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HA3-E

Transportation
Consultants

November 7, 2013

RECEIVED

Mr. Joseph Callahan
Callahan Property Company
5674 Stoneridge Drive, Suite 212
Pleasanton, CA 94588

NOV 08 2013

HNP DIVISION

Re: Trip Generation Comparison for Milpitas Senior Housing on South Main Street

Dear Mr. Callahan:

The City of Milpitas approved a 387 unit rental residential project with a condo map in 2008 at South Main Street and Cedar Way in Milpitas. Your current application on the same parcels involves 70 assisted living rental units, 129 congregate care rental units, and 190 rental senior (age-restricted) units. You asked for a comparison of the trips generated by the new development as compared with the City of Milpitas Midtown Specific Plan and also the previously entitled development.

Land Use (ITE Category)	Units	Trip Rates per dwelling unit			Trips		
		Daily	a.m. peak	p.m. peak	Daily	a.m. peak	p.m. peak
2008 APPROVED PROJECT ¹							
Apartments (220)	387	6.65	0.51	0.62	2,574	198	240
MIDTOWN MILPITAS SPECIFIC PLAN ²							
Opportunity Site – S. Main/Midblock					1,020	87	102
CURRENT PROPOSED PROJECT ³							
Assisted Living (254)	70	2.74	0.18	0.29	192	13	21
Congregate Care (253)	129	2.02	0.06	0.17	261	8	22
Senior Housing (252)	190	3.44	0.20	0.25	654	38	48
Total Proposed Project	389	--	--	--	1,107	59	91

¹ The City approved a 387 unit project on the same site in 2008. Applying appropriate ITE trip rates to this apartment project yields the information in this category.

² In the Midtown Milpitas Specific Plan, whose FEIR was certified by the City in 2002, this site is described as an "opportunity site" with these traffic characteristics. This information is from Table 3.9-25 in the DEIR.

³ Traffic generation from the current proposal is evaluated using ITE's *Trip Generation*, 9th Edition.

In the table above, the traffic generation from the proposed project is compared first with traffic from the apartment project approved in 2008. In this case, the current project produces less than half the traffic as the approved project. When compared with the earlier Midtown Milpitas Specific Plan, the current project generates about 10 percent fewer peak hour trips, and generates slightly higher daily trips. The peak hour trips are used in evaluating levels of service comparisons, so the new project will operate within the level of service limits of the Midtown Milpitas Specific Plan.

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It can be seen that the new development generates significantly fewer trips (less than half) during all three time periods as compared with the development that was approved in 2008, and slightly fewer peak hour trips when compared with the Midtown Milpitas Specific Plan.

Let me know if there is additional information that you may need on this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Chris D. Kinzel".

Chris D. Kinzel, P.E.
Vice President