



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: December 15, 2025
To: Mr. Steve Bull, Summerhill Homes
From: Shu hao (Ollie) Zhou
Gary Black
Subject: Transportation Analysis for the Proposed Townhomes at 10857 Linda Vista Drive in Cupertino, CA

Introduction

Hexagon Transportation Consultants, Inc. has completed a transportation analysis for the proposed townhomes located at 10857 Linda Vista Drive in Cupertino, California. The project would demolish four existing single-family homes on-site and construct 51 townhomes. Access to the townhomes would be provided via a new public cul-de-sac that would intersect Linda Vista Drive. The project site location and surrounding study area are shown on Figure 1. Figure 2 shows the project site plan.

Scope of the Study

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of Cupertino's Transportation Analysis Guidelines. This transportation analysis consists of a Local Transportation Analysis (LTA) per the City of Cupertino's Transportation Analysis Guidelines (January 2025).

Based on the City's TA Guidelines, traffic studies are separated into 3 tiers:

- Tier 1: Less than 110 daily trips
- Tier 2: Between 110 and 1,000 daily trips and less than 100 peak hour trips
- Tier 3: Great than 1,000 daily trips or greater than 100 peak hour trips

The proposed project would generate 299 net new daily trips and 21/22 net new trips during the AM and PM peak hours, respectively (see Table 1 below). Based on the City's TA Guideline, a Tier 2 transportation study was conducted for the proposed development including site plan review, site access assessment for all travel modes, and off-site intersection evaluation.

The LTA includes an analysis of weekday AM and PM peak hour traffic conditions at key intersections in the vicinity of the site. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. It is during these periods that the most congested traffic conditions occur on a typical weekday. The list of study intersections (shown below) was approved by City of Cupertino staff.

Study Intersections:

1. Linda Vista Drive & Hyannisport Drive (unsignalized)
2. Fort Baker Drive & Hyannisport Drive (unsignalized)
3. Bubb Road & Hyannisport Drive (unsignalized)

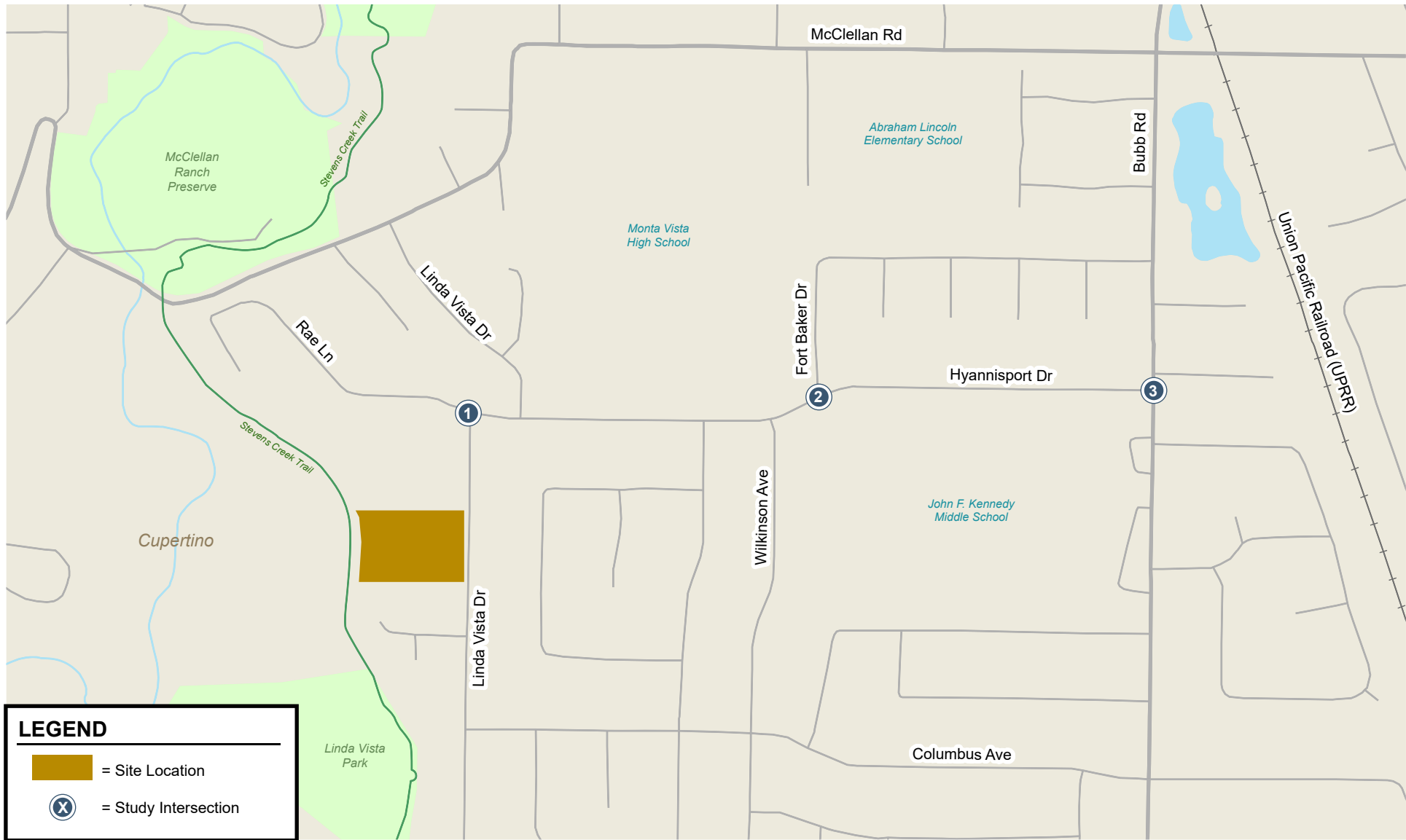


Figure 1
Site Location and Study Intersections

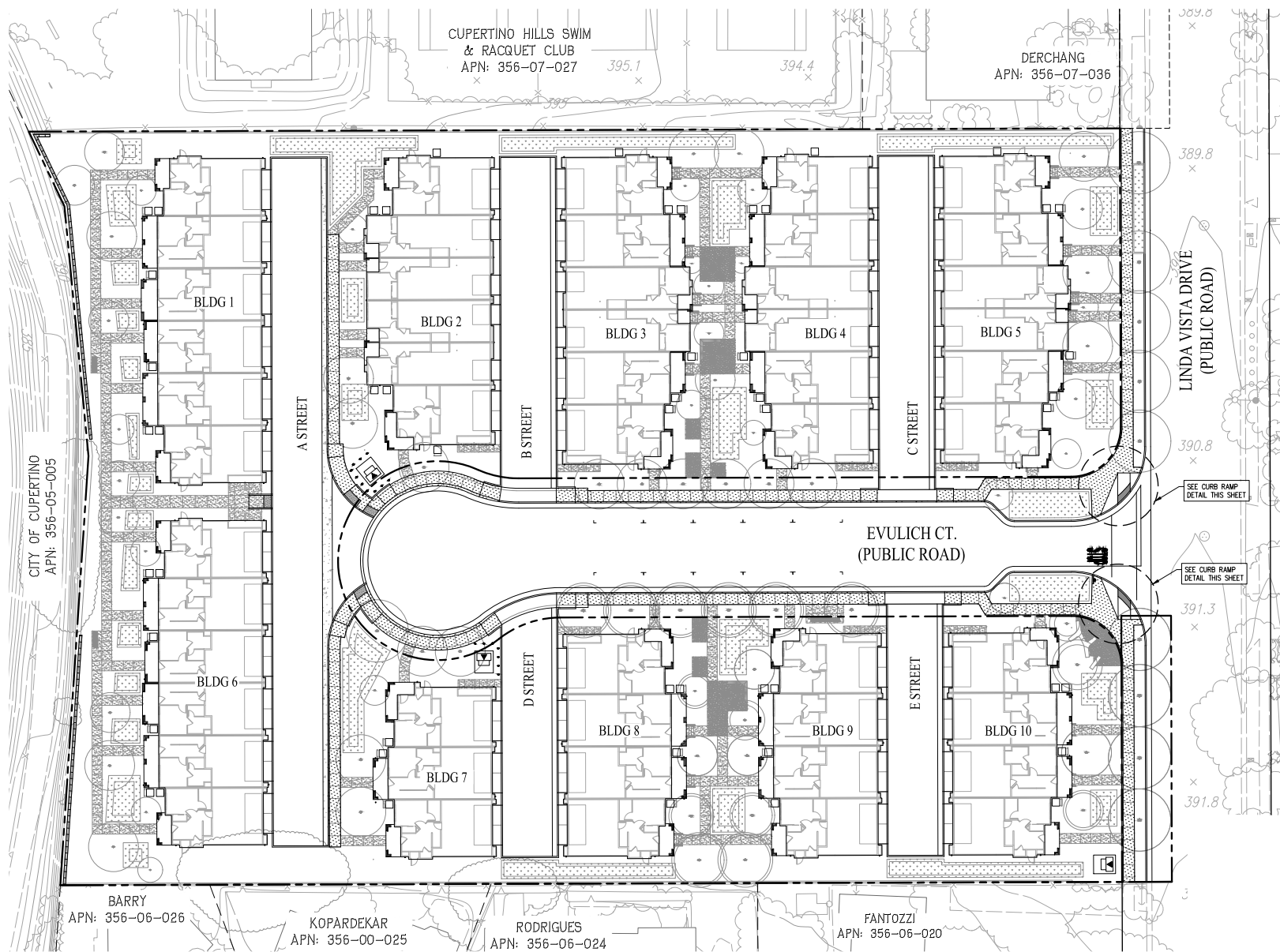


Figure 2
Project Site Plan

Traffic conditions at the study intersections were evaluated for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions

Project Trip Generation

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Project trip generation was estimated by applying to the size and use of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 12th Edition* (2025).

Trips that would be generated by the residential project were estimated using the ITE average trip rates for "Single-Family *Attached* Housing" (ITE Land Use 215) located in a General Urban/Suburban setting.

Existing Trip Credits

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trips generated by the four existing single-family homes on the site were estimated using the ITE average trip rates for "Single-Family *Detached* Housing" (ITE Land Use 210).

Net Project Trips

After applying the appropriate ITE trip rates and existing trip credits, the proposed residential project is estimated to generate 299 net new daily vehicle trips, with 21 new trips (5 inbound trips and 16 outbound trips) occurring during the AM peak hour and 22 new trips (13 inbound trips and 9 outbound trips) occurring during the PM peak hour (see Table 1).

Table 1
Project Trip Generation Estimates

Project Trip Generation Estimates												
Land Use	Size		Daily		AM Peak Hour				PM Peak Hour			
			Trip Rate	Trips	Trip Rate	Trips			Trip Rate	Trips		
						In	Out	Total		In	Out	Total
Proposed Use												
Townhome ¹	51	Units	6.57	335	0.47	6	18	24	0.51	15	11	26
Existing Use												
Single Family Homes ²	4	Units	9.09	36	0.70	1	2	3	0.93	2	2	4
Net Project Trips:				299		5	16	21		13	9	22
Source: ITE Trip Generation Manual, 12th Edition, 2025.												
1. Single-Family Attached Housing (Land Use 215): average trip rates in trips per unit.												
1. Single-Family Detached Housing (Land Use 210): average trip rates in trips per unit.												

Existing Transportation Conditions

The existing transportation system in the project study area is described below. Included are descriptions of the existing roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 85 and I-280. Local access to the site is provided via Linda Vista Drive, Hyannisport Drive, and Bubb Road. These facilities are described below.

SR 85 is a six-lane freeway with two mixed-flow lanes and one high-occupancy vehicle (HOV) lane in both directions in the vicinity of the project site. SR 85 extends north through Mountain View, connecting with US 101, and south through San Jose, connecting again with US 101. Access to the project site is provided via its interchange with Stevens Creek Boulevard.

Interstate 280 is an eight-lane freeway with three mixed-flow lanes and one HOV lane in both directions in the vicinity of the project site. I-280 extends north through San Francisco, connecting with US 101, and east through San Jose, where it transitions to I-680. Access to the project site is provided via its interchange with SR 85.

Linda Vista Drive is a two-lane residential street providing direct access to the project site. It extends southward from its intersection with Hyannisport Drive/Rae Lane to where it bends to the east and terminates at Santa Teresa Drive. Linda Vista Drive has a speed limit of 25 mph and has sidewalks on both sides of the street. It serves single-family homes in the surrounding neighborhood.

Hyannisport Drive is a two-lane residential street serving the surrounding neighborhood and nearby schools: Monta Vista High School and John F. Kennedy Middle School. It begins at Bubb Road and extends westward, transitioning into Rae Lane west of Linda Vista Drive. Hyannisport Drive has a posted speed limit of 25 mph, has sidewalks on both sides of the street, and has high-visibility yellow ladder style crosswalks near the schools. There are also speed humps installed along Hyannisport Drive.

Columbus Avenue is a two-lane residential street beginning at Linda Vista Drive in the west, and extending east past Bubb Road where it transitions to Val Avenue. It serves residential uses along the street and provides access to the project via its intersection with Linda Vista Drive. Columbus Avenue has a posted speed limit of 25 mph, has sidewalks on both sides of the street, and speed humps along the eastern half of the street.

Bubb Road is a two-lane street that begins at Stevens Creek Boulevard and extends southward, transitioning into Upland Way south of Rainbow Drive. It serves residential uses near the project site and to the south and serves mostly commercial uses north of McClellan Road. Bubb Road has a posted speed limit of 30 mph south of McClellan Road and 35 mph north of McClellan Road. It has sidewalks and striped bike lanes (Class II bike facilities) on both sides along its entirety.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, ADA compliant curb ramps, and crosswalks at many of the nearby unsignalized intersections. In the vicinity of the project site, standard width continuous sidewalks exist along Linda Vista Drive, Hyannisport Drive, Columbus Avenue, and Bubb Road. High-visibility ladder style crosswalks are provided at multiple intersections along Hyannisport Drive.

None of the nearby streets have bike lanes or Sharrows (bike routes with shared lane markings). The closest on-street bicycle facilities (Class II bike lanes) are provided along Bubb Road and McClellan Road. Both streets are situated approximately a half-mile from the project site.

The project site is situated adjacent to the Stevens Creek Trail. The Stevens Creek Trail is a scenic, multi-use trail that runs for about 5 miles, stretching from the southern edge of Cupertino to the north near the San Francisco Bay. It follows the path of Stevens Creek and is shared by pedestrians and bicyclists.

Existing Transit Services

Existing transit service to the City of Cupertino is provided by the Santa Clara Valley Transportation Authority (VTA). However, there are no transit services within a half-mile of the project site. The closest bus stop is located approximately 1.25 miles from the project site.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations and previous studies (see Figure 3).

Existing traffic volumes were obtained from turning movement counts collected on conducted on November 14, 2024. The existing peak-hour intersection volumes are shown in Figure 3. The intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Levels of Service

The level of service (LOS) at the key study intersections under existing conditions and existing plus project conditions were evaluated using Synchro software for informational purposes. The latest *Highway Capacity Manual's* (HCM) methodology was employed.

The results of the intersection level of service analysis (see Table 3) show that the three unsignalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic.

Table 2
Existing Intersection Levels of Service

#	Unsignalized Intersection	Peak Hour	Count Date	Existing	
				Avg. Delay (sec)	LOS ¹
1	Linda Vista Drive & Hyannisport Drive	AM	11/14/24	7.4	A
		PM	11/14/24	5.4	A
2	Fort Baker Drive & Hyannisport Drive	AM	11/14/24	11.5	B
		PM	11/14/24	8.0	A
3	Bubb Road & Hyannisport Drive	AM	11/14/24	14.0	B
		PM	11/14/24	12.6	B
Notes:					
<u>Unsignalized Intersection LOS (Source: HCM 7th Edition) ¹</u>					
LOS A = 10.0 sec or less		LOS D = 25.1 to 35.0 sec			
LOS B = 10.1 to 15.0 sec		LOS E = 35.1 to 50.0 sec			
LOS C = 15.1 to 25.0 sec		LOS F = greater than 50.0 sec			

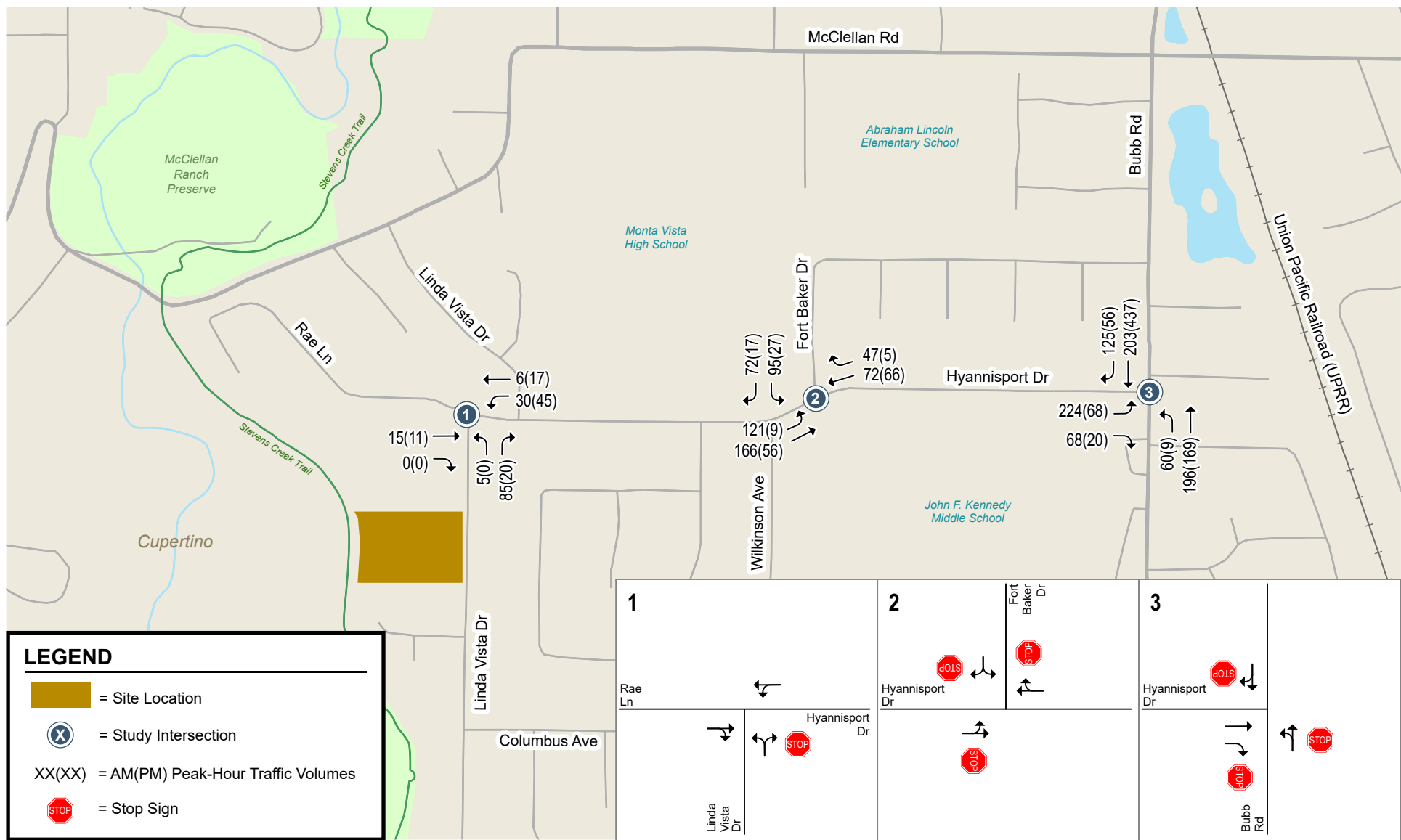


Figure 3
Existing Traffic Volumes and Lane Configurations

Field Observations

Existing conditions at the study intersections were observed on Tuesday March 18, 2025. AM observations occurred 30 minutes before the start of school at the neighboring high school and middle school (7:30 – 8:20 AM). PM observations occurred from 4:00-4:30 PM.

During the AM peak hour, the intersection of Linda Vista and Hyannisport Drive had light traffic, and no operational issues were observed.

The intersection of Fort Baker and Hyannisport Drive had light traffic, and no operational issues were observed until about 7:50 AM. Minor queues were observed during the peak 10 minutes of student drop off at the John F. Kennedy Middle School. A crossing guard was present at this intersection and most pedestrians used the west leg crosswalk.

At the intersection of Bubb Road and Hyannisport Drive, a crossing guard was present. Minor queuing was observed during the peak 15 minutes of student drop off. There were instances where the northbound queue from Bubb Road and McClellan Road spilled into the Hyannisport Drive intersection, but queues were able to dissipate quickly once the northbound traffic received the green light at the McClellan Road intersection. After the schools started, there were no operational issues observed.

During the PM peak hour, all intersections had light traffic, and no operational issues were observed.

Existing Plus Project Transportation Conditions

Project Trip Distribution and Assignment

The trip distribution pattern for the residential project was estimated based on the existing counts, which reflect existing travel patterns on the surrounding roadway network during the weekday AM and PM peak commute periods. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Traffic distributed to Bubb Road to the south was assigned to Hyannisport Drive. In reality, some may instead choose to use Columbus Avenue or Terrace Drive. Overall, this represents about 6 trips during the AM peak hour and 7 trips during the PM peak hour to be distributed amongst these three roadways. As a conservative measure, the traffic was assigned to Hyannisport Drive, which has school traffic, to evaluate the worst-case traffic scenario for this neighborhood. Figure 4 shows the project trip distribution pattern and net project trip assignment.

Existing Plus Project Traffic Volumes

Existing plus project conditions reflect traffic volumes with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional trips generated by the project (see Figure 5).

Existing Plus Project Intersection Levels of Service

The results of the analysis show that the three unsignalized study intersections would continue to operate acceptably under existing plus project conditions (see Table 4). The project would have no effect on intersection LOS. The detailed Synchro LOS calculations are included in Appendix B.



Figure 4
Project Trip Distribution Pattern and Trip Assignment

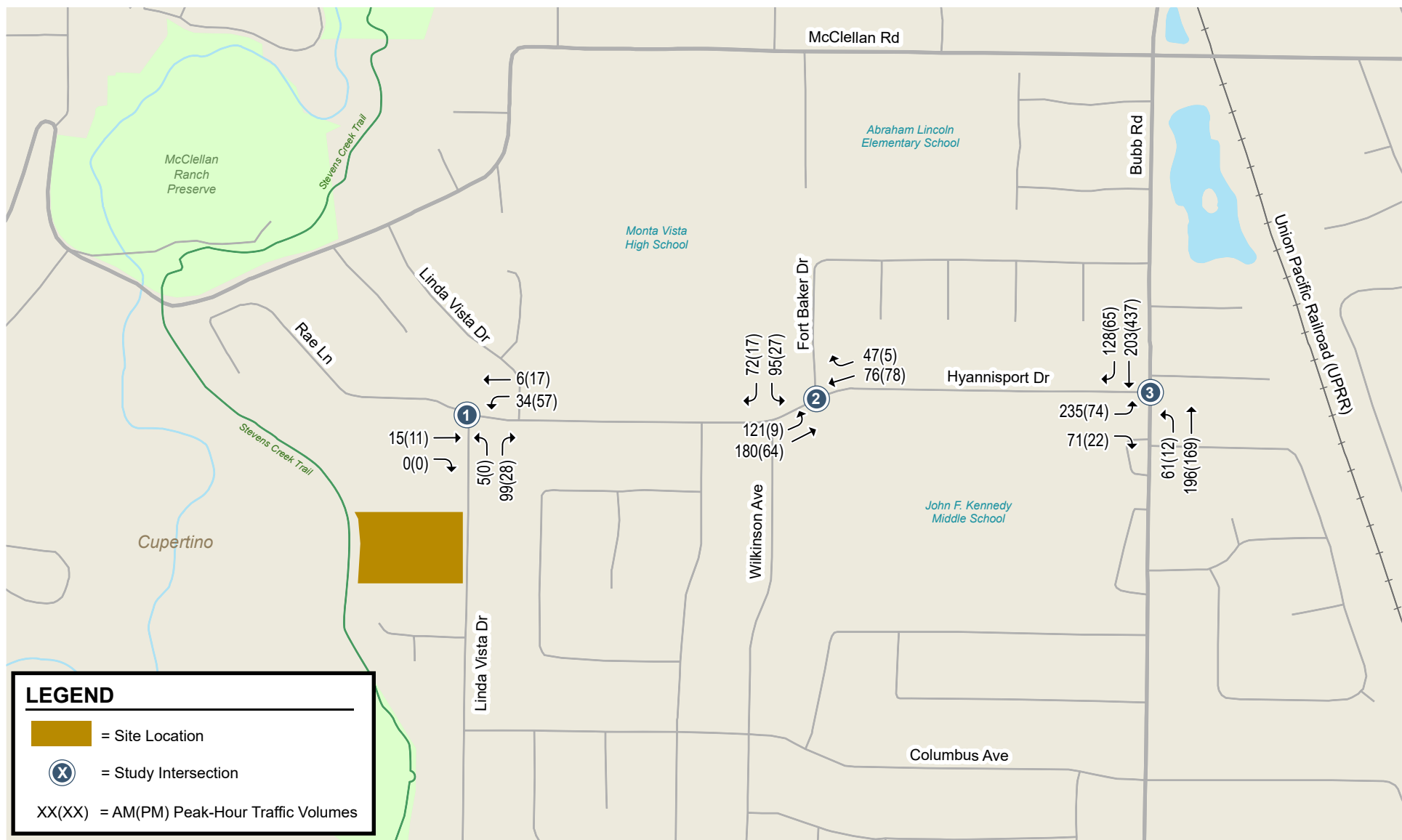


Figure 5
Existing Plus Project Traffic Volumes

Table 3
Intersection Level of Service Summary

#	Unsignalized Intersection	Peak Hour	Count Date	Existing		Existing + Project	
				Avg. Delay (sec)	LOS ¹	Avg. Delay (sec)	LOS ¹
1	Linda Vista Drive & Hyannisport Drive	AM	11/14/24	7.4	A	7.6	A
		PM	11/14/24	5.4	A	5.9	A
2	Fort Baker Drive & Hyannisport Drive	AM	11/14/24	11.5	B	11.9	B
		PM	11/14/24	8.0	A	8.2	A
3	Bubb Road & Hyannisport Drive	AM	11/14/24	14.0	B	14.5	B
		PM	11/14/24	12.6	B	13.0	B
Notes:							
Unsignalized Intersection LOS (Source: HCM 7th Edition) ¹							
LOS A = 10.0 sec or less		LOS D = 25.1 to 35.0 sec					
LOS B = 10.1 to 15.0 sec		LOS E = 35.1 to 50.0 sec					
LOS C = 15.1 to 25.0 sec		LOS F = greater than 50.0 sec					

Site Access and Circulation Plan Review Checklist

The City's Transportation Analysis Guidelines requires all studies to review various elements as outlined in the Site Access and Circulation Plan Review Checklist (Table A-7 in the Guidelines).

General Plan Consistency

As stated in the Guidelines' checklist, the project needs to be evaluated against goals, policies, and actions set forth in the following documents, as they relate to transportation topics:

- Plan Bay Area 2050
- Santa Clara Valley Transportation Authority VTP 2050
- Santa Clara County Active Transportation Plan
- Congestion Management Program Monitoring and Conformance Report
- Cupertino General Plan
- City of Cupertino Climate Action Plan
- City of Cupertino Bicycle Transportation Plan
- City of Cupertino Pedestrian Transportation Plan
- City of Cupertino Transportation Impact Fee Nexus Study
- Cupertino Municipal Code
- City of Cupertino Local Roadway Safety Plan
- Cupertino Vision Zero Action Plan
- City of Cupertino Active Transportation Plan

Plan Bay Area 2050

The project is consistent with the Plan Bay Area 2050's following Transportation Strategies:

- **T8 Build a Complete Street Network:** The project proposes to install a crosswalk across Evulich Court and proposes to install sidewalks along the entirety of Evulich Court, thus connecting the project to the local pedestrian network.
- **T9 Advance regional Vision Zero policy through street design and reduced speeds:** The project proposes to narrow the Evulich Court's throat width and install chokers on Evulich Court at the intersection with Linda Vista Drive. This improvement would reduce pedestrian exposure to vehicular traffic.

- Other strategies as outlined in the Plan Bay Area 2050 are regional efforts and are not applicable to the proposed project.

Santa Clara Valley Transportation Authority VTP 2050

The VTP 2050 is Santa Clara County's county-level plan, and includes a list of planned infrastructure projects. The project would not affect any of the listed projects.

Santa Clara County Active Transportation Plan

The Santa Clara County Active Transportation Plan outlines a set of goals and priority projects for county-maintained roads. Within the immediate vicinity of the project site, there are no county-maintained roads. Therefore, this plan is not applicable to the proposed project.

VTA Congestion Management Program Monitoring and Comformance Report

VTA's Congestion Management Program (CMP) seeks to reduce congestion at a regional scale through a multimodal approach. The CMP evaluates transportation infrastructure congestion for a list of roadways and intersections. For development projects that generate 100 or more peak hour trips, an evaluation following the CMP guidelines and of the CMP transportation facilities is required. The project (see Table 1) would not generate 100 or more peak hour trips. Therefore, this document is not applicable to the proposed project.

Cupertino General Plan

The project is consistent with the Cupertino General Plan's Mobility Element. See a detailed discussion below.

Policy M-1.2	Evaluate new development and redevelopment projects pursuant to the City's adopted Transportation Study Guidelines evaluation criteria.	Consistent. This study is conducted to satisfy the City's Transportation Study Guidelines
Strategy M-1.2.1	New development and redevelopment projects shall meet the VMT thresholds and reduction strategies described in the Cupertino Municipal Code.	Not Applicable. The project in pursuant to AB 130 is not required to conduct a VMT analysis.
Strategy M-2.3.1	Require new development and redevelopment to provide inter-block connectivity to allow improved access to all sites on the block from secondary streets, access to the street network via controlled intersections, minimize conflicts with pedestrian and bicycle traffic on primary streets, and convenient access for service vehicles.	Consistent. The project incorporates improvements to Evulich Court, a public road, to serve as the primary access to the site and proposes the use of a controlled intersection.
Policy M-2.5	Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.	Consistent. The project will be conditioned to provide public access along Street A and Evulich Court. This will exclude any paved areas used exclusively as a driveway to residences, with no pedestrian access.

Policy M-3.2	Require new development and redevelopment to increase connectivity through direct and safe pedestrian connection to public amenities, neighborhoods, shopping, and employment destinations throughout the city.	Consistent. The project incorporates sidewalk improvements on Evulich Court and Linda Vista Drive which allows for pedestrian connection to the neighborhood. The project includes a connection between the proposed development and the existing trail which would provide pedestrian and bicycle access between the proposed development and community facilities. The applicant has also requested that the City Council consider the approval of payment of a park land dedication in-lieu fee with the estimated cost of the proposed trail connection applied to this fee up to the amount of \$377,000. The project will be conditioned to maintain the design of approved plans, including the proposed trail connection.
Policy M-3.3	Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways and road barriers.	Consistent. A pedestrian and bicycle crossing (i.e. crosswalk) has been provided across Evulich Court at the Linda Vista Drive intersection.
Policy M-3.5	Minimize the number and the width of driveway openings.	Consistent. Buildings have been oriented to make use of a shared street/drive aisle which reduces the total number of driveway openings required along Evulich Court.
Strategy M-3.5.2	Require properties with frontages on major and secondary streets to provide direct pedestrian and vehicular access to driveways from the secondary street.	Consistent. Access to private shared roads/driveways is provided from Evulich Court.
Policy M-3.8	Require new development and redevelopment to provide public and private bicycle parking.	Consistent. Public bicycle parking is provided in a shared outdoor area and private bicycle parking is provided in each residence's garage.
Policy M-4.4	Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit including bus stop shelters, space for transit vehicles as appropriate and attractive amenities such as trash receptacles, signage, seating and lighting.	Consistent. VTA comments received and addressed. See discussion for Policy M-3.2 for additional information related to the proposed trail connection.

Strategy M-8.2.1	Require new development to include shared amenities that encourage the use of transit, bicycling, or walking as alternative modes of transportation.	Consistent. Proposed shared walkways connect to the street sidewalk and shared bicycle parking facilities are provided on site.
Strategy M-8.2.2	Require new development to provide pedestrian pathways to entrances, and orient buildings and entrances to the street, to encourage pedestrian activity.	Consistent. Pedestrian pathways to entrances provided and connected to Evulich Court. Buildings along Linda Vista Drive and Evulich Court have entrances oriented to the street.
Strategy M-8.2.4	Require new residential or mixed-use developments to provide shared bicycle parking and bike repair stations at locations close to entrances.	Consistent. A bicycle repair station is proposed between Buildings 3 and 4, as shown on sheet L2.2 and sheet L8.1.

Cupertino Climate Action Plan

The City of Cupertino's Climate Action Plan 2.0 documents the City's efforts in reducing greenhouse gas (GHG) emissions and mitigating climate change impacts. The plan outlines a list of GHG emissions reduction measures. None of the measures are applicable to the proposed project from a transportation perspective.

City of Cupertino Bicycle Transportation Plan, Pedestrian Transportation Plan, Local Roadway Safety Plan, Vision Zero Action Plan

The project is located along Linda Vista Drive, which is a residential street. This street is not identified on the City's High Injury Network. The City's Local Roadway Safety Plan does not identify improvement projects along this street either. There are also no identified bicycle or pedestrian improvements along the project frontage identified in the Bicycle Transportation Plan or Pedestrian Transportation Plan. The City's 2016 Bicycle Transportation Plan and the 2018 Pedestrian Transportation Plan both identify an improvement to extend Stevens Creek Trail at Deep Cliff Golf Course. The proposed alignment would require an easement along the edge of the Deep Cliff Golf Course, and would be west of the project property. No easement is requested along the project frontage.

City of Cupertino Transportation Impact Fee Nexus Study

The Transportation Impact Fee Nexus Study (Nexus Study) provides the City of Cupertino with the necessary technical documentation to support the adoption of a Citywide Transportation Impact Fee Program (TIF Program). The improvements identified in the TIF Nexus Study are not along the project frontage, and the project would not conflict with the implementation of these improvements. The project will be required to pay its TIF fee. Therefore, the project is consistent with the TIF Nexus Study.

Cupertino Municipal Code

The Cupertino Municipal Code outlines various provisions related to transportation. The project is consistent with the Cupertino Municipal Code. Code sections relating to transportation that are applicable to the proposed project are discussed below:

- **Chapter 14.04 Street Improvements.** This chapter requires developments to construct or fund the street, sidewalk and utility improvements necessary to support safe and adequate public infrastructure around their project. The project proposes to construct sidewalks consistent with the City's Standard Detail 1-19. The project also proposes to narrow the throat of Evulich Court as it intersects with Linda Vista and install choker to narrow the curb-to-curb width down to 20 feet. These improvements would reduce the pedestrian exposure to vehicular traffic as they cross Evulich Court.
- **Section 17.04.040 (C) Vehicle Miles Traveled Technical Report Requirements.** Project applicants shall prepare a vehicle miles traveled (VMT) analysis, which shall include a comparison of existing VMT and project-generated VMT, for review and approval prior to project approval, indicating that the project meets the standards in Section 17.08.040 (Vehicle Miles Traveled (VMT) Standards). This code section is not applicable to the proposed project since the project, pursuant to AB 130, is not required to conduct a VMT analysis.
- **Chapter 17.08 Evaluation of Transportation Impacts Under the California Environmental Quality Act.** Similar to the discussion for Section 17.04.040(C), this code section is not applicable to the proposed project since the project is not required to conduct a VMT analysis.
- **Section 19.36.070(J)** No parking shall be permitted in a setback area where the lot adjoins property located in a single-family (R-1) zoning district. The project is consistent because no parking is proposed within the setback areas adjoining the R1 zoning district.
- **Section 19.46.070(F)** Vehicular parking shall not be located along primary frontage. The project is consistent because vehicular parking is not located along the primary frontage (Linda Vista Drive).
- **Section 19.46.070(G)** Corner Triangle and Sidewalk Site Triangle shall remain free and clear of all buildings or portions thereof. The project is consistent with the requirements (see Figure 7 below).
- **Section 19.46.070 (J)** No more than two vehicular entries/exits per street frontage between the residential development and the public right-of-way. The project is consistent because no more than two vehicular entries/exits are proposed per frontage of Evulich Court.
- **Section 19.124.030 (A)(2)** Vehicles may be placed, kept or parked in the front yard, Street side setback area or within 12 feet of a public right-of-way in a rear yard area, provided a minimum clearance of three feet is maintained from any structure. The project is consistent because no parking within setbacks or within 12 feet of right of way is proposed.
- **Section 19.124.040** Townhomes require one space per unit (1 covered or garage) of 9.5' x 20'. And if no on-street parking is available, two additional off-street spaces are required. The project is consistent because parking is provided at the required rate and street parking is provided on Evulich Court and additional parking spaces are proposed for each unit.

Parking

The proposed project is located in a multi-family residential (R-3) and Townhome Combining District. The City of Cupertino minimum parking requirement for townhomes per the City's Zoning Code (Table 19.124.040(A)) is one parking space per dwelling unit for townhomes. Based on the parking code, this would equate to 51 required parking spaces. According to the site plan, the project is proposing to provide two garage parking spaces per unit. This equates to a total of 102 parking spaces, which exceeds the City's minimum parking requirement for townhomes.

The City's zoning code does not have bicycle parking requirements for townhome developments. Residents would be able to store their bicycles inside the two-car garage that has been proposed for each unit. The project would install bicycle storage hoist assist mechanism products in all units' garages (see Figure 6).

On-Site Circulation

The site access and on-site circulation evaluation is based on the project's combined plan set submitted to the City on September 15, 2025 (see Figure 2 for an excerpt from the plan set). It should be noted that the plan set has been reviewed by City staff and is deemed consistent with City requirements. The rest of this on-site circulation discussion provides a summary of key topics requested by the City's Transportation Analysis Guidelines.

Site access was evaluated to determine the adequacy of the site plan with regard to geometric design, sight distance, and general operations. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. Truck access and on-site circulation were also evaluated.

Driveway Design and Operations

The City's Transportation Analysis Guidelines (Table A-7) state the following regarding driveway placements:

Indicate whether driveways are proposed on the following facilities:

- *High-injury networks (refer to the Local Roadway Safety Plan and the Vision Zero Action Plan)*
- *High-pedestrian activity zones*
- *Existing or planned Class IV cycle tracks*
- *Frequent transit networks or major transit stops*

Driveways are not prohibited on these streets; however, they should be avoided when possible and prioritize safety and movement of people walking, bicycling, and riding transit when avoidance is infeasible. Driveways should be located on minor streets and alleyways when possible.

The project proposes to build new curb returns (30 feet radii) on Linda Vista Drive to construct a new public street: Evulich Court serving the project site only. The project proposes to install chokers to narrow the roadway width from the existing 36 feet down to 20 feet, which minimizes the pedestrian exposure to vehicles. Evulich Court would also provide a cul-de-sac at its western end for vehicles to turn around. Linda Vista Drive is a local street serving single-family homes in the surrounding neighborhood. Both Linda Vista Drive and the new street are minor streets without any of the above-mentioned safety concerns.



Figure 6
Proposed Bicycle Storage Hoist Mechanism

The geometric design features of the intersection are consistent with the existing residential roadway network in the area as well as the City of Cupertino Standard Details. The new street west of the proposed chokers is shown to be 20 feet wide with 8 feet of parking on both sides (36-foot curb-to-curb width), and is consistent with the City of Cupertino Standard Details. Five 20-foot-wide private drive aisles (A – E Streets) along Evulich Court would provide access to the townhomes. The new street and the private drive aisles would meet the 20-foot minimum width requirement for emergency vehicle access. The drive aisles would have a standard curb cut design (“dustpan” style driveways).

The project-generated trips that are estimated to access Evulich Court from Linda Vista Drive are 6 inbound trips and 18 outbound trips during the AM peak hour and 15 inbound trips and 11 outbound trips during the PM peak hour (see Figure 4). Due to the low number of AM and PM peak hour project-generated trips and the low traffic volumes along Linda Vista Drive, operational issues related to vehicle queueing or delays would not occur at the new unsignalized intersection. Similarly, at the individual private street driveways on site, the trips would be further dispersed. It is also expected that pedestrian and bicycle activities along Evulich Court would be low since it only serves the project site. Therefore, there would also be no operational issues for vehicular, pedestrian or bicycle traffic at the individual private driveways.

Sight Distance

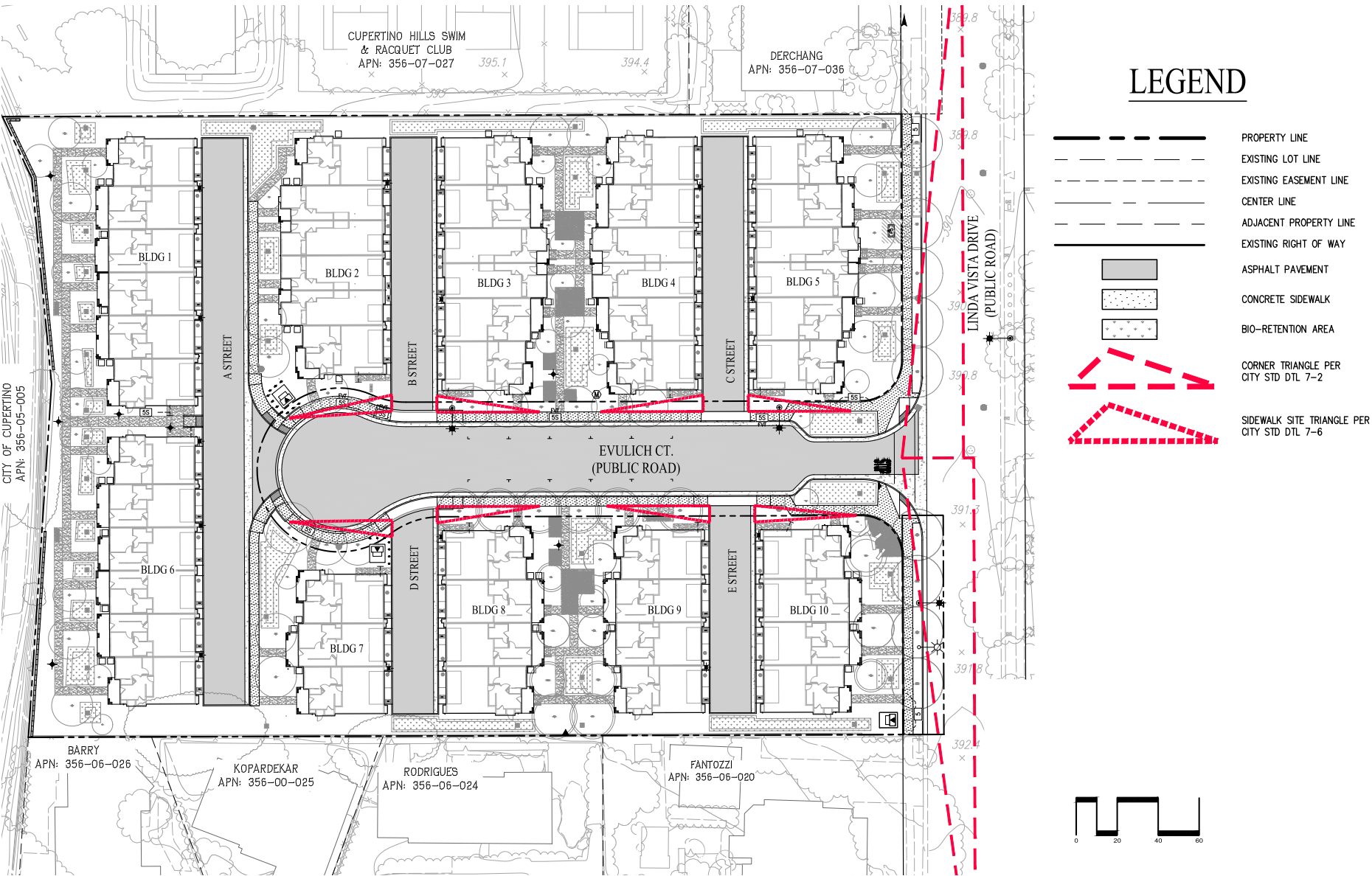
Per the City’s Standard Detail 7-2, Corner Sight Distance at Controlled Intersections, for a street with a speed limit of 25 mph, the required corner sight distance is 275 feet. This applies at the intersection of Linda Vista Drive and Evulich Court. As shown on Figure 7, there would only be trees and potentially parked cars within the line of sight. Trees with high canopies are not considered sight obstructions and drivers are able to see around the tree trunks. There are no other landscaping or visual obstructions along Linda Vista Drive that would block the line of sight. On-street parking should be prohibited within the corner sight distance triangles.

Recommendation: Per City’s Standard Detail 7-2, trees’ lower branches shall be trimmed up to 8 feet 6 inches from the street grade. As part of ongoing maintenance, it is recommended that the tree branches be maintained as such. On-street parking should be prohibited within the corner sight distance triangles.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. Access to the townhome two-car garages would be provided via private drive aisles accessed from the new public Evulich Court. No parking would be provided along the private drive aisles. Ten street parking spaces would be provided along Evulich Court.

All private drive aisles are shown to be 20 feet wide with 5 feet buffer on each side. The proposed width is adequate for two-way circulation and would provide sufficient room for vehicles to back out of the garages. Each private drive aisle serving the townhomes would contain a dead-end. However, since none of the private driveways would provide guest parking, the dead-end aisles would not cause any issues for residents accessing their garages. There are generally 5.5 feet of space at the end of each of the private streets from the last home’s parking garage for vehicles to turn around, if needed. This space is adequate for vehicles to back out of the garages.



Emergency Vehicle Access

The City of Cupertino Fire Department requires a minimum driveway width of 20 feet, requires turnarounds for driveways more than 150 feet in length, and requires a minimum of 13.5 feet of vertical clearance. The project driveways are shown to be 20 feet wide and would all be less than 150 feet in length. Therefore, the project would meet the City's fire access requirements.

No turn around space would be provided along the internal drive aisles B to E for large delivery trucks or emergency vehicles to turn around. Therefore, large delivery trucks would need to either pull in/back out or back in/pull out of each drive aisle. Fire trucks could service the homes on the new public street: Evulich Court. A hammerhead turnaround space is provided at the end of Evulich Court for fire truck turnaround. The design has been reviewed and approved by the City's Fire Department.

Garbage Collection

Trash bins would be stored within each individual townhome unit. Trash bins would need to be wheeled out to the drive aisles on garbage collection days. All garbage collection activities would occur on-site. Garbage trucks would need to either pull in/back out or back in/pull out of each drive aisle, since turnaround space is not provided on-site. Figure 8 shows that per Cupertino's standard garbage truck template, garbage trucks could adequately turn around at the end of Evulich Court.

Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks with ADA compliant curb ramps at intersections within the neighborhood. High-visibility ladder style crosswalks are provided at multiple intersections along Hyannisport Drive. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other points of interest such as nearby schools.

The project would construct a new 5-foot-wide sidewalk along Evulich Court, which is consistent with the City's Standard Detail 1-19 for monolithic sidewalk. Detached sidewalk per City's Standard Detail 1-19 is proposed along the project frontage along Linda Vista Drive. According to the site plan, the project would provide a complete network of sidewalks throughout the site that would connect directly to Evulich Court and Linda Vista Drive. The project would not affect the existing pedestrian access in the area. The project provides adequate pedestrian facilities on site connecting pedestrians to the rest of the City's pedestrian facilities.

Bicycle Facilities

The closest on-street bicycle facilities (Class II bike lanes) are provided along Bubb Road and McClellan Road. Both streets are situated approximately a half-mile from the project site. Although none of the nearby streets have bike lanes or Sharrows, all the roadways in the immediate vicinity of the site are residential streets with relatively low traffic volumes. Thus, the neighborhood streets could be used to access the nearby schools via bicycle, including Abraham Lincoln Elementary School, JFK Middle School, and Monta Vista High School. The project would not affect any proposed bicycle facilities, nor would it conflict with any bicycle plans identified in the City of Cupertino 2016 Bicycle Transportation Plan.

Transit Services

Existing transit service to the City of Cupertino is provided by the VTA. As previously stated, there are no transit services within a half-mile of the project site. As such, it's unlikely that future residents of the project would utilize public transit on a regular basis. The proposed residential project would not negatively affect the existing pedestrian, bicycle, or transit facilities in the study area.

Safety Assessment

The project would construct a new public street: Evulich Court to intersect Linda Vista Drive, which would provide access to the project site. The new street would be designed in accordance with city standards. The project would generate mostly passenger vehicles, and the surrounding roadway system is designed to accommodate these vehicles. Per discussion above regarding the site plan review, the project would not worsen existing geometric hazards or create new geometric hazards.

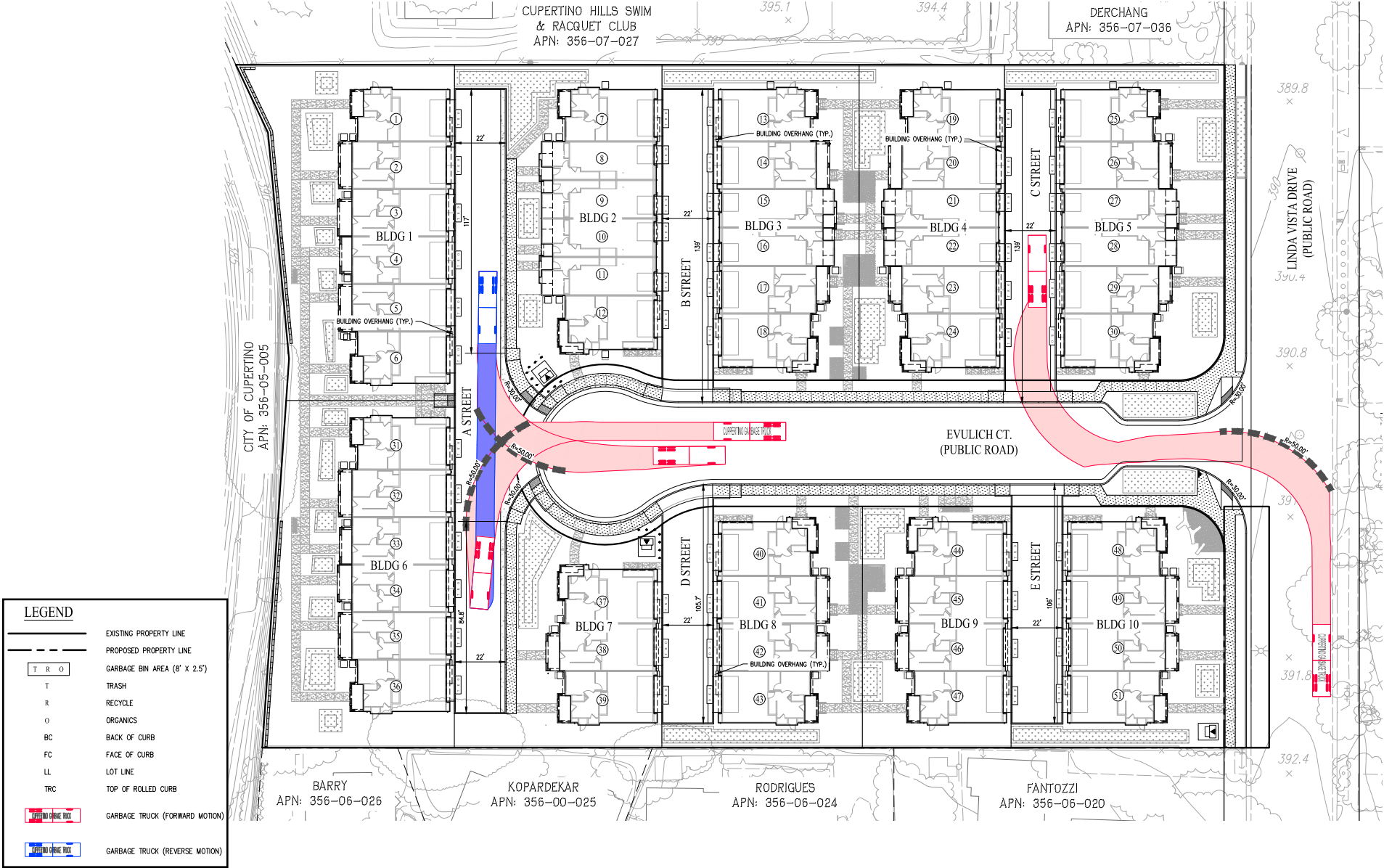


Figure 8
Garbage Truck Turning Template