TECHNICAL MEMORANDUM

Date: April 29, 2021

To: Leah Beniston, Vice President-Entitlements
True Life Companies

From: Chris Kinzel, PE, TE
Vice President

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Subject: ***Peer Review- Traffic Operations Report for 2001 Tarob Court, Milpitas, CA and Trip Generation***

INTRODUCTION

This memorandum provides a summary of TJKM's peer review of the *Traffic Operations Report for 2001 Tarob Court, Milpitas, CA*, dated May 28, 2019, prepared by Hexagon Transportation Consultants (Hexagon Report). The Hexagon Report was prepared as part of the California Environmental Quality Act (CEQA) review for a 40-unit residential condominium project previously proposed by The True Life Companies (TTLC) and approved by the City of Milpitas in September 2019 (2019 Project).

TTLC is now proposing a 32-unit Project at 2001 Tarob Court (Project Site) which is very similar to the 2019 Project. The Project Site is located within the planning area for the Milpitas Transit Area Specific Plan (TASP) and is designated as High-Density Transit Oriented Residential (HD-TOR) in both the Milpitas General Plan and the TASP. The Project Site is currently developed with industrial office use. Residential development on the Project Site has been evaluated in previous environmental documents associated with the TASP and the 2019 Project.

In order to assess the currently proposed Project's traffic impacts, TJKM reviewed the Hexagon Report and also undertook additional quantitative trip generation analysis. This memorandum provides a peer review analysis of the Hexagon Report and confirms that the currently proposed Project will not have any new significant or more severe impacts beyond what was previously identified and evaluated for the 2019 Project.

TRAFFIC OPERATIONS REPORT REVIEW

The project description for the 2019 Project, as detailed in the Hexagon Report, proposed to demolish a 16,463 square feet office/industrial building and construct 40 condominium units.

The Hexagon Report is comprehensive, technically supportable, and well written. The trip generation in the Hexagon Report utilized the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition to determine the trips for the multifamily housing, for low-rise (Code 220). For the existing office/industrial building use, Hexagon conducted a.m. and p.m. peak hour driveway counts in May 2019. For office/light-industrial, the driveway counts showed 11 a.m. peak hour trips and 12 p.m. peak hour trips. Based on this information, Hexagon determined the multi-family dwelling units would generate 20 a.m. peak hour trips and 26 p.m. peak hour trips. The 2019 Project, accounting for the existing industrial/office use, would net a total of nine a.m. peak hour trips and 14 p.m. peak hour trips.

TJKM reviewed the trip generation calculation with the current ITE 10th edition and found the trips for the 2019 Project are slightly lower at 18 a.m. peak hour trips and 22 p.m. peak hour trips, with a net total trips of seven a.m. peak hour, and 12 p.m. peak hour trips. This is nominal and should not affect the traffic operations analysis. Besides the slight discrepancy, TJKM is in agreement with the conclusions and recommendations of the report, and there was no significant impact to the study intersections.

NEW PROJECT TRIP GENERATION

Since the Hexagon Report was completed in 2019, TTLC has proposed a slightly revised development plan for the Project Site, changing from the previous 40 condominium units to 32 townhouse style units. TJKM prepared the following trip generation utilizing ITE Code 221 for mid-rise multifamily units. ITE Code 221 is for mid-rise multi-family units, three to five stories high. The previous Hexagon Report used ITE Code 220 for low-rise multi-family units up to two stories high. TJKM compared the use of the ITE Code 110 for General Light Industrial or the Hexagon Report, which conducted on-site driveway counts. TJKM utilized the ITE the driveway count data from the Hexagon Report for the existing use, however, since Daily trip rates were not available, TJKM utilized the ITE Daily Trip rate for industrial uses. **Table 1**, shows the project trip generation.

Table 1 Proposed Trip Generation

Land Use (ITE Code)	*Size*	*Daily*		*A.M. Peak*				*P.M. Peak*			
		Rate	*Trips*	*Rate*	*In*	*Out*	*Total*	*Rate*	*In*	*Out*	*Total*
Proposed											
Multifamily Housing, Mid-Rise (221)	32 DU	5.44	174	0.36	3	9	12	0.44	9	5	14
Existing											
Industrial/Office*	16.5 ksf	4.96	82		9	2	11		3	9	12
Net Total Trips			**92**		**-6**	**7**	**1**		**6**	**-4**	**2**

Notes: DU-Dwelling Units, ksf- Thousand Square feet
Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition
*- ITE Code 110 rate for Daily Trips were used since the Hexagon Report did not have Daily Rates. Driveway counts from the Hexagon Report were used for a.m. and p.m. peak hour.

The currently proposed project, with 32 dwelling units, will net 92 daily trips, one a.m. peak hour trip and two p.m. peak hour trips. **Table 2** shows a comparison of net trip generation between the Hexagon Report for the 2019 Project (with 40 units) and the proposed project (with 32 units). The 2019 Project had 8 more a.m. and 12 more p.m. peak hour trips, as detailed in the Hexagon Report, than the proposed Project. The reduction in trips for the Project is consistent with the reduction in units from the previous 2019 Project.

Table 2 Project Net Trip Generation Comparison

Project Type	***Size***		***Net Daily Trips***	***Net A.M Peak Hour***	***Net P.M Peak Hour***
Previous Report (2019 Hexagon Study)					
Multifamily Housing, Low Rise (220)	40	DU	N/A	9	14
Proposed Project					
Multifamily Housing, Mid-Rise (221)	32	DU	92	1	2
		Difference		8	12

Further transportation analysis of the 32-unit proposed Project is not required, because it is less than 100 peak hour trips, per the Valley Transportation Authority Congestion Management Program Transportation Impact Analysis Guidelines. In addition, the Hexagon Report identified the 2019 Project would not result in any level of service (LOS) impacts or queuing storage deficiencies at the study intersections, and impacts to pedestrian, bicycle, or transit facilities. Because the proposed Project will generate fewer trips than the 2019 Project, it will also not result in any impacts associated with LOS, queuing, or pedestrian, bicycle, and transit facilities.