

APPENDIX F: TRAFFIC REPORT

THIS PAGE INTENTIONALLY LEFT BLANK

TRAFFIC AND PARKING REPORT
PROPOSED OAKMONT OF EVERGREEN
ASSISTED LIVING FACILITY
SAN JOSE, CALIFORNIA

Revised November 8, 2016

Prepared for: Oakmont Senior Living

Prepared by: Carolyn Cole, AICP,
Principal
Crane Transportation Group

(510) 236-9375

I. INTRODUCTION AND POLICY PLANNING CONTEXT

This report has been prepared by Crane Transportation Group to present basic traffic and parking information associated with the proposed Oakmont of Evergreen Senior Living facility proposed in San Jose, California. The project is located within the Evergreen East Hills Development Policy (EEHDP) area, and is required to conform to the policy. The adopted policy provides CEQA clearance for traffic impacts in Evergreen and requires the payment of a traffic impact fee to mitigate impacts in Evergreen. The Evergreen East Hills Development Policy is intended to promote the long-term vitality of the area by linking together limited development with supporting transportation infrastructure improvements. In exchange for enabling development capacity in the area, the EEHDP provides a mechanism to require commensurate traffic impact fees in order to construct transportation system improvements. The EEHDP also provides a framework for review of traffic related impacts (which is more stringent than the Citywide Transportation Impact Policy) and provides project level clearance for traffic impacts, traffic-related noise impacts, and air quality impacts associated with the development “pool” specified within the policy, including 500 residential units, 500,000 square feet of commercial retail space, and 75,000 square feet of office space.

The Santa Clara Valley Transportation Authority (VTA) serves as the Congestion Management Authority for Santa Clara County, and implements a Congestion Management Program (CMP) for key roadway segments and intersections throughout the County.¹ There are no CMP segments or intersections in the vicinity of the Project site, however, the Project must be evaluated in relation to the Valley Transportation Authority (VTA) standards for intersections to be analyzed.

Oakmont Senior Living proposes development of a 4.2 acre site located at 3550 San Felipe Road – see Figure 1, project site location. The development would provide ninety-four (94) assisted living units, with seventy-seven (77) parking spaces. Primary access would be via the newly-constructed fourth leg of the signalized Yerba Buena Drive/San Felipe Road intersection, with secondary access via a driveway in the southeast portion of the site. Figure 2 provides roadway lane configurations along the site frontage.

II. PROJECT DESCRIPTION

The proposed project will provide ninety four (94) assisted living units with up to 109 beds; 31 of the 94 units will be designated for memory care, serving residents with Alzheimer’s and Dementia. All units will be licensed by the State of California Department of Social Services as a Residential Care Facility for the elderly, classified as “assisted living”. Residents will receive meals in the dining room, and will be provided housekeeping services, a wide range of assistance from trained staff, an emergency response system and health screening. Breakfast will be served from 7:00 to 9:30AM, lunch from 11:30 AM to 1:30 PM, and dinner from 5:00 to 8:00 PM.

At move-in the majority of Oakmont’s residents will be in their early to late eighties. It is

¹ Santa Clara Valley Transportation Authority, “Congestion Management Program,” accessed on August 8, 2016 at <http://www.vta.org/cmp>.

expected that few residents will drive, thus, Oakmont will provide a small bus with driver, available at all times, as well as a town car to take residents to shops, medical appointments and community activities.

This licensed facility will be operated on a 24-hour basis, seven days a week. The number of employees will fluctuate throughout the day. An estimated sixteen employees will be required during the day and evening shifts, with three employees during the night shift. At other Oakmont facilities over fifty percent employees are residents of the local community, and similar percentage of employees living in San Jose is anticipated for this facility.

III. EVALUATION APPROACH AND DATA SOURCES

As stated, the project site is within San Jose's Evergreen East Hills Development Policy Boundaries and is required to conform to the policy. The adopted policy provides CEQA clearance for traffic impacts in Evergreen and requires the payment of a traffic impact fee to mitigate impacts in Evergreen. The project must also be evaluated in relation to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP).

The following provides:

- Lane configurations and control at the intersection primarily affected by project traffic (shown in Figure 2)
- Available existing AM and PM peak hour volumes at the intersection primarily affected by project traffic: San Felipe Road/Yerba Buena - Traffic volume data from *Evergreen Valley College 2025 Updated Facilities Master Plan* - February, 2013 (shown in Figure 3)
- Proposed Site Plan (shown in Figure 4)
- Proposed Project Trip Generation (see Table 1)
- Proposed Project Trip Distribution (shown distributed to the roadway network in Figure 5)

Because the City has an adopted transportation policy specifically to address development in Evergreen, a traffic analysis would not be required provided the project conforms to the policy. Based on the requirements and goals of the EEHDP, this project would be in conformance. The City's Traffic Manager concurs with this conclusion.²

I. SETTING

The project site is accessed via San Felipe Road at Yerba Buena Avenue. Neighboring land uses are a Montessori School to the north, single family residences to the east, a small commercial building to the southeast (a hair salon fronting San Felipe Road), and a mix of single family residential and a few small commercial buildings fronting San Felipe Road to the south and west.

² Telephone conversation with Karen Mack, Traffic Manager, City of San Jose, November 3, 2016.

The Santa Clara Valley Transportation Authority (VTA) provides public transit along San Felipe Road; the nearest bus stop is located at San Felipe Road and Fowler Road near the southwest property boundary. The nearest Transit Center is Eastridge Transit Center, located at the Eastridge Shopping Mall, about 2 miles northwest of the project site.

II. SITE PLAN AND ACCESS ROADS

The site is planned to have a two-way, primary vehicle access drive from the signalized intersection at San Felipe Road and Yerba Buena Avenue. The main access driveway would form the fourth leg of the widened intersection. Pedestrian crosswalks with ped heads (timed signal controls) would be provided on all intersection approaches. A secondary, two-way access drive would be provided near the southeastern site boundary, also connecting with San Felipe Road. For purposes of this report, the secondary driveway is assumed to be signed for right turn in, right turn out access.

San Felipe Road is a four-lane minor arterial road with signal-controls and separate left turn lanes at intersections. It extends north from Metcalf Road as a two-lane rural road, widening to four lanes at The Villages Parkway.

Yerba Buena Avenue is a two-lane residential-serving street extending north from Yerba Buena Road to San Felipe Road.

Traffic flow on the project site would be via the two, two-way driveway connections to San Felipe Road. The main access drive would be the fourth leg of the San Felipe Road/Yerba Buena Avenue intersection, and would lead to the onsite parking and front-door drop-off/pick-up, with two handicapped parking spaces located convenient to the building's front portico.

III. TRIP GENERATION

Trip rates utilized in this evaluation are from the traffic engineering profession's standard source of trip rate data: *Trip Generation – An ITE Informational Report*, 9th Edition, by the Institute of Transportation Engineers, 2012. Although occupancy is typically closer to 95 percent than 100 percent, the higher percentage is used in this evaluation to present a conservative analysis. Table 1 shows project trip generation.

As shown in Table 1, the proposed 94-unit facility would be expected to generate about 250 daily two-way trips (125 inbound and 125 outbound), with 8 inbound and 5 outbound trips during the ambient commute AM peak hour, and 9 inbound and 11 outbound trips during the ambient commute PM peak hour. This type of land use typically results in very low levels of trip generation.

**Table 1
TRIP GENERATION**

USE	SIZE OR # UNITS	DAILY 2-WAY TRIPS		AM PEAK HOUR VOLUMES				PM PEAK HOUR VOLUMES			
				IN		OUT		IN		OUT	
		RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
Assisted Living Facility	94 units	2.66	250	.09	8	.05	5	.10	9	.12	11

Trip Rate Source: *Trip Generation*, 9th Edition, by the Institute of Transportation Engineers 2012
Compiled by: Crane Transportation Group

IV. TRANSIT, BICYCLE AND PEDESTRIAN ACCESS

The Project site is served by VTA bus route 31, serving San Felipe Road, and there is an existing Class II bike lane along San Felipe Road. The primary access at Yerba Buena Avenue and San Felipe Road would be signalized with pedestrian signal heads, and improved to provide two-way vehicle access via the main driveway. Workers commuting to the site, whether by car, bus, bicycle or on foot, would be supported by existing transit, bicycle and pedestrian facilities.

V. PARKING DEMAND

The proposed facility would provide assisted living services that are personalized to the individual needs of those who require help with all activities of daily living, such as bathing, dressing, eating, toileting, mobility, and medication management. In assisted living, residents receive three meals a day, housekeeping services, and weekly laundry of linens and personal clothing. Specialized recreational and social programs would be provided.

A typical assisted living resident needs help with at least three or more activities of daily living, and the 31 residents who would occupy the memory care units would need help with all activities. Also, in a dedicated assisted living and memory care building the social, recreational and dining programs are structured to meet the resident’s needs, as residents are less mobile and must make use of more adaptive devices. Oakmont’s staff is licensed in a wide range of care-giving, and requires few specialty caregivers over and above the Oakmont staff.³

Oakmont staff would comprise the primary daily parking demand. **Table 2** provides a sampling of three weekday time periods when parking demand would likely be greatest.

Note: the morning and afternoon non-administrative staff shift changes will not coincide with the weekday ambient AM and PM commute peak traffic hours. Shift changes at Oakmont facilities have been observed to occur gradually, with employees arriving and

³ Hannah Daugherty, Project Manager, Oakmont Assisted Living, and William Mabry, Partner, Project Development, Oakmont Assisted Living, personal communication with Crane Transportation Group, August 25, 2015.

departing over a ½ hour period, rather than in a highly concentrated peak.

Basis of Parking Supply and Demand

The facility will be in operation on a 24-hour basis, seven days per week. Most residents would require high levels of care, with some requiring memory care assistance. Few to none of the residents would drive; very few would be expected to require a parking space for car storage. The non-administrative staff shift schedule would be 6:00 AM - 2:30 PM (morning shift), 2:00 PM – 10:30 PM (afternoon shift) and 10:00 PM - 6:30 AM (nighttime shift). Non-administrative staff would total 16 for the morning shift, 15.5 for the afternoon shift, and 3 for the nighttime shift. Eleven (11) administrative staff would follow an 8:00 AM – 5:00 PM schedule. Not all staff would be expected to drive to work – some may use transit, and others may combine public transit and walking or bicycle riding.

It is expected that many would be dropped off at work (this was observed at Cardinal Point I), and others would rideshare to and from work. July 2013 surveys of Oakmont’s Cardinal Point I facility revealed that 33 percent of morning shift staff used alternative modes of travel to and from work.

The facility would provide car service for its residents, and at any given time, a vehicle would be parked with a driver on call, as needed.

Deliveries and Visitors

- Daily deliveries - produce, bread, milk
- Weekly or monthly deliveries - staples, paper goods, nursing supplies, office supplies, cleaning supplies
- There would be no restrictions on visiting hours. The majority of weekday visits would occur during evenings from 6:00 to 8:00 PM. Although most medical and therapeutic services would be available through the Oakmont staff, a few residents would have in-house visits from aids or therapists, and these would generally occur between 10:00 AM and 2:00 PM. Weekend visits would occur at anytime from about 10:00 AM to 6:00 PM.

Table 2
TYPICAL DAY MAXIMUM WEEKDAY PARKING DEMAND
DURING THREE SAMPLE TIME PERIODS

STAFF	7:30-8:30 AM	2:30-3:30 PM	5:30-6:30 PM
Administrative	11	11	0
Morning Shift * (6 AM - 2 PM)	13*	0	0
Afternoon Shift * (2 PM – 10 PM)	0	13*	13*
Visitors (including visiting health professionals)	5	5	7
Oakmont Service Car (on-call service for all residents)	1	1	1
TOTAL	30	30	21

* Based upon surveys conducted by Crane Transportation Group in July 2013 for the Cardinal Point I and II Senior and Assisted Living facilities in Alameda, California, 33 percent of employees used modes of travel to work other than a single-occupant vehicle. The modes observed included walking, bicycle, public transit, rideshare and drop-off. To present a conservative analysis, the morning and afternoon shifts are reduced in this table by only 20 percent.

Compiled by: Crane Transportation Group, January, 2016

VI. PARKING REQUIREMENT

The project would be expected to have sufficient parking with its proposed 77 on-site parking spaces, and would not depend upon any off-site, on-street parking spaces.

The City of San Jose Municipal Code does not specifically address Assisted Living Facilities, however, the required parking for “Residential care or service facility” is as follows:

1 space per first six client beds, plus 1 additional space for up to 4 client beds (or portion thereof) above the first six, plus 1 additional space for each additional four client beds (or portion thereof), plus 1 space for each employee or staff member.⁴ Thus, the required parking for the proposed 109-bed facility would be as shown in Table 3:

⁴ City of San Jose Municipal Code, Subsection 20.90.220 G. Required Number of Parking Spaces, Residential Care or Service Facility.

**Table 3
CITY OF SAN JOSE PARKING REQUIREMENT**

Parking Requirement	Required Parking Spaces for 109-bed facility
One parking space for the first 6 beds	1
One parking space per 4 beds for the remaining 103 beds (103/4=26)	26
One space for each employee (maximum shift is 27 employees – 11 administrative and 16 non-administrative)	27
TOTAL	54

For a 94-unit facility with 109 beds, the requirement would total 54 parking spaces. This would more than accommodate the projected sample time period totals in Table 2. With a 54-space parking requirement, the proposed 77 parking spaces would exceed required parking by 23 spaces. For informational purposes, a sampling of parking requirements for residential care facilities and similar land uses for several other California cities are provided in Table 4.

Table 4
A SAMPLING OF ASSISTED CARE PARKING REQUIREMENTS
IN CALIFORNIA CITIES

Jurisdiction	Facility Type	Parking Requirements
City of Alameda	Residential Care Facility	0.34 spaces per bed
	With 109 beds:	37 spaces required
City of Corte Madera	Convalescent hospital or rest home	0.33 spaces per bed
	With 109 beds:	36 spaces required
City of Danville	Convalescent Home, Rest Home, Nursing Home,	0.33 spaces per bed
	With 109 beds:	36 spaces required
City of Novato	Residential Care	0.33 spaces per bed
	With 109 beds:	36 spaces required
City of San Francisco	Group Housing (of any kind)	0.33 spaces per bed + 1 space for manager
	With 109 beds:	37 spaces required
City of Concord	Residential Care	0.41 spaces per bed*
	With 109 beds:	45 spaces required
City of Upland	Residential Care Facility	0.41 spaces per bed*
	With 109 beds:	45 spaces required
City of Carmichael	Residential Care Facility	0.34 spaces per bed*
	With 109 beds:	37 spaces required
City of Thousand Oaks	Residential Care Facility	0.29 spaces per bed*
	With 109 beds:	32 spaces required
City of Pleasant Hill	Residential Care Facility	0.37 spaces per bed*
	With 109 beds:	40 spaces required
City of Moraga	Residential Care Facility	0.33 spaces per bed*
	With 109 beds:	36 spaces required

*Calculated based upon actual Use Permit approvals, and rounded up or down to the nearest 1.0.

As can be seen from the above data, the 77 proposed parking spaces would be greater than the number of spaces required by the cities listed above for various types of assisted care (including convalescent and rest home) facilities.

According to the study *Assisted Living Residences: A Study of Traffic and Parking Implications*, prepared by the American Seniors Housing Association, parking demand is low to moderate compared to other housing types. The study cites a parking demand for assisted living facilities as low as 0.22 per unit (the equivalent of 21 spaces for a 94-unit facility). The reason cited for this comparatively low parking requirement is: residents do not drive, and visitors typically arrive and depart during all hours of the day rather than concentrating during a specific period of the day.

VII. CONCLUSIONS

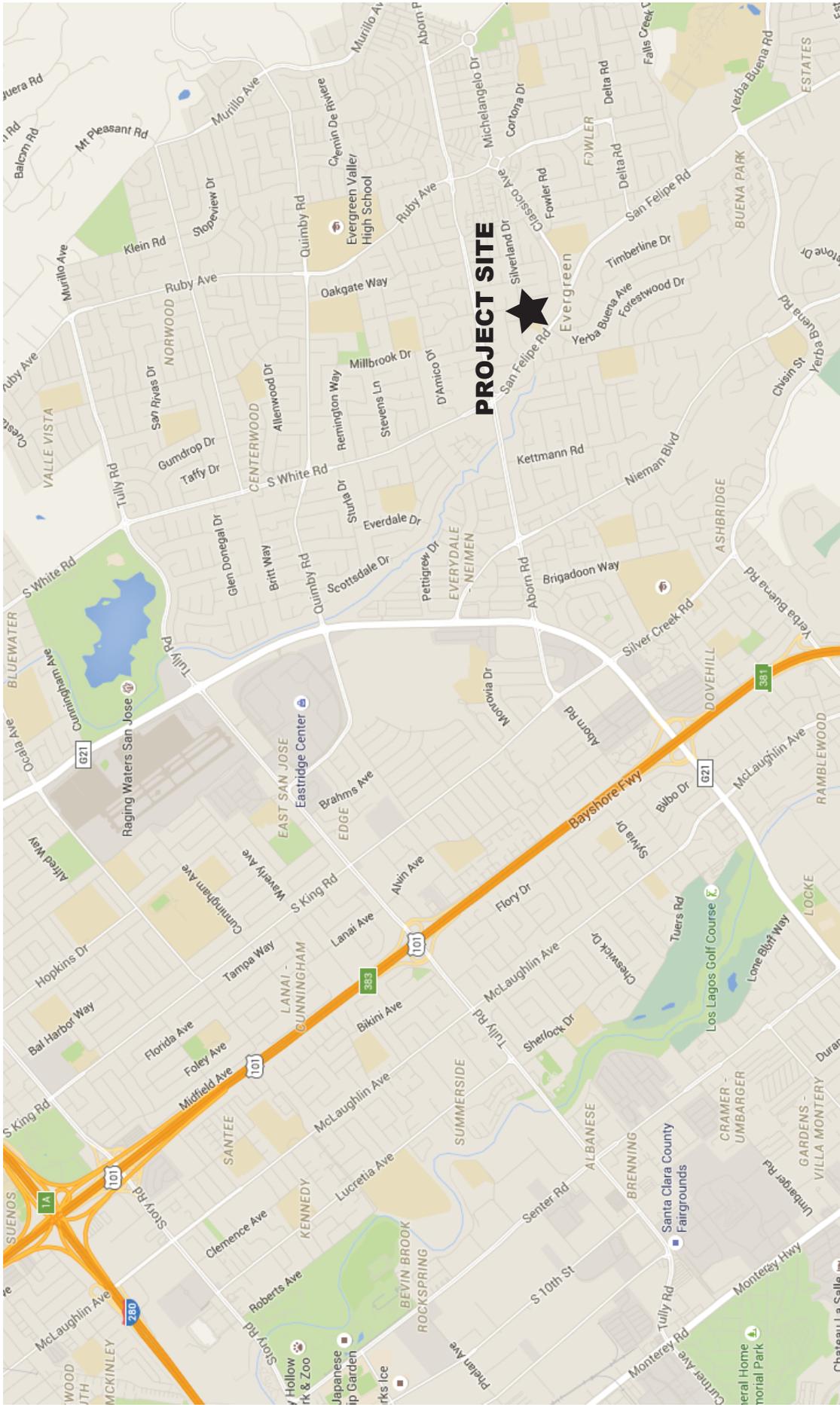
- The project, as proposed, would be in conformance with the City's Evergreen East Hills Development Policy which includes payment of a traffic impact fee to mitigate traffic impacts.
- The project will have no significant impact on the capacity or operation of the surrounding roadway network.
- The project will have sufficient parking with its proposed 77 on-site parking spaces, and would not depend upon any off-site, on-street parking spaces.

We hope this information is responsive to your needs. Please call if questions arise.

Sincerely,

Carolyn Cole, AICP
Principal

This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.

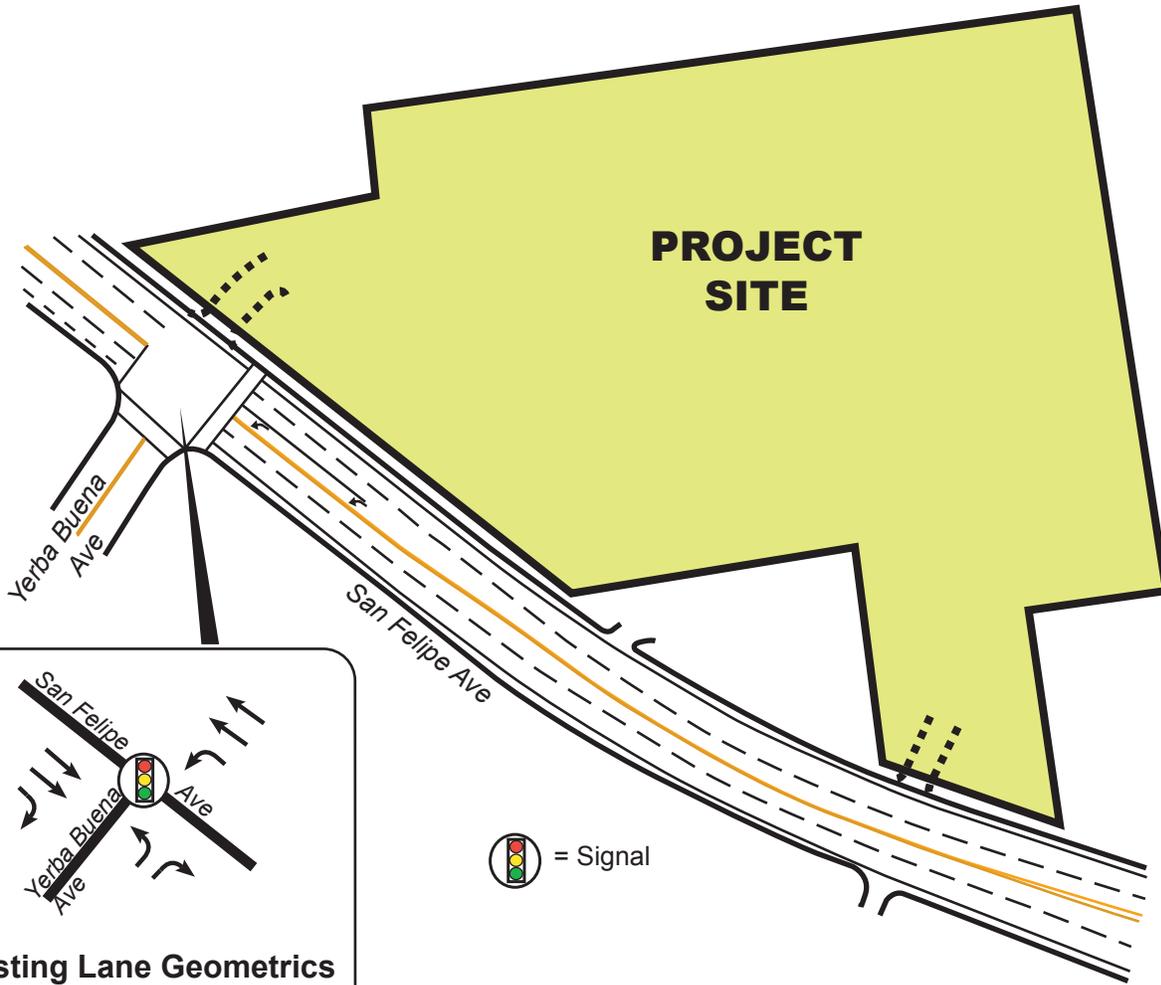


Oakmont of Evergreen Traffic Study - San Jose, CA

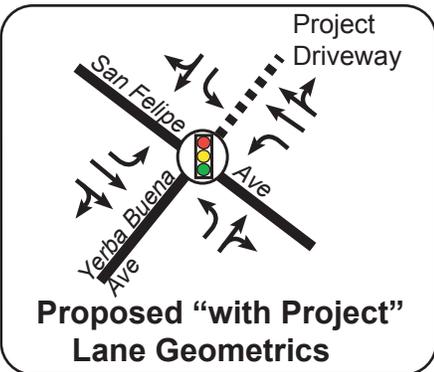
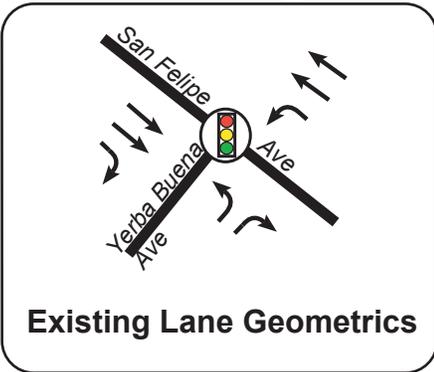
Map data ©2015 Google

Figure 1
Area Map

Not To Scale



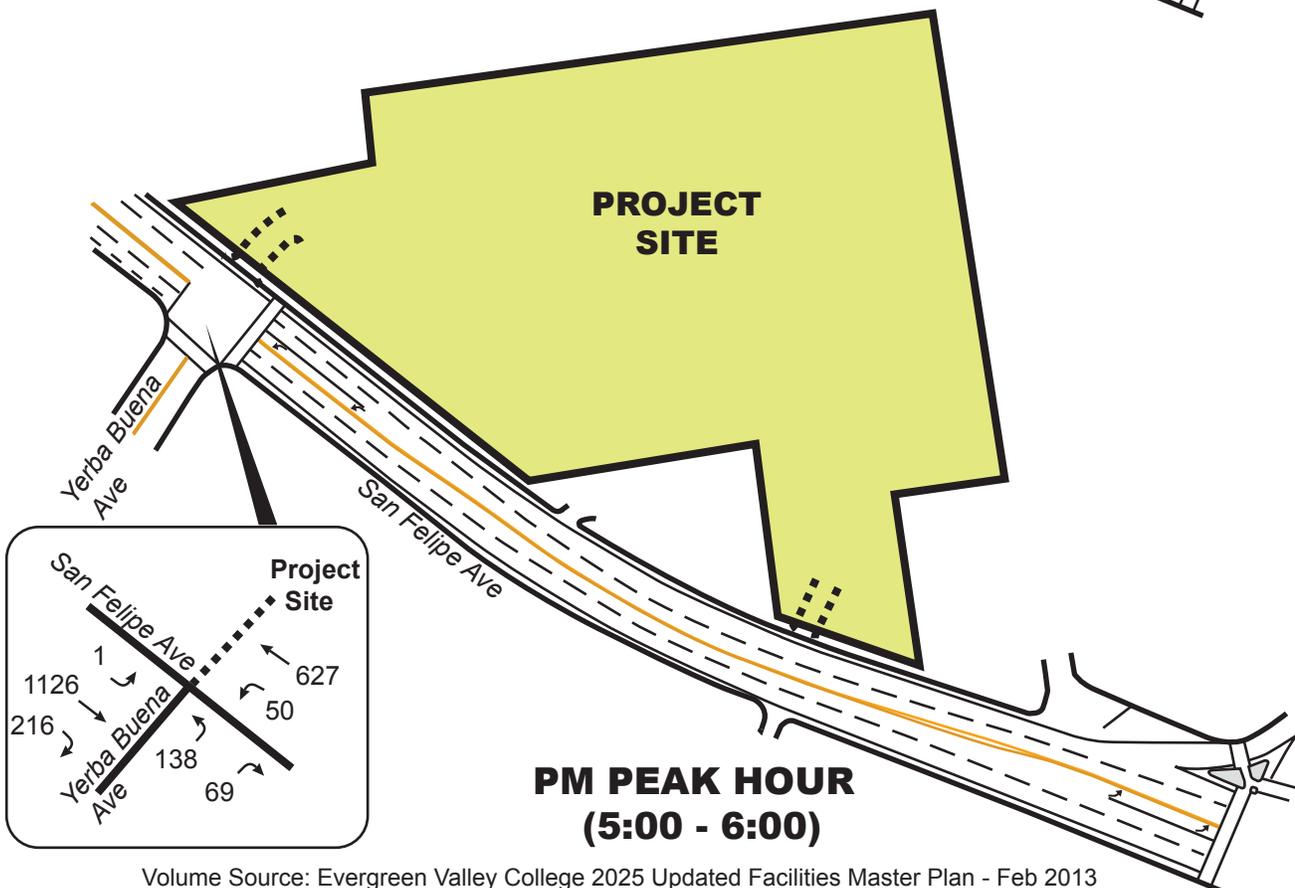
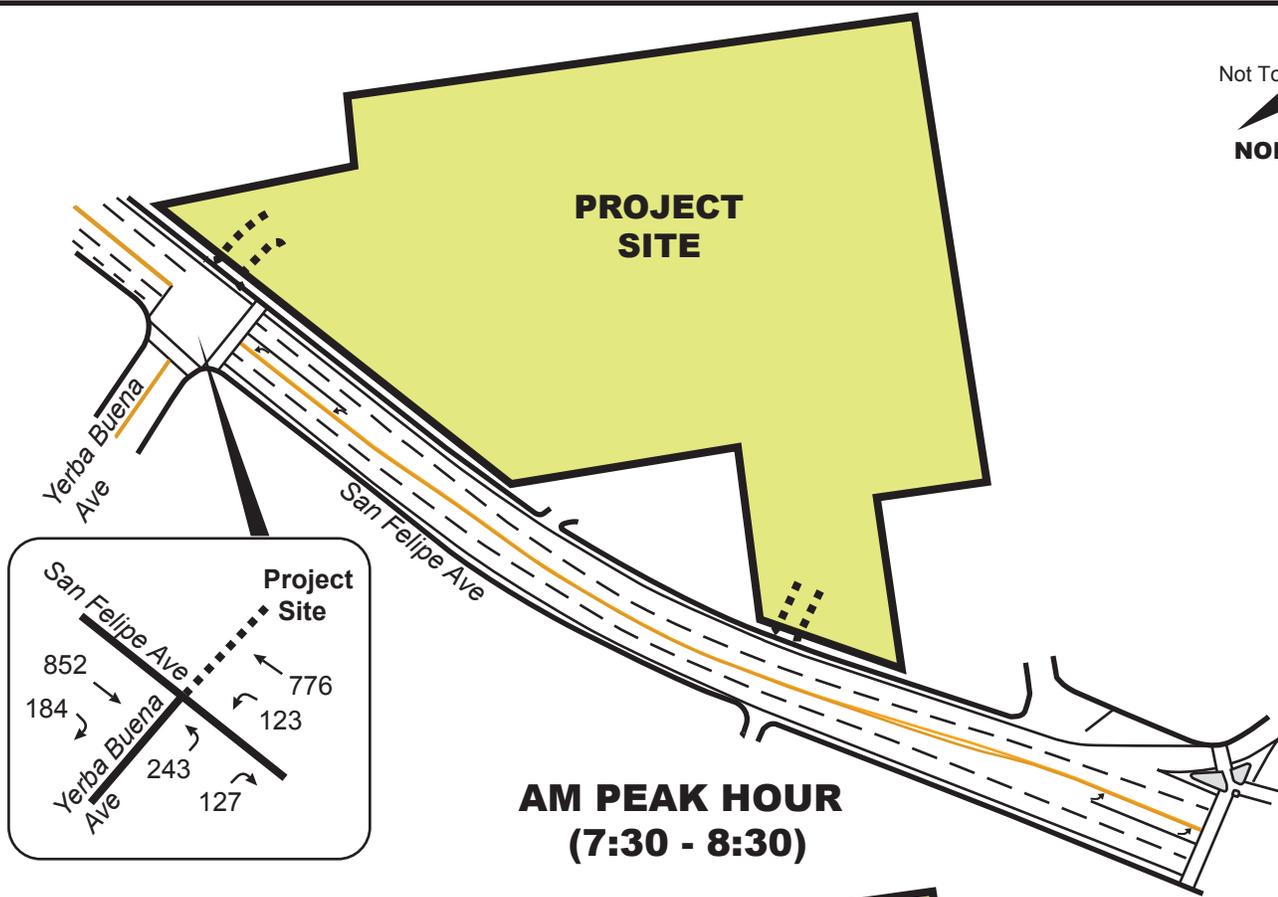
 = Signal



Oakmont of Evergreen Traffic Study - San Jose, CA

Figure 2
Intersection Lane Geometrics
and Control

Not To Scale

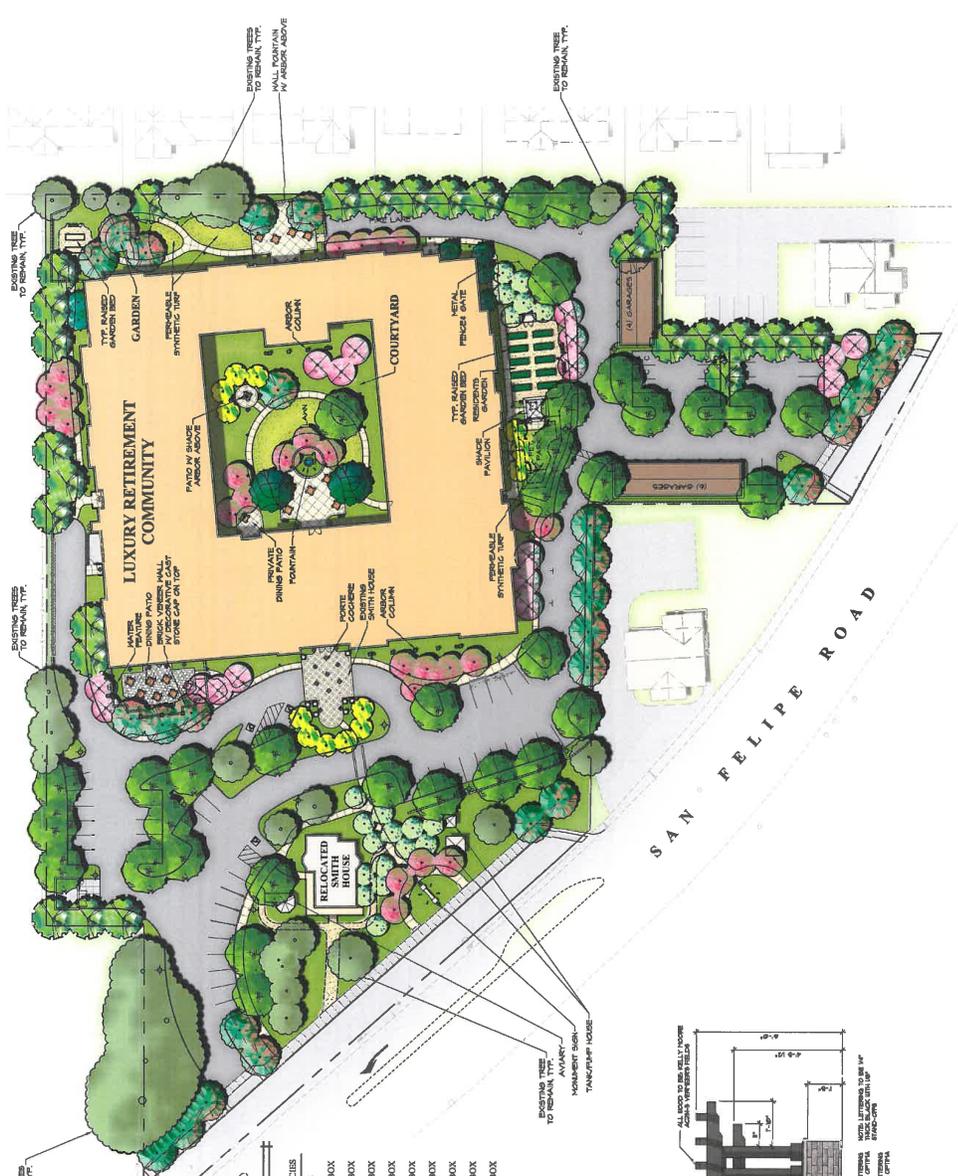


Volume Source: Evergreen Valley College 2025 Updated Facilities Master Plan - Feb 2013

Oakmont of Evergreen Traffic Study - San Jose, CA



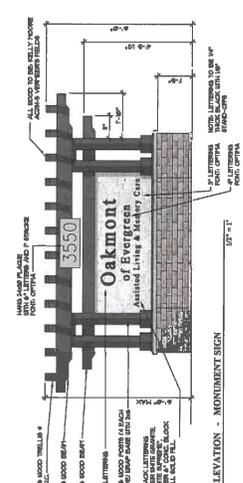
Figure 3
Existing AM and PM Peak Hour
Peak Hour Traffic Volumes



LANDSCAPE LEGEND

(N) INDICATES CALIFORNIA NATIVE SPECIES

TREES	BOTANICAL NAME	COMMON NAME	SIZE
BLK	ULMUS PARVIFLORA 'DRAKE'	DRAKES BLM	24" BOX
VAL	QUERCUS LORATA (N)	VALLEY OAK	24" BOX
MAG	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	24" BOX
RED	ACER RUBRUM	RED MAPLE	24" BOX
CRP	MYRTLE	CRAPE MYRTLE	24" BOX
GIN	GINCKGO BILBOA	GINCKGO	24" BOX
FRU	PRUNUS CER. 'KAUTER VERBULUS'	FURBLEAF PLUM	24" BOX
YEW	TAXUS BUCCATATA STANDISHII	GOLDEN YEW	24" BOX
OWN	OWNERS TREE	TED BY OWNER	24" BOX



ELEVATION - MONUMENT SIGN

SHEET: **10**



LANDSCAPE TREE PLAN
OAKMONT SENIOR LIVING

OAKMONT OF EVERGREEN
3550 SAN FELIPE ROAD
SAN JOSE, CALIFORNIA

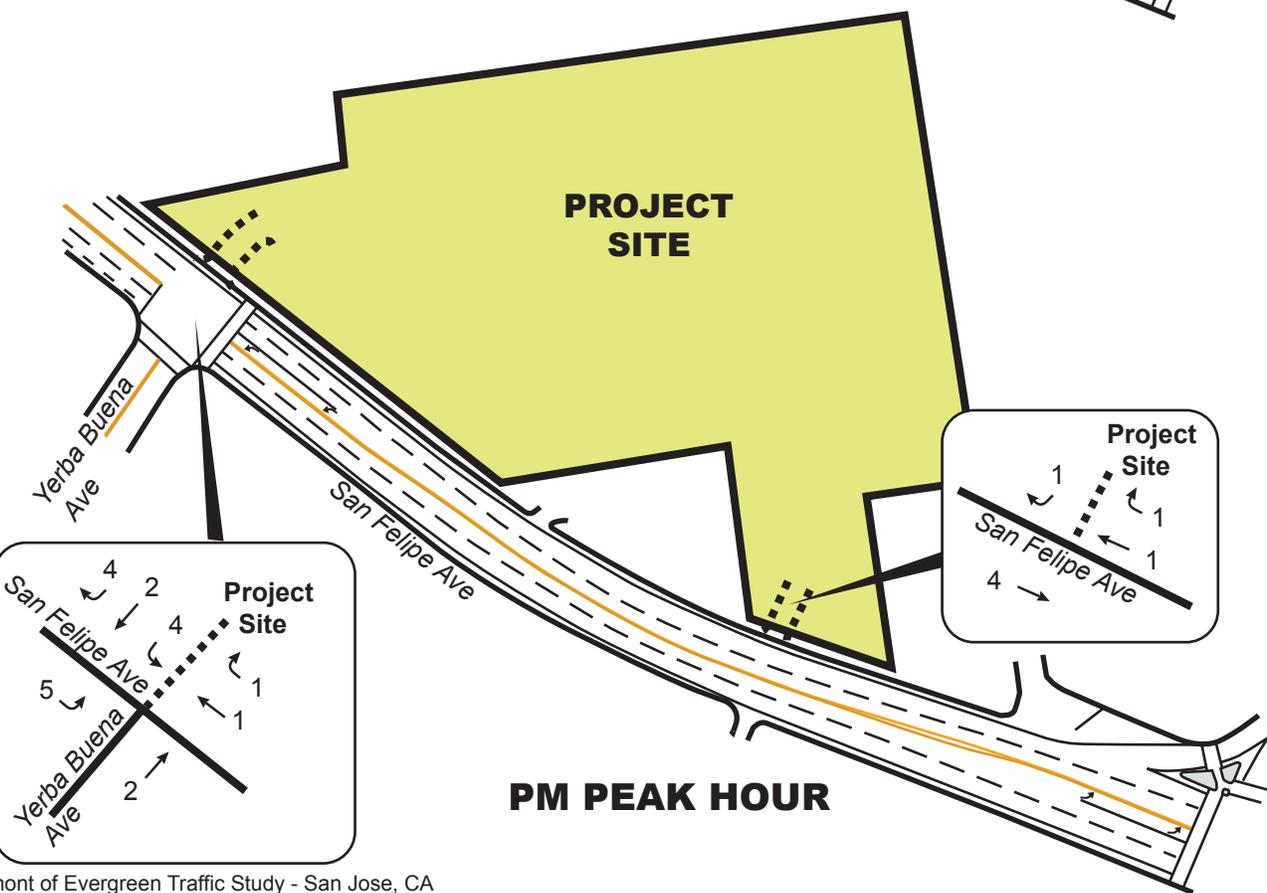
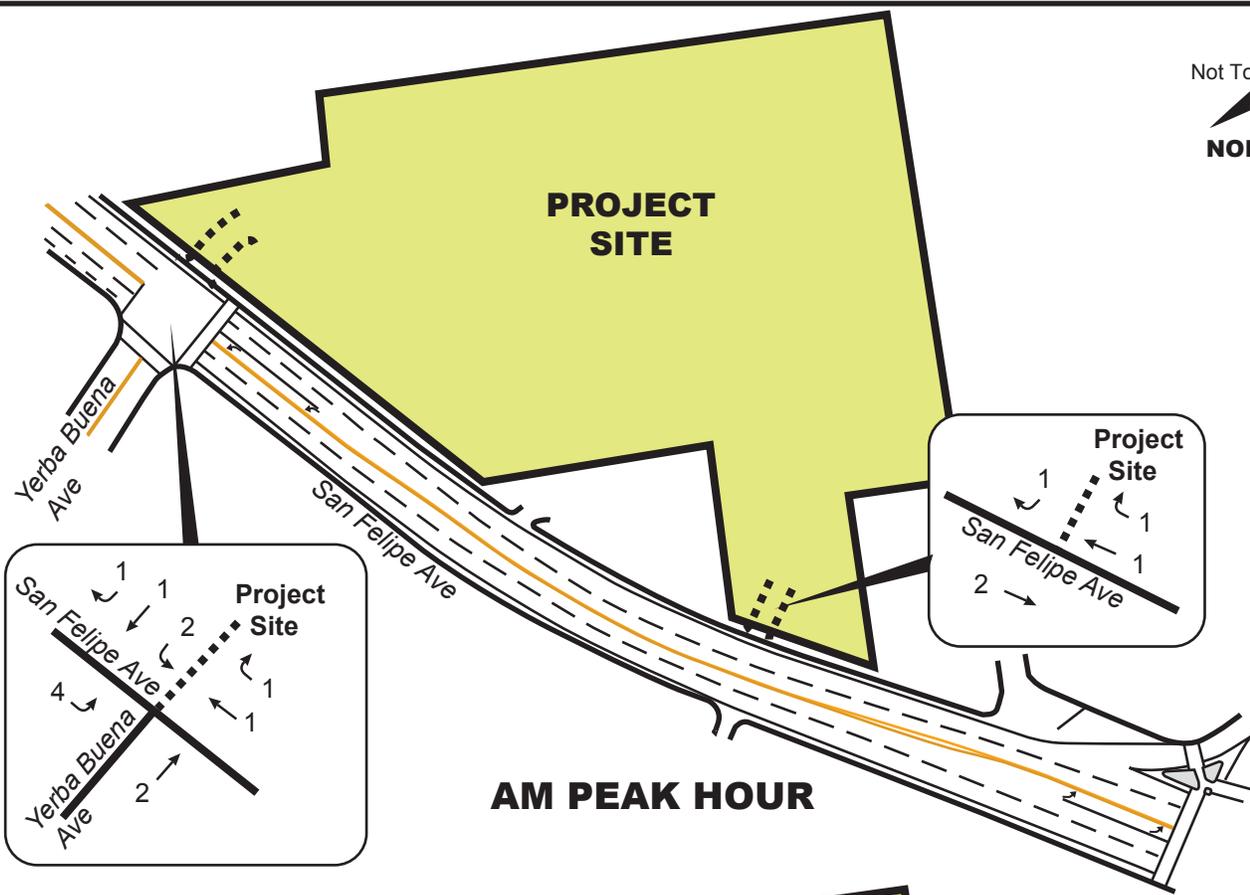
APRIL, 2016

LANDSCAPE GROUP
3344 GRAVENSTEIN HWY. N. SEBASTOPOL, CA
(707) 829-2580

Oakmont of Evergreen Traffic Study - San Jose, CA

Figure 4
Site Plan

Not To Scale



Oakmont of Evergreen Traffic Study - San Jose, CA

Figure 5
AM and PM Peak Hour
Project Increment