

November 2, 2012

Mr. Peter D. Zak  
Vice President  
Lyon Communities  
4901 Birch Street  
Newport Beach, CA 92660

Subject: Dedeaux Apartment Homes, Milpitas, California

Dear Pete:

Pursuant to your request we have prepared the following technical analysis to respond to staff comments regarding routing of traffic from the proposed project site to southbound Montague Expressway.

### **Project**

The proposed project is a 474-unit apartment home development located at the southeast corner of Montague Expressway and East Capitol Avenue. The apartment homes are located in three buildings surrounding a parking structure, which is served by two access drives from an on-site private road.

### **Project Access**

The main project entry off Montague Expressway will be a shared driveway with the building to the south of the site. This driveway will be limited to right-turns-only and it is located about 550 feet south of the intersection of Montague and East Capitol Avenue. A secondary right-turns-only driveway will also be providing access to the site from East Capitol Avenue. In the future this access drive will be modified and limited for use by emergency vehicles only once the extension of Milpitas Boulevard south of East Capitol Avenue is implemented.

### **Trip Generation**

The proposed project will generate 142 trips during the AM peak hour and 185 trips during the PM hour (see Table A). As shown on Table B, the Institute of Transportation Engineers Trip Generation Manual, 8<sup>th</sup> Edition rates for a Mid-Rise Apartment were used for calculating the project trip generation. The inbound and outbound trips for each peak period are also shown on Table A.

Mr. Peter D. Zak  
Page 2  
November 2, 2012

### **Access to Southbound Montague Expressway**

Staff has stated that it is expected that a significant number of trips being generated by the project would be travelling to the south along Montague Expressway. Therefore, an evaluation should be made to show that project trips to and from the south can be accommodated by the site driveways and adjacent streets.

The highest outbound demand from this site will occur during the AM peak hour. While the heaviest volume of inbound trips will arrive at the site during the PM peak period. Although both project driveways are limited to right-turns-only, their location on Montague and East Capitol will provide convenient access for inbound trips from different directions.

Due to the location of project entry drive on Montague and traffic characteristics along this facility, residents wishing to go south on Montague by making a U-turn at East Capitol may have some difficulty exiting the site and entering the northbound left turn lanes on Montague. Therefore, it is expected that these trips would utilize the project driveway on Capitol Avenue. Assuming that 80 percent of outbound AM peak hour trips would use this driveway, a total of 78 outbound trips can be expected to exit this driveway. These trips would proceed east along East Capitol and then make a U-turn at the first intersection to head back toward Montague.

The Existing, Year 2018 with the planned BART Station, and Year 2035 eastbound AM peak hour volumes for East Capitol Avenue are shown on Exhibit A (source: Milpitas BART Station Traffic Impact Analysis, August 17, 2012, Hexagon Transportation Consultants, Inc.). The Existing and Year 2018 eastbound volumes along this segment of East Capitol Avenue are very low and the project trips will have ample opportunity to enter onto East Capitol. The eastbound left turn lane at the existing intersection is 200 feet long (see Exhibit B) and has more than adequate capacity to accommodate the project trips. The projected Year 2018 with-BART Station conditions are very similar to the Existing conditions with significant capacity and flow gaps being available for vehicles exiting the site. In Year 2035 Milpitas Boulevard will be extended to the south and project generated trips will be using this facility to access East Capitol Avenue.

### **Conclusions**

Based on data presented in this analysis, during the AM peak demand hour project residents will be able to exit the site onto East Capitol Avenue, make a U-turn at the adjacent BART Station driveway/intersection to proceed westbound on East Capitol and then south on Montague Expressway. The low level of eastbound volume along East Capitol Avenue will provide adequate gaps and opportunity for project residents to enter onto the street and into the eastbound left turn lane for making their U-turn.

Mr. Peter D. Zak  
Page 3  
November 2, 2012

Please call me if you have any questions regarding the information presented in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter K. Pirzadeh". The signature is fluid and cursive, with a prominent initial "P" and "K".

Peter K. Pirzadeh, P.E.  
Principal

Attachments

PAI 14312-Milpitas-11022012-PZak-AccessAnalysis-ltr.pkp

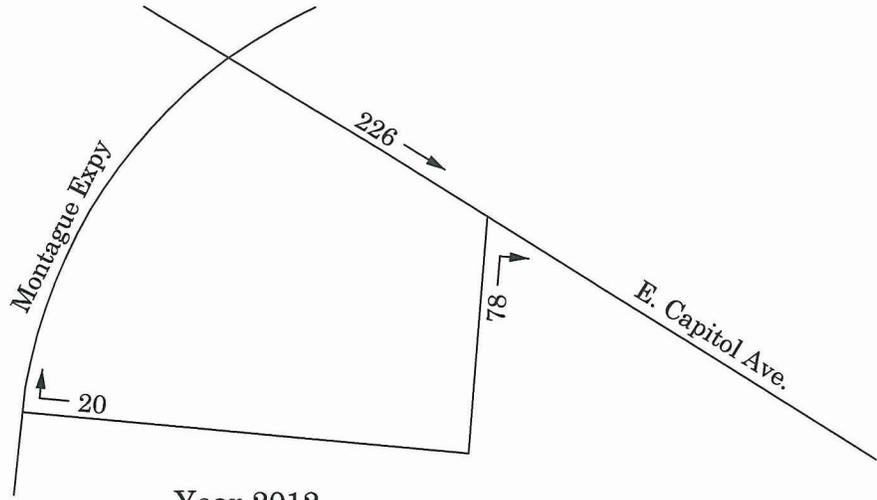
Table A  
Land Use and Trip Generation Summary

Site	Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Mid-Rise Apartment	474 DU	44	98	142	107	78	185

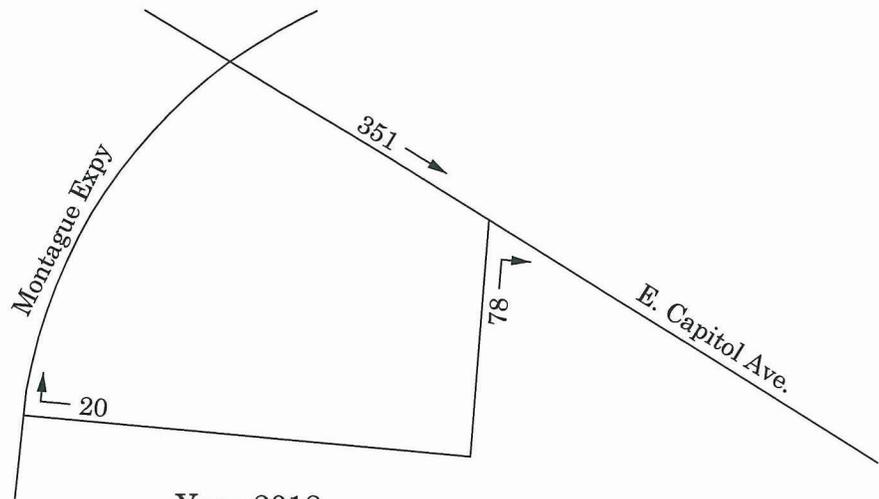
Table B  
Project Trip Generation Rates<sup>(1)</sup>

Land Use	ITE Land	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Mid-Rise Apartment	223	DU	0.09	0.21	0.30	0.23	0.16	0.39
			31%	69%		58%	42%	

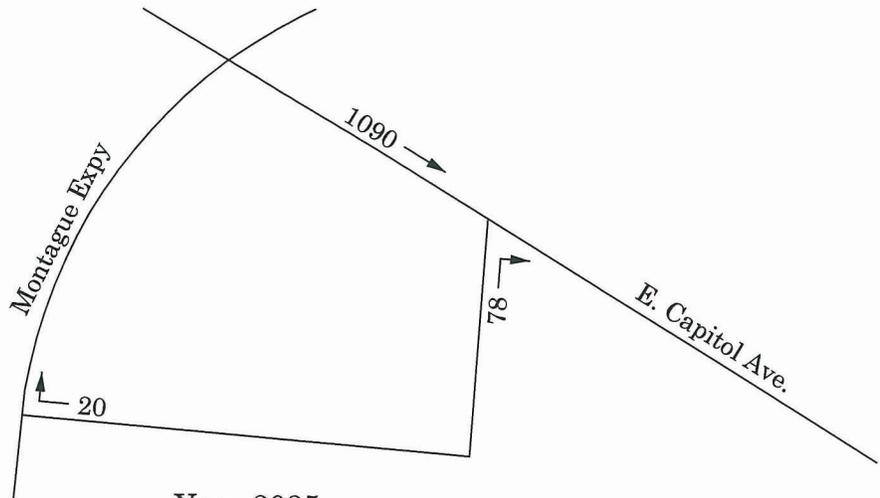
(1) Institute of Transportation Engineers Trip Generation Manual, 8th Edition



Year 2012



Year 2018

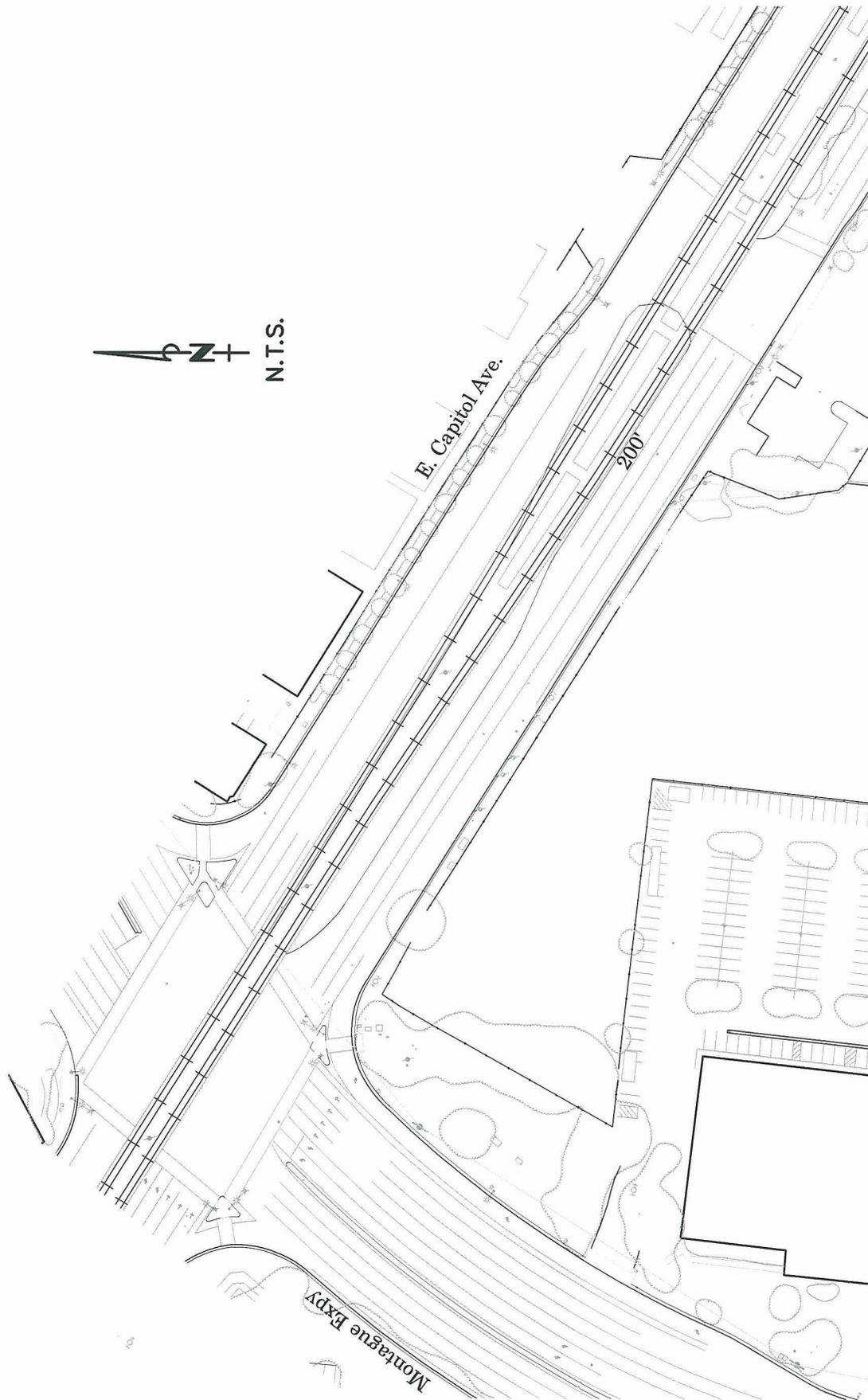


Year 2035

11/16/12

Exhibit A





N.T.S.

11/16/12

Exhibit B

