilityPath for job training and career growth. We know how trustworthy Eden Housing is in delivering on its promise and mission for affordable housing.

The Phase 2 affordable housing parcel will be pad-ready, allowing construction to begin quickly and efficiently once approvals are in place.

The current plans also require no Town funding while simultaneously achieving very low MI affordability levels, ensuring homes are within reach for households most in need. The

site is also environmentally sound as it is not located in a flood zone or liquefaction area and benefits from a separate sewer system, avoiding issues that affect nearby neighborhoods.

The project is fully compliant with Housing Element standards, meeting the 30-unit-per-acre density requirement and reflecting best practices in planning and design. It will create a mixed-income, mixed-use community that integrates affordable homes seamlessly into the broader site plan, with shared outdoor spaces, walkable paths, and a community room that supports interaction and well-being.

Importantly, 25% of the affordable units will be reserved for adults with IDD, addressing one of our region's most pressing and underrepresented housing needs. Each year, the Los Gatos Union High School District's post-secondary program serves around 30 students with disabilities, many of whom age out without housing options. Housing Choices also has about 25 active clients urgently searching for housing in Los Gatos. This development offers them a chance to live safely, independently, and close to their families, schools, and vital support networks. For aging parents, it provides peace of mind knowing their adult children will have a stable home in their own community.

As more families with IDD children are priced out of Los Gatos, this project offers a pathway for them to stay connected to neighbors, teachers, and lifelong friends. Inclusionary developments like North 40 strengthen the fabric of the town by ensuring long-time residents of all abilities are not displaced.

Thank you for your thoughtful consideration and continued leadership. By approving North 40 Phase 2, the Commission will help create a more inclusive, affordable, and resilient Los Gatos that protects and welcomes everyone to call it home.

Warm Regards,

Gia Pham

Gia Pham
Communication Coordinator
[redacted]
Sobrato Center for Nonprofit
3460 W Bayshore Road, Suite 205
Palo Alto, CA 94303
www.housingchoices.org

Housing Choices
Opening new doors for people with developmental disabilities

From: Lourdes Gonzalez [redacted]
Sent: Wednesday, October 29, 2025 1:52 PM
To: Planning <Planning@losgatosca.gov>
Cc: Javier Zaldivar [redacted]; Dennise Jauregui [redacted]
Subject: SARC's Letter of Support

[EXTERNAL SENDER]
Hello,
Please see attached letter.

Thank You

Lourdes Gonzalez
Executive Administrative Assistant
San Andreas Regional Center
6203 San Ignacio Avenue Suite 200
San Jose CA. 95119
[redacted]

SAN ANDREAS REGIONAL CENTER

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www.sarc.org

Member of the Association of Regional Center Agencies

STAY CONNECTED

October 28, 2025

Via email: planning@losgatosca.gov
Re: October 29, 2025, Special Meeting Public Comment: North 40 Phase 2

Dear Planning Commissioners,
I am writing on behalf of San Andreas Regional Center to express my support for the North 40 Phase II Development; to respectfully urge the Commission to approve this project so it can move forward without delay.
North 40 Phase II will provide much-needed affordable housing, with 25% of the units designated for individuals with intellectual and developmental disabilities who receive services from San Andreas Regional Center, the state funded Agency.

San Andreas Regional Center (SARC) is funded by the State of California to serve people with Intellectual and Developmental Disabilities as required by the Lanterman Developmental Disabilities Act. Our service area includes Santa Clara County and the Town of Los Gatos.

The purpose of this letter is to support the advancement of the North 40 Phase II Development as this project will include 17 apartments subject to a preference for extremely low-income people with developmental disabilities. On a daily basis, SARC's Service Coordinators must address the impact of the lack of permanent supportive housing for people with developmental disabilities in Los Gatos. More than 100 people with developmental disabilities, including families who live in Los Gatos have been referred by SARC to Housing Choices for help to find affordable housing. Although SARC is not able to pay for residents' actual housing costs, we are funded to provide a variety of services that help residents with developmental disabilities live successfully in integrated housing in the community. In addition to funding on-site housing support services provided by Housing Choices, SARC will provide a variety of other services depending on the Individual Program Plan of each resident, including, for example, Independent Living, Supported Living, Community Day Programs, Employment Services and Behavioral Support.

The need is urgent. Many other local families are aging and worry about what will happen to their loved ones with disabilities in the future.
I urge the Planning Commission to approve this development and ensure that the IDD-designated units and affordable housing components are preserved and prioritized as the project moves forward. Please contact me if I can provide any further information.

Sincerely,

Javier Zaldivar
Executive Director