

## MEMORANDUM

Date: October 29, 2013  
To: Pat Kelly and Tad Stearn, PMC  
From: Daniel Rubins and Alisar Aoun  
**Subject: Easte Dunne Park Trip Generation and Site Access Analysis, Morgan Hill, CA**

*SJ13-1436*

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This memorandum summarizes the trip generation estimates and site plan review for the proposed East Dunne Park on Seville Drive east of Peppertree Drive in Morgan Hill, California.

### KEY FINDINGS

Based on the Santa Clara Valley Transportation Authority (VTA), the congestion management agency of Santa Clara County, and the City Morgan Hill transportation impact guidelines, a Transportation Impact Analysis is not required because:

- 1) Estimated peak hour trip generation is less than 50 project vehicles during the morning and evening peak hours; and
- 2) Except at the driveways, fewer than 20 directional peak hour project trips will be added to nearby intersections of East Dunne Avenue at Peppertree Drive or East Dunne Avenue at Pine Way due to the residential development.

To support the goals and policies of the City of *Morgan Hill General Plan Circulation Element* (February, 2010), City staff and the project applicant(s) should carefully review pedestrian, bicycle and transit access and circulation during the site plan review process. The current site plan provides direct pedestrian and bicycle connections to adjacent pedestrian, bicycle, and transit facilities.



## PROJECT DESCRIPTION

East Dunne Park is a proposed residential development containing 23 single-family units. The project is bordered on the west and east by single-family residential units. The southern portion of the site is bordered by undeveloped open space. The northern portion of the site is bordered by East Dunne Avenue, which separates the site from single-family residential units to the north. The site will incorporate a north-south roadway which will intersect the existing road network at Seville Drive at the southern portion, and terminate in a cul-de-sac in the northern portion. Seville Drive will be connected between Marbella Court and Pine Way, which will provide a new local street connection. The development will include 52 garage parking spaces, 46 driveway parking spaces, and 38 curb-side parking spaces.

## EXISTING TRANSIT AND BICYCLE FACILITIES

The Morgan Hill Caltrain station is located two miles west of the project site and provides train service between Gilroy and San Francisco, with three northbound trips during the AM peak period and three southbound trips during the PM peak period stopping at the Morgan Hill station. This station can be accessed by driving to the Caltrain Park-and-Ride lot or bicycling and using the available bicycle lockers or racks.

Bicycle lanes are provided on Dunne Avenue between Thomas Grade to the east and Monterey Road to the west.

The nearest bus stop is located on Main Avenue, 1.4 miles northwest of the project site and is served by VTA Route 16, a community bus service within Morgan Hill.

## TRIP GENERATION AND LOCAL STREET CONNECTION

Based on the relatively low number of project trips generated in the AM and PM peak hours (fewer than 50 peak hour vehicle trips), a transportation impact analysis is not required per the Santa Clara Valley Transportation Authority (VTA), the congestion management agency of Santa Clara County, and the City of Morgan Hill transportation impact guidelines. Below is a summary of



the trip estimates and project benefits due to the proposed residential dwelling units and Seville Drive connection.

## Project Traffic

The amount of traffic added to the surrounding roadway system by the proposed project was estimated by applying the applicable trip generation rates to the proposed development. Vehicle trip rates for single-family residential land uses as reported in the Institute of Transportation Engineers (ITE) *Trip Generation, 9<sup>th</sup> Edition (2012)*, were used to estimate vehicular trips generated by the project. **Table 1** summarizes the estimated daily, AM peak hour, and PM peak hour volumes entering and exiting the development.

**TABLE 1 PROJECT TRIP GENERATION ESTIMATES**

Land Use	Size (d.u.) <sup>1</sup>	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
210: Single Family Dwelling Unit <sup>2</sup>	23	270	7	19	26	18	10	28

Notes:

<sup>1</sup> d.u. = dwelling unit

<sup>2</sup> Daily (rounded to nearest 10 vehicles), AM, and PM peak hour trip generation rates based on fitted curve equation.

Source: *Trip Generation Manual (9<sup>th</sup> Edition)*, 2012.

The increase in peak hour traffic volumes is less than 20 directional vehicles on either Peppertree Drive or Pine Way. This translates to a potential increase of one vehicle every 3 minutes during the AM peak hour and the same for the PM peak hour.

## Project Benefits

The Seville Drive connection will improve street connectivity for pedestrians and bicyclists to the adjacent neighborhood. This new public access will help to encourage the use of bicycling and walking by providing a shorter route that also does not require travel on East Dunne Avenue, a major roadway. The new connection will also provide additional public safety access.



## SITE CIRCULATION AND ACCESS

The widths of the project site's driveways meet the City of Morgan Hill's driveway dimension standards which specify a minimum approach width of 16 feet and a maximum of 24 feet. Sidewalks meet the minimum standard width of 5 feet.

At the northern portion of the development a seven-foot-wide pervious path provides direct pedestrian/bicyclist access between the development and East Dunne Avenue. Pedestrians and bicyclists can also access sidewalks and roadways going west or east on Seville Drive at the southern portion of the development.