



Memorandum

To: Tanya Carothers, David J. Powers & Associates, Inc.
From: Robert Del Rio, T.E.
Date: April 22, 2015 (revised March 2018)
Subject: Dove Hill Assisted Living Trip Generation and Operations Analysis

Introduction

Hexagon Transportation Consultants, Inc. has completed a trip generation and traffic operations study for the Dove Hill Assisted Living Facility in San Jose, California. The project proposes to construct two buildings with a total of 290 assisted living units that may contain up to 340 beds (residents). The buildings will be 4-stories built on podiums to allow ground-level parking making the overall structures five stories tall. A small portion of both buildings will include ground-level residential. The project includes covered and uncovered parking areas and a 21,000 square-foot (sf) private senior landscaped garden and recreational area/common area. The project also includes two landscaped common open areas totaling 13,500 sf. Access to the facility would be provided exclusively via Dove Road. The project site location is shown on Figure 1. The proposed project site plan is presented on Figure 2.

The purpose of the trip generation and operations analysis is to evaluate the magnitude of traffic estimated to be added to the roadway system by the proposed project. The analysis consists of an evaluation of trip generation, existing intersection operating conditions in the immediate vicinity of the project site (intersection of Dove Road and Hassler Parkway), and the proposed on-site parking supply.

Trip Generation Estimates

Through empirical research, data have been collected that correlate to common land uses for their propensity for producing traffic. For the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

The magnitude of traffic generated by the proposed development for the site was estimated by applying to the size of the development the applicable trip generation rates published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, Ninth Edition*. Trip generation rates for Assisted Living (ITE land use code 254) were used for the proposed project.

Based on the corresponding ITE rates, it is estimated that the proposed project would generate 41 AM peak-hour trips and 64 PM peak-hour trips. Based on peak hour traffic counts at the Dove Road and Hassler Parkway intersection, existing uses on the project site are currently generating 5 AM peak-hour trips and 4 PM peak-hour trips. Therefore, the proposed project would generate a net additional 36 AM peak-hour trips and 60 PM peak-hour trips when compared to the existing uses on the site.

Trip generation for the proposed project also was estimated based on hourly project site activity utilizing information provided by the project applicant. This information provides detailed information on the anticipated number of employees, staff schedules, resident vehicle ownership, and anticipated visitors. Based on project site activity information, it was estimated that the proposed project would generate 26 and 22 trips during the AM and PM peak hours, respectively. Based on site activity information, the proposed project is projected to generate less traffic than a typical assisted living facility as represented by the ITE rates.

The estimated hourly project site activity is presented in Table 1. A comparison of the above trip generation estimates is presented in Table 2.

Figure 1
Site Location and Study Facilities

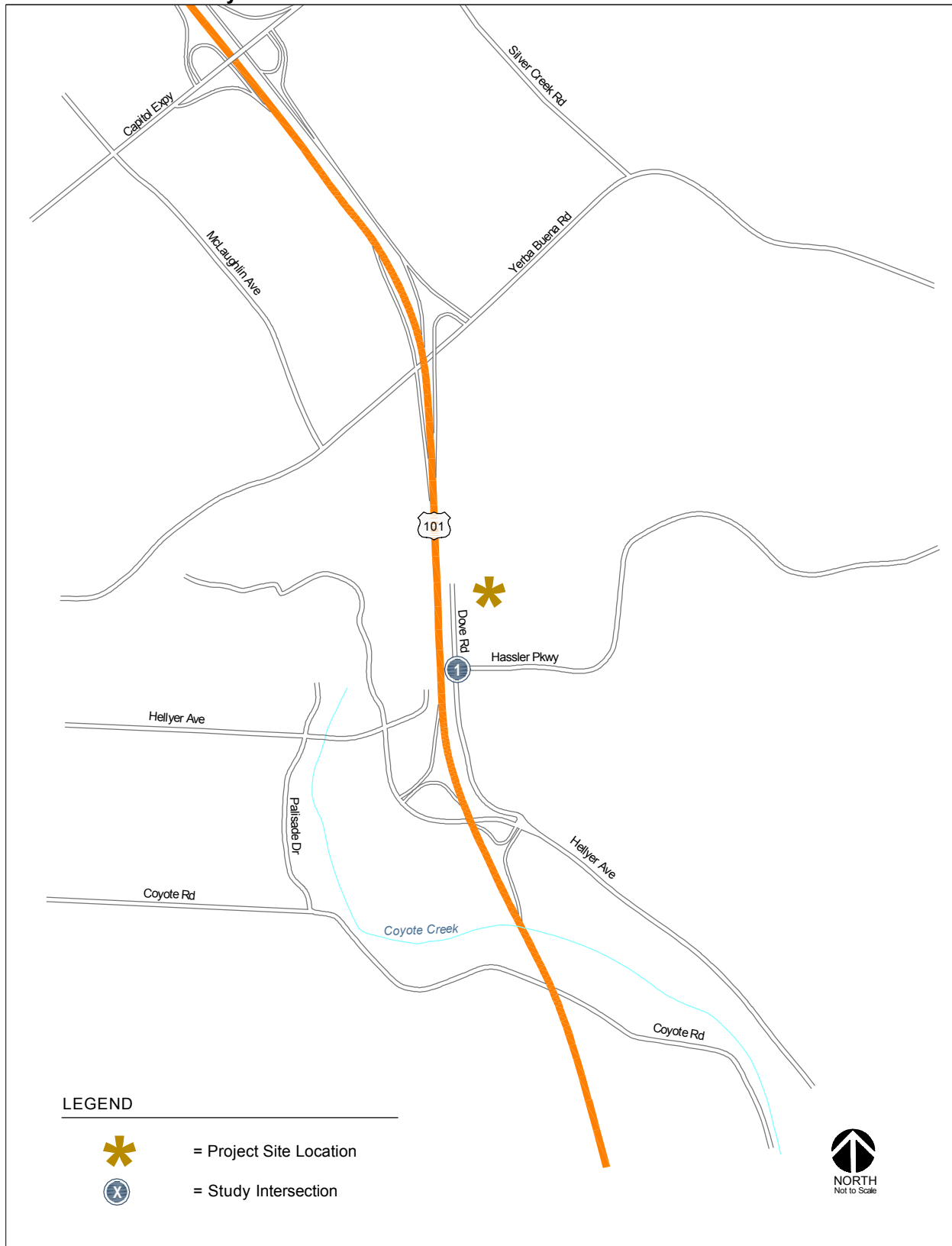
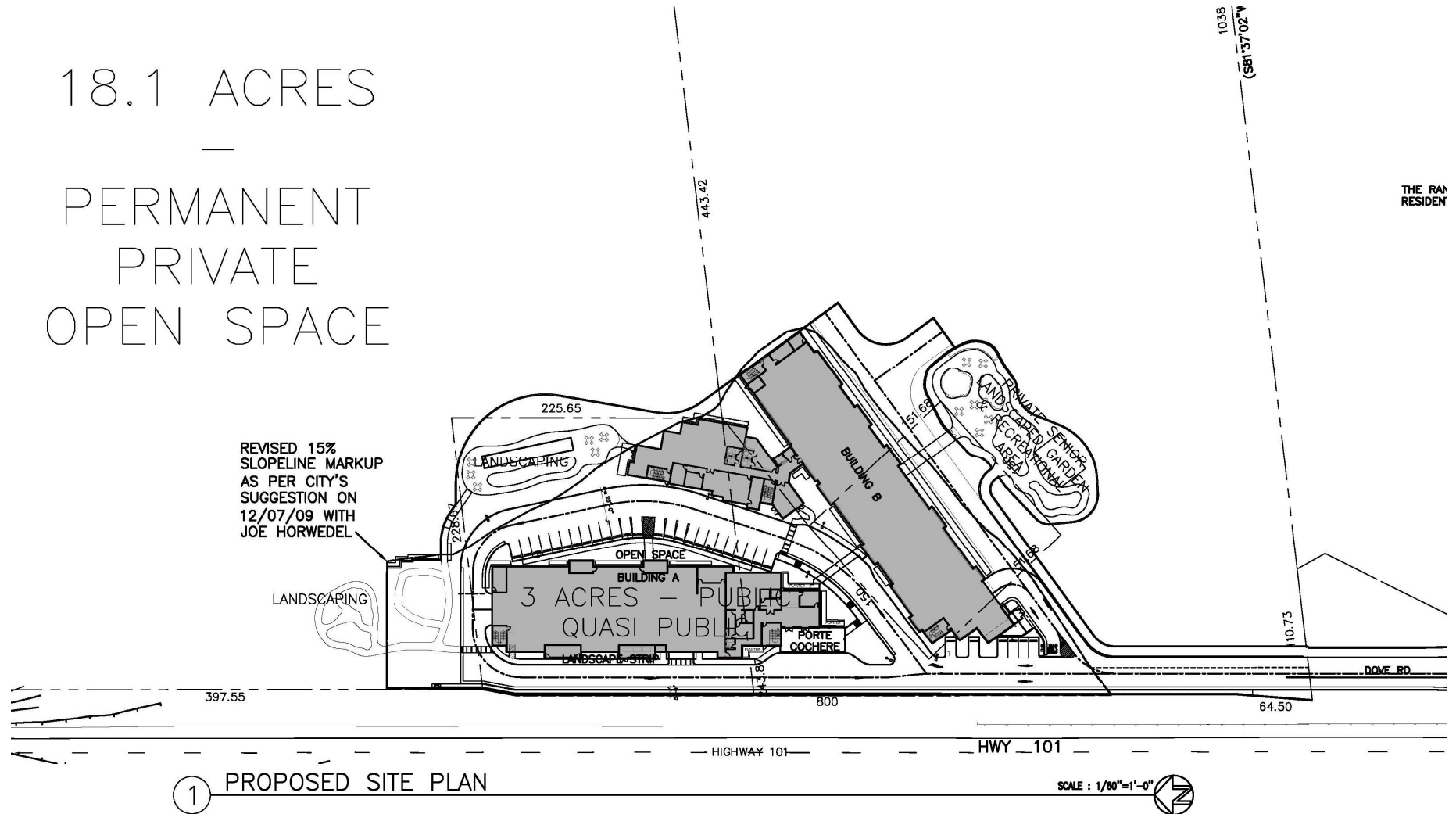



Figure 2
Site Plan

18.1 ACRES
—
PERMANENT
PRIVATE
OPEN SPACE



1 PROPOSED SITE PLAN

SCALE : 1/80"=1'-0" 

**Table 1
Trip Generation Estimates Based on Anticipated Project Site Activity**

Hours of Operation	Office Staff	Doctors	Nursing Staff	Medical Aids	Kitchen Staff	Facility Maintenance	Total Employees /a/	Residents /b/	Other Visitors /c/	Deliveries/d/	Total Trips					
											In	Out	Total			
12:00 AM to 1:00 AM											0	0	0			
1:00 AM to 2:00 AM											0	0	0			
2:00 AM to 3:00 AM											0	0	0			
3:00 AM to 4:00 AM											0	0	0			
4:00 AM to 5:00 AM											0	0	0			
5:00 AM to 6:00 AM											0	0	0			
6:00 AM to 7:00 AM		2 arrivals	11 arrivals	8 arrivals	20 arrivals	7 arrivals	48 arrivals				48	0	48			
7:00 AM to 8:00 AM	2 departures		2 departures	4 departures	10 departures	5 departures	23 departures	3 departures			0	26	26			
8:00 AM to 9:00 AM	7 arrivals						7 arrivals	1 arrivals			8	3	11			
9:00 AM to 10:00 AM								2 arrivals	3 arrivals	1 arrivals	5	5	10			
10:00 AM to 11:00 AM								4 departures	1 departures	1 departures	4 arrivals	4 arrivals	1 arrivals	8	7	15
11:00 AM to 12:00 PM								4 departures	3 departures	2 departures	4 arrivals	4 arrivals	4 arrivals	8	7	15
12:00 PM to 1:00 PM								3 departures	4 departures	1 arrivals	4 arrivals	4 arrivals	1 arrivals	8	8	16
1:00 PM to 2:00 PM								4 departures	4 departures	1 departures	5 arrivals	4 arrivals	4 arrivals	9	8	17
2:00 PM to 3:00 PM	2 arrivals		11 arrivals	6 arrivals	15 arrivals	7 arrivals	41 arrivals	4 departures	4 departures	2 arrivals	4 arrivals	4 departures	2 arrivals	47	8	55
3:00 PM to 4:00 PM		2 departures	11 departures	8 departures	20 departures	7 departures	48 departures	3 arrivals	4 arrivals	1 departures	4 departures	6 departures	7	58	65	
4:00 PM to 5:00 PM								4 arrivals	4 arrivals		2 departures	6 departures	8	8	16	
5:00 PM to 6:00 PM	7 departures						7 departures	4 arrivals	3 arrivals		2 departures	6 departures	7	15	22	
6:00 PM to 7:00 PM								2 arrivals	6 departures				2	6	8	
7:00 PM to 8:00 PM								2 arrivals					2	0	2	
8:00 PM to 9:00 PM													0	0	0	
9:00 PM to 10:00 PM													0	0	0	
10:00 PM to 11:00 PM	2 arrivals		2 arrivals	4 arrivals	10 arrivals	5 arrivals	23 arrivals						46	0	46	
11:00 PM to 12:00 AM	2 departures		11 departures	6 departures	15 departures	7 departures	41 departures						0	82	82	
TOTAL																
DAILY TRIPS:	22	4	48	36	90	38	238	74	78	10	213	241	454			

Notes:
 Source: Based on project information provided by project applicant.
 /a/ Based on anticipated 119 staff, nurses, and doctors that work one of the following three shift periods:
 Day Shift 7:00 am to 3:00 pm
 Swing Shift 3:00 pm to 11:00 pm
 Night Shift 11:00 pm to 7:00 am
 Staff are assumed to arrive within one hour before the beginning of their shifts and leave within one hour after the end of their shifts.
 /b/ Assumes one vehicle for every four beds per City Parking Requirements (340 total beds minus 50 memory unit residents who will not drive). Estimated that 50% of residents may make a trip each day.
 /c/ Assumes 10 percent of the 340 residents may have a visitor each day.
 /d/ Three food, laundry, and medical delivery per day between (10:00 am & 3:00 pm). Two resident shuttle also will be provided with trips to market, shopping, etc.

**Table 2
Trip Generation Estimates**

Land Use	ITE Land Use	Size	Daily Trip Rate /a/	Daily Trips	Pk-Hr Rate /a/	AM Peak Hour Splits			PM Peak Hour Splits			Hour Trips				
						In	Out	Total	In	Out	Total	In	Out	Total		
ITE Rates																
Assisted Living	254 - Assisted Living (standard Peak Hours)	290 beds	2.66	771	0.14	65%	35%	27	14	41	0.22	44%	56%	28	36	64
Assisted Living	254 - Assisted Living (peak of generator)	290 beds	2.66	771	0.18	67%	33%	35	17	52	0.35	47%	53%	48	54	102
Based on Project Activity Information																
Assisted Living		340 beds		454				0	26	26				7	15	22
Existing Land Use																
Residential/Commercial/b/				60				2	3	5				3	1	4
Net Difference (ITE Standard Peak Hours)				711				25	11	36				25	35	60
Source: ITE Trip Generation, 9th Edition, 2012. /a/ Based on the average trip generation rate from the ITE Trip Generation Manual. /b/ Based on 24-hour roadway segment counts and peak hour intersection counts.																

Effects on Surrounding Streets

Residents of adjacent neighborhoods have expressed concern that the additional traffic generated by the proposed project may significantly increase traffic volumes on streets providing access to the project site and worsen perceived existing traffic issues along surrounding roadways. Therefore, an evaluation of indirect traffic related issues on Dove Road and Hassler Parkway was completed. However, unlike intersection level of service and signal warrant analyses, which has established impact thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Several studies have been made regarding the indirect impacts of traffic on streets. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include socio-economic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

Existing Surrounding Roadway Characteristics

Both of the selected study roadway segments provide primary access to US 101 from the proposed project and the Ranch residential neighborhoods, located along Hassler Parkway. A brief description of each of the selected surrounding roadway is provided below:

- *Dove Road* is a two-lane north-south local connector roadway that extends from just north of Hassler Parkway south to Hellyer Avenue and US 101. Dove Road provides direct access to the proposed project site.
- *Hassler Parkway* – Is a two-lane roadway that runs between Dove Road and Silver Creek Valley Road. This roadway serves as the primary access roadway to the Ranch residential neighborhood with a posted speed limit of 35 miles per hour (mph). Hassler Parkway provides access to the project site via its intersection with Dove Road.

Estimated Project Traffic on Surrounding Roadways

The effects of project traffic on each of the study roadways was evaluated based on field observations, traffic volume and speed data collected in March 2015, and projections of the additional project generated traffic. Table 3 and Figure 3 present a summary of existing and projected traffic volumes along each of the studied streets.

Both Dove Road and Hassler Parkway are classified as local connector streets. The City of San Jose 2040 General Plan describes local connectors as roadways that have two traffic lanes and would accommodate low to moderate volumes of through traffic within the City and prioritize automobiles, bicycles, pedestrians, and trucks equally.

General guidelines regarding threshold volumes pertaining to connector streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, connector (or collector) streets' general characteristics include low speeds (25 to 35 miles per hour), low to moderate traffic volumes (5,000 up to 15,000 vehicles per day), and emphasize balance between mobility and access. A connector street is defined by the City of San Jose as being between 60 and 90 feet wide and with average daily traffic (ADT) volumes typically ranging from 2,000 to 16,000 vehicles.

Twenty-four-hour tube counts conducted in March 2015 revealed that Dove Road and Hassler Parkway each currently carry approximately 3,800 daily vehicles. It is projected that approximately 80% of the project generated traffic would utilize Dove Road and 20% would utilize Hassler Parkway. This represents

Table 3
Average Daily Traffic Volumes along Dove Road and Hassler Parkway

Roadway Segment	Existing ADT /a/	Existing Plus Project Based on ITE Rates			Existing Plus Project Based on Project Activity Information		
		Traffic Vol. Change /b/	ADT	% Increase	Traffic Vol. Change /b/	ADT	% Increase
1. Dove Rd, South of Hassler Pkwy	3,785	675	4,460	18%	315	4,100	8%
2. Hassler Pkwy, East of Dove Rd	3,743	169	3,912	5%	79	3,822	2%

Notes:
 "ADT" = Average Daily Traffic Volume.
 /a/ Source of existing daily traffic volumes: 24-hour mechanical (tube) counts conducted on March 2015.
 /b/ The daily traffic volume change under project conditions is that which is due to new vehicular trips added by the project.

approximately 315 additional daily project trips on Dove Road, south of Hassler Parkway, and 79 additional daily project trips on Hassler Parkway, based on the project activity trip estimates. Both, the existing traffic volumes and projected traffic volumes with the proposed project along each of the study streets are well within the recommended City of San Jose ADT volumes for local collector streets.

Vehicle speed data also was collected at the same count locations identified above. Surveyed speed data were used to calculate the 85th percentile speed along each of the study roadways. The 85th percentile is considered to be the prevailing speed, the speed at which vehicles generally travel under optimum pavement, weather, visibility and traffic volume. It should be noted that the calculated 85th percentile speeds, as presented and discussed within this study, are based on speed measurements over 24-hour periods and are not reflective of speed surveys that are typically conducted during the standard commute periods. Therefore, the discussion below provides only an estimate of existing conditions on the roadways.

The speed surveys revealed the 85th percentile speed along Dove Road to be approximately 25 miles per hour (mph) while the 85th percentile speed along Hassler Parkway was surveyed to be approximately 41 mph. The posted speed limit along Dove Road is 25 mph and Hassler Parkway is 35 mph. Therefore, the observed 85th percentile speeds along Hassler Parkway are greater than the posted speed limit for the roadway. The speed surveys are summarized in Table 4 below.

Based on the characteristics of the streets, the traffic count data, and the estimated project traffic, the following conclusions can be drawn:

- Traffic volumes on Dove Road and Hassler Parkway are and would continue to be well within the volume range characteristic of each of the streets with the addition of project traffic.
- Existing speeds along Hassler Parkway are greater than the posted speed limit.

Emergency Evacuation

The traffic operations at the intersection of Dove Road and Hassler Parkway were reviewed to address concerns that have been expressed in regards to evacuation of the Ranch residential area along Hassler Parkway. Residents are concerned that with the additional project traffic, the delay at the intersection will worsen, thus impeding exit in the event of an emergency evacuation (possibly due to a fire).

Intersection level of service analysis indicates an average vehicle delay of 7.5 seconds during the AM peak hour and 3.0 seconds during the PM peak hour (representing LOS A conditions during each of the peak hours) at the intersection of Dove Road and Hassler Parkway under existing conditions (without the project). The peak hours represent the periods throughout the day that the greatest amount of traffic proceeds through the intersection. Intersection level of service analysis indicates that the addition of project traffic would not increase the average delay at the intersection during the peak hours.

Figure 3
Average Daily and Peak Hour Traffic Volumes at Dove Road and Hassler Parkway



Table 4
Vehicular Speed Report along Dove Road and Hassler Parkway

Location	Speed	Both Directions	
		Volume ¹	Ratio
1. Dove Rd, North of Hassler Pkwy	0 - 15 mph	14	23.3%
	15 - 20 mph	22	36.7%
	20 - 25 mph	15	25.0%
	25 - 30 mph	8	13.3%
	> 30 mph	1	1.7%
	Total	60	100%
	85 th Percentile Speed	25	MPH
2. Hassler Pkwy, East of Dove Rd	0 - 20 mph	25	0.7%
	20 - 30 mph	743	19.9%
	30 - 35 mph	1036	27.7%
	35 - 40 mph	871	23.3%
	40 - 45 mph	662	17.7%
	> 45 mph	406	10.8%
	Total	3743	100%
85 th Percentile Speed	41	MPH	
Note: ¹ 24-hour total volume			

Based on the Highway Capacity Manual (HCM) 2000 methodology, the critical gap is defined as the minimum time interval in the major-street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical gap is the minimum gap that would be acceptable. A particular driver would reject any gaps less than the critical gap and would accept gaps greater than or equal to the critical gap. Follow-up time is defined as the time between the departure of one vehicle from the minor street and the departure of the next vehicle using the same major-street gap, under a condition of continuous queuing on the minor street. The critical gaps and follow-up times were calculated using TRAFFIX and compared with HCM 2000 recommended critical gaps and follow-up times for two-way stop-controlled (TWSC) intersections. The critical gap acceptance and follow-up time analysis results indicate that the addition of project traffic at the Dove Road and Hassler Parkway intersection will result in no change to the critical gap and follow-up times currently experienced during the peak hours at the intersection.

In addition, in the event of an emergency evacuation several variables would likely affect the time needed to evacuate the hill including the following:

- Time of day of the emergency occurrence will greatly affect the time needed to evacuate. Many residents would not be home if an emergency were to occur during daytime work hours. Thus, the volume of traffic during the evacuation would be much less than during late evening/early morning hours.
- In the event of an emergency evacuation, access into the residential areas would likely be restricted and traffic control (officers) at major intersections would be in place. Therefore, traffic flow out of the area would be controlled and could possibly use entire roadways for outbound flow.

- The Ranch residential area is also provided access out to Silver Creek Valley Road via Hassler Parkway.
- The location of a potential fire also would dictate the evacuation routes utilized by residents of the Ranch. It is likely that should the fire be located near Dove Road, Ranch residents would utilize Silver Creek Valley Road rather than Dove Road.
- The Ranch residential area consists of approximately 470 homes. Presuming a worst case scenario of a fire occurring during late evening hours and occupancy of all homes, approximately 500 vehicles would evacuate the Ranch area assuming the use of one vehicle by each residence. Conservatively assuming the flow of 20 vehicles out to Silver Creek Valley Road from Hassler Parkway, it would take approximately 25 minutes to evacuate the ranch residents via the one access point at Silver Creek Valley Road. The use of both Dove Road and Silver Creek Valley Road would further reduce the time needed for evacuation.
- In the event of an emergency evacuation, shuttles would be provided for the Assisted Living project if needed since some residents would not have vehicles. This service would be extended to all residents whether or not they have a vehicle so they could be quickly removed from the premises. Therefore, the amount of vehicles associated with the project that would utilize the Dove Road and Hassler Parkway intersection during an emergency evacuation would be reduced.
- It should be noted that an emergency vehicle only access trail from Yerba Buena Road is provided to the Ranch residential area.

The evaluation of operations at the Dove Road and Hassler Parkway intersection indicate that project traffic will not result in an increase in travel delay through the intersection nor degrade access to and from Hassler Parkway during the standard commute peak hours. It is during the peak commute hours that the greatest amount of traffic volume is served by the intersection. Therefore, the project would have little to no effect on vehicle travel through the Dove Road and Hassler Parkway intersection in the event of an emergency evacuation.

Collision History

The collision history at the Dove Road and Hassler Parkway intersection was reviewed. A review of collision data received from the City of San Jose indicates five collisions at the intersection of Dove Road and Hassler Parkway over a 5-year span. However, each of the recorded accidents was a solo vehicle accident that involved vehicles running off the road and/or hitting a fixed object. The cause of each of the accidents was vehicle speed.

The collision history shows a consistent trend with vehicles traveling westbound along Hassler Parkway running off the road. Hassler Parkway, as it approaches Dove Road, consists of straight steep downgrade up to the intersection of the two roadways. As noted above, the speeds along Hassler Parkway exceed the posted 35 mph speed limit. Therefore, the reported collisions at the Dove Road and Hassler Parkway intersection may be correctable by speed limit enforcement and additional speed reducing measures such as a speed limit feedback sign and/or roadway rumble strips. The proposed project will result in only an approximately 12% increase in daily traffic volumes through the Dove Road and Hassler Parkway intersection. The increase in traffic through the intersection due to project would not result in an increase in collisions at intersection due to speeding along Hassler Parkway.

Vehicular Site Access

The site access and circulation analysis is based on the September 2, 2014 site plan prepared by Salvatore Caruso Design Corporation. The ground level site plan is shown on Figure 2. As proposed, Dove Road would provide exclusive access to the project site via a loop road that would run within the project site. The loop road would provide access to parking areas within Buildings A and B as well as parking along the internal loop road. The parking areas would include a total of 129 parking spaces for automobiles and 6 parking spaces for bicycles.

The project roadway is shown to be 26 feet wide. According to the City of San Jose *Residential Design Guidelines*, standard entry drives with two-way traffic should be at least 20 feet wide for residential developments. Therefore, the proposed width of the project driveway would be adequate to serve the project.

Based on the site plan provided, the connections to Dove Road/Project Roadway would be skewed, not providing a 90-degree connection. It is recommended that the area around the connections be free and clear of obstructions, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Dove Road. It also is recommended that a reduced speed limit (possibly 15 mph) be implemented along the project roadway.

Vehicular On-Site Circulation

The City's standard width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of parking spaces. According to the site plan, the drive aisles within each parking area measure 26 feet wide. The drive aisles would meet the City's standard.

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards. Circulation through the two parking areas would be continuous with the exception of dead-end drive aisles within Building B. In addition, vehicles will need to back down drive aisles when exiting parking stalls located adjacent to garage walls on each of the parking levels. If the use of the parking garage is restricted to residents and staff, the dead-end drive aisles and parking adjacent to walls would not be problematic.

Pedestrian Access and Circulation

Currently there are sidewalks along the north side of Hassler Parkway and along the east side of Dove Road, south of Hassler Parkway. There are no sidewalks provided along either side of Dove Road between the project site and Hassler Road. Though complimentary land uses surrounding the project site, such as retail, are very limited, sidewalks should be provided between the project site and Hassler Parkway in order to provide a connection between the project site and the existing sidewalks along Hassler Parkway. The site plan shows sidewalks within the project site.

Truck Access and Circulation

Though not specified on the site plan, it is presumed that all garbage trucks and large delivery vehicles would perform their operations outside of each of the buildings along the project internal roadway. Although the trash staging areas are not shown on the site plan, it is assumed that trash bins will be wheeled out to the project roadway for garbage truck pickup. However, this would need to be verified.

Parking

According to the City of San Jose Parking Regulations, the project is required to provide one off-street parking space for every four beds plus one space per employee. The project proposes a total of 340 beds and a peak of 55 employees/staff on site at any given time. However, 50 of the proposed beds would be reserved for memory unit residents who would not be driving. Based on these parking requirements and assuming 290 beds of residents that may drive, the project is required to provide a total of 128 off-street parking spaces. The project proposes a total of 129 on-site parking stalls: 36 spaces within Building A, 57 spaces within Building B, and 36 spaces along the project roadway. Therefore, the proposed number of parking spaces satisfies the City of San Jose parking requirements.

The City of San Jose off-street parking design standard for uniform car spaces is 8.5 feet wide x 17 feet long where a standard 26-foot wide two-way drive aisle is provided. As previously described, all of the drive aisles on-site are shown to be 26 feet wide. The site plan indicates parking stall dimensions per City design standards.

Evergreen -East Hills Development Policy Conformance

The Evergreen-East Hills Development Policy (EEHDP) provides traffic capacity for a Development Pool of 500 residential units, 500,000 square feet of retail space, and 75,000 square feet of commercial office space at undetermined locations within the Evergreen-East Hills Area (defined as the land within San Jose's Urban Service Area Boundary, south of Story Road, east of US 101, and the area generally north of the intersection of US 101 and Hellyer Avenue, where the northern boundary of the Edenvale Development Policy Area ends) and the corresponding transportation infrastructure improvements.

The proposed project proposes to draw from the available Development Pool that has been approved under the adopted EEHDP. Since the near-term traffic impacts resulting from trips generated by the development allowed under the EEHDP have been sufficiently addressed, it can be concluded that the proposed project is covered by the EEHDP. Therefore, no addition near-term traffic impact analysis is required for the proposed project.

As required for all projects drawing from the EEHDP Development Pool, the proposed project would be required to pay the Traffic Impact Fee that has been created to fund the transportation improvements identified in the EEHDP. The 2018 TIF per residential unit is \$16,033 and per 1,000 square feet of commercial or office is \$13,941. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.

Conclusions

Based on the estimated project traffic, characteristics of Hassler Parkway and Dove Road, traffic count and collision data, the following conclusions can be drawn:

- Traffic volumes on Dove Road and Hassler Parkway are and would continue to be well within the volume range characteristic defined by the City of San Jose without and with the addition of project traffic.
- Existing speeds along Hassler Parkway are greater than the posted speed limit.
- Project traffic would not result in an increase in travel delay through the intersection nor degrade access to and from Hassler Parkway. Therefore, the project would have little to no effect on vehicle travel through the Dove Road and Hassler Parkway intersection in the event of an emergency evacuation.
- The reported collisions at the Dove Road and Hassler Parkway intersection may be correctable by speed limit enforcement and additional speed reducing measures such as a speed limit feedback sign and/or roadway rumble strips. However, the increase in traffic through the intersection due to the proposed project would not result in an increase in collisions that have been reported to occur at the intersection as a result of speeding along Hassler Parkway.
- This project is located in the Evergreen East Hills Development Policy area and is required to pay a Traffic Impact Fee (TIF). The 2018 TIF per residential unit is \$16,033 and per 1,000 square feet of commercial or office is \$13,941. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.