

## MEMORANDUM

Date: June 26, 2017  
To: Jerry Liang, Sunrise Senior Living Communities  
From: Jane Bierstedt and Ashley Brooks, Fehr & Peers  
Subject: **Transportation Assessment for Proposed Sunrise Senior Community in San Mateo County**

*SJ16-1709*

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A new Sunrise Senior Living community with 90 units and 63 parking spaces (the Project) is proposed for the site located at 2915 El Camino Real in unincorporated San Mateo County near the border of the Town of Atherton and the City of Redwood City, California. The site is currently occupied by John Bentley's Restaurant, an unoccupied single-story office building, and a single-family residence and is included in the North Fair Oaks (NFO) Community Plan. The impacts of future development on the site was addressed in the *North Fair Oaks Community Plan Environmental Impact Report (EIR) (2011)*.

This memorandum assesses potential transportation impacts of the Project based on its trip generation estimates and information contained in the NFO Community Plan EIR.

### PROJECT DESCRIPTION

The site location is shown on **Figure 1**. The new Sunrise Senior Living community will have 90 continuing care units including 49 studio units, 21 double units, and 20 semi-private units. The project site is bounded by Selby Lane on the southeast side, Markham Avenue on the northeast side, El Camino Real on the southwest side and office and residential parcels on the northwest side. It will have 63 parking spaces in an underground parking garage with access on Selby Lane. It will also have two van parking spaces accessed via a driveway on El Camino Real. The site plan is shown on **Figure 2**.



## PROJECT TRAFFIC ESTIMATES

The amount of traffic added by the Project to the surrounding roadways includes traffic generated by the proposed Senior Living community minus traffic generated by the existing uses on the site. Traffic generated by the Project was estimated by applying trip generation rates from surveys of similar Sunrise Senior Living communities on the San Francisco Peninsula. They are located in Palo Alto and Belmont (the Palo Alto site is on El Camino Real) and have comparable numbers of units with 81 and 78, respectively. The amount of traffic generated by the existing restaurant on the site was measured with driveway counts. The amount of traffic generated by the single-family residence was estimated using rates from the Institute of Transportation Engineers (ITE). No traffic credits for the office building were applied as it is vacant and not currently generating traffic.

## EXISTING SITE USES

The existing restaurant on the site is served by two driveways: an inbound driveway on El Camino Real and a two-way driveway on Selby Lane. Machine counts were conducted at the driveways to measure the amount of generated traffic on a typical weekday, and during the morning and evening commute period peak hours. The results are summarized in **Table 1**.

**TABLE 1: EXISTING RESTAURANT TRAFFIC FROM DRIVEWAY COUNTS**

Driveway	Daily			Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Selby Lane Driveway	116	204	320	7	4	11	5	4	9
El Camino Real – Inbound Driveway	100	0	100	1	0	1	12	0	12
<b>Total</b>	<b>216</b>	<b>204</b>	<b>420</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>17</b>	<b>4</b>	<b>21</b>

The restaurant generates 420 vehicle trips on an average weekday with 12 during the morning peak hour and 21 during the evening peak hour. During the lunchtime peak hour it generates 58 trips. Between 6:00 and 7:00 pm, when there is more dinner-related traffic, it generates 61 trips.

The house is estimated to generate 10 vehicle trips per day, with one outbound trip during the morning peak hour and one inbound trip during the evening peak hour.

There are a wide variety of restaurants including fast food restaurants, family-style restaurants, chain restaurants, cafes, fine dining establishments, etc. Therefore, restaurants can generate a wide- range of traffic volumes. Trip estimates were made using ITE average rates for “quality restaurants” for comparison purposes. With these rates, the 3,100-square foot restaurant would generate 280 daily



trips, 3 morning peak hour trips, and 23 evening peak hour trips. Traffic generated by the 6,360-square foot office was also estimate using ITE rates. The results are 70 daily trips, 10 morning peak hour trips, and 9 evening peak hour trips.

## PROPOSED PROJECT

Driveway counts were conducted at two survey sites (see **Table 2**, footnote 1) and the results were divided by the number of units to obtain trip generation rates. The resulting rates are presented in **Table 2**. Applying these rates to the proposed number of units (90) yields 332 daily trips with 22 occurring during the morning peak hour and 31 occurring during the evening peak hour.

**TABLE 2: TRIP GENERATION RATES FOR SUNRISE SENIOR LIVING COMMUNITIES<sup>1</sup>**

Item	Daily			Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Rates per Unit	1.72	1.96	3.68	0.14	0.10	0.24	0.14	0.20	0.34
Proposed Sunrise Community	166	166	332	13	9	22	13	18	31

1. Based on surveys conducted at Sunrise Palo Alto with 81 units and Sunrise Belmont with 78 units.

## NET-ADDED TRAFFIC

The amount of net-added traffic generated by the Project is presented in **Table 3**.

**TABLE 3: PROPOSED SUNRISE COMMUNITY VEHICLE TRIP GENERATION ESTIMATES**

Driveway	Daily			Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Sunrise Community	166	166	332	13	9	22	13	18	31
Existing Uses	-215	-215	-430	-8	-5	-13	-18	-4	-22
Net Added Traffic	-49	-49	-90	5	4	9	-5	14	9

The proposed Sunrise Community would generate fewer daily vehicle trips and slightly more (approximately 10) morning and evening peak hour vehicle trips than the restaurant and house currently on the site. The difference in trips is due to the different operating characteristics: the restaurant generates many more vehicle trips during the midday lunch time and evening dinner time periods. If the office space on the site was occupied and generating traffic, the Sunrise Community would show no change in vehicle trips during the morning and evening peak hours and a greater reduction on a daily basis.



## **COMPARISON TO NFO COMMUNITY PLAN EIR TRAFFIC ESTIMATES**

The Project site is located within the NFO Community Plan area and the majority of the site is designated for commercial mixed-use (medium-high density), with one parcel designated as multifamily residential. At buildout, the NFO Community Plan area is projected to contain approximately:

- 2,700 single-family dwelling units
- 4,700 multi-family dwelling units
- 680,000 square feet (sf) of retail space
- 335,000 sf of office space
- 1,270,000 sf of industrial space
- 215,000 sf of research & development space
- 110,000 sf of institutional space (e.g., community centers and schools).

These uses were estimated to add approximately 30,200 daily vehicle trips, 2,060 morning peak hour vehicle trips, and 2,870 evening peak hour vehicle trips to the surrounding roadway system in the *NFO Community Plan EIR*. The Project's trip generation estimates are well below these totals.

## **INTERSECTION IMPACTS AND MITIGATION MEASURES**

The *NFO Community Plan EIR* evaluated impacts of buildout of the Plan on 10 intersections. Only two of the intersections are located on major Project traffic travel routes near the site: El Camino Real (SR 82) / Dumbarton Avenue and El Camino Real (SR 82) / Fifth Avenue. These intersections were reviewed to determine whether the Project would have significant impacts at them and to assess its contributions to the mitigation measures.

## **IMPACTS OF NFO COMMUNITY PLAN**

The *NFO Community Plan EIR* indicated that additional project traffic would have a less-than-significant project and cumulative impacts at the intersection of El Camino Real (SR 82) and Dumbarton Avenue. The EIR also found that the Community Plan would result in a significant project impact on the El Camino Real (SR 82) / Fifth Avenue intersection during the morning peak hour by causing its operation to deteriorate from an acceptable LOS C to unacceptable LOS D based on Caltrans LOS criteria. The EIR found that buildout of the NFO Community Plan would also result in a significant cumulative impact at this intersection during both the morning and evening peak



hours; buildout of the NFO Community Plan would contribute to the unacceptable LOS D operations during the morning peak hour and cause its operation to deteriorate from an acceptable LOS C to unacceptable LOS D during the evening peak hour.

## PROJECT IMPACTS

Based on the trip distribution pattern in the EIR (see **Figure 3**), approximately 50 percent of the Project traffic would approach the site from the south on El Camino Real. Therefore the Project would only contribute 5 vehicles to the intersection of El Camino Real (SR 82) / Fifth Avenue. This small amount of traffic would not affect intersection operations and therefore the Project would not have a significant impact on El Camino Real (SR 82) / Fifth Avenue intersection at a project nor cumulative level.

## MITIGATION MEASURE

The project-level mitigation measure for the El Camino Real (SR 82) / Fifth Avenue intersection is to restripe the southbound approach to a left-turn lane, a right-turn lane, and a shared left-turn/right-turn lane. The intersection is projected to continue to operate at LOS D under Cumulative plus Project conditions during the evening peak hour with this mitigation measure. No other feasible physical improvements were identified and the impact was considered significant and unavoidable.

Buildout of the NFO Community Plan would add 303 vehicles to this intersection during the morning peak hour and 458 vehicles during the evening peak hour. The Project is estimated to add 5 morning and 5 evening peak hour trips to the intersection. Therefore, the Project would be responsible for 1.6 percent of the cost of the restriping, which is estimated to be approximately \$10,000<sup>1</sup>.

## TRANSIT IMPACTS

The *NFO Community Plan EIR* found that buildout of the NFO Community Plan would generate additional transit trips which would place substantial demands on the existing and planned SamTrans, Caltrain, and High Speed Rail Authority transit networks. It further found that due to the long-term buildout of the NFO Community Plan area, uncertainty of the amount and timing of

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<sup>1</sup> The actual cost would be determined by the design engineer and would be based on county-approved plans, specifications, and estimates of the intersection improvement.



service increases, and lack of control of the County over transit services, the impact was considered significant and unavoidable.

The Project site is served by two SamTrans bus routes, Route 72 (to Selby Lane school) and Route ECR (El Camino Real between Daly City BART and the Palo Alto Transit Center). Most of the transit trips generated by the Project would be generated by the employees who would use Route ECR. (Route 72 is solely for school trips.) Route ECR operates from approximately 4:00 am to 2:00 am on weekdays with service every 15 minutes during peak commute hours and 30 minutes at other times of the day. On Saturdays and Sundays, the route operates between approximately 5:00 am and 2:00 am with service every 20 to 30 minutes. The closest bus stops for Route ECR are located on El Camino Real at Dumbarton Avenue in the northbound directions and at 5<sup>th</sup> Avenue in the southbound direction. These stops are approximately 1,000 feet (less than a ¼ mile) from the site.

Route ECR has the capacity to carry approximately 660 passengers per hour.<sup>2</sup> The amount of transit ridership generated by the Project is estimated to be equivalent to 10 percent of the vehicle trips, or 3 passenger per peak hour. This amount of transit ridership is much lower than the capacity.

SamTrans has long range plans to add bus rapid transit (BRT) on El Camino Real. The Project will not interfere with these plans.

Since Route ECR has sufficient capacity to accommodate the transit riders generated by the Project and the Project will not interfere with transit plans and policies, the Project would have a less-than significant transit impact.

## **PEDESTRIAN IMPACTS**

The thresholds of significance for pedestrian impacts from the NFO Community Plan EIR are, "A significant impact related to the pedestrian system would occur if implementation of the project causes:

- Disruption to existing pedestrian facilities, or interference with planned pedestrian facilities;
- Inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards;  
or
- Vehicles to cross pedestrian facilities on a regular basis without adequate design and/or warning systems, causing hazards."

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<sup>2</sup> Estimates provided by SamTrans staff.



The Project would improve the sidewalk on El Camino Real and only generate a small amount of pedestrian traffic. Therefore the Project's impact to pedestrian facilities would be less-than-significant.

## **TRANSIT PRIORITY STATUS**

A Project is located within a "Transit Priority Area" if it meets one of two criteria: 1) located at the intersection of two or more major bus routes with a service frequency of 15 minutes or less during peak commute periods or 2) located on a high quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. El Camino Real is cited as an example of the second criterion. Since the site is located on El Camino Real and Route ECR has service intervals of 15 minutes (or less) during peak commute hours, the Project is located within a "Transit Priority Area".

## **IMPACTS AT AT-GRADE RAILROAD CROSSINGS**

The two railroad crossings closest to the site are located at Fifth Avenue (0.40 miles) and Woodside Road (0.90 miles). Both of these crossings are grade separated. It is unlikely that the Project would add any pedestrian or vehicle traffic to at-grade crossings as they closest ones are located at Fair Oaks Lane (1.0 mile) and Chestnut Street (1.1 miles), both farther from the site than the grade-separated crossings. Therefore the Project would have a less-than-significant safety impact to at-grade railroad crossings because it would not increase hazards between incompatible uses (i.e., pedestrians and trains) nor would it increase vehicles queues at intersections near crossings.

## **PARKING**

The Project will provide 63 parking spaces for employees and visitors of the residents, and 2 van spaces. Parking surveys were conducted at the Belmont and Palo Alto Sunrise Senior Community site to assess whether the parking supply would be sufficient. The surveys were conducted by counting the number of parked vehicles in hourly increments. The survey results and resulting peak parking demand rates are presented in **Table 5**. Using the highest rate of 0.44 parked vehicles per unit would yield a peak parking demand for the Project of 40 parked vehicles. Therefore the 63 provided spaces would be more than sufficient to accommodate the Project's parking demand.



**TABLE 4: PARKING SURVEY RESULTS AND RATES**

Item	Value
<b><i>Sunrise Palo Alto</i></b>	
Survey Results (Parked Vehicles)	36
Rate (Parked Vehicles per Unit)	0.44
<b><i>Sunrise Belmont</i></b>	
Survey Results (parked vehicles)	26
Rate (Parked Vehicles per Unit)	0.33

## CONCLUSIONS

This memorandum addresses the transportation impacts of the proposed Sunrise Senior Living Community (the Project) located at 2915 El Camino Real.

The Project is projected to generate fewer daily vehicle trips and slightly more (approximately 10) morning and evening peak hour vehicle trips than the restaurant and house currently on the site. This amount of traffic is well within the traffic estimates for the North Fair Oaks Community Plan (approximately 30,200 daily trips, 2,060 morning peak hour trips, and 2,870 evening peak hour trips) and therefore the Project's traffic impacts have been accounted for in the *NFO Community Plan EIR*.

The *NFO Community Plan EIR* identified one significant intersection impact near the site at the intersection of El Camino Real and Fifth Avenue at the project and cumulative-level. The Project would add 5 peak hour vehicle trips to this intersection; a small amount of traffic and the associated impacts would be de minimus. The Project will contribute a fair share contribution, 1.6 percent of the cost, towards the restriping of this intersection as described in the *NFO Community Plan EIR* mitigation measure.

The Project is served by SamTrans bus route ECR. It would add a small number of transit passengers this route compared to its capacity. Therefore the Project's transit impact would be less-than-significant.

The Project would improve the sidewalk on El Camino Real and only generate a small amount of pedestrian traffic. Therefore the Project's impact to pedestrian facilities would be less-than-significant.

The site is located on El Camino Real which has bus service in intervals of 15 minutes (or less) during peak commute hours. Therefore the Project is located within a "Transit Priority Area".





The Project would have a less-than-significant safety impact to at-grade railroad crossings because it would not add traffic to them and therefore not increase hazards between incompatible uses (i.e., pedestrians and trains) nor would it increase vehicle queues at intersections near crossings.

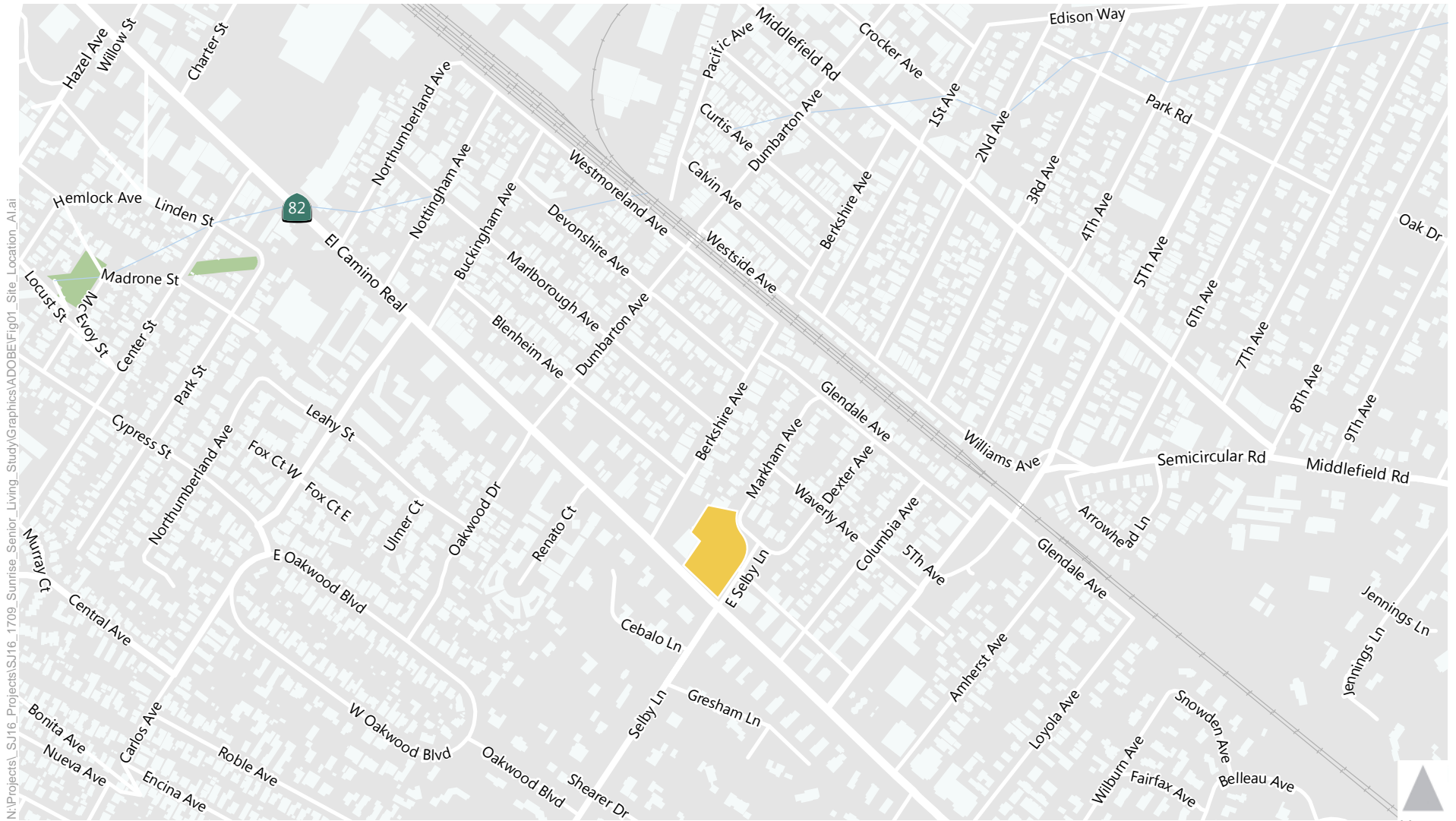
The proposed parking supply of 63 spaces is more than sufficient based on the results of parking surveys at other similar Sunrise Communities.

### **Attachments**

Figure 1: Site Location

Figure 2: Site Plan

Figure 3: NFO Community Plan EIR Trip Distribution



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Project Site



Figure 1  
Site Location



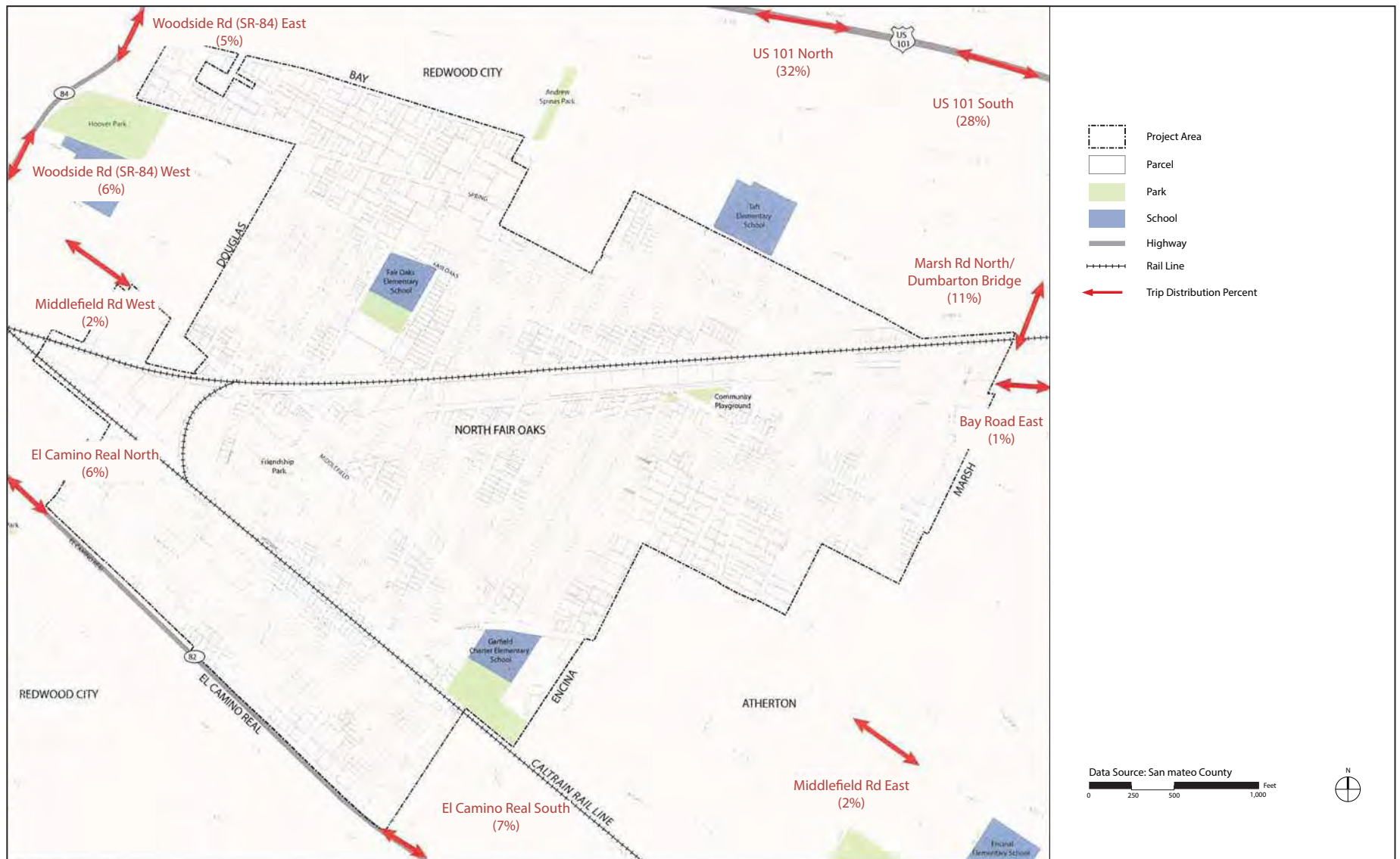


Figure 3  
 NFO Community Plan EIR Trip Distribution