APPENDIX C: TRANSPORTATION
MEMORANDUM

From: Frederik Venter, P.E.
To: Mark Tersini, KT Urban
Cc: Gian Martire, Senior Planner, City of Cupertino
Date: March 27, 2020
Re: Westport Cupertino – Alternative Proposal: Trip Generation Comparison

1. Introduction
This memorandum summarizes the trip generation findings that result from the alternative proposal for the Westport Mixed-Use project. The purpose of this memorandum is to provide a comparison between the total trips generated by the originally proposed project, as documented in the Kimley-Horn Technical Memorandum dated December 12, 2019, and the alternative proposal provided to Kimley-Horn by KT Urban on February 5, 2020. Daily, AM peak hour, and PM peak hour trips for the Alternative Proposal, taking credits for the for the existing land uses (trip credits) are calculated. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, was used to develop trip generation estimates.

2. Existing Trips
The existing site is 71,254 square feet of shopping center use (The Oaks), which includes specialty restaurants, retailers, and other commercial space. The existing shopping center has been approximately 85% occupied over the last 2 +years. At 85% occupancy, the existing shopping center generates approximately 2,287 daily trips, 57 AM peak hour trips (36 IN / 21 OUT), and 230 PM peak hour trips (110 IN / 120 OUT). It should be noted that if full occupancy was assumed for the existing shopping center, the trips credited would have been even higher. This is a conservative estimate since ITE is based on gross lease area, which typically includes unoccupied units between 5% and 15%.

3. Alternative Proposal Project Trips
The trip generation for the Alternative Proposal was calculated using the same methodology and trip reduction credits as for the originally Proposed Project. The Multi-Family (mid-rise) land use was removed and Assisted Living, Continuing Care (Life Guidance / Memory Support), and Medical Office land users were added.

The Alternative Proposal would demolish the existing buildings and construct a mixed-use urban village with 88 low-rise multifamily residential units, 39 senior residential units, 140 assisted living units, and 27 life guidance/memory care units, 8,040 square feet of general retail and 2,140 square feet of medical office.
Internal trip capture was then applied using the National Cooperative Highway Research Program Report 684 (NCHRP 684), dated 2011. This methodology estimates the number of trips that have both the origin and destination within the alternative proposed site development. These internal trips are then subtracted from the total gross trips. After applying internal capture to the proposed project, reductions of 7% daily trips, 2% AM, and 12% PM were applied to gross trips.

Additional trip reductions were applied because the site is in a high-quality transit area. According to VTA TIA Guidelines, a 2% trip reduction can be used for housing within 2,000 feet (0.38 miles) of a major bus stop. A major bus stop meeting VTA’s high-quality transit area definition of 6 buses per hour is located at De Anza College approximately 1900 feet from the project site. Applying the 2% trip reduction results in a reduction of -24 daily trips, -2 AM peak hour trips, and -2 PM peak hour trips. This trip reduction was only taken for residential trips. Lastly, pass-by reductions were applied to retail trips resulting in 8 fewer new trips during the PM peak. The net change between the originally Proposed Project and the Alternative Proposal results in 472 fewer daily trips.

Table 1 below summarizes the trip generation calculations.
### Table 1 – Alternative Project, Original Project and Existing Conditions Trip Generation

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>ITE Land Use Code</th>
<th>Project Size</th>
<th>WEEKDAY</th>
<th>AM PEAK HOUR</th>
<th>PM PEAK HOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Daily Trips</td>
<td>Total Peak Hour</td>
<td>IN / OUT</td>
</tr>
<tr>
<td>Multifamily Housing (Low Rise)</td>
<td>220</td>
<td>Dwelling Unit(s)</td>
<td>7.32</td>
<td>0.46</td>
<td>23% / 77%</td>
</tr>
<tr>
<td>Multifamily Housing (Mid-Rise)</td>
<td>221</td>
<td>Dwelling Unit(s)</td>
<td>5.44</td>
<td>0.36</td>
<td>26% / 74%</td>
</tr>
<tr>
<td>Senior Adult Housing-Attached</td>
<td>252</td>
<td>Dwelling Unit(s)</td>
<td>3.70</td>
<td>0.20</td>
<td>35% / 65%</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>820</td>
<td>1,000 Sq Ft GLA</td>
<td>37.75</td>
<td>0.94</td>
<td>62% / 38%</td>
</tr>
</tbody>
</table>

**Existing Conditions**

| Funded Retail (100% Occupancy)        | 820               | 71.254 1,000 Sq Ft GLA       | 2690    | 67           | 42 / 25    | 271         | 130 / 141  |
| Funded Shopping Center (85% Occupancy) | 820               | 60.5659 1,000 Sq Ft GLA      | 2287    | 57           | 36 / 21    | 230         | 110 / 120  |

**Proposed Alternative Project Conditions**

| Funded Retail (100% Occupancy)        | 820               | 71.254 1,000 Sq Ft GLA       | 2690    | 67           | 42 / 25    | 271         | 130 / 141  |
| Funded Shopping Center (85% Occupancy) | 820               | 60.5659 1,000 Sq Ft GLA      | 2287    | 57           | 36 / 21    | 230         | 110 / 120  |

**Notes:**

1. Assume current retail is 85% occupied
2. Per VTA Transportation Impact Analysis guidelines, a 2% vehicle trip reduction for housing trips can be applied for a nearby major bus stop
3. Pass-By trip reduction applied to shopping center PM peak hour trips and based on average rates from Appendix E ITE Trip Generation Handbook 3rd Edition
4. Daily pass-by trips only represent PM peak hour pass-by trips because no daily pass-by trip is resented in the ITE Trip Generation Handbook.
5. Trip reductions due to internal capture was calculated using NCHRP 684 methodology
6. Trip generation land uses based on average rates from ITE Trip Generation 10th Edition
4. Conclusions
Based on a comparison of the Proposed Project, the Alternative Proposal would result in 472 fewer daily trips, 65 fewer AM peak hour trips, and 18 fewer PM peak hour trips, and therefore project impacts would be less than those previously analyzed under the originally proposed project.