

Element is to recognize and understand the opportunities and constraints presented by the established infrastructure, and how best to use the various elements to provide a safe and efficient environment for the entire community while maintaining the Town’s quality of life.

The Fairfax 2010-30 General Plan calls for the limited expansion of the historic mixed-use character of the town center area allowing for more transit oriented development, infill development on two key opportunity sites appropriate for senior and workforce housing, and for the creation and utilization of existing and new second units in the residentially zoned areas – all as a way to accommodate a more equitable and sustainable evolution of the Town.

There are a few opportunities for land use changes and density increases in the Town Center area. Sir Francis Drake Boulevard, Center Boulevard, Broadway and Bolinas Road are the major roads to and through the town. All other streets in Fairfax are local streets. They provide access to residences and neighborhood functions. Most local streets in the Fairfax Planning Area were built before the Second World War and many are in hilly areas. Many do not meet minimum current standards for width, curve radius, sight distance and on-street parking.

The Fairfax Pedestrian and Bicycle Master Plan, bicycling in Fairfax fits into a number of niches: commute, school, and recreation, with of bicycle use more than three times the state average with more potential for increased bicycle use for many types of trips, and a current trend toward increased bicycle use.

In December 2011 and January 2012, Parisi Associates conducted a traffic impact analysis of the 2010 – 30 Fairfax General Plan. The overall purpose of this report is to evaluate the potential traffic impacts that could occur as a result of implementing the Town of Fairfax 2010-30 General Plan over the next twenty years and the potential traffic impacts that could result upon redevelopment of the six “opportunity sites or areas” identified in the Housing Element of the Town of Fairfax General Plan. Each of the sites/areas is proposed to contain affordable housing units, either for seniors or the general workforce, in addition to other land uses. The findings of that report are included in the environmental assessment that follows.

B. Discussion

a-b) *Less Than Significant with Mitigation Incorporation.* The Town of Fairfax uses the 2000 Highway Capacity Manual (HCM) operational procedures for evaluating signalized and unsignalized intersection performance. The HCM analysis procedures provide estimates of saturation flow, capacity, delay, level of service, and back of vehicle queue by lane group for each approach.

HCM level of service is measured as a function of vehicle delay, with the corresponding ranges shown in Table 2 from the Parisi report shown below. At signalized intersections and unsignalized intersections with all-way stop control, level of service is a measurement of the average overall delay of the intersection. For unsignalized intersections controlled with two or fewer stops, level of service is reported for the approach with the worst delay.

**Table 2. Intersection Level of Service and Delay**

Level of Service	Level of Delay	Signalized Delay (seconds)	Unsignalized Delay (seconds)
A	Insignificant	0 to 10	0 to 10
B	Minimal	>10 to 20	>10 to 15

C	Acceptable	>20 to 35	>15 to 25
D	Tolerable	>35 to 55	>25 to 35
E	Significant	>55 to 80	>35 to 50
F	Excessive	>80	>50

Source: *Transportation Resource Board, Highway Capacity Manual, 2000*  
*Parisi Associates, Traffic impact analysis report, Opportunity site analysis Fairfax, California, December 2011*

The Town considers level of service (LOS) D to be the minimum level of operation at both signalized and unsignalized intersections. Therefore, a signalized intersection that experiences 55 seconds or greater average delays, or an unsignalized intersection that experiences 35 seconds or greater average delays, will be required to mitigate unacceptable traffic impacts to an acceptable level of service. There are occasions, however, when the necessary improvements to mitigate the potential traffic impacts are not feasible to construct, such as an exceedingly high construction cost to improve a short duration impact, or an unduly delay for other traffic approaches.

The level of service for weekday AM and PM peak hours for existing conditions was calculated for the 17 study intersections. The findings are shown in Table 3 of the Parisi report. It was found that most intersections are operating at acceptable levels. Four intersections are operating unacceptably:

- Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way: Left-turn movements from Mitchell Drive operate at LOS E during the AM peak hour (22 vehicles per hour (vph))
- Sir Francis Drake Boulevard/Olema Road: Left-turn movements from Olema Road operate at LOS E during the PM peak hour (2 vph)
- Sir Francis Drake Boulevard/Pacheco Avenue: Left-turn movements from Pacheco Avenue operate at LOS E in the AM peak hour (19 vph) and LOS F in the PM peak hour (32 vph)
- Broadway /Center Boulevard/Pacheco Avenue: Average vehicle delays for all movements are at LOS E during the PM peak hour

The vehicle trips estimated to be associated with the opportunity sites were distributed to the street network based on existing travel patterns. Traffic volumes for existing plus opportunity sites condition are shown in Figure 3 of the Parisi report. The level of service for weekday AM and PM peak hours for the existing plus opportunity sites condition was calculated for the 17 study intersections. The results are shown in Table 3 of the Parisi report.

The resulting traffic operations for the existing plus opportunity sites scenario will be similar to those under existing conditions for most of the study intersections. Each of the four intersections that currently operate at LOS E or F will continue to operate unacceptably. However, left-turning movements from Mitchell Drive onto Sir Francis Drake Boulevard will degrade from LOS E to LOS F conditions during the AM peak hour. The left-turning volume will increase from 22 vehicles per hour to about 61 vehicles per hour. At Sir Francis Drake Boulevard and Olema Road, the PM peak hour left-turning movements will degrade from LOS D to LOS E conditions. The number of left-turns will increase from two to four vehicles per hour

Redevelopment of the opportunity sites will not result in any of the 17 study intersections degrading from LOS D or better conditions to LOS E or LOS F conditions based on current traffic levels or those expected in year 2030. Four intersections will be expected to continue operating at LOS E or LOS F conditions with or without the redevelopment of the opportunity sites. A fifth intersection, Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way, will have its stop sign-controlled left-turn degrade from LOS E to LOS F conditions during a peak period.

The impacts associated with the development of the opportunity sites in Fairfax can be mitigated to a less than significant level with mitigation incorporation for the following five intersections:

**Mitigation Measure TRAF-1:**

- Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way: Stop sign-controlled left turns from Mitchell Drive currently operate at LOS E conditions during the AM peak hour. LOS E is expected to continue to result in the year 2030 without redevelopment. Redevelopment of the Christ Lutheran Church Site will degrade the left-turns to LOS F conditions and result in significant left-turn delays of two to three minutes. Traffic signalization of this intersection should be considered.
  - Sir Francis Drake Boulevard/Olema Road: LOS E or F conditions will continue for left-turns turning from Olema Road with or without redevelopment of the opportunity sites. Fewer than five vehicles per peak hour are expected to continue turning left, experiencing delays of 60 seconds or less. This small volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.
  - Sir Francis Drake Boulevard/Pacheco Avenue: LOS E or F conditions will continue for left-turns turning from Pacheco Avenue with or without redevelopment of the opportunity sites. Fewer than 35 vehicles per peak hour are expected to continue turning left, experiencing delays of 80 seconds or less. This volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.
  - Broadway /Center Boulevard/Pacheco Avenue: The average delay for all movements at this all-way stop sign-controlled intersection is expected to equate to LOS E conditions during the PM peak period considering existing and year 2030 traffic volumes, with or without redevelopment of the opportunity sites. Installing a modern roundabout could be considered, if feasible, to mitigate these conditions. Provision of a traffic signal could exacerbate vehicle queuing through Pacheco Avenue's intersection with Sir Francis Drake Boulevard.
  - Center Boulevard/Pastori Avenue: By the year 2030, with or without redevelopment of the opportunity sites, this intersection is expected to operate at LOS E during the PM peak hour. Installation of a modern roundabout could be considered in the future.
- c.) **No Impact.** Current air traffic patterns will be maintained. The proposed project does not include improvements that will impact air traffic patterns; therefore there will be **no impact**.
- d.) **No Impact.** The Circulation Element of the Fairfax General Plan does not involve design features that will increase hazards and will not introduce incompatible uses; therefore there will be **no impact**.
- e.) **Less Than Significant Impact.** The Circulation Element of the Fairfax General Plan does not propose alteration of any roadways that will affect emergency access. The intent and purposes of Goal C-4: Ensure access by emergency service vehicles and public evacuation, is to enhance the emergency access network for the Town of Fairfax. As discussed above, many streets in Fairfax do not meet minimum current standards for width, curve radius, sight distance and on-street parking. Although there are no specific projects in the General Plan that will improve emergency access, there are also no proposed projects that will impede or alter access and circulation. Future development in Town will

be subject to design review and approval and all construction activity that will take place on potential project sites will be subject to review by staff for compliance with the General Plan and Zoning Code. Furthermore, projects that include alterations to infrastructure within the public street right of way, or impact access, circulation or sight distance will be subject to review and approval from various agencies including the local fire and emergency response departments responsible. Therefore, the impact is considered **less than significant** and no further mitigation is required.

f.) **No Impact.** Public parking in the Town of Fairfax is accommodated in several parking lots as well as on-street in the Town Center and on-street in residential areas. Although there has been no formal survey, parking is observed to be available in the downtown during most hours of the day and evening on weekdays and weekends. Merchants in the Town Center report that, in general, parking is available most of the time within a reasonable walking distance. Exceptions can occur during a Farmer’s Market or special events in progress. Merchants generally support the concept of maintaining the existing parking supply rather than lose spaces to projects such as landscaping portions of the Parkade. The General Plan will not result in projects that reduce the public parking capacity; therefore, there is **no impact**.

g.) **No Impact.** The Circulation Element of the Fairfax General Plan includes goals and policies promoting the use of alternative modes of transportation, including bicycle and pedestrian trails and pathways. The intent and purpose of Goal C-5: Consider pedestrian and bicycle facilities as an integral part of a complete circulation network that provide affordable, healthful and ecological means of transportation, is to ensure the viability of alternative modes of transportation in Fairfax. Goal C-5 and related policies, as well as policy C-6.4, are designed to not conflict with adopted policies, plans, or programs supporting alternative transportation; therefore there is **no impact**.

**Sources:** Town of Fairfax 2010-30 General Plan; Parisi Associates, Traffic impact analysis report, Opportunity site analysis Fairfax, California, January 2012

<b>XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>	<b>Potentially significant impact</b>	<b>Less than significant with mitigation incorporation</b>	<b>Less than significant impact</b>	<b>No impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state and local statutes and regulations related to solid waste?

A. Environmental Setting

Fairfax is situated in a highly desirable setting, largely related to the forested hillsides that surround the community. Despite its natural beauty, however, the Town is in fact, very densely developed. The Town density is characterized by 3,500 residents per square mile, and most of the existing residences are built on very small lots. Fairfax is surrounded on three sides by vast areas of open space, providing the community with scenic vistas, as well as a rural ambience, despite the Town's location in one of the nation's largest metropolitan areas. This protected open space amenity contributes to the Town's limited housing opportunities, as it acts as a constraint that limits the community's ability to expand, or significantly increase, the area that could be developed for housing through the traditional annexation process.

Within the existing town boundaries, Fairfax is very limited in terms of developable land. The Town is nearly built-out with all remaining undeveloped land, being either very steeply sloped or constrained from development for other reasons. Of the ten relatively large undeveloped sites located within the Town's SOI, most are on steep hillsides or exhibit environmental constraints. Five of the parcels have a zoning of Upland Residential (UR). Parcels in the UR zone are allowed a maximum one unit per seven to 10 acres; however, these parcels remain vacant because of the steep site conditions.

The Marin Municipal Water District (MMWD) provides water to the Town of Fairfax. Ross Valley Sanitary District #1 is the service provider for wastewater. Both agencies have adequate capacity to serve the Town and opportunity sites identified in the 2010 Housing Element. With the adoption of a "green building ordinances" - as called for in the 2010 Conservation Element (that promotes gray-water and water-efficient technologies) - the need for such energy intensive facilities will be reduced and/or eliminated.

This 2010 Housing Element also recommends the incorporation of green building technologies; reduced minimum unit size requirements (that allow for efficiency-sized apartments, and the reuse of small parcels); and urban "location-efficiency" placement through the use of historic TOD and TND - principals of sustainable urban design patterns as described in the 2010 Land Use Element.

B. Discussion

a-b) **Less Than Significant Impact.** The Fairfax General Plan will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The Town is relatively built out and there are few opportunities for development. The impact to wastewater treatment facilities is considered **less than significant**, therefore no mitigation is required.

c) **Less Than Significant Impact.** The Town of Fairfax General Plan includes Policy CON-4.2.2 that aims to improve the standard practices contained in a Storm Drain Master Plan. The General Plan does not propose specific storm drain improvement projects but is designed to improve local water quality by establishing the Storm Drain Master Plan. This Master Plan will be evaluated for environmental impacts upon completion. The Discussion for Hydrology and Water Quality issues c-f above contains adequate environmental controls with regards to existing storm water management, therefore the impact is considered **less than significant**.

d) **Less Than Significant Impact.** The Town of Fairfax will continue to be served by the Marin Municipal Water District. There is adequate supply to meet the demands of the current Fairfax population, which is not anticipated to see significant population growth in the next ten years, and therefore will not generate the need to expand entitlements. The intent and purpose of Objective CON-4.1 is a 20% reduction of the Town’s potable water consumption by 2015, therefore the impact is considered **less than significant**.

e) **Less Than Significant Impact.** The Town of Fairfax will continue to be served by the Ross Valley Sanitation District. There is adequate supply to meet the demands of the current Fairfax population, which is not anticipated to see significant population growth in the next ten years. Furthermore, opportunity sites identified in the Housing Element can be served by the existing facilities, therefore the impact is considered **less than significant**.

f) **Less Than Significant Impact.** The intent and purpose of the Town of Fairfax General Plan Conservation Element is to protect the natural resources and character of the Town. The General Plan does not directly involve the removal of materials with specific need of landfill disposal. However, Goal CON-7: Waste Management is designed to reduce waste generated by Fairfax residents, businesses and government. Future development in Town will be influenced by the policies and programs contained in Goal CON-7 and will therefore limit the amount of waste sent to the local landfills in Marin County, therefore the impact is considered **less than significant**.

g) **No Impact.** The Town of Fairfax General Plan is consistent with all federal, state and local statutes and regulations related to solid waste.

Sources: Town of Fairfax 2010-30 General Plan

XVII. MANDATORY FINDINGS OF SIGNIFICANCE-	Potentially significant impact	Less than significant with mitigation incorporation	Less than significant impact	No impact
a) Does the project have the potential to degrade the quality of the environment,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Discussion

a) **Less than Significant Impact.** The Town of Fairfax 2010-30 General Plan is a guide for future development while preserving unique and important habitats within Fairfax. The intent and purpose of the document is to promote sustainability including goals and policies that will reduce or prevent impacts to the environment. Although there are sensitive habitats and species identified throughout the General Plan area, there is no known habitat for fish or wildlife species or rare endangered plant or animal or important examples of the major periods of California history or prehistory on the opportunity sites or areas identified for development. Future projects will be subject to the design and construction guidelines of the Fairfax Planning Department and Building Services as well as potential regulatory agencies that have jurisdiction. All proposals would be subject to the applicable environmental evaluation prior to any plan review and approval. The General Plan, as designed, will not have the potential to degrade the quality of the environment, substantially reduce or cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community. Therefore the impact is considered **Less than Significant**.

b) **Less than Significant Impact with Mitigation Incorporation.** The intent and purpose of the Town of Fairfax 2010-30 General Plan is to create a set of overarching goals and a statement of direction for the Fairfax community in the coming decade. The goals, policies and programs contained within are designed to help focus the Town's energies and efforts in a common direction. The General Plan has been drafted to establish a vision for the future of the Town, establishing key initiatives to guide development, reduce waste and emissions, preserve open space and engage the public to help enact this vision. With the exception of the findings from the Parisi traffic analysis, no impacts will result in cumulatively considerable issues that cannot be mitigated to less than significant levels on a project by project basis. Furthermore, pursuant to the findings in the Parisi traffic analysis of the six opportunity sites/areas, the recommended mitigations for five intersections in Fairfax will reduce the cumulative impact to a **less than significant with mitigation incorporation level** (see Transportation/Traffic, a & b discussion above).

c) ***Less than Significant Impact.*** The Town of Fairfax General Plan is a guide for long-term development and sustainability and includes goals and policies that will reduce or prevent impacts to the environment. However, there may be impacts as a result of changes to the circulation system with regards to the full build-out of the opportunity sites/areas discussed above. The mitigation incorporation for those impacts should reduce them to **less than significant** levels and thus will not cause substantial adverse effects on human beings.

Good Earth -- Mitigation Monitoring Plan

<p><b>AIR-1:</b> Mixed-use buildings that includes both residences and restaurants could result in incidents of objectionable odors from restaurants.</p>	<p>New restaurants located in mixed-use developments, or adjacent to residential developments, shall install kitchen exhaust vents with filtration systems, re-route vents away from residential development, or use other accepted methods of odor control, in accordance with local building and fire codes. New residences proposed in buildings or immediately adjacent to buildings that include restaurant or other odor producing uses shall be designed to reduce exposures to odors. This could be conducted through proper design of ventilations systems either at the residence or the source.</p>	<p>Project Sponsor(s) will submit detailed plans addressing exhaust, filtration and ventilation systems to address potential impacts from odors.</p>	<p>Prior to application submittal to the Town of Fairfax Planning and Building Services.</p>
<p><b>GEO-1:</b> The potential for strong seismic shaking, liquefaction and landslides in high in Fairfax</p>	<p>Project level geotechnical engineering analysis, by a qualified California geotechnical engineer, of all potential hazards on new development sites shall be required prior to planning approval.</p>	<p>Project sponsor(s) will retain a qualified structural geotechnical engineer</p>	<p>Prior to application submittal to the Town of Fairfax Planning and Building Services.</p>
<p><b>Noise-1:</b> The General Plan could result in potential impacts related to exposing persons to or generation of excessive groundborne vibration or groundborne noise levels for new construction or substantial improvements.</p>	<p>a) Avoid impact pile driving where possible. Drilled piles cause lower vibration levels where geological conditions permit their use. b) Avoid using vibratory rollers and tampers near sensitive areas. c) In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present</p>	<p>Project sponsor(s) will submit detailed site plan and construction plan detail</p>	<p>Prior to application submittal to the Town of Fairfax Planning and Building Services.</p>

Good Earth – Mitigation Monitoring Plan

	<ul style="list-style-type: none"><li>• Sir Francis Drake Boulevard/Pacheco Avenue: LOS E or F conditions will continue for left-turns turning from Pacheco Avenue with or without redevelopment of the opportunity sites. Fewer than 35 vehicles per peak hour are expected to continue turning left, experiencing delays of 80 seconds or less. This volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.</li><li>• Broadway /Center Boulevard/Pacheco Avenue: The average delay for all movements at this all-way stop sign-controlled intersection is expected to equate to LOS E conditions during the PM peak period considering existing and year 2030 traffic volumes, with or without redevelopment of the opportunity sites. Installing a modern roundabout could be considered, if feasible, to mitigate these conditions. Provision of a traffic signal could exacerbate vehicle queuing through Pacheco Avenue's intersection with Sir Francis Drake Boulevard.</li><li>• Center Boulevard/Pastorl Avenue: By the year 2030, with or without redevelopment of the opportunity sites, this intersection is expected to operate at LOS E during the PM peak hour. Installation of a modern roundabout could be considered in the future.</li></ul>		
--	---	--	--

Good Earth – Mitigation Monitoring Plan

	<p>h. Designate a noise disturbance coordinator who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.</p>		
<p><b>TRAF-1:</b> The development of opportunity sites in Fairfax will contribute to long-term traffic congestion in the Town of Fairfax</p>	<ul style="list-style-type: none"> <li>Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way: Stop sign-controlled left turns from Mitchell Drive currently operate at LOS E conditions during the AM peak hour. LOS E is expected to continue to result in the year 2030 without redevelopment. Redevelopment of the Christ Lutheran Church Site will degrade the left-turns to LOS F conditions and result in significant left-turn delays of two to three minutes. Traffic signalization of this intersection should be considered.</li> <li>Sir Francis Drake Boulevard/Olema Road: LOS E or F conditions will continue for left-turns turning from Olema Road with or without redevelopment of the opportunity sites. Fewer than five vehicles per peak hour are expected to continue turning left, experiencing delays of 60 seconds or less. This small volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.</li> </ul>	<p>The project sponsor(s) shall contribute to a fair-share the fund prior to issuance of building permits</p>	<p>TBA</p>

Good Earth – Mitigation Monitoring Plan

<p><b>Noise-2:</b> Construction operations may cause noise impacts during regular construction hours</p>	<p>5. Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.</p>		
<p>a. Limit construction to the hours of 8:00 a.m. to 5:00 p.m. on weekdays, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction on Sundays or holidays.</p> <p>b. Control noise from construction workers' radios to the point where they are not audible at existing residences that border the Project site.</p> <p>c. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.</p> <p>d. Utilize quiet models of air compressors and other stationary noise sources where technology exists.</p> <p>e. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.</p> <p>f. Prohibit unnecessary idling of internal combustion engines.</p> <p>g. Notify residents adjacent to the Project site of the construction schedule in writing.</p>		<p>Project sponsor(s) to submit construction schedule including list of equipment</p>	<p>Prior to beginning of construction</p>

Good Earth -- Mitigation Monitoring Plan

	<p>appropriate mitigation measures that may include the following:</p> <ol style="list-style-type: none"><li>1. Identification of sites that will include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration, and the sensitivity of nearby structures to groundborne vibration. Vibration limits should be applied to all vibration-sensitive structures located within 200 feet of the project. This task should be conducted by a qualified structural engineer.</li><li>2. Development of a vibration monitoring and construction contingency plan to identify structures where monitoring will be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies will be identified for when vibration levels approached the limits.</li><li>3. At a minimum, vibration monitoring should be conducted during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.</li><li>4. When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.</li></ol>		
--	---	--	--

TRAFFIC IMPACT ANALYSIS REPORT  
**2010-2030 GENERAL PLAN**  
FAIRFAX, CALIFORNIA

PREPARED FOR:  
TOWN OF FAIRFAX

PREPARED BY:



JANUARY 2012

EXHIBIT #     D

## TABLE OF CONTENTS

Purpose .....	1
Existing Conditions .....	2
Opportunity Sites Conditions.....	8
Existing Plus Opportunity Sites Conditions .....	10
Year 2030 Conditions .....	12
Year 2030 Plus Opportunity Sites Conditions.....	12
Recommendations .....	16

## **PURPOSE**

The overall purpose of this report is to evaluate the potential traffic impacts that could occur as a result of implementing the Town of Fairfax 2010-30 General Plan over the next twenty years.

Though the Town of Fairfax is in large part built-out, the 2010-30 General Plan calls for the limited expansion of the historic mixed-use character of the town center area allowing for more transit-oriented development, infill development on two key opportunity sites for senior and workforce housing, and for the creation and use of existing and new second units in the residentially zoned areas – all as a way to accommodate a more equitable and sustainable evolution of the Town.

Specifically, the Town of Fairfax 2010-2030 General Plan calls for the redevelopment of six opportunity sites and/or areas for housing units affordable to a range of household types and incomes, including seniors and/or the general workforce, in addition to other community oriented land uses. These opportunity “sites” and/or “areas” are articulated in detail in the Land Use Element and the Housing Element sections of the 2010-30 General Plan and compose the basis of this analysis.

It is anticipated that this transportation impact study, as part the State required California Environmental Quality Act (CEQA) review of the 2010-30 General Plan, will provide the necessary regulatory review of specific projects as build-out occurs over the next twenty years provided that those projects are within the scope and intent of the 2010-30 General Plan. However, projects outside the scope of the 2010-30 General Plan – or formulated after final adoption of the 2010-30 General Plan, like the development of a “Town Center Plan” called for in the Town Center Element, will be subject to further CEQA review including further traffic impact studies.

## **Methodology**

This traffic analysis assesses potential weekday AM and PM peak hour traffic impacts at 17 intersections in Fairfax for the following four conditions:

- Existing
- Existing plus Opportunity Sites
- Year 2030
- Year 2030 plus Opportunity Sites

Further, this analysis compares the travel characteristics for proposed redeveloped sites (or “areas”) with the current land uses, including estimated vehicle trip generation, distribution and assignment. The net increase or decrease in trips for the proposed redeveloped sites are overlaid on the street network for existing and 2030 traffic volumes to assess traffic operational impacts at the study intersections.

The locations of the opportunity sites and/or areas and study intersections are shown in Figure 1.

## **EXISTING CONDITIONS**

### **Street Network**

Sir Francis Drake Boulevard, Broadway, Center Boulevard and Bolinas Road are classified as Arterial Roadways in the Town of Fairfax General Plan. All other streets are classified as Local Roadways.

Sir Francis Drake Boulevard is an important east-west route serving Marin County that traverses through the Town limits. Within the Town, Sir Francis Drake is a two-lane street with left-turn lanes and right-turn lanes at most major intersections. The street serves housing and commercial land uses. All of the opportunity sites are located adjacent to Sir Francis Drake Boulevard.

Broadway /Center Boulevard together is a continuous roadway that parallels most of Sir Francis Drake Boulevard one block to the south. The street has two lanes with auxiliary turn lanes at major intersections. The street primarily serves commercial uses in the downtown and San Anselm areas. Two opportunity sites are located adjacent to the street.

Bolinas Road is a north-south, two-lane street that terminates at Broadway. Bolinas Road primarily serves residential areas and a couple of commercial blocks in the downtown area. One opportunity site is located adjacent to the street.

### **Traffic Volumes**

Seventeen intersections along the study area roadways were evaluated in this report, including three signalized intersections, three all-way stop sign-controlled intersections, and 11 intersections with one-way or two-way stop sign-control. Table 1 shows the type of traffic control at each intersection.

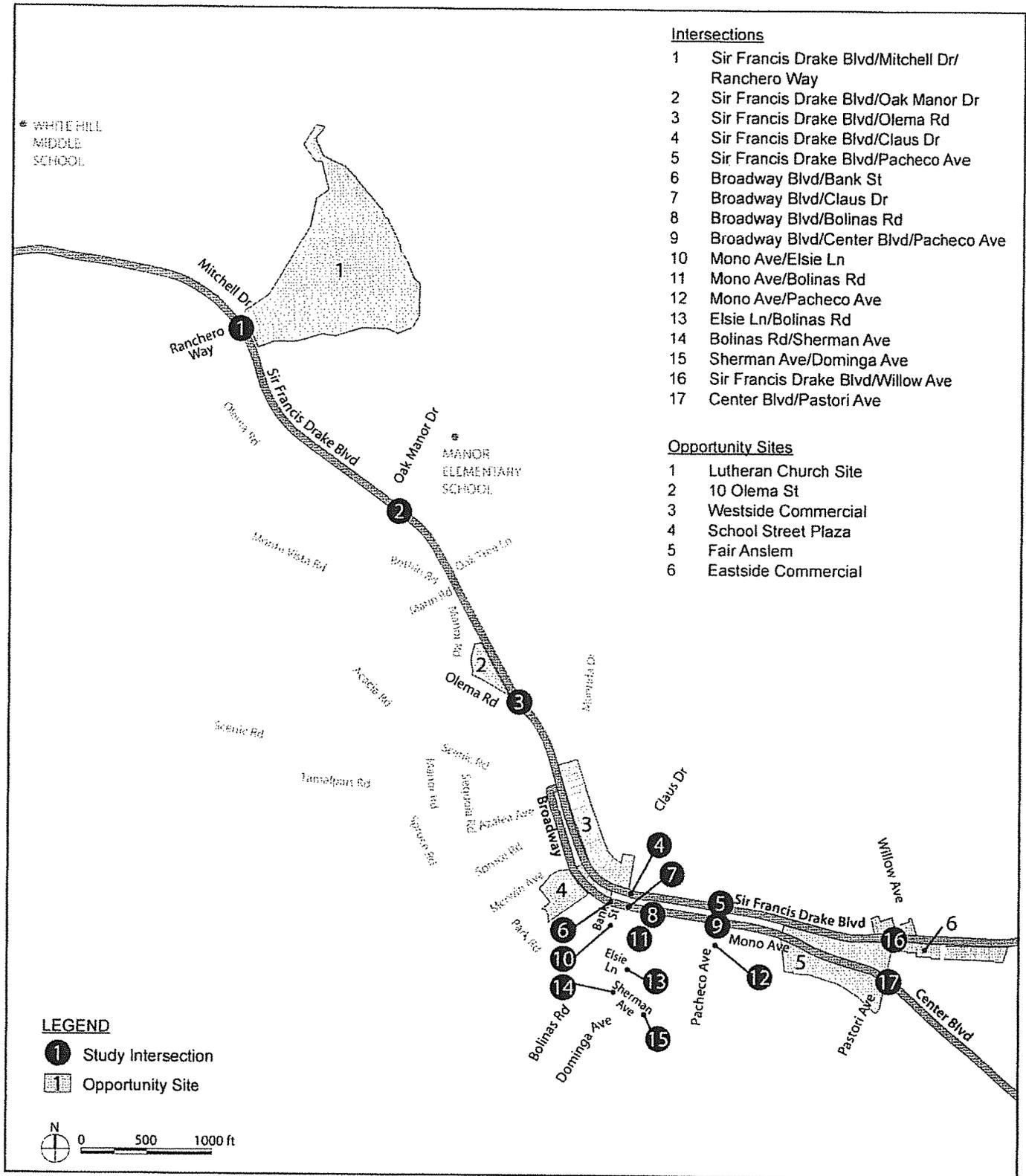


FIGURE 1  
Study Intersections

**Table 1. Study Intersections and Traffic Control**

No.	Intersection	Control
1	Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way	Two-Way Stop
2	Sir Francis Drake Boulevard/Oak Manor Drive	Signal
3	Sir Francis Drake Boulevard/Olema Road	One-Way Stop
4	Sir Francis Drake Boulevard/Claus Drive	Signal
5	Sir Francis Drake Boulevard/Pacheco Avenue	One-Way Stop
6	Broadway /Bank Street	Two-Way Stop
7	Broadway B/Claus Drive	Two-Way Stop
8	Broadway /Bolinás Avenue	All-Way Stop
9	Broadway /Center Boulevard/Pacheco Avenue	All-Way Stop
10	Elsie Street/Mono Avenue	One-Way Stop
11	Bolinás Avenue/Mono Avenue	No Stop
12	Pacheco Avenue/Mono Avenue	Two-Way Stop
13	Bolinás Avenue/Elsie Lane	One-Way Stop
14	Bolinás Road/Sherman Avenue	One-Way Stop
15	Sherman Avenue/Dominga Avenue	All-Way Stop
16	Sir Francis Drake Boulevard/Pastori Avenue	Signal
17	Center Boulevard/Pastori Avenue	All-Way Stop

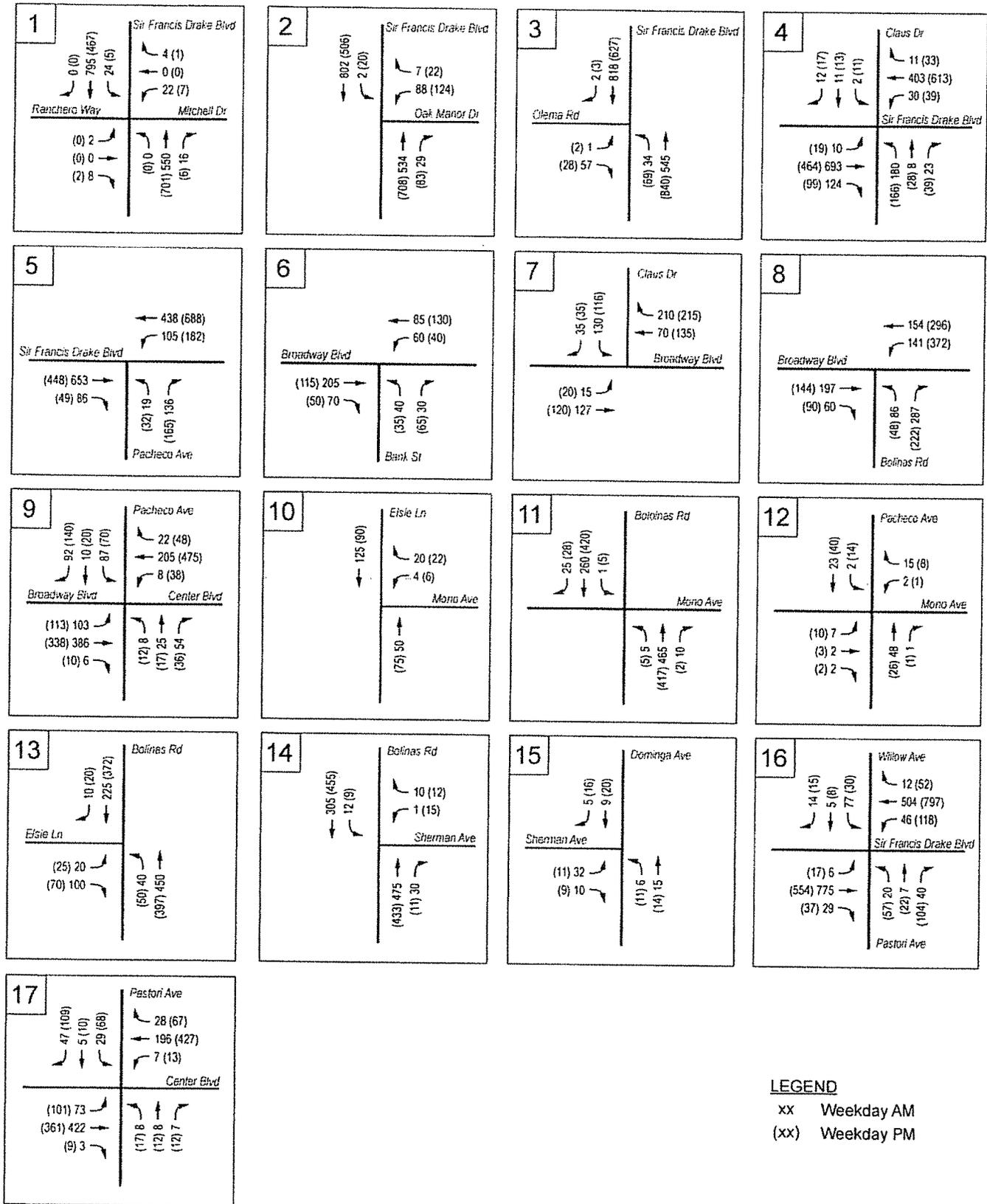
Intersection turning movements for the weekday AM and PM peak hours for the 17 intersections were obtained from three sources.

Traffic volumes for eight locations were taken from Figures C-2 and C-3 in the Circulation Element for the Town's 2010 General Plan Update. The counts were conducted by the Crane Transportation Group in January and February 2007.

The Good Earth Market traffic study, prepared by KD Anderson & Associates, Inc., was the source of traffic counts for six intersections. The counts were taken by the consultant in January 2011. The project would relocate the Good Earth Market located near the Sir Francis Drake Boulevard/Claus Drive intersection to a larger site near the Sir Francis Drake Boulevard/Pastori Avenue intersection. This report assumes the project was completed for existing conditions purposes.

Traffic counts for the remaining three intersections were conducted by Parisi Associates in October 2011 for this report.

Figure 2 shows the existing weekday AM and PM peak hour traffic volumes.



**LEGEND**  
 xx Weekday AM  
 (xx) Weekday PM

**FIGURE 2**  
**Existing Peak Hour Traffic Volumes**

## Intersection Service Levels

The Town of Fairfax uses the 2000 Highway Capacity Manual (HCM) operational procedures for evaluating signalized and unsignalized intersection performance. The HCM analysis procedures provide estimates of saturation flow, capacity, delay, level of service, and back of vehicle queue by lane group for each approach.

HCM level of service is measured as a function of vehicle delay, with the corresponding ranges shown in Table 2. At signalized intersections and unsignalized intersections with all-way stop control, level of service is a measurement of the average overall delay of the intersection. For unsignalized intersections controlled with two or fewer stops, level of service is reported for the approach with the worst delay.

**Table 2. Intersection Level of Service and Delay**

Level of Service	Level of Delay	Signalized Delay (seconds)	Unsignalized Delay (seconds)
A	Insignificant	0 to 10	0 to 10
B	Minimal	>10 to 20	>10 to 15
C	Acceptable	>20 to 35	>15 to 25
D	Tolerable	>35 to 55	>25 to 35
E	Significant	>55 to 80	>35 to 50
F	Excessive	>80	>50

Source: Transportation Resource Board, Highway Capacity Manual, 2000

The Town considers level of service (LOS) D to be the minimum level of operation at both signalized and unsignalized intersections. Therefore, a signalized intersection that experiences 55 seconds or greater average delays, or an unsignalized intersection that experiences 35 seconds or greater average delays, would be required to mitigate unacceptable traffic impacts to an acceptable level of service. There are occasions, however, when the necessary improvements to mitigate the potential traffic impacts are not feasible to construct, such as an exceedingly high construction cost to improve a short duration impact, or an undue delay for other traffic approaches.

The level of service for weekday AM and PM peak hours for existing conditions was calculated for the 17 study intersections. The findings are shown in Table 3. It was found that most intersections are operating at acceptable levels. Four intersections are operating unacceptably:

- Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way: Left-turn movements from Mitchell Drive operate at LOS E during the AM peak hour (22 vehicles per hour (vph))
- Sir Francis Drake Boulevard/Olema Road: Left-turn movements from Olema Road operate at LOS E during the PM peak hour (2 vph)
- Sir Francis Drake Boulevard/Pacheco Avenue: Left-turn movements from Pacheco Avenue operate at LOS E in the AM peak hour (19 vph) and LOS F in the PM peak hour (32 vph)

- Broadway /Center Boulevard/Pacheco Avenue: Average vehicle delays for all movements are at LOS E during the PM peak hour

**Table 3. Intersection Level of Service and Delay for Existing and Existing + Opportunity Sites Conditions**

No.	Street Name	Traffic		Existing		Existing + Project	
		Control	Time	Delay	LOS	Delay	LOS
1	Sir Francis Drake Boulevard Mitchell Drive/Banchero Way	Two-Way Stop	AM	<b>46.1</b>	E	<b>117.2</b>	F
			PM	28.2	D	28.9	D
2	Sir Francis Drake Boulevard Oak Manor Drive	Signal	AM	6.5	A	6.9	A
			PM	9.2	A	9.2	A
3	Sir Francis Drake Boulevard Olema Road	One-Way Stop	AM	33.6	D	<b>40.1</b>	E
			PM	<b>44.0</b>	E	<b>47.1</b>	E
4	Sir Francis Drake Boulevard Claus Drive	Signal	AM	19.9	B	23.0	C
			PM	20.3	C	20.5	C
5	Sir Francis Drake Boulevard Pacheco Avenue	One-Way Stop	AM	<b>37.7</b>	E	<b>47.4</b>	E
			PM	<b>68.0</b>	F	<b>75.5</b>	F
6	Broadway Bank Street	Two-Way Stop	AM	11.9	B	12.4	B
			PM	10.5	B	10.3	B
7	Broadway Claus Drive	Two-Way Stop	AM	14.4	B	18.9	C
			PM	14.3	B	14.4	B
8	Broadway Bolinás Road	All-Way Stop	AM	12.2	B	13.5	B
			PM	15.4	C	15.6	C
9	Broadway Center Boulevard/Pacheco Avenue	All-Way Stop	AM	14.4	B	16.1	C
			PM	<b>35.3</b>	E	<b>35.8</b>	E
10	Mono Avenue Elsie Lane	One-Way Stop	AM	8.8	A	8.9	A
			PM	9.0	A	8.9	A
11	Mono Avenue Bolinás Road	No Stop	AM	0.1	A	0.1	A
			PM	0.2	A	0.2	A
12	Mono Avenue Pacheco Avenue	Two-Way Stop	AM	9.1	A	9.2	A
			PM	9.3	A	9.3	A
13	Elsie Lane Bolinás Road	One-Way Stop	AM	12.1	B	12.4	B
			PM	14.8	B	14.7	B
14	Bolinás Road Sherman Avenue	One-Way Stop	AM	12.2	B	12.4	B
			PM	16.0	C	16.0	C
15	Sherman Avenue Dominga Avenue	All-Way Stop	AM	7.2	A	7.2	A
			PM	7.0	A	7.0	A
16	Sir Francis Drake Boulevard Pastori Avenue	Signal	AM	23.4	C	31.7	C
			PM	24.1	C	27.8	C
17	Center Boulevard Pastori Avenue	All-Way Stop	AM	14.3	B	16.3	C
			PM	29.1	D	31.2	D

## OPPORTUNITY SITES CONDITIONS

### Opportunity Sites

The Town of Fairfax has identified six potential sites that could accommodate the Town's identified need for low-income or affordable housing units. In considering these sites, the Town determined the size, location, and current status of each site. The Town concluded that the ideal sites should have good access and infrastructure availability, be centrally located or along transit routes and promote the principals of transit-oriented development or traditional neighborhood design. In the evaluation of these sites, the Town determined that it would be necessary to rezone some sites in order to meet to meet its objectives.

The proposed six opportunity sites and/or areas, with locations shown in Figure 1, are described as follows:

- **Site #1: Christ Lutheran Church Site:** The Christ Lutheran Church and the Cascade Canyon School, a private school, currently occupy this large wooded lot. The proposed uses would retain the church, expand the school from 50 to 150 students, and construct 40 senior housing units.
- **Site #2: 10 Olema Street:** A former restaurant is being used as an artist's studio. A Victorian home, one of the oldest buildings in Fairfax, is also on the site and is currently divided into two units (one occupied). The site is proposed to have up to 22 workforce housing units and 1,650 square feet of commercial space.
- **Site #3: Westside Commercial (13 total parcels):** This area is small, with specialty retail centers that include office and commercial uses, a grocery store and a couple of residential units behind or over storefronts. The various parcels are proposed to redevelop with similar uses and 17 new second floor "efficiency" residential units; and/or ground floor two-story live/work units.
- **Site #4: School Street Plaza:** A former school site is being used by a variety of commercial uses within the old school buildings. A new private or public school for 300 students is proposed on the site along with nine new residential units. The current 18,196 square feet of commercial use would be removed (or relocated) if and when new school buildings and/or residential units are built. For conservative purposes, a new private school was assumed since private schools generate more traffic than public schools on a per student basis.
- **Site #5: Fair-Anselm Shopping Center (eight total parcels):** This area is a small, specialty retail center that includes office and commercial uses and a grocery store. Fifteen new residential units and an additional 4,000 square feet of commercial space are proposed for this site.
- **Site #6: Eastside Commercial (21 total parcels):** An eclectic mix of old homes, apartments, commercial and office uses. It exhibits the definition of a small, specialty retail center. The various parcels are proposed to redevelop with an additional 5,500 square feet of commercial space and 11 new residential units.

A total of 114 new residential units are proposed to be constructed in the six opportunity sites or areas, and 58 new (i.e., either newly constructed or "formalized") second units in the residential

zoned areas of Town. This addresses the 2005 (of 64 units) and 2010 (108) Regional Housing Needs Assessment (RHNA) allotment provided by ABAG and required in order to qualify for State certification of the 2010 Housing Element.

## Vehicle Trip Generation

This report evaluates the potential traffic impacts associated with the new land uses at the six opportunity sites. Vehicle trip generation rates from the Institute of Transportation Engineers' Trip Generation (8<sup>th</sup> Edition) were used to quantify the number of weekday AM and PM peak hour trips for each use. A summary of the trip rates used in this report is shown in Table 4.

**Table 4: ITE Trip Generation Rate Summary**

Land Use Description	ITE		AM Peak Hour			PM Peak Hour		
	Code	Units	Rate	% In	% Out	Rate	% In	% Out
Single Family	210	DU	0.75	0.25	0.75	1.01	0.63	0.37
Apartments	220	DU	0.51	0.20	0.80	0.62	0.65	0.35
Condominiums	231	DU	0.67	0.25	0.75	0.78	0.58	0.42
Senior Housing	251	DU	0.22	0.35	0.65	0.27	0.61	0.39
Private School (K-8)	534	Students	0.90	0.55	0.45	0.09	0.47	0.53
Church	560	SF	0.56	0.62	0.38	0.55	0.48	0.52
Specialty Retail Center	814	SF	6.84	0.48	0.52	5.02	0.56	0.44
Supermarket	850	SF	3.59	0.61	0.39	10.50	0.51	0.49

AM and PM trip generation was estimated for the six opportunity sites using existing and project conditions. A summary and comparison of the estimated trips for the AM peak period is shown in Table 5 and for the PM peak period in Table 6.

**Table 5: Summary of Estimated AM Trips for Existing and Opportunity Site Conditions**

Site	Opportunity Site	Existing Trips			Opp Sites Trips			Opp Sites Minus Existing		
		In	Out	Total	In	Out	Total	In	Out	Total
1	Christ Lutheran Church	25	20	45	79	68	147	54	48	102
2	10 Olema Street	1	2	3	8	17	25	7	15	22
3	Westside Commercial	86	83	169	89	92	181	3	9	12
4	School Street Plaza	40	43	83	150	127	277	110	84	194
5	Fair Anselm Shopping Center	135	133	268	146	149	295	11	16	27
6	Eastside Commercial	54	63	117	67	80	147	13	17	30
<b>Totals</b>		<b>341</b>	<b>344</b>	<b>685</b>	<b>539</b>	<b>533</b>	<b>1,072</b>	<b>198</b>	<b>189</b>	<b>387</b>

**Table 6: Summary of Estimated PM Trips for Existing and Opportunity Site Conditions**

Site	Opportunity Site	Existing Trips			Opp Sites Trips			Opp Sites - Existing		
		In	Out	Total	In	Out	Total	In	Out	Total
1	Christ Lutheran Church	3	4	7	14	13	27	11	9	20
2	10 Olema Street	2	1	3	15	11	26	13	10	22
3	Westside Commercial	114	100	214	121	105	226	7	5	12
4	School Street Plaza	34	27	61	17	18	35	-17	-9	-26
5	Fair Anselm Shopping Center	165	142	307	179	153	332	14	11	25
6	Eastside Commercial	51	39	90	66	49	115	15	10	25
<b>Totals</b>		<b>369</b>	<b>313</b>	<b>682</b>	<b>412</b>	<b>349</b>	<b>761</b>	<b>43</b>	<b>36</b>	<b>79</b>

During the AM peak hour, the six opportunity sites would account for a net increase of about 387 vehicle trips. About 76 percent of those trips would be attributed to the sites with the two proposed private schools. The School Street Plaza site would generate about 194 new trips and the Christ Lutheran Church site would generate about 102 new trips. The remaining 82 trips would be distributed among retail, office and residential uses at the other four opportunity sites.

A net increase of 79 vehicle trips is estimated during the PM peak hour. There would be considerable fewer net trips during this period because schools have a low PM peak hour trip rate. The redeveloped School Street Plaza site is estimated to have 26 fewer trips than the existing conditions because the proposed private school on the site would have a lower vehicle trip generation rate than the existing commercial uses it would replace.

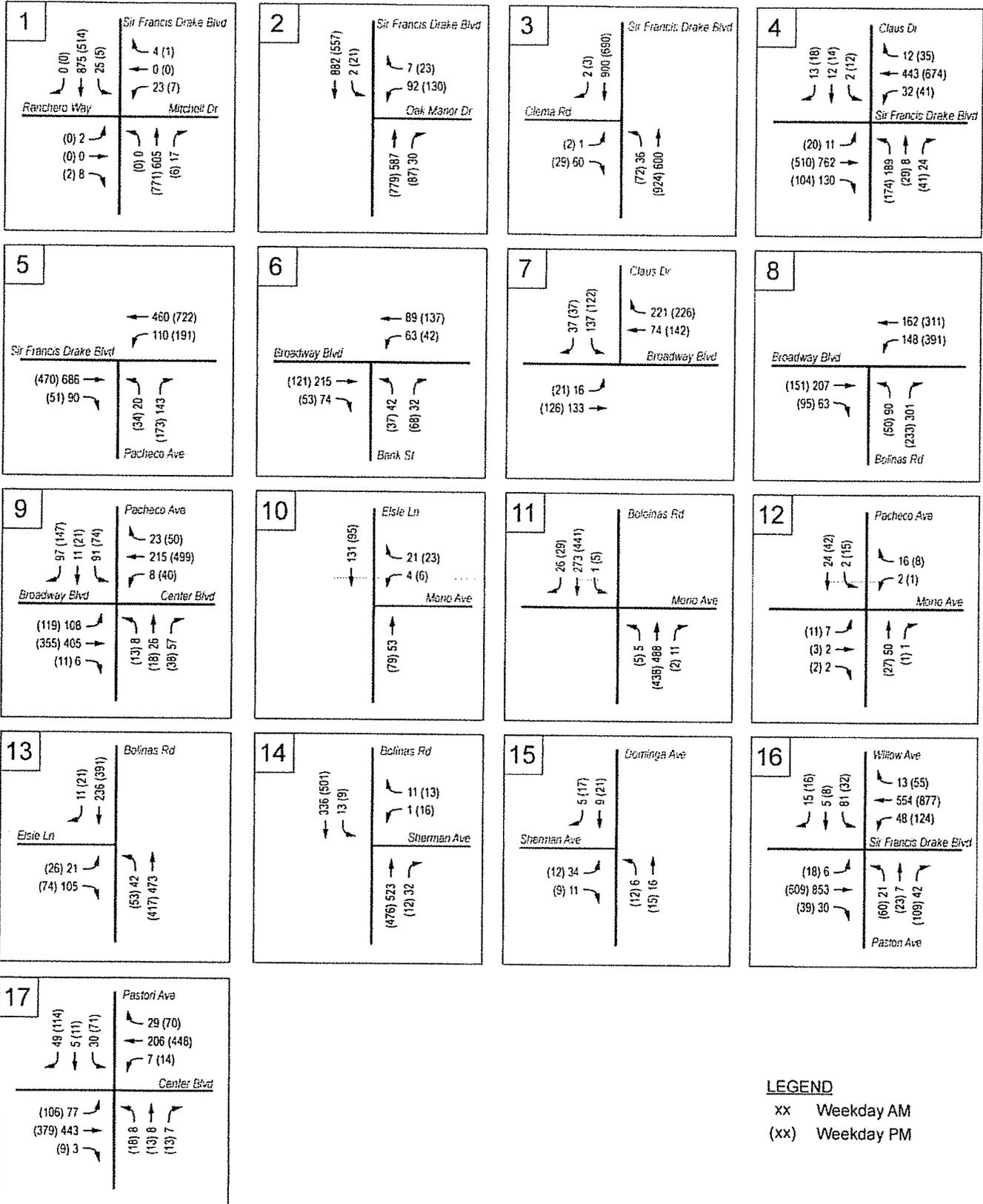
## EXISTING PLUS OPPORTUNITY SITES CONDITIONS

### Intersection Service Levels

The vehicle trips estimated to be associated with the opportunity sites were distributed to the street network based on existing travel patterns. Traffic volumes for existing plus opportunity sites condition are shown in Figure 3.

The level of service for weekday AM and PM peak hours for the existing plus opportunity sites condition was calculated for the 17 study intersections. The results are shown in Table 3.

The resulting traffic operations for the existing plus opportunity sites scenario would be similar to those under existing conditions for most of the study intersections. Each of the four intersections that currently operate at LOS E or F would continue to operate unacceptably. However, left-turning movements from Mitchell Drive onto Sir Francis Drake Boulevard would degrade from LOS E to LOS F conditions during the AM peak hour. The left-turning volume would increase from 22 vehicles per hour to about 61 vehicles per hour. At Sir Francis Drake Boulevard and Olema Road, the PM peak hour left-turning movements would degrade from LOS D to LOS E conditions. The number of left-turns would increase from two to four vehicles per hour.



**LEGEND**  
 xx Weekday AM  
 (xx) Weekday PM

**FIGURE 3**  
**Year 2030 Peak Hour Traffic Volumes**

## **YEAR 2030 CONDITIONS**

### **Year 2030 Traffic Volumes**

Local and regional growth may result in an increase in traffic volumes at all intersections by the year 2030. For purposes of the report, it was assumed that traffic would increase on Sir Francis Drake Boulevard at a rate of one-half of one-percent per year, or about ten percent by 2030. Traffic levels on all other streets were assumed to increase at a rate of one-quarter of one-percent per year, or about five percent until year 2030.

These increases are lower than increases forecasted by the Marin County of Public Works regional travel demand model of one percent per year on Sir Francis Drake Boulevard. A lower increase in travel volumes was assumed for this report because current traffic volumes have generally decreased, as evidenced in recent studies, due to the regionally economic situation and because the area is generally already built out. As for the other streets in Fairfax, increases in traffic volumes would be expected to be lower because of built-out conditions except for the potential redevelopment of the opportunity sites.

### **Intersection Service Levels**

Projected traffic volumes for year 2030 conditions are shown in Figure 4. Level of service for weekday AM and PM peak hours for year 2030 conditions was calculated for the 17 study intersections. The results are shown in Table 7.

By 2030, the same four intersections that currently operate at LOS E or F conditions are expected to continue operating unacceptably (Sir Francis Drake Boulevard at Mitchell Drive/Banchemo Way, at Olema Road, and at Pacheco Boulevard; and Broadway at Center Boulevard/Pacheco Avenue). By 2030, one additional intersection would operate unacceptably. The Center Boulevard/Pastori Avenue intersection would operate at LOS E conditions during the PM peak hour. It currently operates at LOS D during this period.

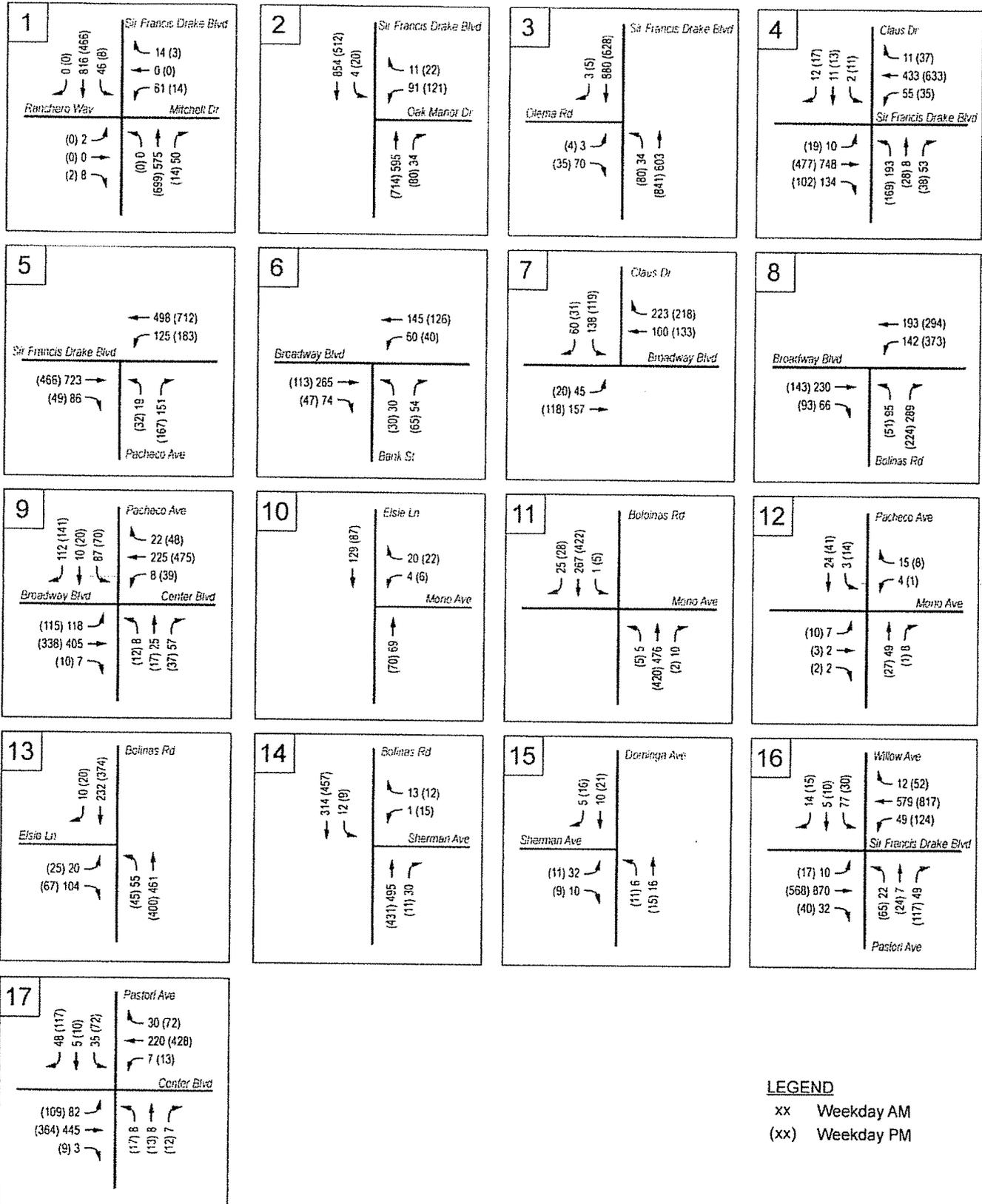
## **YEAR 2030 PLUS OPPORTUNITY SITES CONDITIONS**

### **Intersection Service Levels**

The vehicle trips estimated to be generated from the opportunity sites were distributed on the street network based on existing travel patterns. Traffic volumes for existing plus opportunity sites conditions are shown in Figure 5.

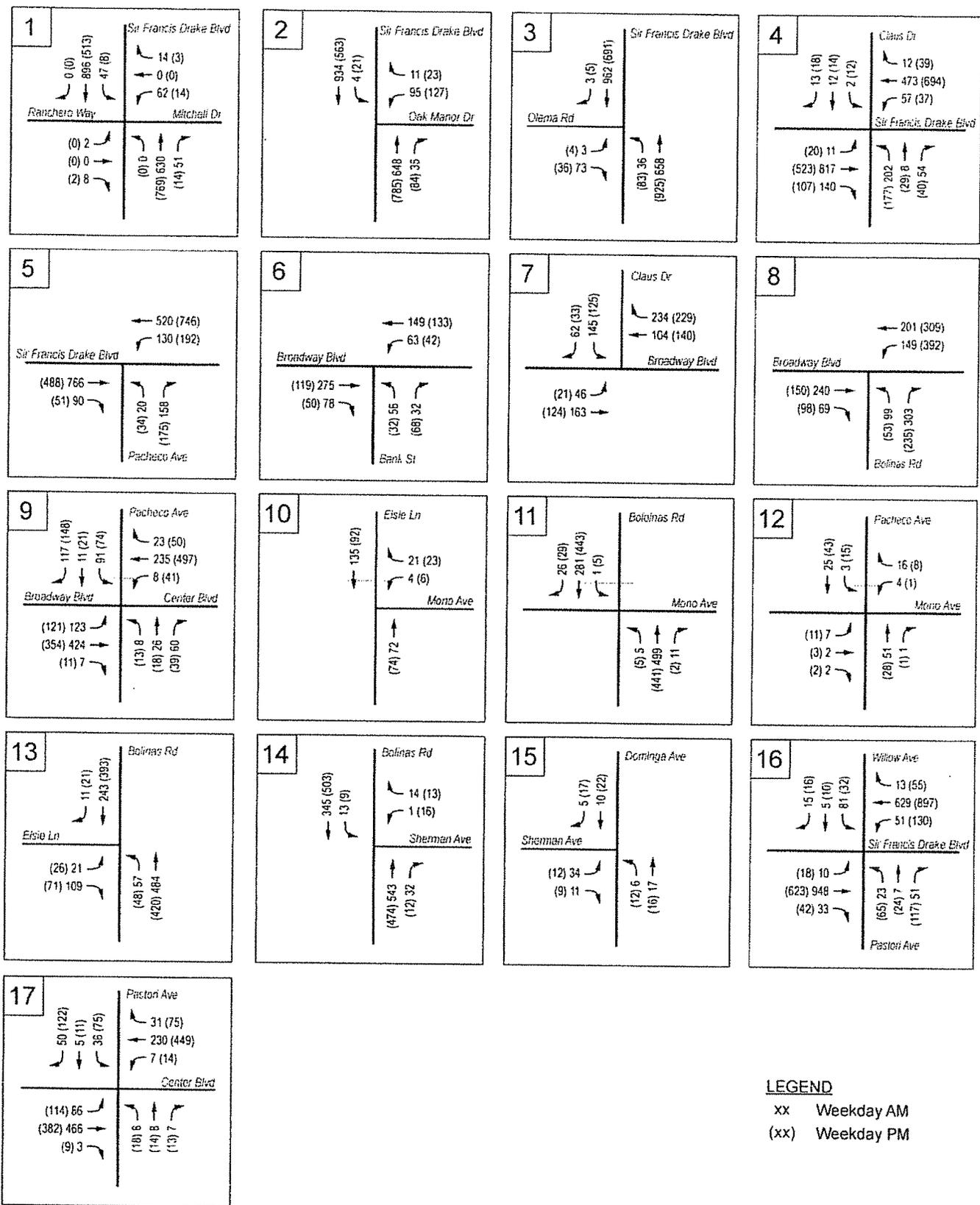
The level of service for weekday AM and PM peak hour for existing plus opportunity sites conditions was calculated for the 17 study intersections. The results are shown in Table 7.

The resulting traffic operations for the year 2030 plus opportunity site scenario would be similar to those under year 2030 conditions for most of the study intersections. Each of the five intersections that would be expected to operate at LOS E or F in 2030 would continue to operate unacceptably with the opportunity sites redeveloped. However, left-turning movements from Mitchell Drive onto Sir Francis Drake Boulevard would degrade from LOS E to LOS F conditions during the AM peak hour. The left-turning volume would increase from 23 vehicles per hour to about 62 vehicles per hour. At Sir Francis Drake Boulevard and Pacheco Avenue,



**LEGEND**  
xx Weekday AM  
(xx) Weekday PM

**FIGURE 4**  
**Existing + Opportunity Sites Peak Hour Traffic Volumes**



**LEGEND**  
 xx Weekday AM  
 (xx) Weekday PM

**FIGURE 5**  
**Year 2030 + Opportunity Sites Peak Hour Traffic Volumes**

the AM peak hour left-turning movements from Pacheco Avenue would degrade from LOS E to LOS F conditions.

**Table 7. Intersection Level of Service and Delay for Year 2030 and Year 2030 + Opportunity Site Conditions**

No.	Street Name	Traffic Control	Time	2030		2030 + Opp Sites	
				Delay	LOS	Delay	LOS
1	Sir Francis Drake Boulevard Mitchell Drive/Banchero Way	Two-Way Stop	AM	62.3	E	199.1	F
			PM	33.5	D	34.7	D
2	Sir Francis Drake Boulevard Oak Manor Drive	Signal	AM	6.9	A	7.5	A
			PM	10.4	B	10.4	B
3	Sir Francis Drake Boulevard Olema Road	One-Way Stop	AM	40.6	E	49.0	E
			PM	54.8	F	59.2	F
4	Sir Francis Drake Boulevard Claus Drive	Signal	AM	21.6	C	25.3	C
			PM	21.6	C	21.8	C
5	Sir Francis Drake Boulevard Pacheco Avenue	One-Way Stop	AM	39.3	E	55.5	F
			PM	73.4	F	81.5	F
6	Broadway Bank Street	Two-Way Stop	AM	12.1	B	14.2	B
			PM	10.7	B	10.5	B
7	Broadway Claus Drive	Two-Way Stop	AM	15.0	C	20.3	C
			PM	14.9	B	15.0	B
8	Broadway Bolínas Road	All-Way Stop	AM	13.0	B	14.4	B
			PM	17.0	C	17.2	C
9	Broadway Center Boulevard/Pachco Avenue	All-Way Stop	AM	15.7	C	18.0	C
			PM	42.6	E	43.9	E
10	Mono Avenue Elsie Lane	One-Way Stop	AM	8.8	A	8.9	A
			PM	9.0	A	9.0	A
11	Mono Avenue Bolínas Road	No Stop	AM	0.1	A	0.1	A
			PM	0.2	A	0.2	A
12	Mono Avenue Pacheco Avenue	Two-Way Stop	AM	9.2	A	9.2	A
			PM	9.3	A	9.3	A
13	Elsie Lane Bolínas Road	One-Way Stop	AM	12.4	B	12.8	B
			PM	15.5	C	15.5	C
14	Bolínas Road Sherman Avenue	One-Way Stop	AM	12.8	B	13.0	B
			PM	17.6	C	17.6	C
15	Sherman Avenue Dominga Avenue	All-Way Stop	AM	7.2	A	7.2	A
			PM	7.0	A	7.1	A
16	Sir Francis Drake Boulevard Pastori Avenue	Signal	AM	29.8	C	45.0	D
			PM	33.2	C	36.0	D
17	Center Boulevard Pastori Avenue	All-Way Stop	AM	15.6	C	18.1	C
			PM	35.9	E	41.1	E

## RECOMMENDATIONS

The Town of Fairfax considers LOS D to be the minimum level of operation at both signalized and unsignalized intersections. Redevelopment of the opportunity sites would not result in any of the 17 study intersections degrading from LOS D or better conditions to LOS E or LOS F conditions based on current traffic levels or those expected in year 2030. Four intersections would be expected to continue operating at LOS E or LOS F conditions with or without the redevelopment of the opportunity sites. A fifth intersection, Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way, would have its stop sign-controlled left-turn degrade from LOS E to LOS F conditions during a peak period.

- Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way: Stop sign-controlled left-turns from Mitchell Drive currently operate at LOS E conditions during the AM peak hour. LOS E is expected to continue to result in the year 2030 without redevelopment. Redevelopment of the Christ Lutheran Church site would degrade the left-turns to LOS F conditions and result in significant left-turn delays of two to three minutes. Traffic signalization of this intersection should be considered.
- Sir Francis Drake Boulevard/Olema Road: LOS E or F conditions would continue for left-turns turning from Olema Road with or without redevelopment of the opportunity sites. Fewer than five vehicles per peak hour are expected to continue turning left, experiencing delays of 60 seconds or less. This small volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.
- Sir Francis Drake Boulevard/Pacheco Avenue: LOS E or F conditions would continue for left-turns turning from Pacheco Avenue with or without redevelopment of the opportunity sites. Fewer than 35 vehicles per peak hour are expected to continue turning left, experiencing delays of 80 seconds or less. This volume, in comparison to the uncontrolled traffic movements at this intersection, plus the availability of alternative means to access northbound Sir Francis Drake Boulevard, do not justify mitigating the LOS E/F conditions.
- Broadway /Center Boulevard/Pacheco Avenue: The average delay for all movements at this all-way stop sign-controlled intersection is expected to equate to LOS E conditions during the PM peak period considering existing and year 2030 traffic volumes, with or without redevelopment of the opportunity sites. Installing a modern roundabout could be considered, if feasible, to mitigate these conditions. Provision of a traffic signal could exacerbate vehicle queuing through Pacheco Avenue's intersection with Sir Francis Drake Boulevard.
- Center Boulevard/Pastori Avenue: By the year 2030, with or without redevelopment of the opportunity sites, this intersection is expected to operate at LOS E during the PM peak hour. Installation of a modern roundabout could be considered in the future.

## **APPENDIX**

This appendix includes:

- Existing AM Peak Hour Trip Generation
- Estimated New AM Peak Hour Trip Generation
- Estimated Resulting AM Peak Hour Traffic Volumes
- Existing PM Peak Hour Trip Generation
- Estimated New PM Peak Hour Trip Generation
- Estimated Resulting PM Peak Hour Traffic Volumes

**EXISTING AM PEAK HOUR TRIP GENERATION**

Site 1: Christ Lutheran Church

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75		0		0	0	0	0	0		
2	Apartments	220	DU	0.51	0.20	0.80		0		0	0	0	0	0		
3	Condominiums	231	DU	0.67	0.25	0.75		0		0	0	0	0	0		
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38	47	47		0	47	73	19			
8	Day Care	565	SF	12.26	0.53	0.47	5,063	3		0	3	2	1			
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52		0	0.34	0	0	0	0	0		
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39		0	0.36	0	0	0	0	0		
												45	25	20		

Site 2: 10 Olema Street

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75		0		0	0	0	0	0		
2	Apartments	220	DU	0.51	0.20	0.80		0		0	0	0	0	0		
3	Condominiums	231	DU	0.67	0.25	0.75	4	3		0	3	1	2			
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38		0		0	0	0	0	0		
8	Day Care	565	SF	12.26	0.53	0.47		0		0	0	0	0	0		
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52		0	0.34	0	0	0	0	0		
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39		0	0.36	0	0	0	0	0		
												3	1	2		

Site 3: Westside Commercial

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75		0		0	0	0	0	0		
2	Apartments	220	DU	0.51	0.20	0.80		0		0	0	0	0	0		
3	Condominiums	231	DU	0.67	0.25	0.75	3	2		0	2	1	7			
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38		0		0	0	0	0	0		
8	Day Care	565	SF	12.26	0.53	0.47		0		0	0	0	0	0		
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	18,075	192	0.34	65	127	61	66			
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39	17.6	63	0.36	23	40	25	16			
												169	86	83		

Site 4: School Street Plaza

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75		0		0	0	0	0	0		
2	Apartments	220	DU	0.51	0.20	0.80		0		0	0	0	0	0		
3	Condominiums	231	DU	0.67	0.25	0.75	1	1		0	1	0	1			
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38		0		0	0	0	0	0		
8	Day Care	565	SF	12.26	0.53	0.47		0		0	0	0	0	0		
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	18,196	124	0.34	42	82	39	43			
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39		0	0.36	0	0	0	0	0		
												83	40	43		

Site 5: Fair Anselm

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75		0		0	0	0	0	0		
2	Apartments	220	DU	0.51	0.20	0.80		0		0	0	0	0	0		
3	Condominiums	231	DU	0.67	0.25	0.75		0		0	0	0	0	0		
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38		0		0	0	0	0	0		
8	Day Care	565	SF	12.26	0.53	0.47		0		0	0	0	0	0		
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	48,047	329	0.34	112	217	104	113			
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39	22	79	0.36	28	51	31	20			
												257	135	133		

Site 6: Eastside Commercial

Land Use	Description	ITE				Existing Site										
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out			
1	Single Family	210	DU	0.75	0.75	0.75	5	4		0	4	1	3			
2	Apartments	220	DU	0.51	0.20	0.80	9	5		0	5	1	4			
3	Condominiums	231	DU	0.67	0.25	0.75		0		0	0	0	0	0		
4	Senior Housing	251	DU	0.22	0.35	0.65		0		0	0	0	0	0		
5	Elementary School	520	Students	0.45	0.55	0.45		0		0	0	0	0	0		
6	Private School (K-8)	534	Students	0.90	0.55	0.45		0		0	0	0	0	0		
7	Church	560	SF	0.56	0.62	0.38		0		0	0	0	0	0		
8	Day Care	565	SF	12.26	0.53	0.47		0		0	0	0	0	0		
9	General Office	710	SF	1.55	0.88	0.12		0		0	0	0	0	0		
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	24,012	164	0.34	56	108	52	55			
11	Shopping Center	820	SF	1.00	0.61	0.39		0	0.34	0	0	0	0	0		
12	Supermarket	850	SF	3.59	0.61	0.39		0	0.36	0	0	0	0	0		
												117	54	63		

## ESTIMATED NEW AM PEAK HOUR TRIP GENERATION

Site 1: Christ Lutheran Church

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75					0	0	0	0
2	Apartments	220	DU	0.51	0.20	0.80					0	0	0	0
3	Condominiums	231	DU	0.67	0.25	0.75					0	0	0	0
4	Senior Housing	251	DU	0.22	0.35	0.65	40	9			0	9	3	6
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45	150	135			0	135	74	61
7	Church	560	SF	0.56	0.62	0.38	5	3			0	3	2	1
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52			0.34		0	0	0	0
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39			0.36		0	0	0	0
											147	79	68	

Site 2: 10 Omega Street

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75					0	0	0	0
2	Apartments	220	DU	0.51	0.20	0.80					0	0	0	0
3	Condominiums	231	DU	0.67	0.25	0.75	26	17			0	17	4	13
4	Senior Housing	251	DU	0.22	0.35	0.65					0	0	0	0
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45					0	0	0	0
7	Church	560	SF	0.56	0.62	0.38					0	0	0	0
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	1.65	11	0.34		4	7	4	4
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39			0.36		0	0	0	0
											25	8	17	

Site 3: Westside Commercial

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75					0	0	0	0
2	Apartments	220	DU	0.51	0.20	0.80					0	0	0	0
3	Condominiums	231	DU	0.67	0.25	0.75	20	13			0	13	3	10
4	Senior Housing	251	DU	0.22	0.35	0.65					0	0	0	0
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45					0	0	0	0
7	Church	560	SF	0.56	0.62	0.38					0	0	0	0
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	28.075	192	0.34		65	127	61	66
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39	17.6	63	0.36		23	40	25	16
											181	89	92	

Site 4: School Street Plaza

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75					0	0	0	0
2	Apartments	220	DU	0.51	0.20	0.80					0	0	0	0
3	Condominiums	231	DU	0.67	0.25	0.75	10	7			0	7	2	5
4	Senior Housing	251	DU	0.22	0.35	0.65					0	0	0	0
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45					0	0	0	0
7	Church	560	SF	0.56	0.62	0.38	300	270			0	270	149	122
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52					0	0	0	0
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39			0.36		0	0	0	0
											277	150	127	

Site 5: Fair Anselm

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75					0	0	0	0
2	Apartments	220	DU	0.51	0.20	0.80					0	0	0	0
3	Condominiums	231	DU	0.67	0.25	0.75	15	10			0	10	3	8
4	Senior Housing	251	DU	0.22	0.35	0.65					0	0	0	0
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45					0	0	0	0
7	Church	560	SF	0.56	0.62	0.38					0	0	0	0
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	52.047	356	0.34		121	235	113	122
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39	27	75	0.36		28	51	31	20
											256	146	149	

Site 6: Eastside Commercial

Land Use	Description	ITE					Existing Site							
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out	
1	Single Family	210	DU	0.75	0.25	0.75	5	4			0	4	1	3
2	Apartments	220	DU	0.51	0.20	0.80	20	10			0	10	2	8
3	Condominiums	231	DU	0.67	0.25	0.75					0	0	0	0
4	Senior Housing	251	DU	0.22	0.35	0.65					0	0	0	0
5	Elementary School	520	Students	0.45	0.55	0.45					0	0	0	0
6	Private School (K-8)	534	Students	0.90	0.55	0.45					0	0	0	0
7	Church	560	SF	0.56	0.62	0.38					0	0	0	0
8	Day Care	565	SF	12.26	0.53	0.47					0	0	0	0
9	General Office	710	SF	1.55	0.88	0.12					0	0	0	0
10	Specialty Retail Center	814	SF	6.84	0.48	0.52	29.512	202	0.34		69	133	64	69
11	Shopping Center	820	SF	1.00	0.61	0.39			0.34		0	0	0	0
12	Supermarket	850	SF	3.59	0.61	0.39			0.36		0	0	0	0
											147	67	80	

ESTIMATED RESULTING AM PEAK HOUR TRAFFIC VOLUMES

1 Sir Francis Drake Boulevard/Claus Drive

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	12		12	1.05	13							0	12	13
	T	11		11	1.05	12							0	11	12
	L	2		2	1.05	2							0	2	2
WB	R	11		11	1.05	12							0	11	12
	T	403		403	1.10	443	20	4	4			2	30	433	473
	L	30		30	1.05	32				25			25	55	57
NB	R	23		23	1.05	24							30	53	54
	T	8		8	1.05	8							0	8	8
	L	180		180	1.05	189	10	1	2				31	193	202
EB	R	124		124	1.05	130	5	2	1				10	134	140
	T	693		693	1.10	762	12	11	5			3	55	748	817
	L	10		10	1.05	11							0	10	11
							67	18	16	55	0	5			

2 Broadway Boulevard/Claus Drive

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	35		35	1.05	37							25	60	62
	T			0	1.05	0							0	0	0
	L	130		130	1.05	137	1	2	3				6	138	143
WB	R	210		210	1.05	221	10	1	2				13	223	234
	T	70		70	1.05	74				30			30	100	104
	L			0	1.05	0							0	0	0
NB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
EB	R			0	1.05	0							0	0	0
	T	127		127	1.05	133				30			30	157	163
	L	15		15	1.05	16				30			30	45	46
							11	3	5	135	0	0			

3 Sherman Avenue/Domingo Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	5		5	1.05	5							0	5	5
	T	9		9	1.05	9							1	10	10
	L			0	1.05	0			1				0	0	0
WB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
NB	R			0	1.05	0							0	0	0
	T	15		15	1.05	16							1	16	17
	L	6		6	1.05	6							0	6	6
EB	R	10		10	1.05	11							0	10	11
	T			0	1.05	0							0	0	0
	L	32		32	1.05	34							0	32	34
							0	0	1	0	0	1			

4 Broadway Boulevard/Center Boulevard/Patched Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	92		92	1.05	97							20	112	117
	T	10		10	1.05	11							0	10	11
	L	87		87	1.05	91				20			0	87	91
WB	R	22		22	1.05	23							0	22	23
	T	205		205	1.05	215	4			15	1		20	225	235
	L	8		8	1.05	8							0	8	8
NB	R	54		54	1.05	57							2	57	60
	T	25		25	1.05	26							0	25	26
	L	8		8	1.05	8							0	8	8
EB	R	6		6	1.05	6							1	7	7
	T	386		386	1.05	405	2		1	15	1		19	405	424
	L	103		103	1.05	108				15			15	118	123
							6	0	1	65	4	2			

5 Broadway Boulevard/Bank Street

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T	85		85	1.05	89							60	145	149
	L	60		60	1.05	63							0	60	63
NB	R	30		30	1.05	32							0	30	32
	T			0	1.05	0							0	0	0
	L	46		46	1.05	48				14			14	54	54
EB	R	70		70	1.05	74							4	74	78
	T	205		205	1.05	215				4			60	265	275
	L			0	1.05	0							0	0	0
							0	0	0	134	0	0			

6 Broadway Boulevard/Bolinas Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T	154		154	1.05	162	4			35			39	198	201
	L	141		141	1.05	148							1	142	149
NB	R	287		287	1.05	301							1	289	303
	T			0	1.05	0							2	0	0
	L	85		85	1.05	90	6	1	2				0	95	99
EB	R	60		60	1.05	63	3	1	2				6	66	69
	T	197		197	1.05	207	2		1	30			33	230	240
	L			0	1.05	0							0	0	0
							15	2	5	65	2	1			



SB	R			0	1.05	0							0	0	0
	T	305		305	1.10	336	3	1		4	1		9	314	345
	L	12		12	1.05	13							0	12	13
WB	R	10		10	1.05	11				3			3	13	14
	T			0	1.05	0							0	0	0
	L	1		1	1.05	1							0	1	1
NB	R	30		30	1.05	32							0	30	32
	T	475		475	1.10	523	6	1		12	1		20	495	543
	L			0	1.05	0							0	0	0
EB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
							9	2	0	18	2	0	0	0	0

13 Sir Francis Drake Boulevard/Factor Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	14		14	1.05	15							0	14	15
	T	5		5	1.05	5							0	5	5
	L	77		77	1.05	81							0	77	81
WB	R	12		12	1.05	13							0	12	13
	T	504		504	1.10	554	20	4	3	45		3	75	579	629
	L	46		46	1.05	48							3	49	51
NB	R	40		40	1.05	42							7	49	51
	T	7		7	1.05	7							0	7	7
	L	20		20	1.05	21							2	22	23
EB	R	29		29	1.05	30	1		2				3	32	33
	T	775		775	1.10	853	32	10	8	43		2	95	870	948
	L	6		6	1.05	6							4	10	10
							53	14	13	88	10	13			

14 Carter Boulevard/Olema Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	47		47	1.05	49		1					1	48	50
	T	5		5	1.05	5							0	5	5
	L	29		29	1.05	30			2				4	35	36
WB	R	28		28	1.05	29							2	30	31
	T	196		196	1.05	206	4			15	5		24	220	230
	L	7		7	1.05	7							0	7	7
NB	R	7		7	1.05	7							0	7	7
	T	8		8	1.05	8							0	8	8
	L	8		8	1.05	8							0	8	8
EB	R	3		3	1.05	3							0	3	3
	T	422		422	1.05	443	2			15	6		23	445	466
	L	73		73	1.05	77							2	75	78
							6	1	2	30	11	8			

15 Sir Francis Drake Boulevard/Olema Road

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	2		2	1.05	2							1	3	3
	T	818		818	1.10	900	37	1	4	18			62	880	967
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
NB	R			0	1.05	0							0	0	0
	T	545		545	1.10	600	30		8	18			58	603	658
	L	34		34	1.05	36							0	34	36
EB	R	57		57	1.05	60							13	70	73
	T			0	1.05	0							0	0	0
	L	1		1	1.05	1			2				2	3	3
							67	16	17	36	0	5			

16 Sir Francis Drake Boulevard/Dak Menor Drive

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T	802		802	1.10	882	30	2	7	15			3	57	854
	L	2		2	1.05	2							2	4	4
WB	R	7		7	1.05	7	4						4	11	13
	T			0	1.05	0							0	0	0
	L	88		88	1.05	92				3			3	91	95
NB	R	29		29	1.05	30				2	3		5	34	35
	T	534		534	1.10	587	37	1	6	15			61	595	646
	L			0	1.05	0							0	0	0
EB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
							73	3	10	36	0	5			

17 Sir Francis Drake Boulevard/Mitchell Drive/Banchero Way

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T	795		795	1.10	875		1	2	15			3	21	815
	L	24		24	1.05	25	22						22	46	47
WB	R	4		4	1.05	4	10						10	14	14
	T			0	1.05	0							0	0	0
	L	22		22	1.05	23	39			3			39	62	62
NB	R	16		16	1.05	17	34						34	50	51
	T	550		550	1.10	605		2	6	15			25	575	630
	L			0	1.05	0							0	0	0
EB	R	8		8	1.05	8							0	8	8
	T			0	1.05	0							0	0	0
	L	2		2	1.05	2							0	2	2
							105	3	8	30	0	5			

**EXISTING PM PEAK HOUR TRIP GENERATION**

Site 1: Christ Lutheran Church

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	0	0	0	0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35	0	0	0	0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	0	0	0	0	0	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	47	4	0	0	4	2	2
7	Church	560	SF	0.55	0.48	0.52	5.063	3	0	0	3	1	1
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	0	0	0.34	0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	0	0	0.36	0	0	0	0
											7	3	4

Site 2: 10 Olema Street

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	0	0	0	0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35	0	0	0	0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	4	3	0	0	3	2	1
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	0	0	0	0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	0	0	0	0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	0	0	0.34	0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	0	0	0.36	0	0	0	0
											3	2	1

Site 3: Westside Commercial

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	0	0	0	0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35	0	0	0	0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	3	2	0	0	2	1	1
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	0	0	0	0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	0	0	0	0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	28.075	143	0.34	48	93	52	41
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	17.6	185	0.36	67	118	60	58
											214	114	100

Site 4: School Street Plaza

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	0	0	0	0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35	0	0	0	0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	1	1	0	0	1	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	0	0	0	0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	0	0	0	0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	18.156	91	0.34	31	60	34	27
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	0	0	0.36	0	0	0	0
											61	34	27

Site 5: Fair Anselm

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	0	0	0	0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35	0	0	0	0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	0	0	0	0	0	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	0	0	0	0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	0	0	0	0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	48.047	241	0.34	82	159	89	70
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	77	231	0.36	83	148	75	72
											107	165	142

Site 6: Eastside Commercial

Land Use	Description	ITE					Existing Site						
		LU Code	Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	5	5	0	0	5	3	2
2	Apartments	220	DU	0.62	0.65	0.35	9	6	0	0	6	4	2
3	Condominiums	231	DU	0.78	0.58	0.42	0	0	0	0	0	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39	0	0	0	0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	0	0	0	0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53	0	0	0	0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	0	0	0	0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53	0	0	0	0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83	0	0	0	0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	24.012	121	0.34	41	80	45	35
11	Shopping Center	820	SF	3.73	0.49	0.51	0	0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49	0	0	0.36	0	0	0	0
											90	51	39

## ESTIMATED NEW PM PEAK HOUR TRIP GENERATION

Site 1: Christ Lutheran Church

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37		0		0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35		0		0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42		0		0	0	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51	40	11		0	11	7	4
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	150	14		0	14	6	7
8	Day Care	565	SF	12.46	0.47	0.53	5	3		0	3	1	1
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44		0		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51		0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49		0	0.36	0	0	0	0
											27	14	13

Site 2: 10 Olema Street

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37		0		0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35		0		0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	26	20		0	20	12	9
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51		0		0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52		0		0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53		0		0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44		0		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51	1.65	8	0.34	3	5	3	2
12	Supermarket	850	SF	10.50	0.51	0.49		0	0.34	0	0	0	0
											26	15	11

Site 3: Westside Commercial

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37		0		0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35		0		0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	20	16		0	16	9	7
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51		0		0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52		0		0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53		0		0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	28,075	141		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51		0	0.34	48	93	52	41
12	Supermarket	850	SF	10.50	0.51	0.49	17.6	185	0.36	67	118	60	58
											227	171	105

Site 4: School Street Plaza

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37		0		0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35		0		0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	10	8		0	8	5	3
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51		0		0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52	300	27		0	27	13	14
8	Day Care	565	SF	12.46	0.47	0.53		0		0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44		0		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51		0	0.34	0	0	0	0
12	Supermarket	850	SF	10.50	0.51	0.49		0	0.36	0	0	0	0
											35	17	16

Site 5: Fair Anselm

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37		0		0	0	0	0
2	Apartments	220	DU	0.62	0.65	0.35		0		0	0	0	0
3	Condominiums	231	DU	0.78	0.58	0.42	15	12		0	12	7	5
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51		0		0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52		0		0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53		0		0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	52,047	261		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51		0	0.34	89	172	97	76
12	Supermarket	850	SF	10.50	0.51	0.49	22	231	0.36	83	148	75	72
											332	179	153

Site 6: Eastside Commercial

Land Use	Description	LU Code	ITE				Existing Site						
			Units	Trip Rate	% In	% Out	Quantity	Trips	Pass-By %	PB Trips	Total Trips	% In	% Out
1	Single Family	210	DU	1.01	0.63	0.37	5	5		0	5	3	2
2	Apartments	220	DU	0.62	0.65	0.35	20	12		0	12	8	4
3	Condominiums	231	DU	0.78	0.58	0.42		0		0	0	0	0
4	Senior Housing	251	DU	0.27	0.61	0.39		0		0	0	0	0
5	Elementary School	520	Students	0.02	0.49	0.51		0		0	0	0	0
6	Private School (K-8)	534	Students	0.09	0.47	0.53		0		0	0	0	0
7	Church	560	SF	0.55	0.48	0.52		0		0	0	0	0
8	Day Care	565	SF	12.46	0.47	0.53		0		0	0	0	0
9	General Office	710	SF	1.49	0.17	0.83		0		0	0	0	0
10	Specialty Retail Center	814	SF	5.02	0.56	0.44	29,512	148		0	0	0	0
11	Shopping Center	820	SF	3.73	0.49	0.51		0	0.34	50	98	55	43
12	Supermarket	850	SF	10.50	0.51	0.49		0	0.36	0	0	0	0
											115	66	49

ESTIMATED RESULTING PM PEAK HOUR TRAFFIC VOLUMES

1. St Francis Grabe Boulevard/Claus Drive

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	17		17	1.05	18							0	17	18
	T	13		13	1.05	14							0	13	14
	L	11		11	1.05	12							0	11	12
WB	R	33		33	1.05	33			4				4	37	39
	T	613		613	1.10	674	6	10	3			1	20	633	694
	L	39		39	1.05	41							-4	35	37
NB	R	39		39	1.05	41							-1	38	40
	T	28		28	1.05	29							0	28	29
	L	166		166	1.05	174	2	1					3	169	172
EB	R	99		99	1.05	104							3	102	107
	T	464		464	1.10	510	5	6					13	477	528
	L	19		19	1.05	20							0	19	20
							25	18	7	-5	0	3			

2. Broadway Boulevard/Claus Drive

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	35		35	1.05	37							-4	31	33
	T			0	1.05	0							0	0	0
	L	116		116	1.05	122	2	1					3	119	125
WB	R	215		215	1.05	226	2	1					3	218	229
	T	135		135	1.05	142							-2	133	140
	L			0	1.05	0							0	0	0
NB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
EB	R			0	1.05	0							0	0	0
	T	120		120	1.05	126							-2	118	124
	L	20		20	1.05	21							0	20	21
							4	2	0	-8	0	0			

3. Sherman Avenue/Domingo Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	16		16	1.05	17							0	16	17
	T	20		20	1.05	21							1	21	22
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
NB	R			0	1.05	0							0	0	0
	T	14		14	1.05	15							1	15	16
	L	11		11	1.05	12							1	12	12
EB	R	9		9	1.05	9							0	9	9
	T			0	1.05	0							0	0	0
	L	11		11	1.05	12							0	11	12
							0	0	0	0	2	0			

4. Broadway Boulevard/Center Boulevard/Pacheco Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R	140		140	1.05	147							1	141	148
	T	20		20	1.05	21							0	20	21
	L	70		70	1.05	74							0	70	74
WB	R	48		48	1.05	50							0	48	50
	T	475		475	1.05	499							-2	473	497
	L	38		38	1.05	40							1	39	41
NB	R	36		36	1.05	38							1	37	39
	T	17		17	1.05	18							0	17	18
	L	12		12	1.05	13							0	12	13
EB	R	10		10	1.05	11							0	10	11
	T	338		338	1.05	355							-1	337	354
	L	113		113	1.05	119							2	115	121
							0	0	0	-3	2	3			

5. Broadway Boulevard/Bank Street

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T	130		130	1.05	137							-4	126	133
	L	40		40	1.05	42							0	40	42
NB	R	65		65	1.05	68							0	65	68
	T			0	1.05	0							0	0	0
	L	35		35	1.05	37							-5	30	32
EB	R	50		50	1.05	53							-3	47	50
	T	115		115	1.05	121							-2	113	119
	L			0	1.05	0							0	0	0
							0	0	0	-14	0	0			

6. Broadway Boulevard/Bollinas Avenue

Dir		Existing Traffic	2011 Factor	2011 Traffic	2030 Factor	2030 Traffic	Project Traffic							Existing + Projects	2030 + Project
							Lutheran	Olema	Westside	School	Fair Anselm	Eastside	Total		
SB	R			0	1.05	0							0	0	0
	T			0	1.05	0							0	0	0
	L			0	1.05	0							0	0	0
WB	R			0	1.05	0							0	0	0
	T	296		296	1.05	311							-2	294	309
	L	372		372	1.05	391							1	373	392
NB	R	222		222	1.05	233							2	224	235
	T			0	1.05	0							0	0	0
	L	48		48	1.05	50	2	1					3	51	53
EB	R	90		90	1.05	95	2	1					3	93	98
	T	144		144	1.05	151							-1	143	150
	L			0	1.05	0							0	0	0
							4	2	0	-3	0	3			