Big Wave Office Park and Wellness Center

Traffic Report

Prepared for:

Christopher A. Joseph and Associates

Prepared by:

Hexagon Transportation Consultants, Inc.

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estimated to generate 3,787 daily trips, including 468 trips (406 inbound and 61 outbound) during the AM peak hour and 436 trips (104 inbound and 332 outbound) during the PM peak hour.

Project Traffic Impacts and Mitigation Measures

The analysis showed that Alternative 1 would not cause any significant impacts, either alone or cumulatively, on traffic conditions at the signalized and unsignalized study intersections. Under Cumulative Alternative 2 Conditions, the intersection of Highway 1 at Cypress Avenue drops to LOS E during the PM peak hour. Signalization of this intersection would bring the level of service to A. The intersection level of service results are summarized in Table ES-1.

Recommended Improvements

The following measure is recommended in conjunction with the proposed project:

Highway 1 at Cypress Avenue. Based on Alternatives 1 and 2 and cumulative with and without project alternatives, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. Hexagon recommends that San Mateo County monitor volumes at this intersection in the future to determine whether signalization becomes warranted. If deemed necessary, the project should contribute its fair share toward a traffic signal. With signalization, the Highway 1/Cypress Avenue intersection would operate at LOS A during both the AM and PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand.

Site Access and Circulation

The site review is based on the site plan dated 2008 by Wald, Ruhnke & Dost, Architects, LLP. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the site would be provided by five two-way driveways on Airport Street – two driveways to access the Wellness Center (the southern portion of the project site) and three to the Office Park site (the larger portion of the project site located to the north). Two of the office park driveways would have an island separating ingress and egress. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers exiting the site.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. The proposed drive aisles are 24 feet in width. This aisle dimension is satisfactory for two-way vehicle flow with 90-degree parking. There are no proposed dead-end aisles.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the Big Wave Office Park and Wellness Center. The project site is located on Airport Street, north of the Princeton/Pillar Point Harbor area in unincorporated San Mateo County. Two alternatives were analyzed for the proposed project. Both alternatives would contain a Wellness Center with the following components:

- 10 one-bedroom units for aides
- 3 two-bedroom units for staff
- 3 three-bedroom units for staff
- 50 one-bedroom units for special needs children and adults
- 10,000 s.f. of commercial space
- 20,000 s.f. of storage space
- 20,000 s.f. recreation center for residents including kitchen and dining room

In addition to the Wellness Center, Alternative 1 would include a 156,000 s.f. office park. Alterative 2 would include a 225,000 s.f. office park in addition to the Wellness Center. The project would have five full-access driveways on Airport Street. Parking for the project would be provided on site. Currently the site is vacant. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the County of San Mateo.

The traffic analysis is based on peak-hour levels of service for 1 signalized and 7 unsignalized intersections. The study intersections are identified below.

Study Intersections

Prospect Way and Capistrano Road
Broadway Avenue and Prospect Way
Airport Street and Stanford/Cornell Avenue
Airport Street and La Granada Avenue
Airport Street and Los Banos Avenue
State Route 1 (Cabrillo Highway) and Cypress Avenue
State Route 1 and Capistrano Road (South)*
State Route 1 and Capistrano Road (North)

*signalized intersection

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM. The PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions are represented by existing traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts.

Scenario 2: *Background Conditions.* Background traffic conditions are represented by background traffic volumes on the existing roadway network. Background traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by approved developments in the area.

Scenario 3: *Project Conditions.* Project traffic conditions are represented by Background plus Project traffic volumes on the existing roadway network. Background plus Project traffic volumes (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts. Two project alternatives were evaluated.

Scenario 4: *Cumulative (Future) Conditions.* Cumulative (20-year horizon) conditions were evaluated with and without the proposed project. Traffic volumes under cumulative conditions were estimated by applying a growth factor to existing volumes and adding trips from approved developments. Project trips were then added in the cumulative with project scenario.

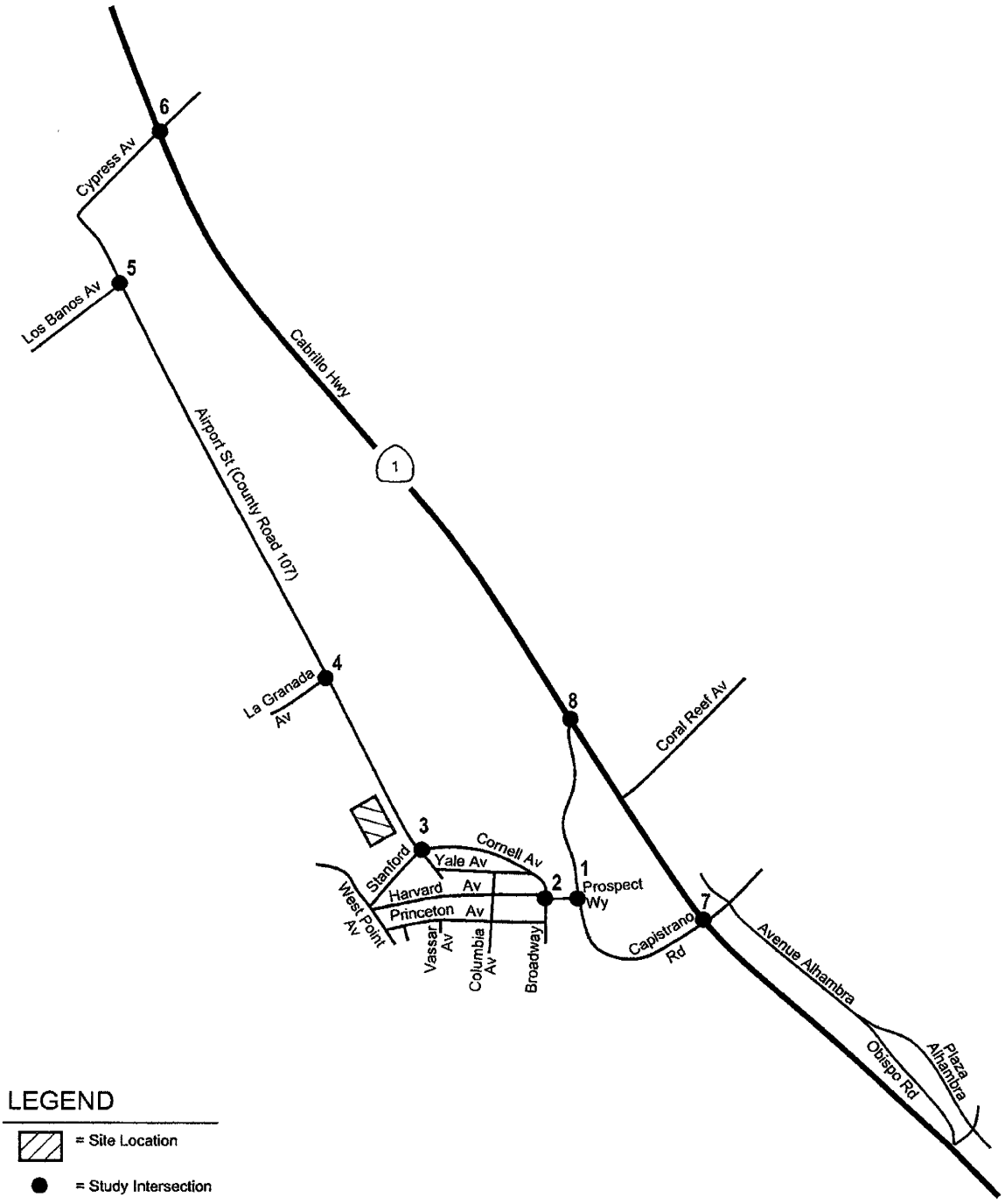

Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

Big Wave Office Park and Wellness Center

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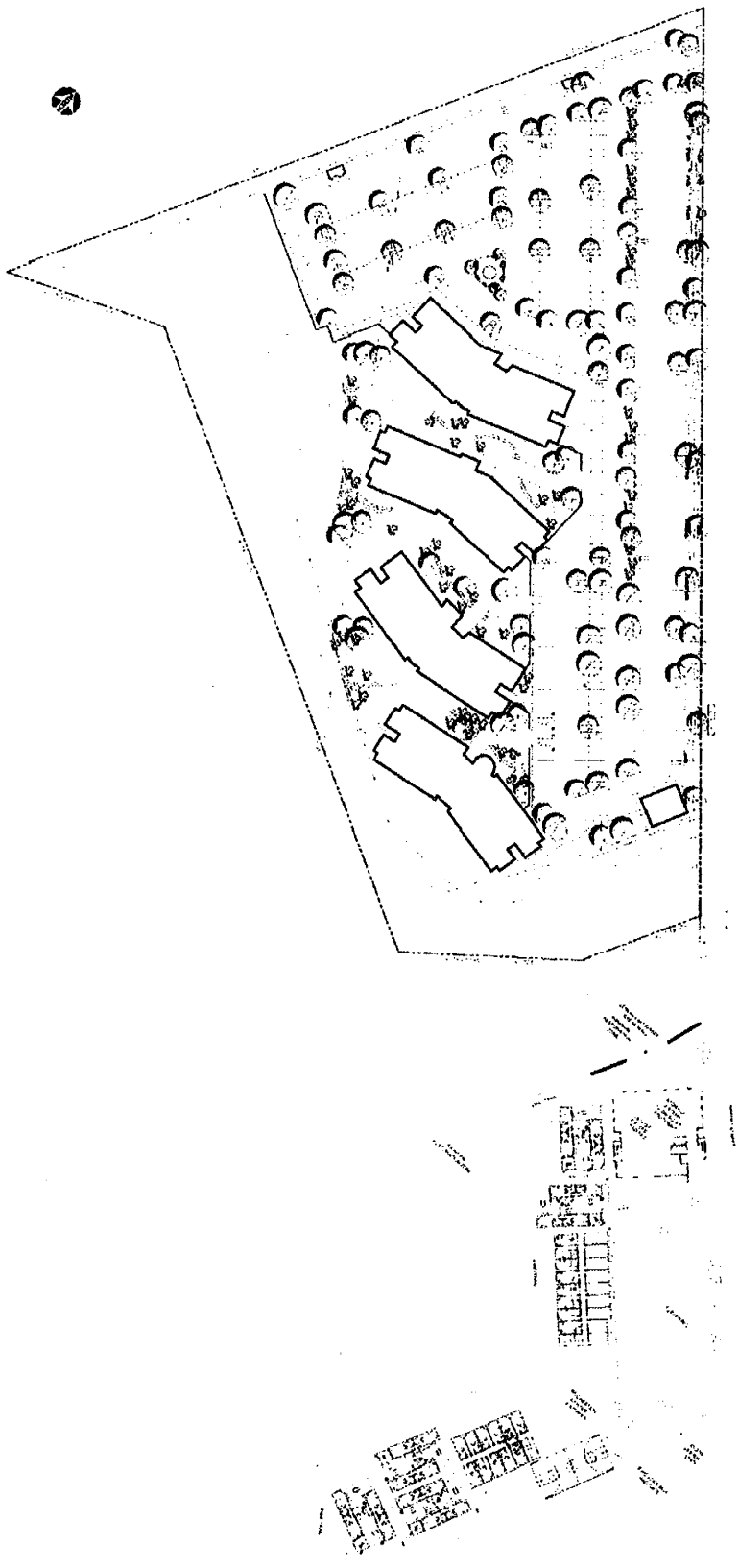

Figure 2

SITE PLAN

Big Wave Office Park and Wellness Center

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Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the County of San Mateo, and field observations and reconnaissance. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- previous traffic studies
- approved trips

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study locations were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis method is described below.

This study utilizes TRAFFIX software to determine level of service. TRAFFIX methodology is based on the *2000 Highway Capacity Manual* (HCM) method for intersections, and evaluates intersection operations on the basis of average delay for all vehicles at the intersection. This average delay can then be correlated to a level of service as shown in Table 1 for signalized intersections. The level of service correlation for unsignalized intersections is shown in Table 2. For two-way stop controlled intersections, the level of service reported is the average delay of all the intersection movements.

In addition to the level of service evaluation an assessment is made of the need for signalization of unsignalized intersections. This assessment is made on the basis of the Peak-hour Volume Signal Warrant as described in the Manual on Uniform Traffic Control Devices (MUTCD), 2003. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis the relevant criteria for impacts at intersections are based on the County of San Mateo intersection Level of Service standards.

County of San Mateo Definitions of Significant Intersection LOS Impacts

According to the County of San Mateo level of service guidelines, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better (for CMP intersections the minimum acceptable level of service is LOS E) under baseline conditions to an unacceptable LOS E or F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS E or LOS F under baseline conditions and the addition of project trips causes the critical-movement volume-to-capacity ratio (V/C) to increase by .02 or more.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection operations back to background (without the project) conditions or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000,* Exhibit 16-2.

Table ES 1
Intersection Level of Service Summary

#	Intersection	Peak Hour	Existing				Background				Alternative 1				Alternative 2				Cumulative w/o Project				Cumulative w/ Alternative 1				Cumulative w/ Alternative 2			
			Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement		Average		Worst Movement	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Prospect & Capistrano	AM	6.9	A	9.1	A	6.9	A	9.1	A	7.4	A	9.4	A	7.6	A	9.5	A	7.1	A	9.3	A	7.5	A	9.7	A	7.7	A	9.8	A
		PM	7.4	A	10.1	B	7.2	A	10.3	B	8.1	A	11.0	B	8.5	A	11.3	B	7.6	A	11.0	B	8.6	A	12.0	B	9.0	A	12.4	B
2	Broadway & Prospect	AM	8.1	A	9.5	A	8.1	A	9.5	A	8.8	A	10.0	B	9.1	A	10.3	B	8.3	A	9.9	A	9.1	A	10.5	B	9.4	A	10.8	B
		PM	8.2	A	10.1	B	8.3	A	10.3	B	8.8	A	11.3	B	9.1	A	11.9	B	8.7	A	11.0	B	9.4	A	12.4	B	9.7	A	13.2	B
3	Airport & Stanford/Cornell	AM	2.0	A	9.7	A	2.0	A	9.7	A	5.6	A	11.2	B	6.2	A	12.2	B	2.0	A	9.9	A	5.3	A	11.8	B	5.9	A	12.6	B
		PM	2.6	A	9.6	A	2.5	A	9.6	A	4.9	A	11.9	B	5.4	A	13.2	B	2.6	A	9.8	A	4.8	A	12.4	B	5.2	A	13.7	B
4	Airport & La Granada	AM	6.7	A	9.1	A	6.7	A	9.1	A	4.6	A	10.0	A	4.2	A	10.5	B	6.8	A	9.3	A	5.0	A	10.4	B	4.6	A	10.8	B
		PM	5.1	A	9.5	A	5.0	A	9.5	A	3.7	A	10.1	B	3.3	A	10.4	B	5.1	A	9.8	A	3.9	A	10.6	B	3.6	A	10.8	B
5	Airport & Los Banos	AM	3.0	A	8.9	A	3.0	A	8.9	A	2.5	A	9.5	A	2.4	A	9.8	A	3.1	A	9.0	A	2.6	A	9.7	A	2.5	A	9.9	A
		PM	1.5	A	9.2	A	1.6	A	9.2	A	1.7	A	9.7	A	1.6	A	9.8	A	1.6	A	9.3	A	1.7	A	9.9	A	1.6	A	10.1	B
6	Hwy 1 & Cypress	AM	2.1	A	22.4	C	2.1	A	22.4	C	3.1	A	29.1	D	3.5	A	31.7	D	3.1	A	34.6	D	5.1	A	52.9	F	6.2	A	63.3	F
		PM	2.0	A	26.3	D	2.0	A	26.3	D	7.6	A	64.0	F	13.7	B	102.5	F	3.2	A	46.0	E	20.5	C	194.4	F	35.9	E	298.8	F
7	Hwy 1 & Capistrano (South)*	AM	25.4	C	-	-	25.4	C	-	-	26.2	C	-	-	26.4	C	-	-	26.0	C	-	-	27.0	C	-	-	27.4	C	-	-
		PM	23.0	C	-	-	24.8	C	-	-	25.4	C	-	-	25.6	C	-	-	25.5	C	-	-	26.3	C	-	-	26.6	C	-	-
8	Hwy 1 & Capistrano (North)	AM	0.2	A	13.5	B	0.2	A	15.1	C	0.2	A	15.1	C	0.2	A	15.1	C	0.2	A	17.3	C	0.2	A	17.3	C	0.2	A	17.3	C
		PM	0.4	A	16.3	C	0.6	A	18.4	C	0.6	A	18.4	C	0.6	A	18.4	C	0.7	A	23	C	0.7	A	23.0	C	0.7	A	23.0	C

*Signalized Intersection

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions on the existing roadway network. Chapter 3 discusses background conditions. Chapter 4 describes the method used to estimate project traffic, and documents project impacts. Chapter 5 presents cumulative conditions with and without the project. Chapter 6 contains the conclusions of the analysis.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Stopped Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression .	10.0 or less
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2000*.

2.
Existing Conditions

This chapter describes the existing conditions on the roadway network in the vicinity of the site.

Existing Roadway Network

Access to the project site is provided via State Route 1, Capistrano Road and Airport Street. These facilities are described below.

State Route 1 is a two- to four-lane highway that runs in a north-south direction. Route 1 extends from San Francisco to southern California along the Pacific Ocean coast.

Capistrano Road is a two-lane roadway that runs primarily in a north-south direction. This local roadway extends from Alhambra Avenue in the south (just west of State Route 1) to its terminus at State Route 1 in the north.

Airport Street is a two-lane north-south collector street that provides access to the project site. Airport Street extends from its intersection with Stanford Avenue/Cornell Avenue in the south where it operates as Vassar Street to its terminus at Cypress Avenue in the north.

Other local roadways in the project vicinity include: *Cypress Avenue, Prospect Way, Coral Reef Avenue, Los Banos Avenue, La Granada Avenue, Broadway Avenue, Stanford Avenue and Cornell Avenue* which are two-lane residential roadways.

Existing Bicycle and Pedestrian Facilities

According to the Bicycle Transportation Map of the San Francisco Peninsula for San Mateo County, there are the following designated bike routes within the vicinity of the project site:

- State Route 1 within the vicinity of the project site
- Airport Street within the vicinity of the project site
- Cypress Avenue between Airport Street and State Route 1
- Capistrano Road between State Route 1 and Prospect Way
- Prospect Way
- California Avenue
- Cornell Avenue

Bicycle facilities are shown on Figure 3.

There are generally no sidewalks in the project vicinity. The Princeton area of Half Moon Bay is somewhat rural. Airport Street has and minimal fronting development, thus no existing need for sidewalks.

Existing Transit Service

Existing transit service to the study area is provided by the San Mateo County Transit District (SamTrans). The existing SamTrans service is described below and shown on Figure 4.

The 17 *line* provides service between the Seton Medical Center Coastside and the Miramontes Point Road area with 1- to 2-hour headways (according to SamTrans staff) and operates along Airport Street in the vicinity of the project. Route 17 bus stops in the project vicinity are as follows:

- Capistrano Road at Pillar Point Harbor
- Capistrano Road at Prospect Way
- Airport Street at La Granada*
- Airport Street at Los Banos Avenue

*closest to project site

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by field reconnaissance. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from new manual turning-movement counts at all of the study intersections. The existing peak-hour volumes are shown on Figure 6 and included in Appendix A.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions show that all of the study intersections currently operate at an acceptable LOS D or better (see Table 3). For the unsignalized intersections, the table reports the average delay and level of service for the intersection overall as well as the worst turning movement delay and level of service. The level of service calculation sheets are included in Appendix B.

Existing Signal Warrants

The peak-hour signal warrant (*MUTCD 2003*, Urban Warrant) was checked for the seven unsignalized intersections to determine whether signalization would be justified on the basis of existing peak-hour volumes. The analysis showed that none of the study intersections would meet the signal warrant under existing conditions. The signal warrant analysis sheets are included in Appendix E.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Overall the study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions.

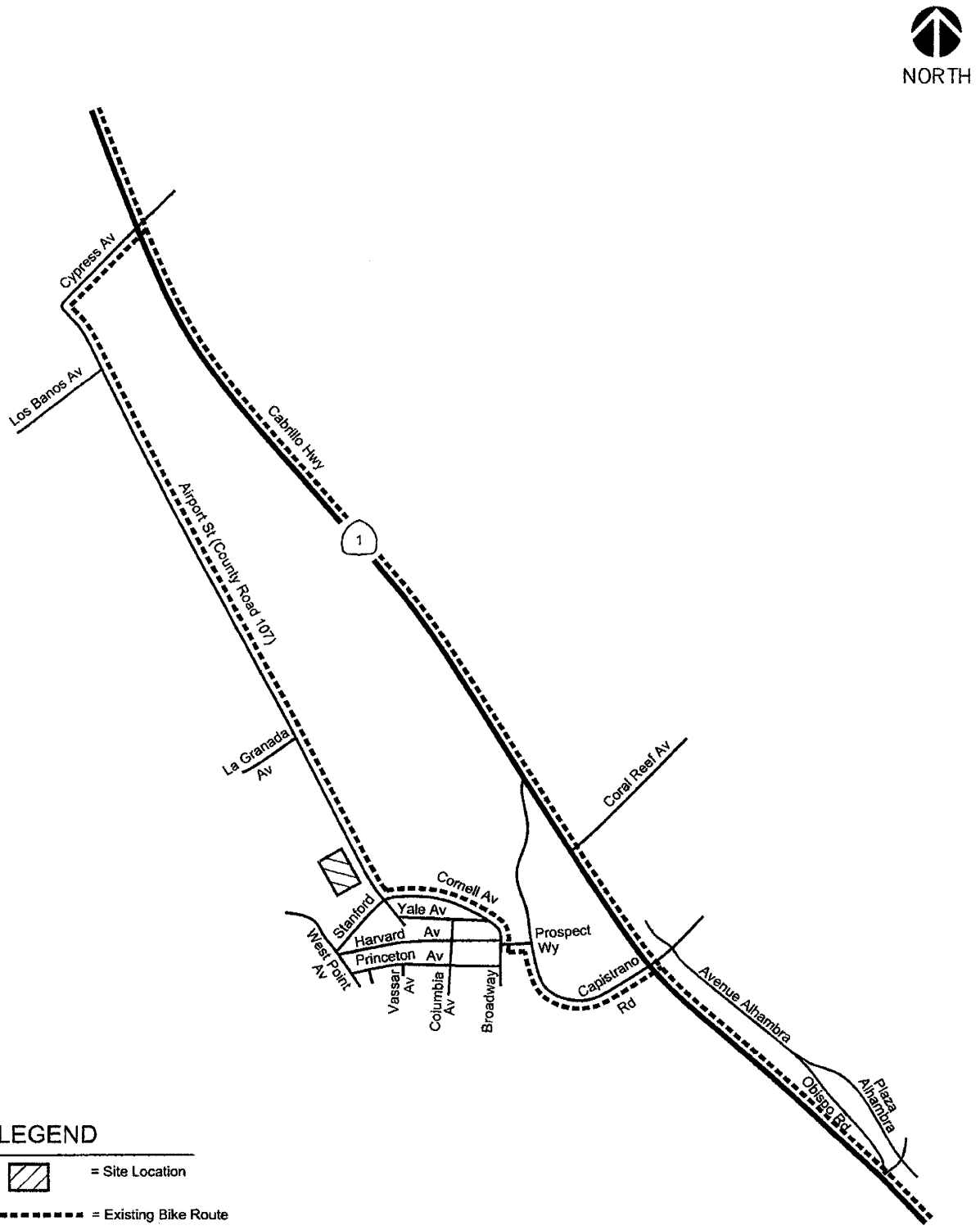

Figure 3

EXISTING BICYCLE FACILITIES

Big Wave Office Park and Wellness Center

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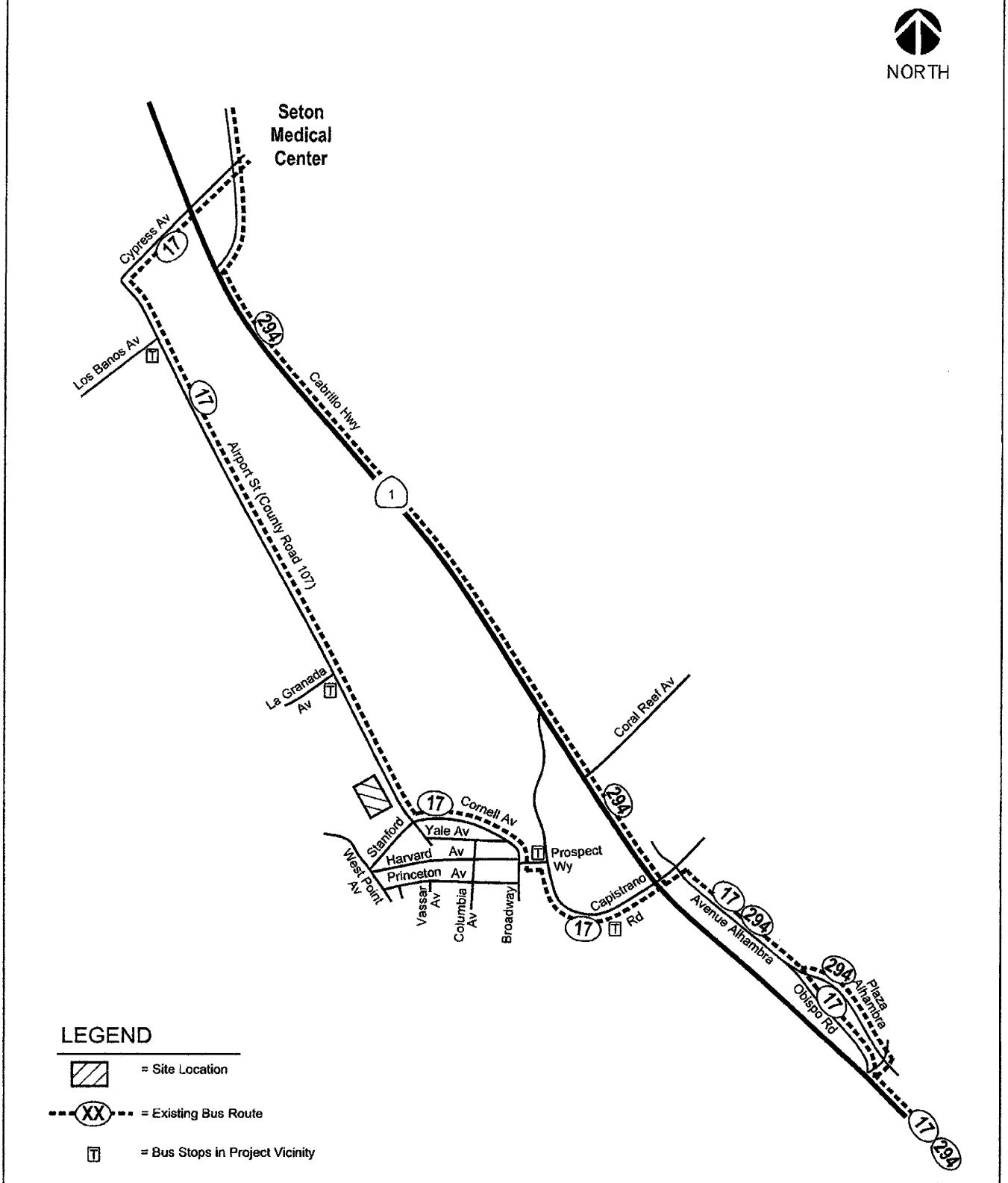

Figure 4

EXISTING TRANSIT FACILITIES

Big Wave Office Park and Wellness Center

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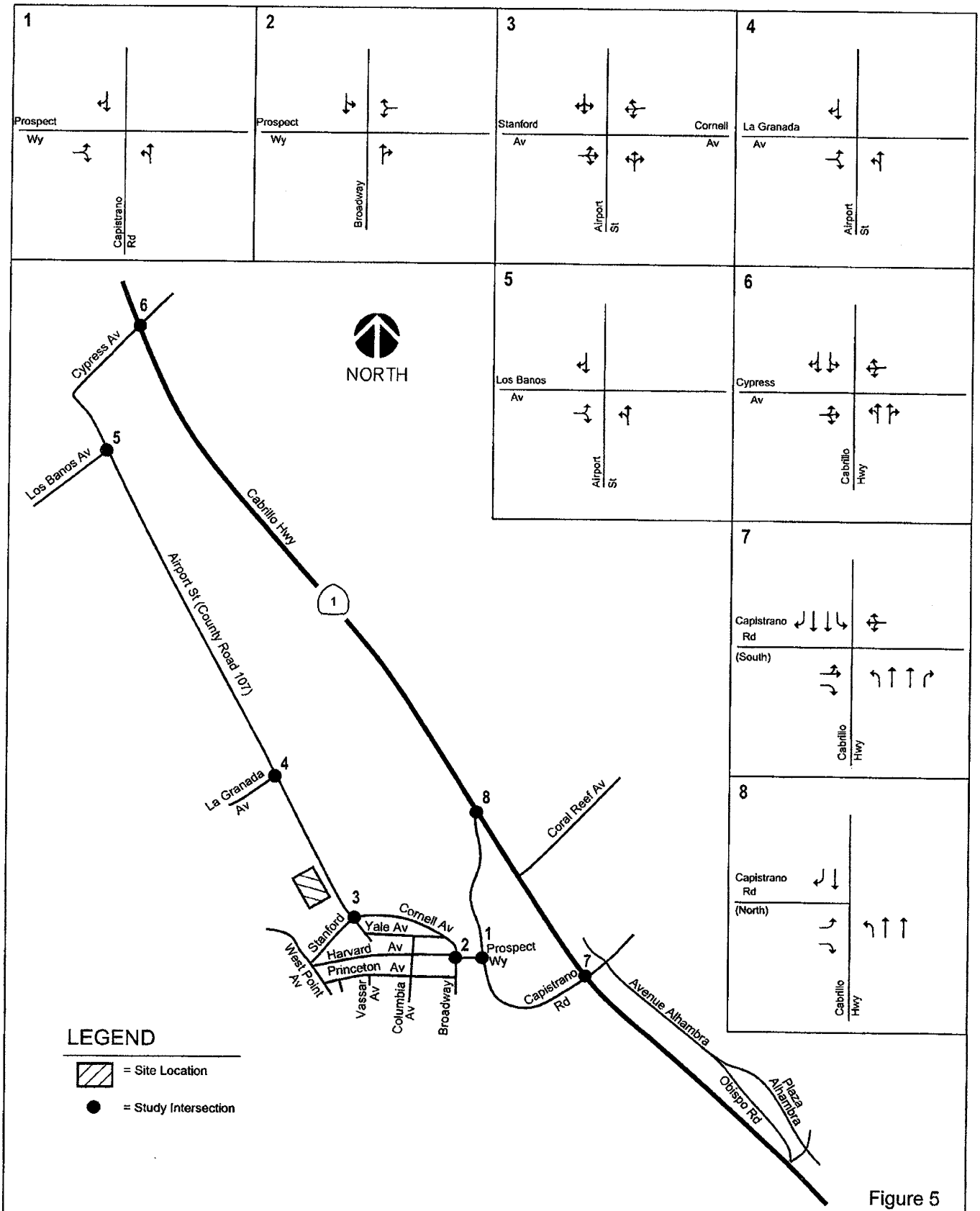

Figure 5

EXISTING LANE CONFIGURATIONS

Big Wave Office Park and Wellness Center

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Regional Traffic Impact

The proposed project would not have a significant regional impact on Highway 1 and Highway 92 traffic. The office use portion of the project would add a service not currently available in the project vicinity, potentially providing employment for residents who typically travel to jobs in other areas. Thus, this land use could reduce traffic currently traveling southbound on Highway 1 to Highway 92 and then over the hill to I-280.

The addition of residential land use in this area would normally increase traffic traveling southbound on Highway 1 and eastbound on Highway 92. However, this particular residential use is unique. The portion of the planned apartments that are for the developmentally disabled would not generate additional traffic as the residents will either not drive to jobs or will be employed on the project campus.

The proposed retail use on the project site would be a local-serving use and would not have a negative impact on regional traffic.

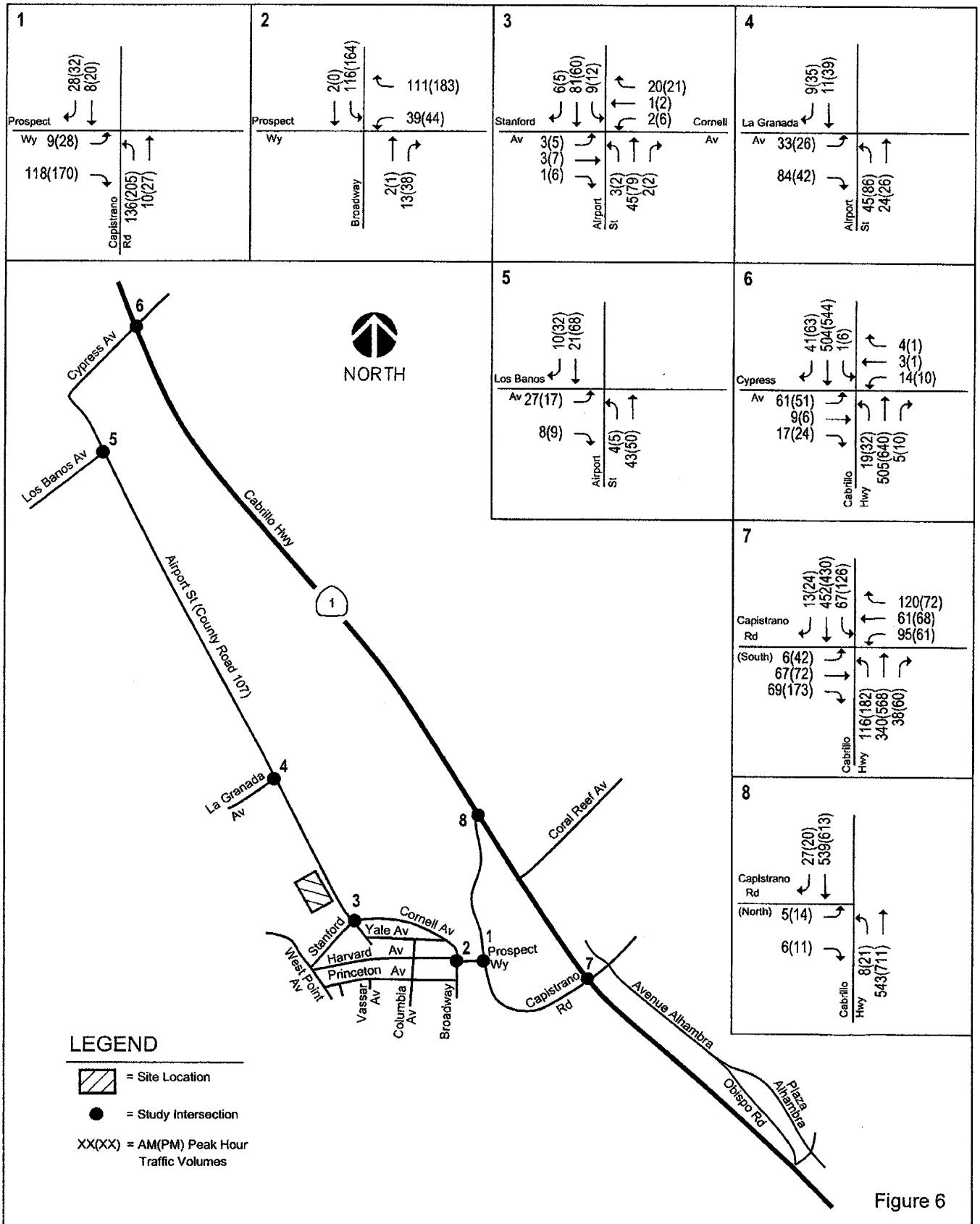

Figure 6

EXISTING TRAFFIC VOLUMES

Big Wave Office Park and Wellness Center

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Table 3
Existing Intersection Levels of Service

#	Intersection	Peak Hour	Count Date	Intersection Average Delay	Intersection Average LOS	Worst Movement Delay	Worst Movement LOS
1	Prospect & Capistrano	AM	01/18/07	6.9	A	9.1	A
		PM	01/18/07	7.4	A	10.1	B
2	Broadway & Prospect	AM	01/18/07	8.1	A	9.5	A
		PM	01/18/07	8.2	A	10.1	B
3	Airport & Stanford/Cornell	AM	01/17/07	2.0	A	9.7	A
		PM	01/17/07	2.6	A	9.6	A
4	Airport & La Granada	AM	01/17/07	6.7	A	9.1	A
		PM	01/17/07	5.1	A	9.5	A
5	Airport & Los Banos	AM	01/17/07	3.0	A	8.9	A
		PM	01/17/07	1.5	A	9.2	A
6	Hwy 1 & Cypress	AM	01/16/07	2.1	A	22.4	C
		PM	01/16/07	2.0	A	26.3	D
7	Hwy 1 & Capistrano (South)*	AM	01/18/07	25.4	C	-	-
		PM	01/18/07	23.0	C	-	-
8	Hwy 1 & Capistrano (North)	AM	01/16/07	0.2	A	13.5	B
		PM	01/16/07	0.4	A	16.3	C

*Signalized Intersection

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site.

Background Roadway Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network.

Approved Developments

Table 4 lists the approved but not-yet-completed developments in the project vicinity, which would add traffic to the roadway network under background conditions. The traffic associated with these developments is discussed below.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The latter are called approved trips, and were obtained or derived from information provided by the County of San Mateo. The traffic added to the study intersections from approved but not yet constructed developments was estimated by distributing and assigning trips generated by these developments to the roadway network. The process of trip generation,

distribution, and assignment is described further in the following chapter. Background traffic volumes are shown on Figure 7. The approved trip assignments are included in Appendix C.

Table 4
Approved Developments

Land Use	Size	Location
Restaurant Addition	1,600 s.f.	214 Princeton Ave.
Boat and Machine Storage	3,163 s.f.	179 Harvard Ave.
Warehouse/office	3,625 s.f.	175 Harvard Ave.
Warehouse	4,346 s.f.	141 California Ave.
Warehouse/office	4,346 s.f.	121 California Ave.
Hotel/meeting/extended stay	84 short stay rooms & 11 extended stay rooms, meeting rooms	240 Capistrano Rd.
Restaurant and retail	8,697 s.f. restaurant, 40,000 s.f. retail	240 Capistrano Rd.

Source: San Mateo County Planning & Building Division
Trip generation rates from ITE Trip Generation Manual, 7th Edition.

Background Intersection Levels of Service

The results of the level of service analysis under background conditions show that all of the study intersections would operate at an acceptable LOS D or better (see Table 5). The level of service calculation sheets are included in Appendix B.

Background Signal Warrants

The peak-hour signal warrant (*MUTCD 2003*, Urban Warrant) was checked for the seven unsignalized intersections to determine whether signalization would be justified on the basis of background peak-hour volumes. The analysis showed that none of the study intersections would meet the signal warrant under background conditions. The signal warrant analysis sheets are included in Appendix E.

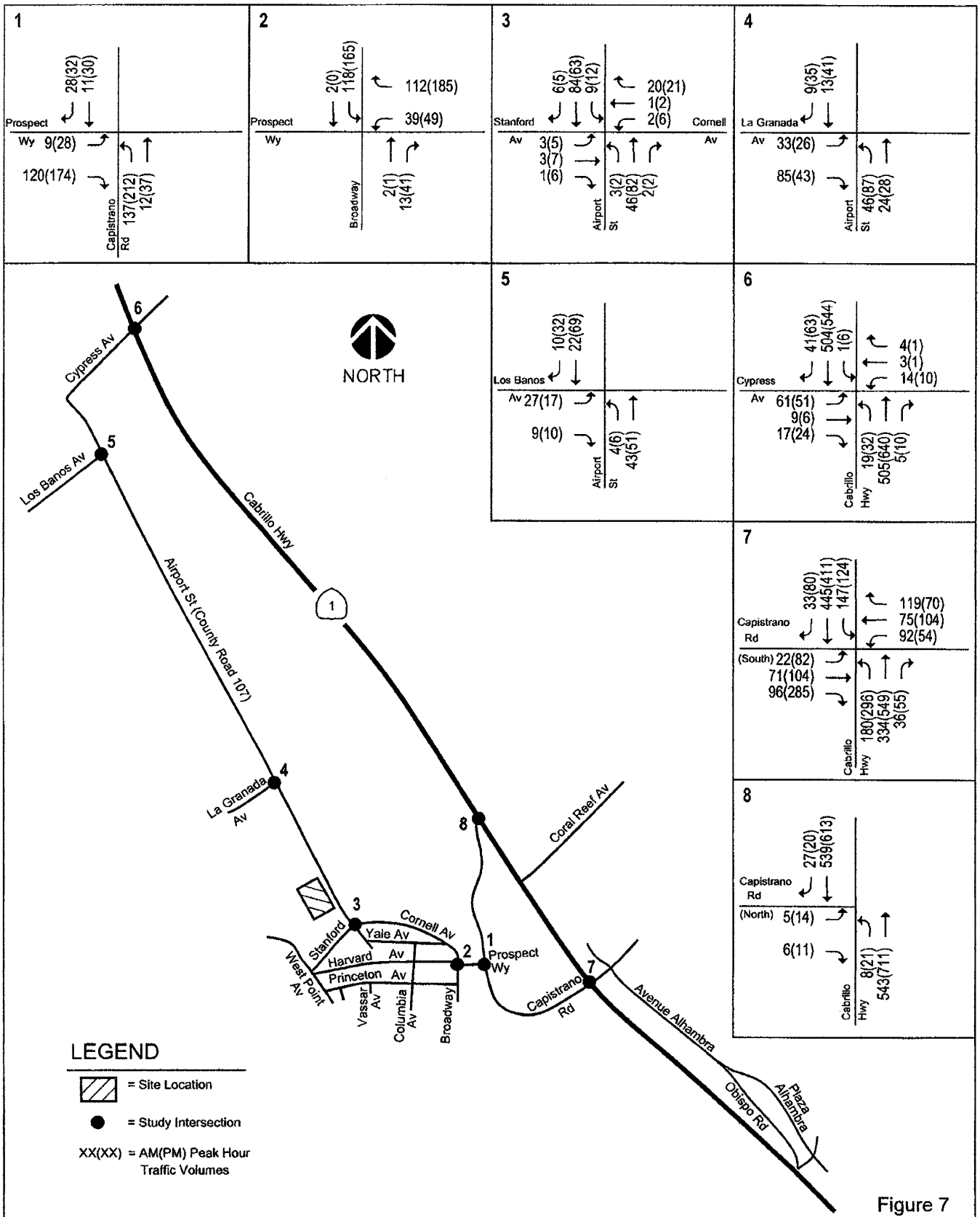


Figure 7

BACKGROUND TRAFFIC VOLUMES

Big Wave Office Park and Wellness Center

Hexagon Transportation Consultants, Inc.

Table 5
Background Intersection Levels of Service

#	Intersection	Peak Hour	Existing Average Delay	Existing Average LOS	Existing Worst Movement Delay	Existing Worst Movement LOS	Background Average Delay	Background Average LOS	Background Worst Movement Delay	Background Worst Movement LOS
1	Prospect & Capistrano	AM	6.9	A	9.1	A	6.9	A	9.1	A
		PM	7.4	A	10.1	B	7.2	A	10.3	B
2	Broadway & Prospect	AM	8.1	A	9.5	A	8.1	A	9.5	A
		PM	8.2	A	10.1	B	8.3	A	10.3	B
3	Airport & Stanford/Cornell	AM	2.0	A	9.7	A	2.0	A	9.7	A
		PM	2.6	A	9.6	A	2.5	A	9.6	A
4	Airport & La Granada	AM	6.7	A	9.1	A	6.7	A	9.1	A
		PM	5.1	A	9.5	A	5.0	A	9.5	A
5	Airport & Los Banos	AM	3.0	A	8.9	A	3.0	A	8.9	A
		PM	1.5	A	9.2	A	1.6	A	9.2	A
6	Hwy 1 & Cypress	AM	2.1	A	22.4	C	2.1	A	22.4	C
		PM	2.0	A	26.3	D	2.0	A	26.3	D
7	Hwy 1 & Capistrano (South)*	AM	25.4	C	-	-	25.4	C	-	-
		PM	23.0	C	-	-	24.8	C	-	-
8	Hwy 1 & Capistrano (North)	AM	0.2	A	13.5	B	0.2	A	15.1	C
		PM	0.4	A	16.3	C	0.6	A	18.4	C

*Signalized Intersection

4.
Project Impacts and Mitigation Measures

This chapter describes project-generated traffic, project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Project conditions are defined as background traffic conditions with the addition of traffic generated by the project.

Project Conditions Roadway Network

It is assumed in this analysis that the transportation network under project conditions would be the same as the existing network.

Project Trip Estimates

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

Trip Generation

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

The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates to the size of the development. Standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, Seventh Edition,* 2003. Two alternatives were analyzed for the proposed project. Both alternatives would contain a Wellness Center with the following components:

- 10 one-bedroom units for aides
- 3 two-bedroom units for staff
- 3 three-bedroom units for staff
- 50 one-bedroom affordable apartment units for special needs children and adults
- 10,000 s.f. of commercial space
- 20,000 s.f. of storage
- 20,000 s.f. recreation center for residents including kitchen and dining room

In addition to the Wellness Center, Alternative 1 would include a 156,000 s.f. office park. Alternative 2 would include a 225,000 s.f. office park in addition to the Wellness Center.

The trip generation estimates for each of these components are described below.

Apartments

One, Two and Three Bedroom Apartment Units – The apartment portion of the project would primarily by utilized by staff and aides for the developmentally disabled people residing in the Wellness Center. There would also be a common recreation area provided for use by all apartment residents. This common area would include bar-b-que pits, a basketball court, an exercise area and a community garden. The ITE apartment land use rates were utilized to estimate trips for this portion of the project. To account for care-giver trips, as described below, no discount was taken for residents potentially working on the project site.

Affordable Apartment Units – The proposed one-bedroom affordable apartment units would be for developmentally disabled children and adults. As shown in Table 5, these units would not generate any trips as the residents would not drive. The residents would have care-givers residing on the project site that would drive them to and from activities, appointments, errands, etc. The care-giver trips would be included in the regular apartment unit trip generation numbers.

Community Center

The community center would provide services for local area residents as well as residents living on the project site. The community center might provide such services as classes, exercise facilities, a location for special events, public meetings, private social functions, etc. Community Center is not a land use for which the ITE manual can be used for trip generation estimates. The estimated trip generation for this portion of the project was based on a survey conducted by Hexagon at the Almaden Community Center located in San Jose, California.

Storage

Storage is proposed as a small portion of the project. This storage would most likely be utilized by project residents or Princeton area residents and would likely not generate any trips outside the

study area. The ITE warehousing land use category was utilized to estimate trips for this portion of the project.

Commercial

The ITE land use designation utilized for this portion of the proposed project is shopping center. There are several potential uses that may occupy this portion of the project including retail (convenience store, florist, etc.) or possible services for residents such as dog grooming, etc. Hexagon utilized the ITE shopping center land use for this portion of the project to present the most conservative projections as this type of use would generate the highest traffic volumes of all the potential uses. This would potentially provide retail space or service type uses for residents of the site as well as for other Half Moon Bay residents. Providing retail use in this area would potentially reduce traffic traveling outside of the Princeton area. This shopping center could provide services to residents that previously had to travel elsewhere to find these types of uses. Also, this commercial use would potentially provide employment for project and area residents.

Office

The northernmost and largest section of the proposed project would be an office park. Hexagon used the ITE general office building category for this portion of the project. The office park could draw potential employees from the surrounding residential areas such as Moss Beach, Montara, El Granada and Miramar and other outlying regions.

The estimated peak-hour and daily trip generation totals for the project are shown in Tables 6 and 7. The table shows that Alternative 1 is estimated to generate 3,028 daily trips, including 361 trips (312 inbound and 48 outbound) during the AM peak hour, and 333 trips (86 inbound and 247 outbound) during the PM peak hour. Alternative 2 is estimated to generate 3,787 daily trips, including 468 trips (406 inbound and 61 outbound) during the AM peak hour and 436 trips (104 inbound and 332 outbound) during the PM peak hour.

Project Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. Separate trip distribution patterns were developed for each land use component of the proposed project. In determining the trip distribution patterns for vehicles traveling from the project site to northbound Highway 1, Hexagon conducted travel time runs from the proposed project site to northbound Highway 1 using two different routes as per the applicant's request.

The first route included northbound Airport Street and eastbound Cypress Avenue to northbound Highway 1. The second route included southbound Airport Street to eastbound Cornell Avenue to eastbound Prospect Way to northbound Capistrano Road to northbound Highway 1. The travel time runs showed that the northbound Airport Street route took half the time of the southbound Airport Street route (two minutes as opposed to four minutes). As a result, Hexagon assumed that vehicular traffic traveling from the project site to northbound Highway 1 would proceed north on Airport Street to Cypress Avenue and turn left onto Highway 1.

The peak-hour trips generated by the project under each alternative were assigned to the roadway system using the TRAFFIX software and in accordance with the trip distribution pattern shown. The trip distribution patterns are shown graphically on Figures 8, 9, 10 and 11. Hexagon conducted travel time runs on Wednesday, April 2 Figures 12 and 13 show the assignment of project trips at each study intersection.

Table 6
Project Trip Generation Estimates – Alternative 1

	Size/	Daily		AM Peak Hour				PM Peak Hour			
Use	Max Occupancy	rate	trips	rate[1]	in	out	total	rate[1]	in	out	total
Proposed											
Apartments											
one-bedroom, one bath[1]	10 units	6.72	67	0.51	1	4	5	0.62	1	5	6
two-bedroom, two bath[1]	3 units	6.72	20	0.51	0	1	2	0.62	0	1	2
three-bedroom, three bath[1]	3 units	6.72	20	0.51	0	1	2	0.62	0	1	2
affordable apartments[2]	50 units	n/a	0	n/a	0	0	0	n/a	0	0	0
Commercial[3]	10,000 s.f.	42.94	429	1.03	6	4	10	3.75	18	20	38
Storage[4]	20,000 s.f.	4.96	99	0.45	7	2	9	0.47	2	7	9
Community Center[5]	20,000 s.f.	33.80	676	4.57	84	7	91	2.19	25	19	44
Office[6]	156,000 s.f.	11.00	1716	1.55	213	29	242	1.49	40	193	232
	TOTAL		**3,028**		**312**	**48**	**361**		**86**	**247**	**333**

Note: Rates based on ITE Trip Generation Manual, 7th edition average rates - numbers may not add due to rounding.
[1]ITE Code 220, Apartment.
[2]These apartments are for the developmentally disabled and will not generate any vehicular trips.
[3]ITE Code 820, Shopping Center.
[4]ITE Code 150, Warehousing.
[5]Community Center rates based on trip generation survey conducted at the Almaden Community Center located in San Jose, California.

Table 7
Project Trip Generation Estimates – Alternative 2

	Size/	Daily		AM Peak Hour				PM Peak Hour			
Use	Max Occupancy	rate	trips	rate[1]	in	out	total	rate[1]	in	out	total
Proposed											
Apartments											
one-bedroom, one bath[1]	10 units	6.72	67	0.51	1	4	5	0.62	1	5	6
two-bedroom, two bath[1]	3 units	6.72	20	0.51	0	1	2	0.62	0	1	2
three-bedroom, three bath[1]	3 units	6.72	20	0.51	0	1	2	0.62	0	1	2
affordable apartments[2]	50 units	n/a	0	n/a	0	0	0	n/a	0	0	0
Commercial[3]	10,000 s.f.	42.94	429	1.03	6	4	10	3.75	18	20	38
Storage[4]	20,000 s.f.	4.96	99	0.45	7	2	9	0.47	2	7	9
Community Center[5]	20,000 s.f.	33.80	676	4.57	84	7	91	2.19	25	19	44
Office[6]	225,000 s.f.	11.00	2475	1.55	307	42	349	1.49	57	278	335
	TOTAL		**3,787**		**406**	**61**	**468**		**104**	**332**	**436**

Note: Rates based on ITE Trip Generation Manual, 7th edition average rates - numbers may not add due to rounding.
[1]ITE Code 220, Apartment.
[2]These apartments are for the developmentally disabled and will not generate any vehicular trips.
[3]ITE Code 820, Shopping Center.
[4]ITE Code 150, Warehousing.
[5]Community Center rates based on trip generation survey conducted at the Almaden Community Center located in San Jose, California.

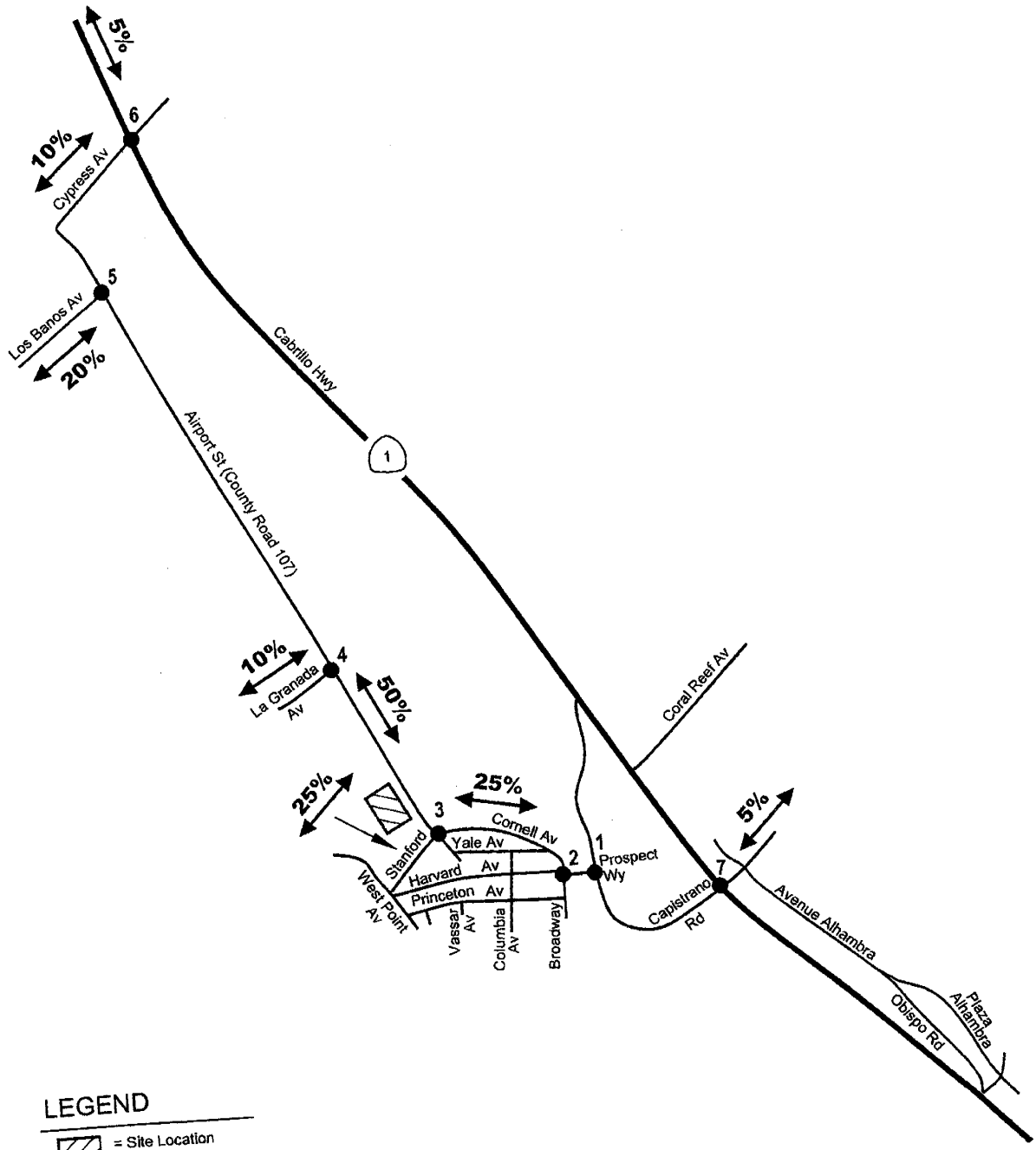


Figure 8

PROJECT TRIP DISTRIBUTION - COMMUNITY CENTER AND COMMERCIAL

Big Wave Office Park and Wellness Center

Hexagon
Transportation Consultants, Inc.

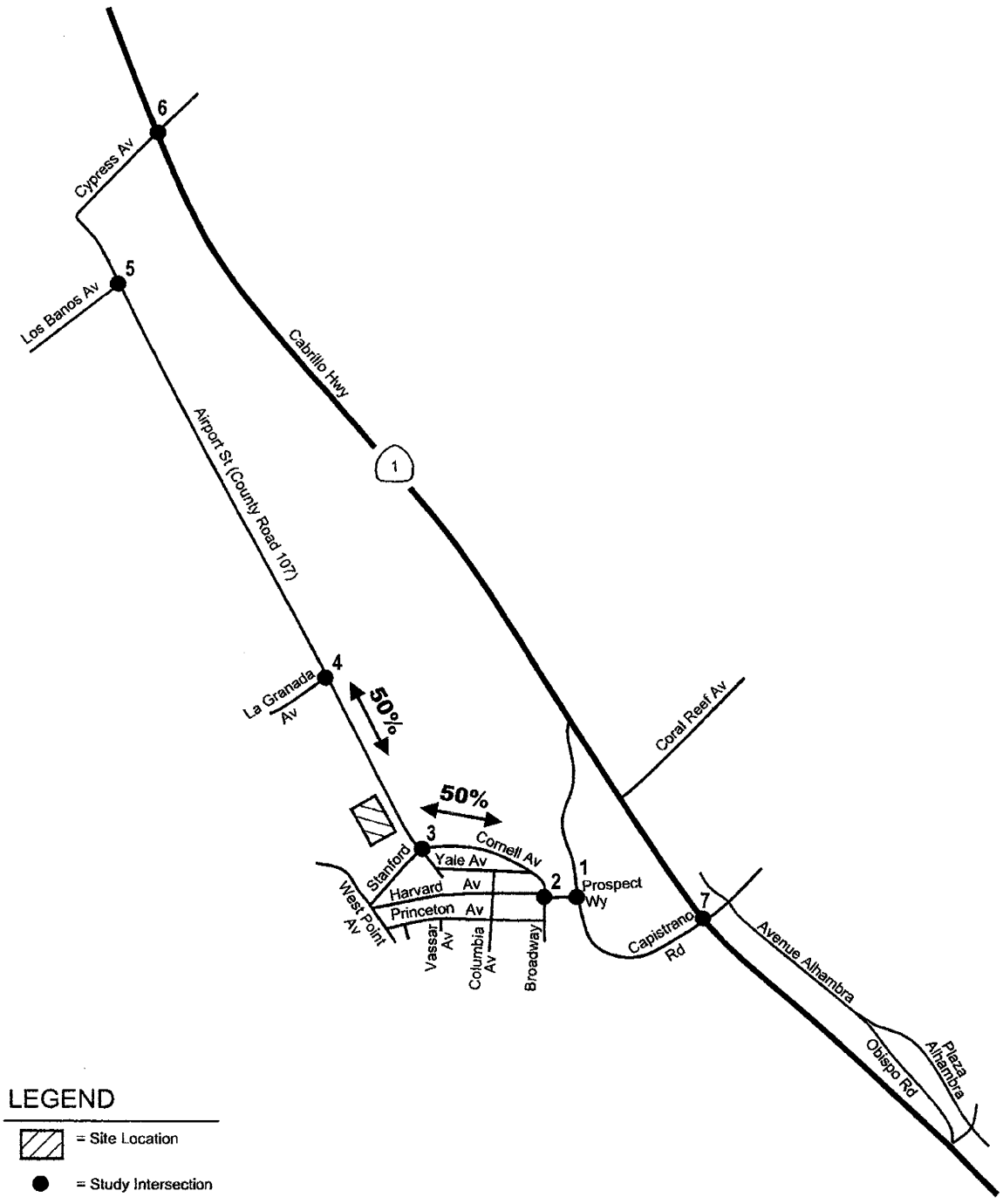


Figure 9

PROJECT TRIP DISTRIBUTION - STORAGE

Big Wave Office Park and Wellness Center

Hexagon
Transportation Consultants, Inc.

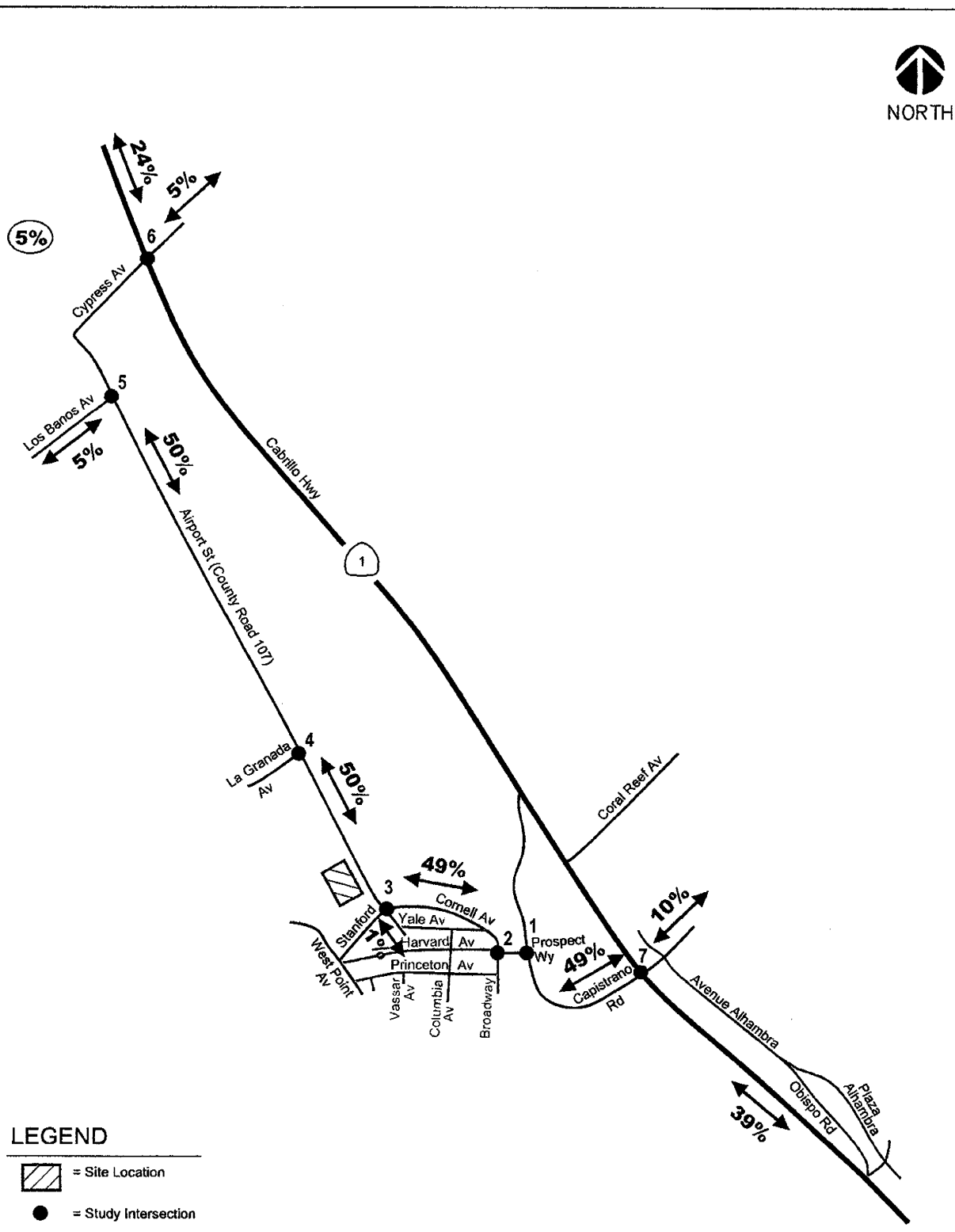


Figure 11

PROJECT TRIP DISTRIBUTION - OFFICE

Big Wave Office Park and Wellness Center

Hexagon
Transportation Consultants, Inc.

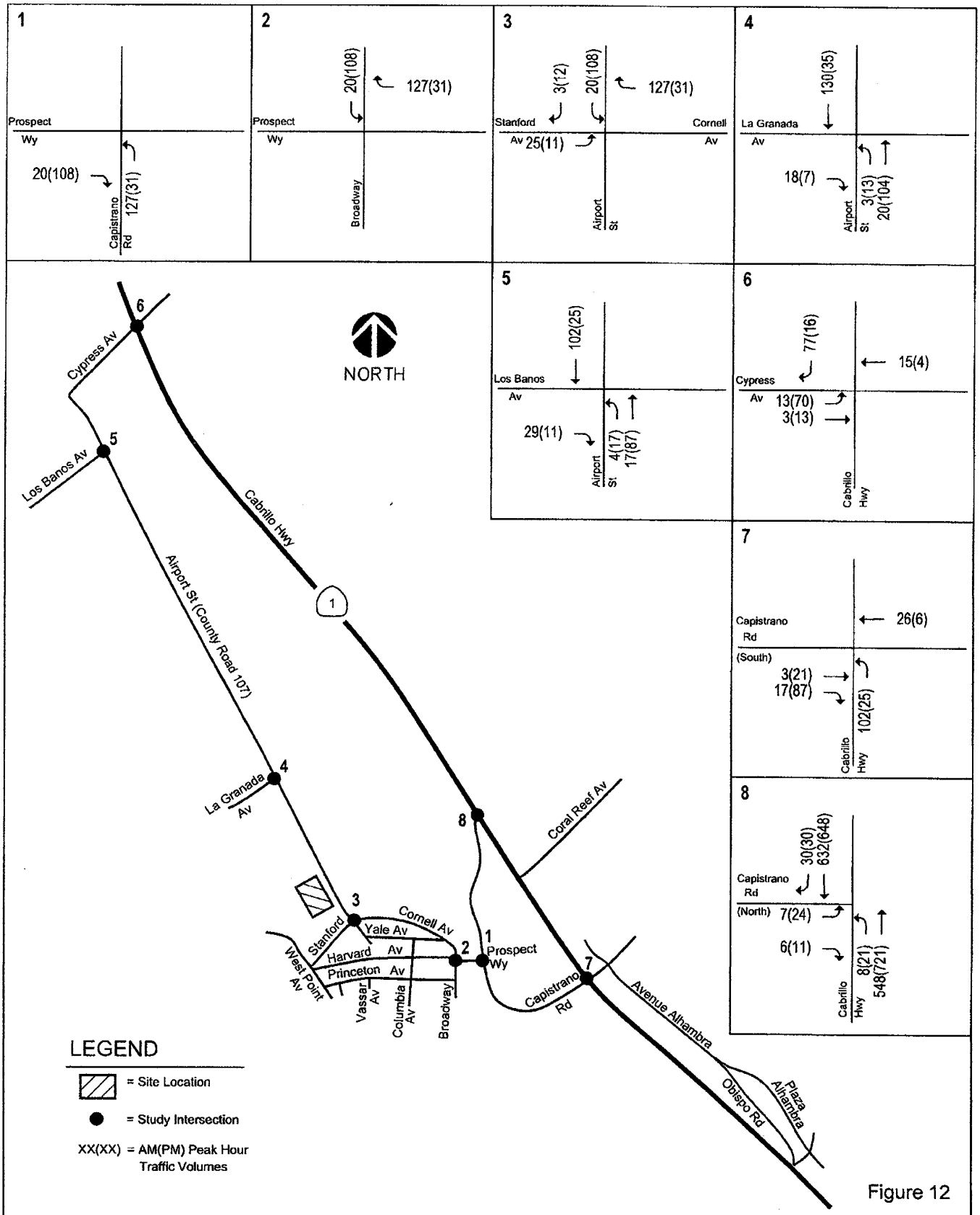


Figure 12

ALTERNATIVE 1 PROJECT TRIP ASSIGNMENT

Hexagon
Transportation Consultants, Inc.

Big Wave Office Park and Wellness Center

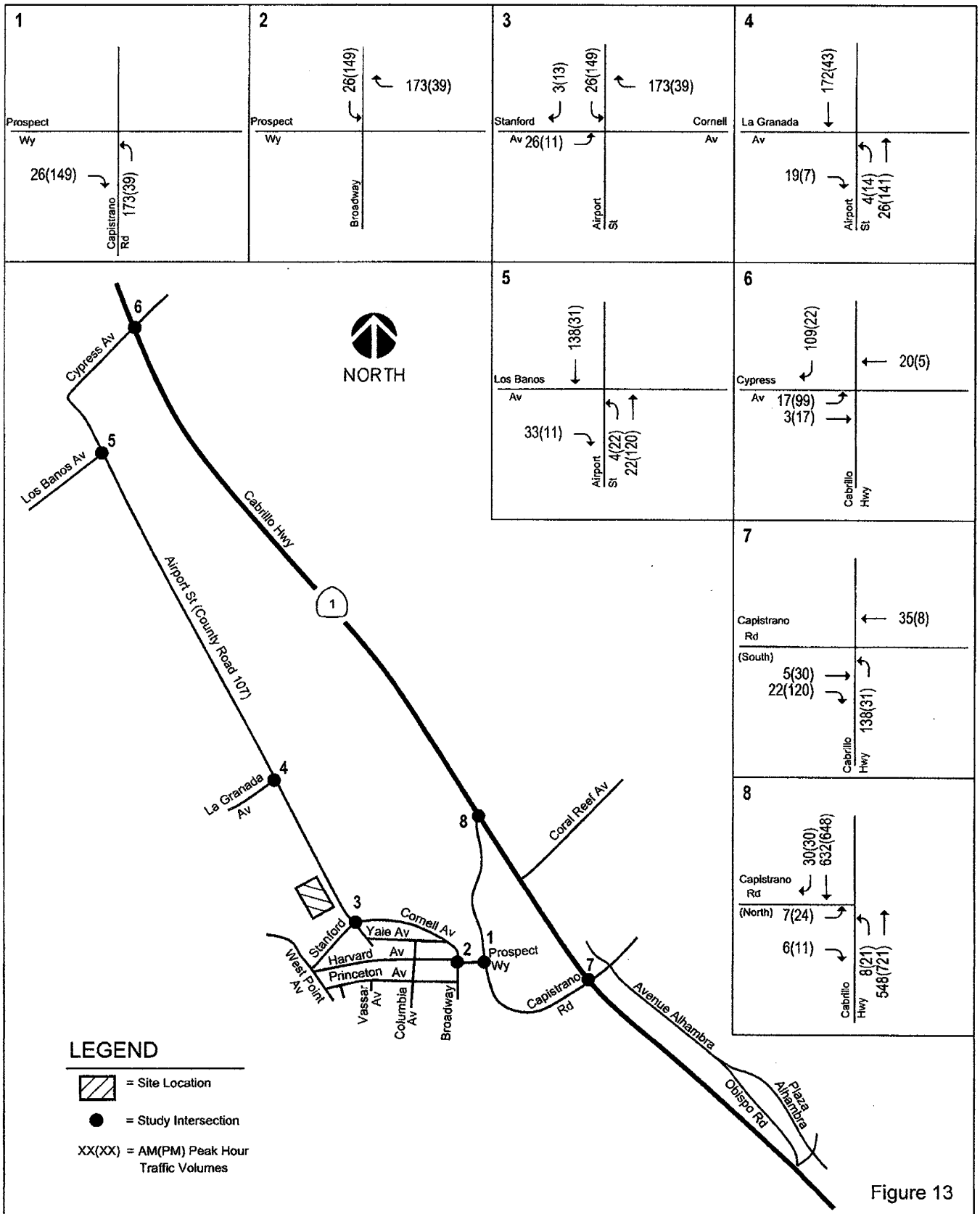


Figure 13

ALTERNATIVE 2 PROJECT TRIP ASSIGNMENT

Hexagon
Transportation Consultants, Inc.

Big Wave Office Park and Wellness Center

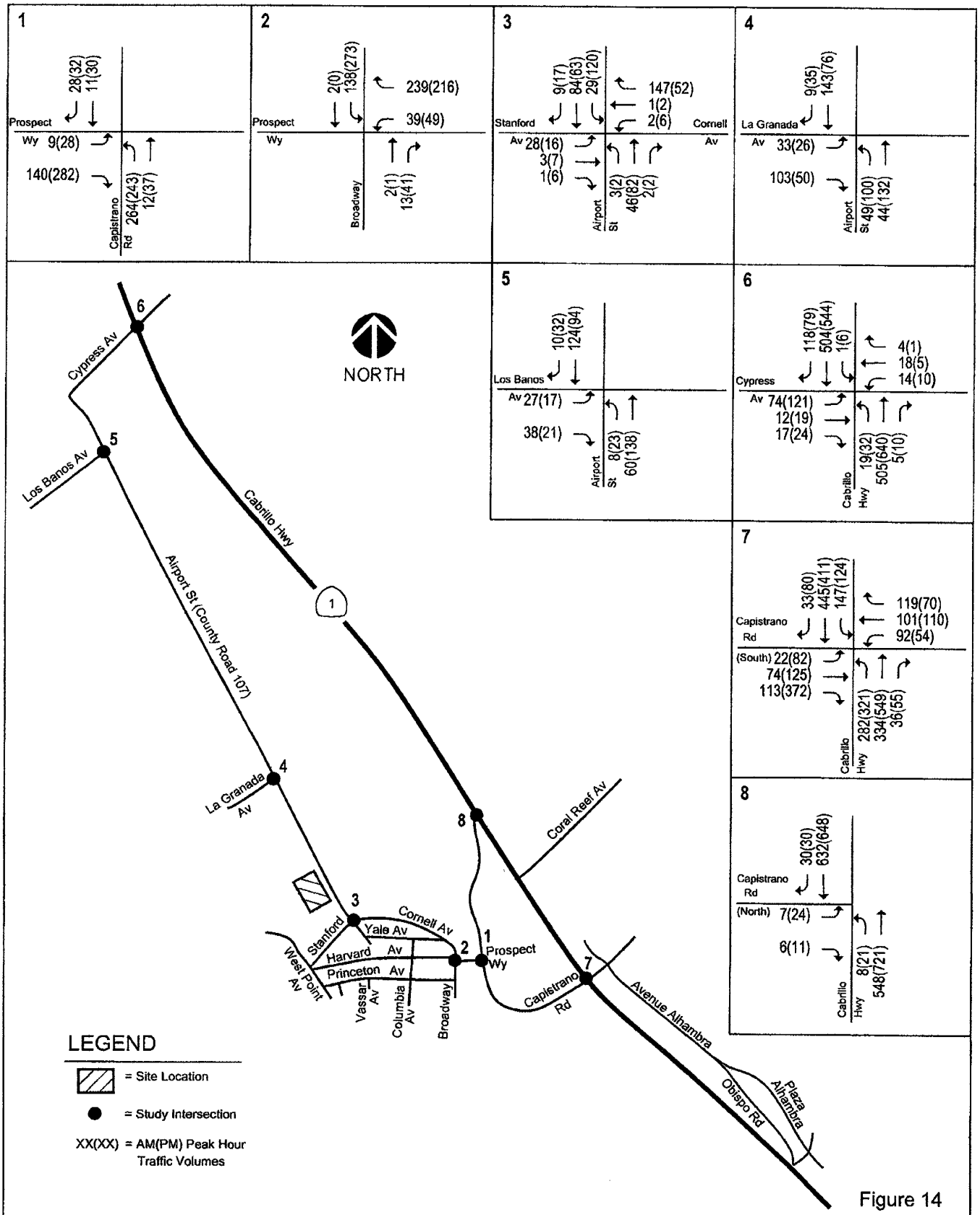


Figure 14

ALTERNATIVE 1 PROJECT TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Big Wave Office Park and Wellness Center

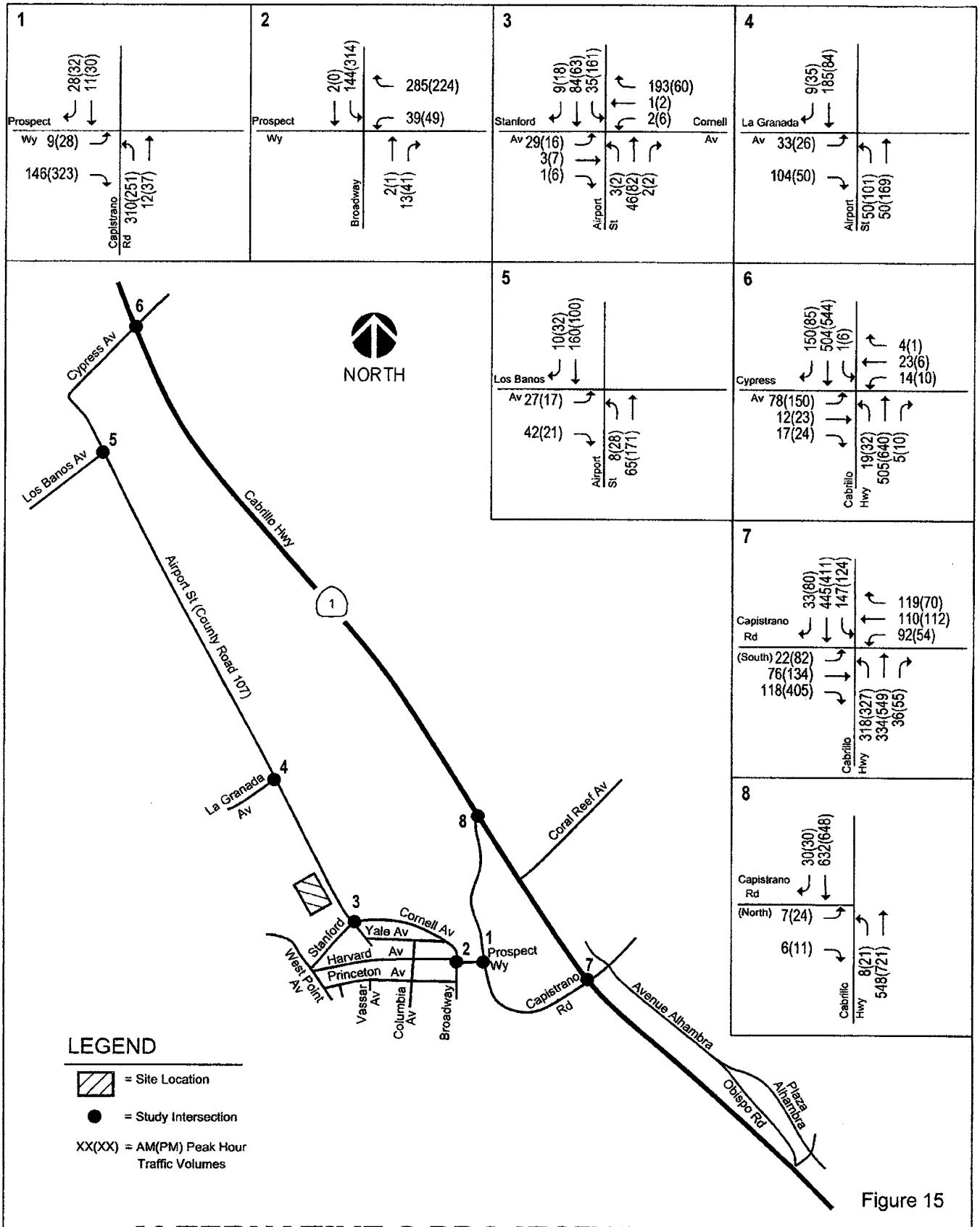


Figure 15

ALTERNATIVE 2 PROJECT TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Big Wave Office Park and Wellness Center

Project Traffic Volumes

Project traffic volumes were estimated by adding to background traffic volumes the project trips. Background plus project traffic volumes are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips*, which is used to signify the traffic that is produced specifically by the project. The project traffic volumes for Alternatives 1 and 2 are shown graphically on Figures 14 and 15, respectively. Traffic volumes for all components of traffic are tabulated in Appendix D.

Project Intersection Level of Service Analysis

The results of the level of service analysis under both Alternative 1 and Alternative 2 Conditions show that all of the study intersections would operate at an acceptable LOS C or better. The eastbound left-turn movement at the intersection of Highway 1 and Cypress Avenue is shown to operate at LOS F under both of the project alternatives with a delay of 64.0 seconds under Alternative 1 and 102.5 seconds under Alternative 2. Hexagon found that there are no improvements possible at this intersection to improve this LOS F other than signalization as described in the signal warrant analysis section below. The level of service calculation sheets are included in Appendix B.

Table 8
Project Intersection Levels of Service

			Background				Alternative 1				Alternative 2			
			Average		Worst Movement		Average		Worst Movement		Average		Worst Movement	
#	Intersection	Peak Hour	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Prospect & Capistrano	AM	6.9	A	9.1	A	7.4	A	9.4	A	7.6	A	9.5	A
		PM	7.2	A	10.3	B	8.1	A	11.0	B	8.5	A	11.3	B
2	Broadway & Prospect	AM	8.1	A	9.5	A	8.8	A	10.0	B	9.1	A	10.3	B
		PM	8.3	A	10.3	B	8.8	A	11.3	B	9.1	A	11.9	B
3	Airport & Stanford/Cornell	AM	2.0	A	9.7	A	5.6	A	11.2	B	6.2	A	12.2	B
		PM	2.5	A	9.6	A	4.9	A	11.9	B	5.4	A	13.2	B
4	Airport & La Granada	AM	6.7	A	9.1	A	4.6	A	10.0	A	4.2	A	10.5	B
		PM	5.0	A	9.5	A	3.7	A	10.1	B	3.3	A	10.4	B
5	Airport & Los Banos	AM	3.0	A	8.9	A	2.5	A	9.5	A	2.4	A	9.8	A
		PM	1.6	A	9.2	A	1.7	A	9.7	A	1.6	A	9.8	A
6	Hwy 1 & Cypress	AM	2.1	A	22.4	C	3.1	A	29.1	D	3.5	A	31.7	D
		PM	2.0	A	26.3	D	7.6	A	64.0	F	13.7	B	102.5	F
7	Hwy 1 & Capistrano (South)*	AM	25.4	C	-	-	26.2	C	-	-	26.4	C	-	-
		PM	24.8	C	-	-	25.4	C	-	-	25.6	C	-	-
8	Hwy 1 & Capistrano (North)	AM	0.2	A	15.1	C	0.2	A	15.1	C	0.2	A	15.1	C
		PM	0.6	A	18.4	C	0.6	A	18.4	C	0.6	A	18.4	C

*Signalized Intersection

Project Signal Warrant Analysis

With either project alternative, the peak hour signal warrant would be met at the intersection of Highway 1 at Cypress Avenue. With signalization, this intersection would operate at LOS A under the AM and PM peak hours for both project scenarios. Because the warrant is not met today and satisfaction of the warrant is projected for the future, Hexagon recommends that San Mateo County monitor volumes at this

intersection to determine whether signalization is necessary based upon warrants. The signal warrant analysis sheets are included in Appendix E.

Project Impacts on Bicycle and Pedestrian Facilities

It is reasonable to assume that bicycle trips will comprise no more than 5 percent of the travel mode share to the site during the peak commute periods. This would equate to 4 to 5 new bicycle trips during each of the AM and PM peak hours. These volumes of bicycle trips are not expected to exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips is not expected to require new off-site bicycle facilities.

The proposed project would add a pedestrian path along the project frontage. The retail portion of the project would possibly draw pedestrian trips from neighbors immediately to the north and to the south of the project site. There are currently no sidewalks provided in either of these neighborhoods. Although the addition of sidewalks to these neighborhoods is outside the scope of this project, it is recommended that the County consider adding sidewalks in the future to tie in with the sidewalks provided by the project.

Project Impacts on Transit Service

The transit service in the project vicinity is minimal. As mentioned in Chapter 2, this area is serviced by only one route which provides 1-2 hour headways. However, the project would not generate a need for additional transit service. Assuming a transit mode share of 5 percent, the new development would add 4 to 5 potential new transit trips during each of the AM and PM peak hours. It is expected that these additional riders could be accommodated by the existing transit service.

Site Access

The site review is based on the site plan dated 2008 by Wald, Ruhnke & Dost, Architects, LLP. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the site would be provided by five two-way driveways on Airport Street – two driveways to access the Wellness Center (the southern portion of the project site) and three to the Office Park site (the larger portion of the project site located to the north). Two of the Office Park driveways have an island separating ingress and egress. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers exiting the site. Typically, the installation of left turn pockets would be considered for this type of new development. Analysis shows that left turn pockets are not warranted for this project for the following reasons. First, the peak hour southbound through traffic volumes are low on Airport Street at the proposed driveway locations for the two project alternatives (98 AM trips and 84 PM trips). Under proposed Alternative 1 conditions, only 152 project trips would make a left turn during the AM peak hour and 42 trips during the PM peak hour. Under Alternative 2 conditions, 199 project trips would make a left turn during the AM peak hour and 50 during the PM peak hour. These volumes do not warrant the installation of a left turn pocket. Second, Airport Street is not wide enough for a new lane. Finally, there are no left turn pockets on Airport Street in the project vicinity. Thus, the installation of left turn pockets is not warranted as part of this project.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. The drive aisles proposed are approximately 24 feet in width. This aisle dimension is satisfactory for two-way vehicle flow with 90-degree parking. There are no proposed dead-end aisles.

Regional Traffic Impact

The proposed project would not have a significant regional impact on Highway 1 and Highway 92 traffic. The office use portion of the project would add a service not currently available in the project vicinity, potentially providing employment for residents who typically travel to jobs in other areas. Thus, this land use could reduce traffic currently traveling southbound on Highway 1 to Highway 92 and then over the hill to I-280.

The addition of residential land use in this area would normally increase traffic traveling southbound on Highway 1 and eastbound on Highway 92. However, this particular residential use is unique. The planned apartments are for the developmentally disabled and the residents would not drive to jobs. Ideally, many of them would be employed on the project campus.

The proposed retail use on the project site would be a local-serving use and would not be expected to have a negative impact on regional traffic.

5.
Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions with and without the project. Cumulative conditions represent conditions 20 years into the future.

Roadway Network under Cumulative Conditions

The intersection lane configurations under cumulative conditions were assumed to be the same as described under project conditions.

Cumulative Traffic Volumes

Traffic volumes under cumulative conditions were estimated by applying to the existing volumes an annual growth rate of one percent for twenty years, then adding the trips from approved developments and the project. This 1% growth rate factor was based upon C/CAG model forecasts. The growth was based on a 20-year projection. Cumulative traffic volumes without the project trips is shown on Figure 16. Cumulative traffic volumes with project trips for Alternatives 1 and 2 are shown on Figures 17 and 18, respectively.

Intersection Levels of Service under Cumulative Conditions

The results of the level of service analysis under Cumulative Conditions without Project show that all the intersections would operate at LOS C or better. The study intersections would operate at LOS C or better under cumulative conditions with project alternatives with the exception of Highway 1 at Cypress Avenue under Cumulative with Alternative 2 Conditions which would operate at LOS E under the PM peak hour. (see Table 9). As mentioned previously, Hexagon performed travel time runs using two different routes

to determine the trip distribution patterns for vehicles traveling from the project site to northbound Highway 1.

The first route included northbound Airport Street and eastbound Cypress Avenue to northbound Highway 1. The second route included southbound Airport Street to eastbound Cornell Avenue to eastbound Prospect Way to northbound Capistrano Road to northbound Highway 1. The travel time runs showed that the northbound Airport Street route took half the time of the southbound Airport Street route (two minutes as opposed to four minutes). As a result, Hexagon assumed that vehicular traffic traveling from the project site to northbound Highway 1 would proceed north on Airport Street to Cypress Avenue and turn left onto Highway 1.

Under cumulative with no project PM peak hour conditions there would be a 46.0 second delay for the worst movement (eastbound left) of the Cypress Avenue at Highway 1 intersection. This delay would continue to increase under both alternative project condition scenarios. The worst-case delay for this movement would be 252 seconds (4 minutes) more than without the project under Alternative 2 Project Conditions during the PM peak hour. As a result, some of the project trips might take the southbound Airport Street route to equalize this delay. However, Hexagon found that even if 25 percent of the project traffic took the southbound route as opposed to the northbound route, the delay at the intersection would continue to operate at LOS F for the left turn from Cypress Avenue onto Highway 1 and the signal warrant would be met. The level of service calculation sheets are included in Appendix B.

Cumulative Signal Warrant Analysis

The peak-hour signal warrant (*MUTCD 2003*, Urban Warrant) was checked for the seven currently unsignalized intersections to determine whether signalization would be justified on the basis of cumulative peak-hour volumes. The analysis showed that the study intersection of Highway 1 at Cypress Avenue would meet the peak hour signal warrant under cumulative conditions both with and without either project alternative. Hexagon recommends that San Mateo County monitor volumes at this intersection in the future to determine whether signalization is necessary based upon warrants. If deemed necessary, the project should contribute its fair share toward signalization. The signal warrant analysis sheets are included in Appendix E.

Table 9
Cumulative Intersection Levels of Service

#	Intersection	Peak Hour	Cumulative w/o Project				Cumulative with Alternative 1				Cumulative with Alternative 2			
			Average		Worst Movement		Average		Worst Movement		Average		Worst Movement	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Prospect & Capistrano	AM	7.1	A	9.3	A	7.5	A	9.7	A	7.7	A	9.8	A
		PM	7.6	A	11.0	B	8.6	A	12.0	B	9.0	A	12.4	B
2	Broadway & Prospect	AM	8.3	A	9.9	A	9.1	A	10.5	B	9.4	A	10.8	B
		PM	8.7	A	11.0	B	9.4	A	12.4	B	9.7	A	13.2	B
3	Airport & Stanford/Cornell	AM	2.0	A	9.9	A	5.3	A	11.8	B	5.9	A	12.6	B
		PM	2.6	A	9.8	A	4.8	A	12.4	B	5.2	A	13.7	B
4	Airport & La Granada	AM	6.8	A	9.3	A	5.0	A	10.4	B	4.6	A	10.8	B
		PM	5.1	A	9.8	A	3.9	A	10.6	B	3.6	A	10.8	B
5	Airport & Los Banos	AM	3.1	A	9.0	A	2.6	A	9.7	A	2.5	A	9.9	A
		PM	1.6	A	9.3	A	1.7	A	9.9	A	1.6	A	10.1	B
6	Hwy 1 & Cypress	AM	3.1	A	34.6	D	5.1	A	52.9	F	6.2	A	63.3	F
		PM	3.2	A	46.0	E	20.5	C	194.4	F	35.9	E	298.8	F
7	Hwy 1 & Capistrano (South)*	AM	26.0	C	-	-	27.0	C	-	-	27.4	C	-	-
		PM	25.5	C	-	-	26.3	C	-	-	26.6	C	-	-
8	Hwy 1 & Capistrano (North)	AM	0.2	A	17.3	C	0.2	A	17.3	C	0.2	A	17.3	C
		PM	0.7	A	23	C	0.7	A	23.0	C	0.7	A	23.0	C

*Signalized Intersection

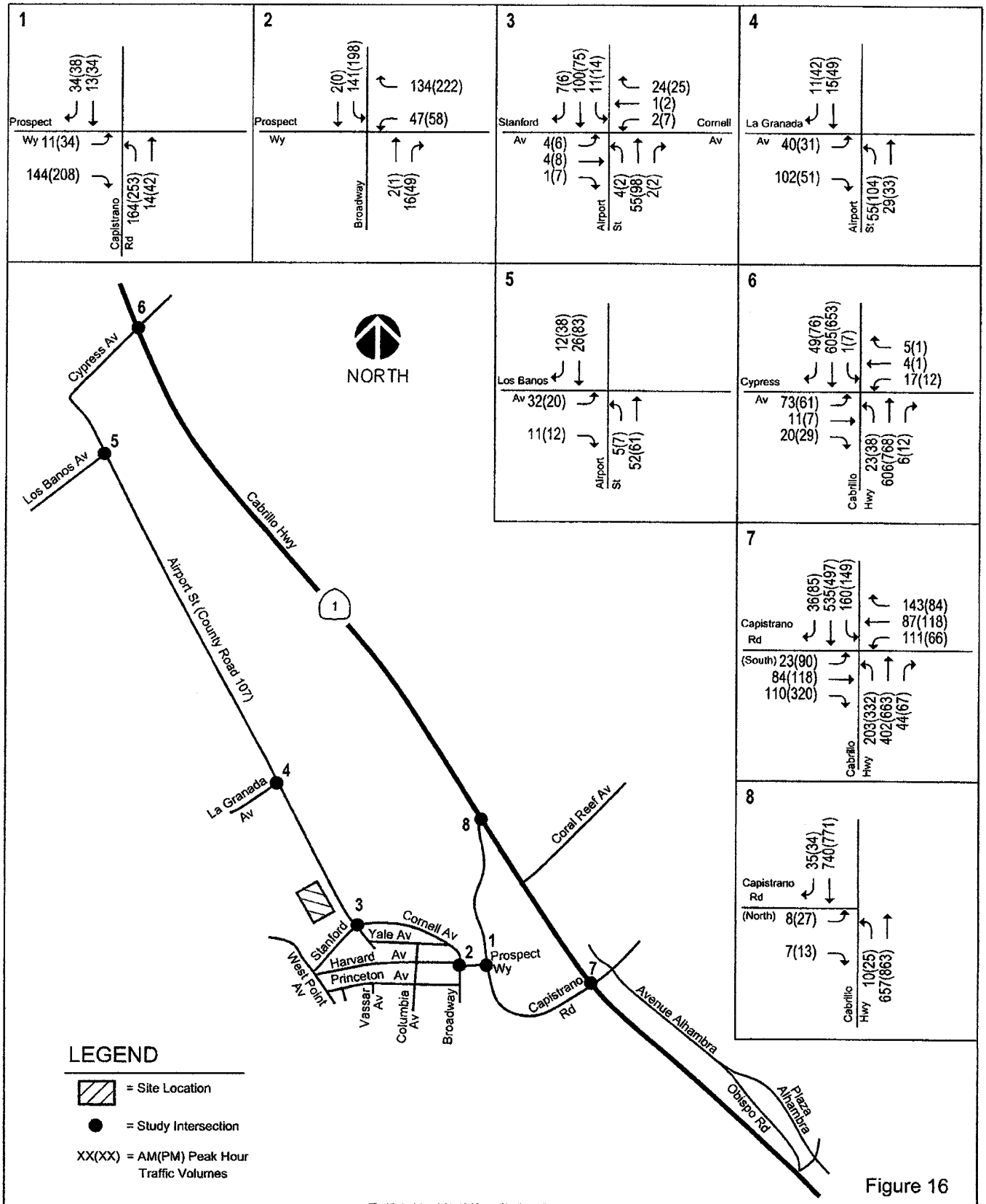


Figure 16

CUMULATIVE TRAFFIC VOLUMES WITHOUT PROJECT

Big Wave Office Park and Wellness Center

Hexagon
Transportation Consultants, Inc.

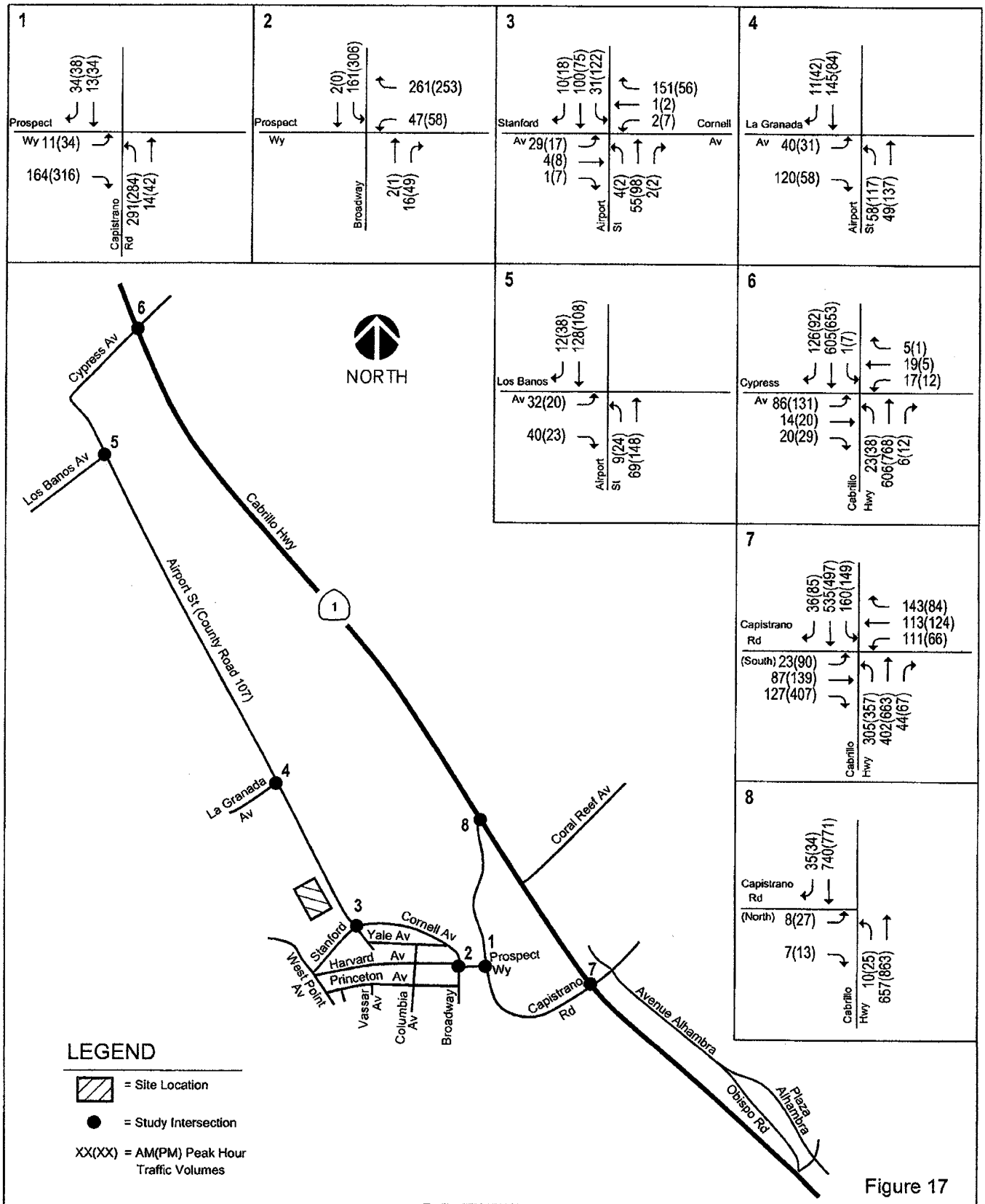


Figure 17

ALTERNATIVE 1 CUMULATIVE TRAFFIC VOLUMES

Big Wave Office Park and Wellness Center

Hexagon Transportation Consultants, Inc.

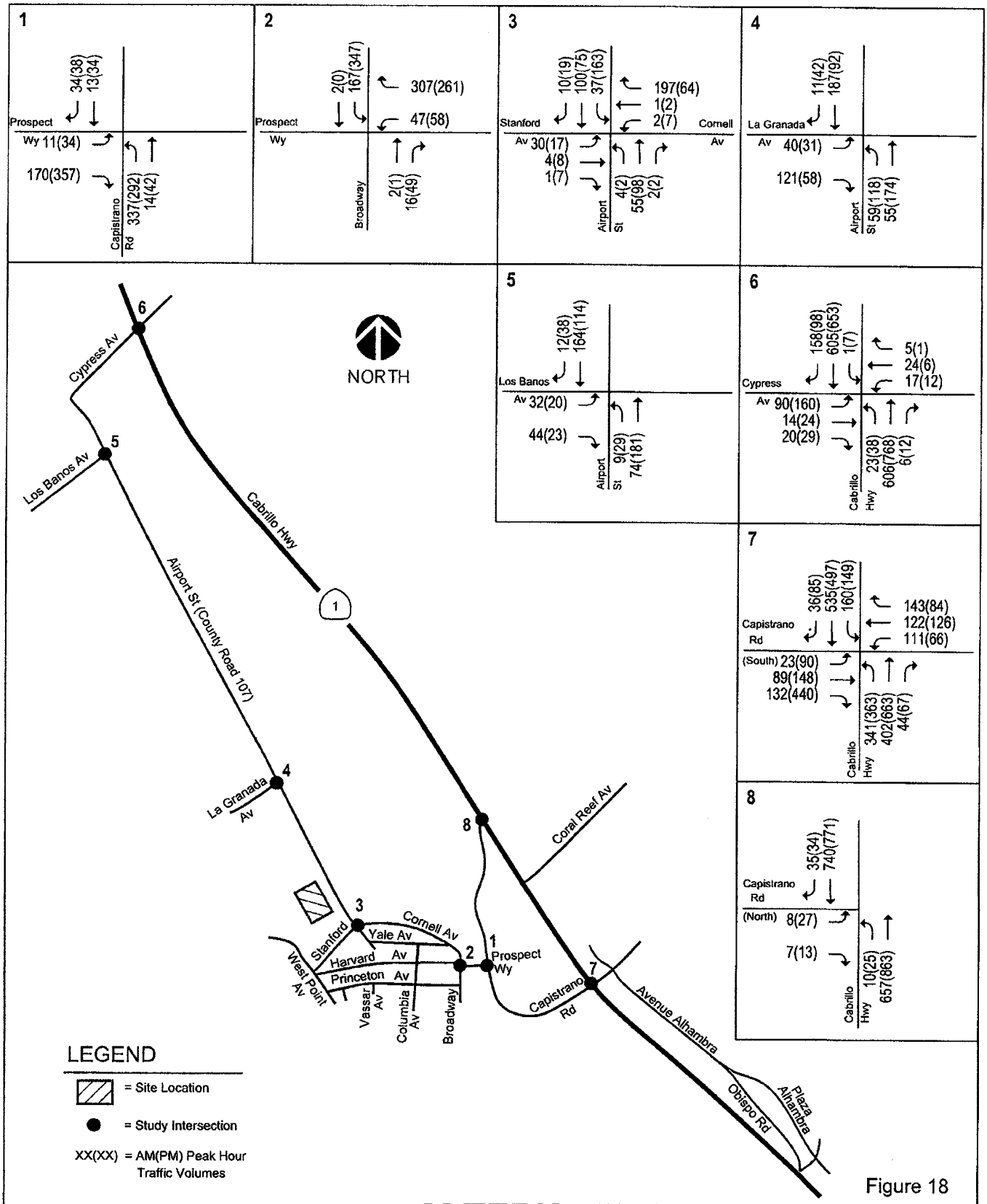


Figure 18

ALTERNATIVE 2 CUMULATIVE TRAFFIC VOLUMES

Big Wave Office Park and Wellness Center

Hexagon Transportation Consultants, Inc.

6.Conclusions

This report presents the results of the traffic impact analysis conducted for the Big Wave Office Park and Wellness Center. The project site is located on Airport Street, north of the Princeton/Pillar Point Harbor area in unincorporated San Mateo County. Two alternatives were analyzed for the proposed project. Both alternatives would contain a Wellness Center with the following components:

- 10 one-bedroom units for aides
- 3 two-bedroom units for staff
- 3 three-bedroom units for staff
- 50 one-bedroom units for special needs children and adults
- 10,000 s.f. of Commercial
- 20,000 s.f. of Storage
- 20,000 s.f. Recreation Center for Residents including Kitchen and Dining Room

In addition to the Wellness Center, Alternative 1 would include a 156,000 s.f. Office Park. Alternative 2 would include a 225,000 s.f. Office Park in addition to the Wellness Center. Parking for the project would be provided on site. The project would have five full-access driveways on Airport Street.

The potential impacts of the project were evaluated in accordance with the standards set forth by the County of San Mateo. The study included an analysis of AM and PM peak-hour traffic conditions at one signalized intersection and seven unsignalized intersections.

Project Trip Generation

Application of ITE standard trip generation rates to the proposed development showed that Alternative 1 is estimated to generate 3,028 daily trips, including 361 trips (312 inbound and 48 outbound) during the AM peak hour, and 333 trips (86 inbound and 247 outbound) during the PM peak hour. Alternative 2 is estimated to generate 3,787 daily trips, including 468 trips (406 inbound and 61 outbound) during the AM peak hour and 436 trips (104 inbound and 332 outbound) during the PM peak hour.

Recommended Improvements

The following measure is recommended in conjunction with the proposed project:

Highway 1 at Cypress Avenue. Based on project alternatives and cumulative with and without project alternative conditions, the peak hour signal warrant is met at the intersection of Highway 1 at Cypress Avenue. Hexagon recommends that San Mateo County monitor volumes at this intersection in the future to determine whether signalization is necessary based upon these observations. If deemed necessary, the project should contribute its fair share toward this improvement. With this improvement, the Highway 1/Cypress Avenue intersection would operate at LOS A during both the AM and PM peak hours. Under signalized conditions, the existing roadway geometry would be adequate to handle the anticipated traffic demand.

Site Access and Circulation

The site review is based on the site plan dated 2008 by Wald, Ruhnke & Dost, Architects, LLP. The site access was evaluated in accordance with generally accepted traffic engineering standards. Access to the site would be provided by five two-way driveways on Airport Street – two driveways to access the Wellness Center (the southern portion of the project site) and three to the Office Park site (the larger portion of the project site located to the north). Two of the office park driveways would have an island separating ingress and egress. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers exiting the site.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. The proposed drive aisles are 24 feet in width. This aisle dimension is satisfactory for two-way vehicle flow with 90-degree parking. There are no proposed dead-end aisles.

Regional Traffic Impacts

The proposed project would not have a significant regional impact on Highway 1 and Highway 92 traffic. The office use portion of the project would add a service not currently available in the project vicinity, potentially providing employment for residents who typically travel to jobs in other areas. Thus, this land use could reduce traffic currently traveling southbound on Highway 1 to Highway 92 and then over the hill to I-280.

The addition of residential land use in this area would normally increase traffic traveling southbound on Highway 1 and eastbound on Highway 92. However, this particular residential use is unique. The planned apartments are for the developmentally disabled and the residents will either not drive to jobs or be employed on the project campus.

The proposed retail use on the project site would be a local-serving use and would not have a negative impact on regional traffic.

Appendix A

Traffic Counts

AM Peak-Hour Volume Count Worksheet

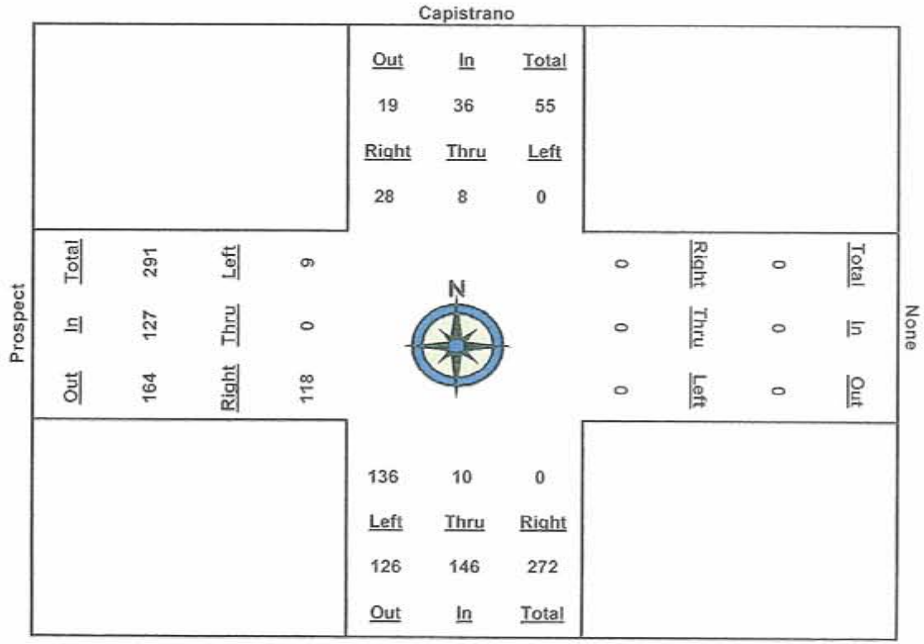
Date: 1/18/06
Counter: Patti and Robert
Intersection Name: Capistrano and Prospect
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162

	Capistrano				None				Capistrano				Prospect			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	1	0	0	0	0	0	0	18	18	37	0	2	39
7:30	5	0	0	5	0	0	0	0	0	1	32	33	69	0	5	74
7:45	11	2	0	13	0	0	0	0	0	3	54	57	96	0	7	103
8:00	14	2	0	16	0	0	0	0	0	3	87	90	139	0	8	147
8:15	21	6	0	27	0	0	0	0	0	5	131	136	168	0	9	177
8:30	31	9	0	40	0	0	0	0	0	8	166	174	190	0	13	203
8:45	39	10	0	49	0	0	0	0	0	13	190	203	214	0	16	230
9:00	40	11	0	51	0	0	0	0	0	16	212	228	235	0	17	252

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	14	2	0	16	0	0	0	0	0	3	87	90	139	0	8	147	253
7:15 - 8:15	20	6	0	26	0	0	0	0	0	5	113	118	131	0	7	138	282
7:30 - 8:30	26	9	0	35	0	0	0	0	0	7	134	141	121	0	8	129	305
7:45 - 8:45	28	8	0	36	0	0	0	0	0	10	136	146	118	0	9	127	309
8:00 - 9:00	26	9	0	35	0	0	0	0	0	13	125	138	96	0	9	105	278
Peak Volumes:	28	8	0	36	0	0	0	0	0	10	136	146	118	0	9	127	309

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	28	8	0		0	0	0		0	10	136		118	0	9



AM Peak-Hour Volume Count Worksheet

Date: 1/18/06
Counter: Kevin and Keith
Intersection Name: Prospect and Broadway
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162

	Broadway				Prospect				Broadway				None			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	21	21	5	0	3	8	0	0	0	0	0	0	0	0
7:30	0	0	49	49	21	0	8	29	7	0	0	7	0	0	0	0
7:45	0	0	81	81	44	0	13	57	9	1	0	10	0	0	0	0
8:00	0	0	123	123	77	0	23	100	13	1	0	14	0	0	0	0
8:15	0	0	144	144	104	0	35	139	16	1	0	17	0	0	0	0
8:30	0	2	165	167	132	0	47	179	20	2	0	22	0	0	0	0
8:45	0	3	186	189	159	0	56	215	25	2	0	27	0	0	0	0
9:00	0	3	201	204	177	0	61	238	31	2	0	33	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	123	123	77	0	23	100	13	1	0	14	0	0	0	0	237
7:15 - 8:15	0	0	123	123	99	0	32	131	16	1	0	17	0	0	0	0	271
7:30 - 8:30	0	2	116	118	111	0	39	150	13	2	0	15	0	0	0	0	283
7:45 - 8:45	0	3	105	108	115	0	43	158	16	1	0	17	0	0	0	0	283
8:00 - 9:00	0	3	78	81	100	0	38	138	18	1	0	19	0	0	0	0	238
Peak Volumes:	0	2	116	118	111	0	39	150	13	2	0	15	0	0	0	0	283

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
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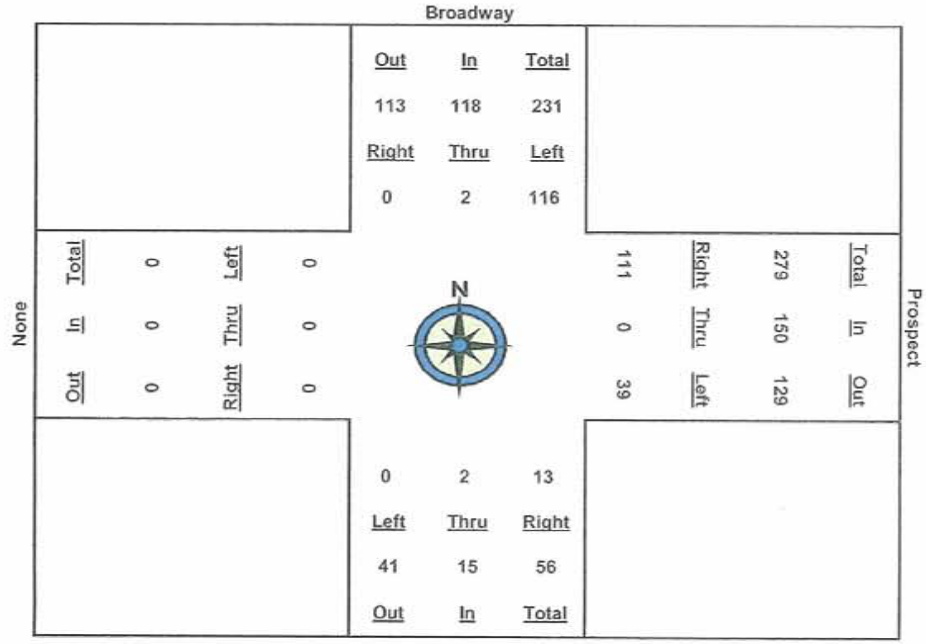


AM Peak-Hour Volume Count Worksheet

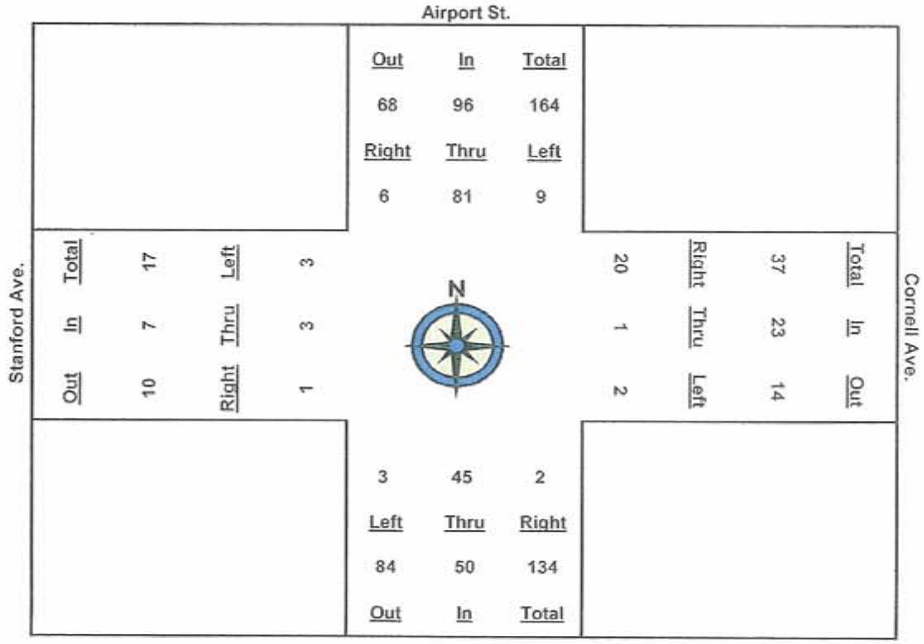
Date: 1/17/07
Counter: Kevin and Kushal
Intersection Name: Airport St. and Cornell/Stanford Ave
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Airport St. North Approach				Cornell Ave. East Approach				Airport St. South Approach				Stanford Ave. West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	27	2	29	1	0	0	1	0	1	0	1	0	0	1	1
7:30	0	43	4	47	3	0	0	3	0	4	0	4	1	0	3	4
7:45	1	61	8	70	7	1	0	8	0	12	2	14	1	0	4	5
8:00	1	97	11	109	13	1	0	14	0	19	2	21	1	0	5	6
8:15	3	115	11	129	19	1	1	21	1	38	2	41	1	2	5	8
8:30	6	124	13	143	23	1	2	26	2	49	3	54	2	3	6	11
8:45	7	133	17	157	24	1	2	27	2	55	6	63	2	3	9	14
9:00	7	139	17	163	26	2	2	30	2	56	6	64	4	3	10	17

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	1	97	11	109	13	1	0	14	0	19	2	21	1	0	5	6	150
7:15 - 8:15	3	88	9	100	18	1	1	20	1	37	2	40	1	2	4	7	167
7:30 - 8:30	6	81	9	96	20	1	2	23	2	45	3	50	1	3	3	7	176
7:45 - 8:45	6	72	9	87	17	0	2	19	2	43	4	49	1	3	5	9	164
8:00 - 9:00	6	42	6	54	13	1	2	16	2	37	4	43	3	3	5	11	124
Peak Volumes:	6	81	9	96	20	1	2	23	2	45	3	50	1	3	3	7	176

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	6	81	9		20	1	2		2	45	3		1	3	3



AM Peak-Hour Volume Count Worksheet

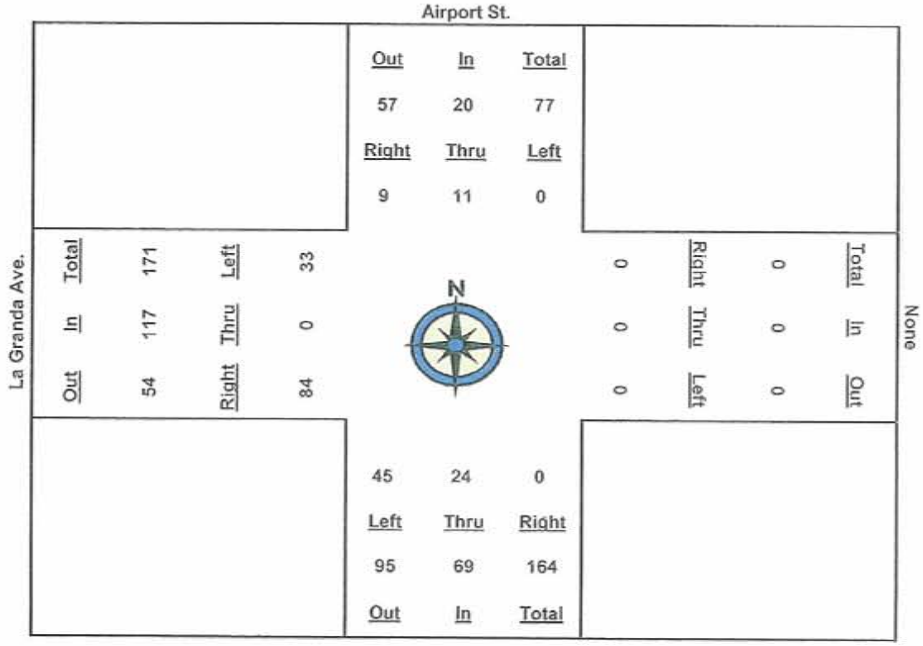
Date: 1/17/07
Counter: Alvan and Ngoc
Intersection Name: Airport St. and La Granada Avenue
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Airport St.				None				Airport St.				La Granda Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	2	0	3	0	0	0	0	0	2	3	5	32	0	3	35
7:30	2	4	0	6	0	0	0	0	0	4	8	12	48	0	10	58
7:45	3	7	0	10	0	0	0	0	0	7	16	23	72	0	17	89
8:00	6	9	0	15	0	0	0	0	0	14	24	38	112	0	24	136
8:15	10	11	0	21	0	0	0	0	0	20	45	65	122	0	32	154
8:30	11	15	0	26	0	0	0	0	0	28	53	81	132	0	43	175
8:45	14	21	0	35	0	0	0	0	0	32	57	89	137	0	46	183
9:00	16	26	0	42	0	0	0	0	0	34	59	93	140	0	47	187

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	6	9	0	15	0	0	0	0	0	14	24	38	112	0	24	136	189
7:15 - 8:15	9	9	0	18	0	0	0	0	0	18	42	60	90	0	29	119	197
7:30 - 8:30	9	11	0	20	0	0	0	0	0	24	45	69	84	0	33	117	206
7:45 - 8:45	11	14	0	25	0	0	0	0	0	25	41	66	65	0	29	94	185
8:00 - 9:00	10	17	0	27	0	0	0	0	0	20	35	55	28	0	23	51	133
Peak Volumes:	9	11	0	20	0	0	0	0	0	24	45	69	84	0	33	117	206

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	9	11	0		0	0	0		0	24	45		84	0	33



AM Peak-Hour Volume Count Worksheet

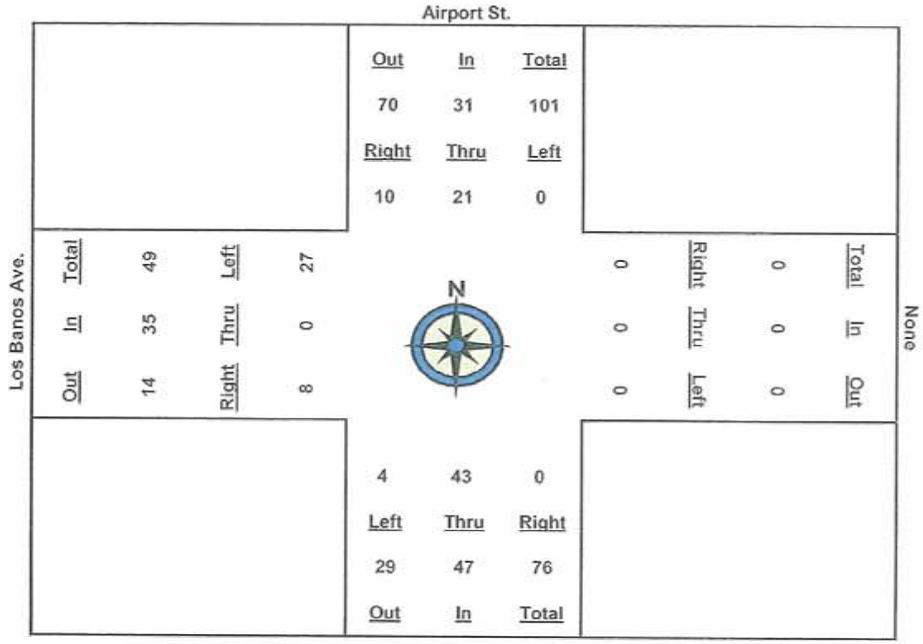
Date: 1/17/07
Counter: Patti and Ryan
Intersection Name: Airport St. and Los Banos Ave.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Airport St.				None				Airport St.				Los Banos Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	3	0	4	0	0	0	0	0	6	0	6	0	0	5	5
7:30	1	5	0	6	0	0	0	0	0	12	0	12	0	0	6	6
7:45	1	9	0	10	0	0	0	0	0	21	0	21	1	0	13	14
8:00	4	12	0	16	0	0	0	0	0	32	1	33	2	0	19	21
8:15	5	20	0	25	0	0	0	0	0	41	2	43	4	0	29	33
8:30	8	24	0	32	0	0	0	0	0	56	3	59	5	0	36	41
8:45	11	30	0	41	0	0	0	0	0	64	4	68	9	0	40	49
9:00	11	34	0	45	0	0	0	0	0	69	5	74	10	0	41	51

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	4	12	0	16	0	0	0	0	0	32	1	33	2	0	19	21	70
7:15 - 8:15	4	17	0	21	0	0	0	0	0	35	2	37	4	0	24	28	86
7:30 - 8:30	7	19	0	26	0	0	0	0	0	44	3	47	5	0	30	35	108
7:45 - 8:45	10	21	0	31	0	0	0	0	0	43	4	47	8	0	27	35	113
8:00 - 9:00	7	22	0	29	0	0	0	0	0	37	4	41	8	0	22	30	100
Peak Volumes:	10	21	0	31	0	0	0	0	0	43	4	47	8	0	27	35	113

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	10	21	0		0	0	0		0	43	4		8	0	27



AM Peak-Hour Volume Count Worksheet

Date: 1/16/07
Counter: Kevin and Kushal
Intersection Name: Hwy 1 (Cabrillo Hwy) and Cypress Avenue
Weather:

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	Hwy 1 (Cabrillo Hwy)				Cypress Ave.				Hwy 1 (Cabrillo Hwy)				Cypress Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	4	63	0	67	3	0	2	5	0	50	3	53	3	1	4	8
7:30	7	143	0	150	5	0	8	13	1	192	6	199	3	1	13	17
7:45	12	225	0	237	6	1	10	17	2	306	9	317	10	2	22	34
8:00	20	353	0	373	6	2	14	22	2	421	16	439	17	3	40	60
8:15	26	489	0	515	7	3	18	28	4	559	24	587	22	7	52	81
8:30	33	599	1	633	10	3	20	33	6	690	28	724	24	10	70	104
8:45	53	729	1	783	10	4	24	38	7	811	28	846	27	11	83	121
9:00	59	853	1	913	10	5	27	42	8	901	34	943	30	11	87	128

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	20	353	0	373	6	2	14	22	2	421	16	439	17	3	40	60	894
7:15 - 8:15	22	426	0	448	4	3	16	23	4	509	21	534	19	6	48	73	1,078
7:30 - 8:30	26	456	1	483	5	3	12	20	5	498	22	525	21	9	57	87	1,115
7:45 - 8:45	41	504	1	546	4	3	14	21	5	505	19	529	17	9	61	87	1,183
8:00 - 9:00	39	500	1	540	4	3	13	20	6	480	18	504	13	8	47	68	1,132
Peak Volumes:	41	504	1	546	4	3	14	21	5	505	19	529	17	9	61	87	1,183

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
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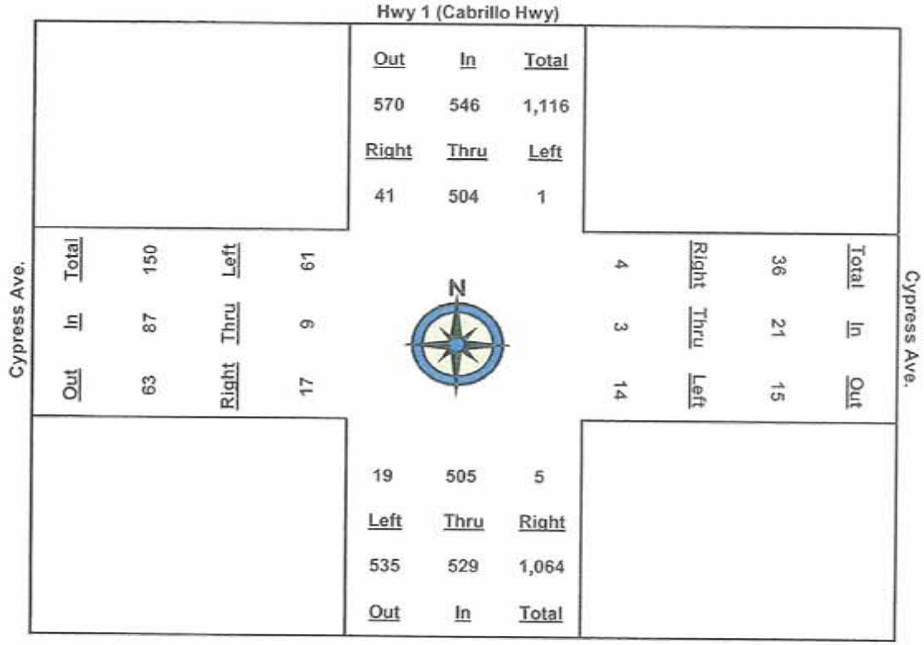


AM Peak-Hour Volume Count Worksheet

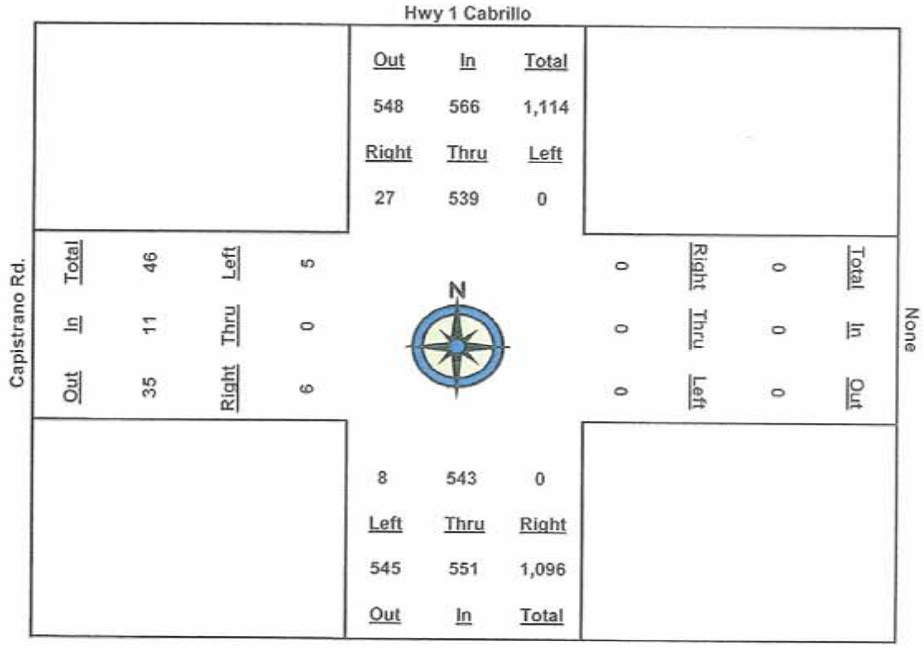
Date: 1/16/07
Counter: Patti and Logan
Intersection Name: Hwy 1 (Cabrillo) and Capistrano Rd. North
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Hwy 1 Cabrillo				None				Hwy 1 Cabrillo				Capistrano Rd.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	3	150	0	153	0	0	0	0	0	48	1	49	0	0	1	1
7:30	6	248	0	254	0	0	0	0	0	170	1	171	1	0	3	4
7:45	11	354	0	365	0	0	0	0	0	300	1	301	1	0	4	5
8:00	12	490	0	502	0	0	0	0	0	420	1	421	4	0	4	8
8:15	22	634	0	656	0	0	0	0	0	569	5	574	4	0	4	8
8:30	25	754	0	779	0	0	0	0	0	724	5	729	7	0	4	11
8:45	27	884	0	911	0	0	0	0	0	860	8	868	8	0	7	15
9:00	39	1,029	0	1,068	0	0	0	0	0	963	9	972	10	0	9	19

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	12	490	0	502	0	0	0	0	0	420	1	421	4	0	4	8	931
7:15 - 8:15	19	484	0	503	0	0	0	0	0	521	4	525	4	0	3	7	1,035
7:30 - 8:30	19	506	0	525	0	0	0	0	0	554	4	558	6	0	1	7	1,090
7:45 - 8:45	16	530	0	546	0	0	0	0	0	560	7	567	7	0	3	10	1,123
8:00 - 9:00	27	539	0	566	0	0	0	0	0	543	8	551	6	0	5	11	1,128
Peak Volumes:	27	539	0	566	0	0	0	0	0	543	8	551	6	0	5	11	1,128

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	27	539	0		0	0	0		0	543	8		6	0	5



AM Peak-Hour Volume Count Worksheet

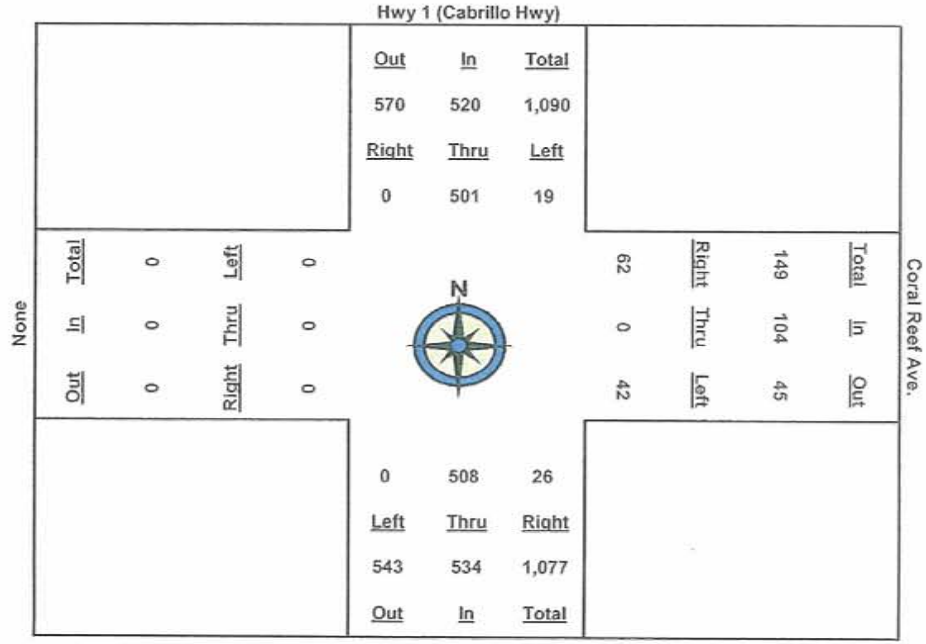
Date: 1/16/07
Counter: Jamie and Friend
Intersection Name: Hwy 1 (Cabrillo Hwy) and Coral Reef Ave.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Hwy 1 (Cabrillo Hwy)				Coral Reef Ave.				Hwy 1 (Cabrillo Hwy)				None			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	151	1	152	15	0	15	30	3	63	0	66	0	0	0	0
7:30	0	246	5	251	26	0	30	56	7	151	0	158	0	0	0	0
7:45	0	358	9	367	37	0	38	75	9	258	0	267	0	0	0	0
8:00	0	498	16	514	49	0	56	105	14	350	0	364	0	0	0	0
8:15	0	627	18	645	68	0	64	132	19	452	0	471	0	0	0	0
8:30	0	738	23	761	90	0	71	161	27	657	0	684	0	0	0	0
8:45	0	859	28	887	99	0	80	179	35	766	0	801	0	0	0	0
9:00	0	983	33	1,016	106	0	85	191	40	812	0	852	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	498	16	514	49	0	56	105	14	350	0	364	0	0	0	0	983
7:15 - 8:15	0	476	17	493	53	0	49	102	16	389	0	405	0	0	0	0	1,000
7:30 - 8:30	0	492	18	510	64	0	41	105	20	506	0	526	0	0	0	0	1,141
7:45 - 8:45	0	501	19	520	62	0	42	104	26	508	0	534	0	0	0	0	1,158
8:00 - 9:00	0	485	17	502	57	0	29	86	26	462	0	488	0	0	0	0	1,076
Peak Volumes:	**0**	**501**	**19**	**520**	**62**	**0**	**42**	**104**	**26**	**508**	**0**	**534**	**0**	**0**	**0**	**0**	**1,158**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	0	501	19		62	0	42		26	508	0		0	0	0



AM Peak-Hour Volume Count Worksheet

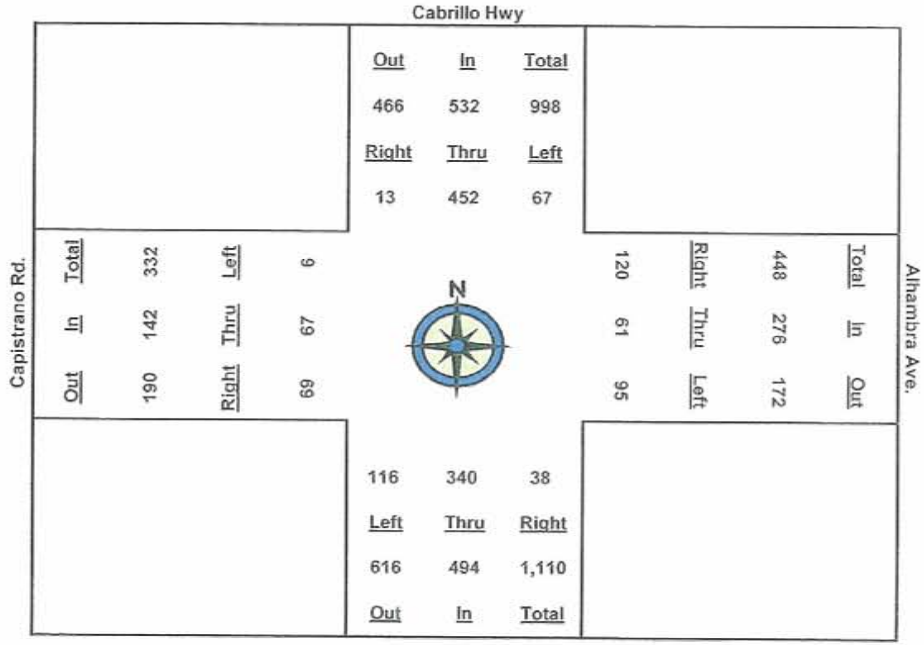
Date: 1/18/07
Counter: Alvan and Ngoc
Intersection Name: Cabrillo Hwy and Capistrano Road (South)
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162

	Cabrillo Hwy North Approach				Alhambra Ave. East Approach				Cabrillo Hwy South Approach				Capistrano Rd. West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	145	12	159	34	13	22	69	3	52	15	70	30	11	1	42
7:30	7	241	34	282	56	21	37	114	14	127	30	171	47	20	1	68
7:45	8	326	48	382	82	35	50	167	21	211	52	284	62	33	3	98
8:00	13	470	67	550	105	45	78	228	35	309	98	442	87	64	5	156
8:15	13	568	80	661	143	71	108	322	44	384	122	550	105	76	8	189
8:30	19	654	95	768	172	78	129	379	55	478	145	678	119	86	9	214
8:45	21	778	115	914	202	96	145	443	59	551	168	778	131	100	9	240
9:00	21	851	119	991	212	109	156	477	70	614	188	872	146	110	10	266

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	13	470	67	550	105	45	78	228	35	309	98	442	87	64	5	156	1,376
7:15 - 8:15	11	423	68	502	109	58	86	253	41	332	107	480	75	65	7	147	1,382
7:30 - 8:30	12	413	61	486	116	57	92	265	41	351	115	507	72	66	8	146	1,404
7:45 - 8:45	13	452	67	532	120	61	95	276	38	340	116	494	69	67	6	142	1,444
8:00 - 9:00	8	381	52	441	107	64	78	249	35	305	90	430	59	46	5	110	1,230
Peak Volumes:	13	452	67	532	120	61	95	276	38	340	116	494	69	67	6	142	1,444

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	13	452	67		120	61	95		38	340	116		69	67	6



PM Peak-Hour Volume Count Worksheet

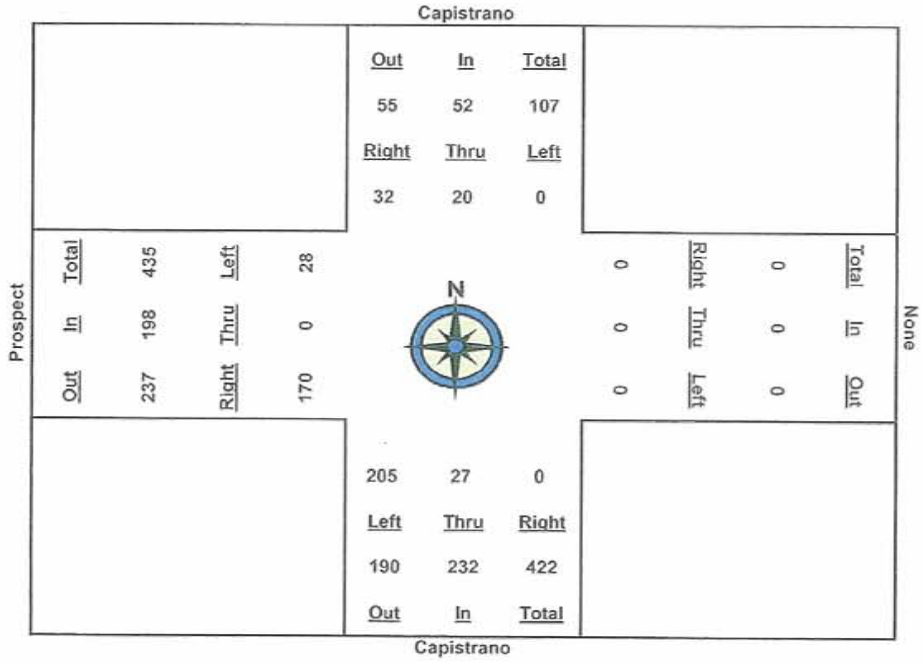
Date: 1/18/06
Counter: Patti and Robert
Intersection Name: Capistrano and Prospect
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162

	Capistrano				None				Capistrano				Prospect			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	5	6	0	11	0	0	0	0	0	3	41	44	37	0	3	40
4:30	15	10	0	25	0	0	0	0	0	11	73	84	83	0	8	91
4:45	22	14	0	36	0	0	0	0	0	19	127	146	126	0	15	141
5:00	29	20	0	49	0	0	0	0	0	27	187	214	171	0	23	194
5:15	38	24	0	62	0	0	0	0	0	32	236	268	211	0	27	238
5:30	47	30	0	77	0	0	0	0	0	38	278	316	253	0	36	289
5:45	50	32	0	82	0	0	0	0	0	43	318	361	305	0	42	347
6:00	55	34	0	89	0	0	0	0	0	43	345	388	346	0	43	389

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	29	20	0	49	0	0	0	0	0	27	187	214	171	0	23	194	457
4:15 - 5:15	33	18	0	51	0	0	0	0	0	29	195	224	174	0	24	198	473
4:30 - 5:30	32	20	0	52	0	0	0	0	0	27	205	232	170	0	28	198	482
4:45 - 5:45	28	18	0	46	0	0	0	0	0	24	191	215	179	0	27	206	467
5:00 - 6:00	26	14	0	40	0	0	0	0	0	16	158	174	175	0	20	195	409
Peak Volumes:	32	20	0	52	0	0	0	0	0	27	205	232	170	0	28	198	482

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	32	20	0		0	0	0		0	27	205		170	0	28



PM Peak-Hour Volume Count Worksheet

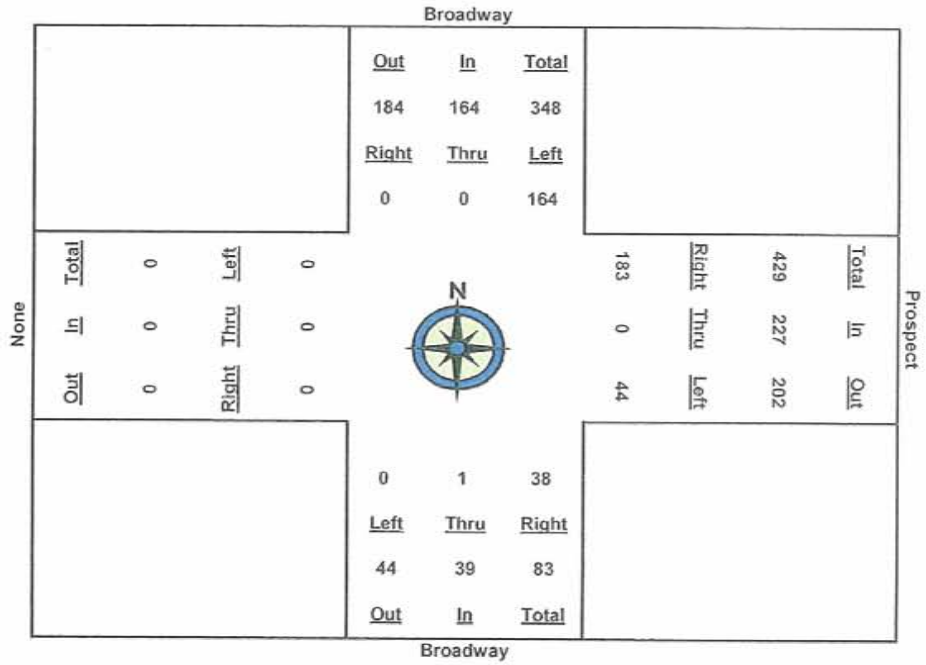
Date: 1/18/06
Counter: Logan and Keith
Intersection Name: Prospect and Broadway
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162

	Broadway				Prospect				Broadway				None			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	1	26	27	33	0	10	43	9	0	0	9	0	0	0	0
4:30	0	1	72	73	65	0	15	80	20	1	0	21	0	0	0	0
4:45	0	1	113	114	115	0	30	145	26	1	0	27	0	0	0	0
5:00	0	1	154	155	165	0	44	209	41	1	0	42	0	0	0	0
5:15	0	1	190	191	216	0	54	270	47	1	0	48	0	0	0	0
5:30	0	1	227	228	255	0	61	316	58	1	0	59	0	0	0	0
5:45	0	1	275	276	300	0	68	368	70	1	0	71	0	0	0	0
6:00	0	1	306	307	320	0	74	394	84	1	0	85	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	1	154	155	165	0	44	209	41	1	0	42	0	0	0	0	406
4:15 - 5:15	0	0	164	164	183	0	44	227	38	1	0	39	0	0	0	0	430
4:30 - 5:30	0	0	155	155	190	0	46	236	38	0	0	38	0	0	0	0	429
4:45 - 5:45	0	0	162	162	185	0	38	223	44	0	0	44	0	0	0	0	429
5:00 - 6:00	0	0	152	152	155	0	30	185	43	0	0	43	0	0	0	0	380
Peak Volumes:	**0**	**0**	**164**	**164**	**183**	**0**	**44**	**227**	**38**	**1**	**0**	**39**	**0**	**0**	**0**	**0**	**430**

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	0	0	164		183	0	44		38	1	0		0	0	0



PM Peak-Hour Volume Count Worksheet

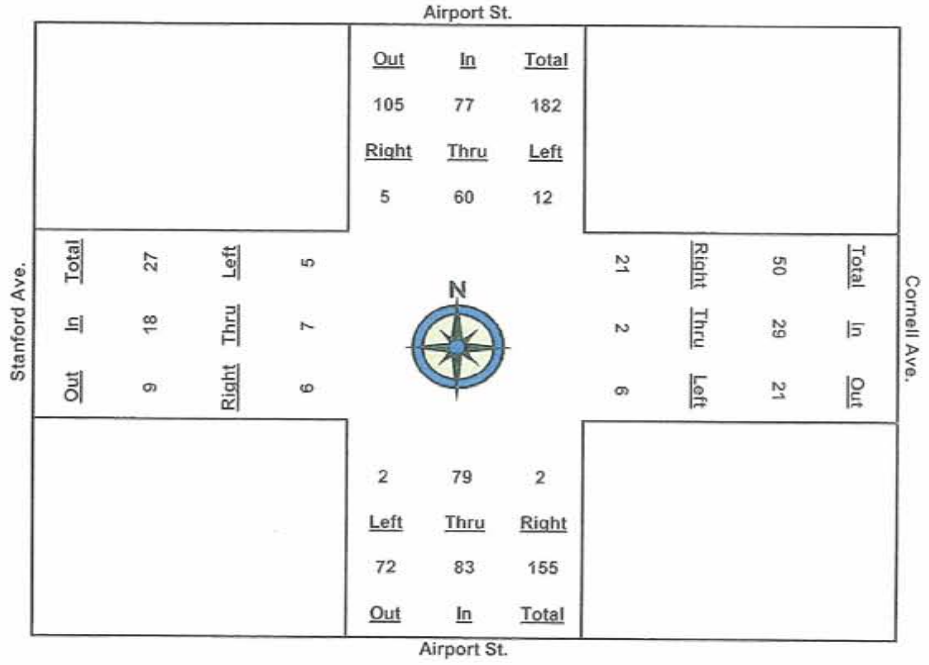
Date: 1/17/07
Counter: Kevin and Logan
Intersection Name: Airport St. and Cornell/Stanford Ave
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Airport St. North Approach				Cornell Ave. East Approach				Airport St. South Approach				Stanford Ave. West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	1	14	1	16	4	2	1	7	1	12	2	15	0	1	0	1
4:30	4	30	6	40	11	2	4	17	2	24	2	28	0	5	1	6
4:45	5	42	9	56	16	3	6	25	2	42	3	47	0	8	1	9
5:00	6	58	10	74	22	3	7	32	2	62	3	67	5	8	2	15
5:15	6	74	13	93	25	4	7	36	3	91	4	98	6	8	5	19
5:30	6	89	16	111	30	4	8	42	3	111	5	119	9	8	5	22
5:45	6	111	17	134	34	4	10	48	3	126	5	134	10	10	8	28
6:00	6	126	20	152	40	4	11	55	3	134	5	142	10	10	13	33

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	6	58	10	74	22	3	7	32	2	62	3	67	5	8	2	15	188
4:15 - 5:15	5	60	12	77	21	2	6	29	2	79	2	83	6	7	5	18	207
4:30 - 5:30	2	59	10	71	19	2	4	25	1	87	3	91	9	3	4	16	203
4:45 - 5:45	1	69	8	78	18	1	4	23	1	84	2	87	10	2	7	19	207
5:00 - 6:00	0	68	10	78	18	1	4	23	1	72	2	75	5	2	11	18	194
Peak Volumes:	5	60	12	77	21	2	6	29	2	79	2	83	6	7	5	18	207

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	5	60	12		21	2	6		2	79	2		6	7	5



PM Peak-Hour Volume Count Worksheet

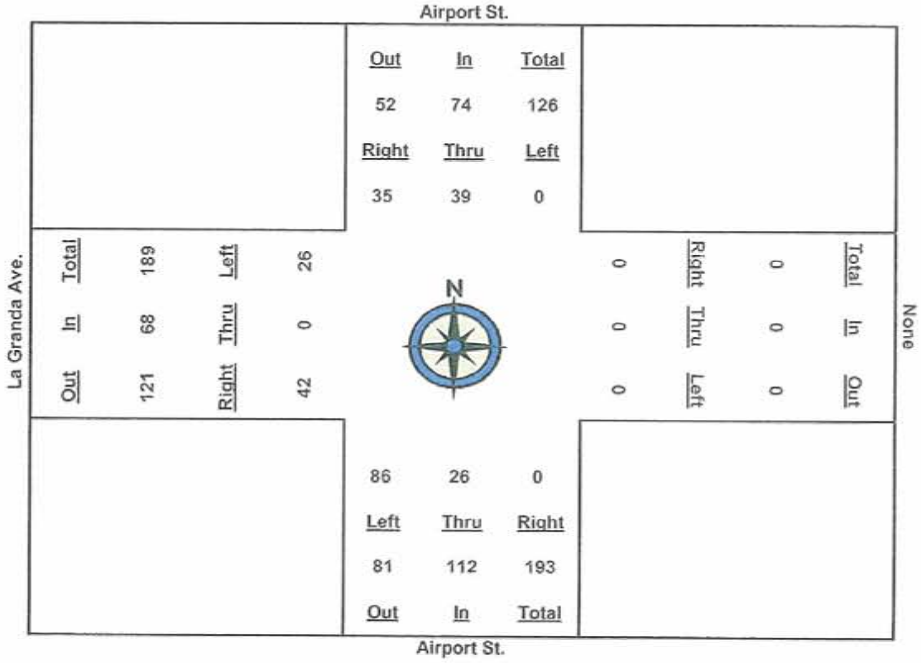
Date: 1/17/07
Counter: Matt and Robert
Intersection Name: Airport St. and La Granada Avenue
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Airport St.				None				Airport St.				La Granda Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	16	0	24	0	0	0	0	0	11	15	26	9	0	7	16
4:30	16	29	0	45	0	0	0	0	0	15	27	42	22	0	13	35
4:45	24	39	0	63	0	0	0	0	0	19	45	64	25	0	20	45
5:00	33	46	0	79	0	0	0	0	0	24	66	90	33	0	26	59
5:15	46	58	0	104	0	0	0	0	0	36	97	133	46	0	36	82
5:30	51	67	0	118	0	0	0	0	0	41	114	155	55	0	42	97
5:45	59	78	0	137	0	0	0	0	0	45	131	176	67	0	46	113
6:00	63	83	0	146	0	0	0	0	0	57	144	201	80	0	49	129

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	33	46	0	79	0	0	0	0	0	24	66	90	33	0	26	59	228
4:15 - 5:15	38	42	0	80	0	0	0	0	0	25	82	107	37	0	29	66	253
4:30 - 5:30	35	38	0	73	0	0	0	0	0	26	87	113	33	0	29	62	248
4:45 - 5:45	35	39	0	74	0	0	0	0	0	26	86	112	42	0	26	68	254
5:00 - 6:00	30	37	0	67	0	0	0	0	0	33	78	111	47	0	23	70	248
Peak Volumes:	35	39	0	74	0	0	0	0	0	26	86	112	42	0	26	68	254

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	35	39	0		0	0	0		0	26	86		42	0	26



PM Peak-Hour Volume Count Worksheet

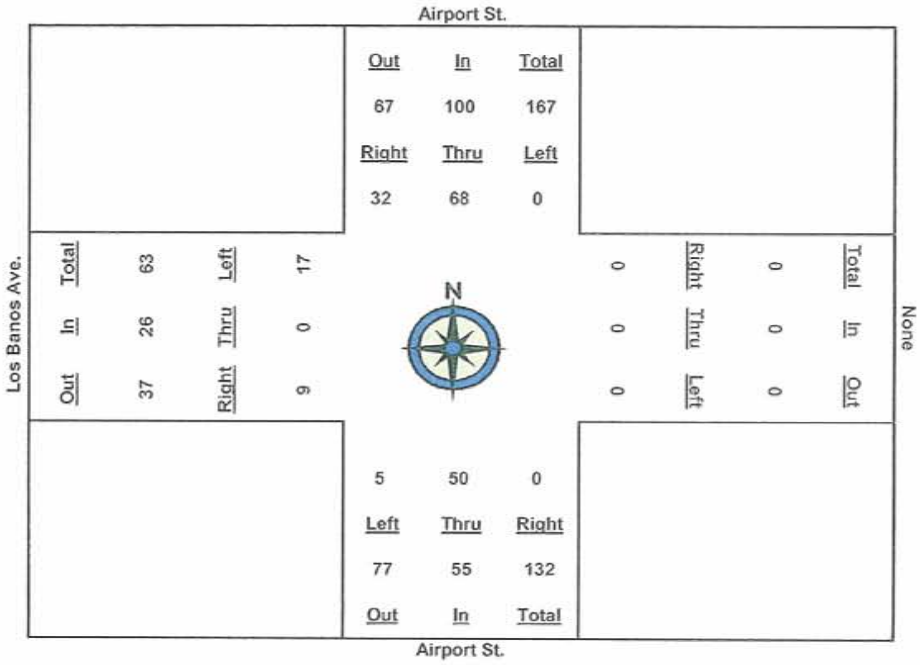
Date: 1/17/07
Counter: Patti and Robert
Intersection Name: Airport St. and Los Banos Ave.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Airport St.				None				Airport St.				Los Banos Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	12	0	20	0	0	0	0	0	16	1	17	1	0	6	7
4:30	16	26	0	42	0	0	0	0	0	25	1	26	3	0	9	12
4:45	22	43	0	65	0	0	0	0	0	34	4	38	4	0	18	22
5:00	30	60	0	90	0	0	0	0	0	48	4	52	8	0	21	29
5:15	40	80	0	120	0	0	0	0	0	66	6	72	10	0	23	33
5:30	47	90	0	137	0	0	0	0	0	74	8	82	12	0	26	38
5:45	52	96	0	148	0	0	0	0	0	81	8	89	16	0	33	49
6:00	61	103	0	164	0	0	0	0	0	88	9	97	20	0	36	56

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	30	60	0	90	0	0	0	0	0	48	4	52	8	0	21	29	171
4:15 - 5:15	32	68	0	100	0	0	0	0	0	50	5	55	9	0	17	26	181
4:30 - 5:30	31	64	0	95	0	0	0	0	0	49	7	56	9	0	17	26	177
4:45 - 5:45	30	53	0	83	0	0	0	0	0	47	4	51	12	0	15	27	161
5:00 - 6:00	31	43	0	74	0	0	0	0	0	40	5	45	12	0	15	27	146
Peak Volumes:	32	68	0	100	0	0	0	0	0	50	5	55	9	0	17	26	181

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	32	68	0		0	0	0		0	50	5		9	0	17



PM Peak-Hour Volume Count Worksheet

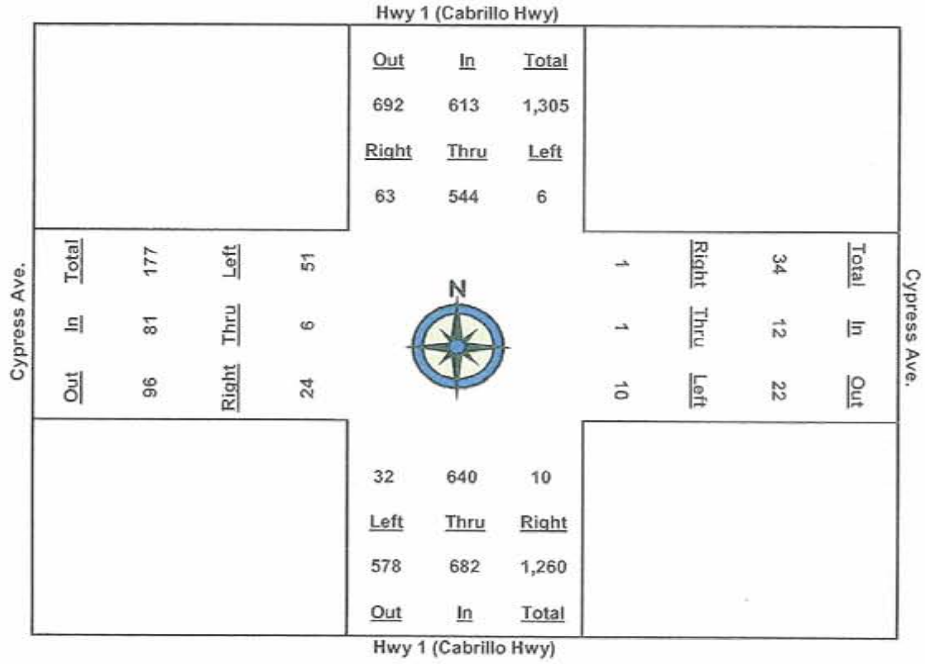
Date: 1/16/07
Counter: Kevin and Logan
Intersection Name: Hwy 1 (Cabrillo Hwy) and Cypress Avenue
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Hwy 1 (Cabrillo Hwy)				Cypress Ave.				Hwy 1 (Cabrillo Hwy)				Cypress Ave.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	9	138	1	148	0	0	1	1	1	151	5	157	5	1	3	9
4:30	21	278	1	300	0	1	1	2	3	294	11	308	9	1	5	15
4:45	41	421	3	465	0	1	4	5	3	434	20	457	15	4	22	41
5:00	56	541	7	604	1	1	10	12	6	598	26	630	15	5	40	60
5:15	72	682	7	761	1	1	11	13	11	791	37	839	29	7	54	90
5:30	84	774	7	865	1	4	12	17	13	940	42	995	35	7	66	108
5:45	95	911	12	1,018	2	5	14	21	16	1,102	46	1,164	38	7	79	124
6:00	103	1,020	12	1,135	4	5	16	25	18	1,269	49	1,336	42	8	83	133

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	56	541	7	604	1	1	10	12	6	598	26	630	15	5	40	60	1,306
4:15 - 5:15	63	544	6	613	1	1	10	12	10	640	32	682	24	6	51	81	1,388
4:30 - 5:30	63	496	6	565	1	3	11	15	10	646	31	687	26	6	61	93	1,360
4:45 - 5:45	54	490	9	553	2	4	10	16	13	668	26	707	23	3	57	83	1,359
5:00 - 6:00	47	479	5	531	3	4	6	13	12	671	23	706	27	3	43	73	1,323
Peak Volumes:	63	544	6	613	1	1	10	12	10	640	32	682	24	6	51	81	1,388

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	63	544	6		1	1	10		10	640	32		24	6	51



PM Peak-Hour Volume Count Worksheet

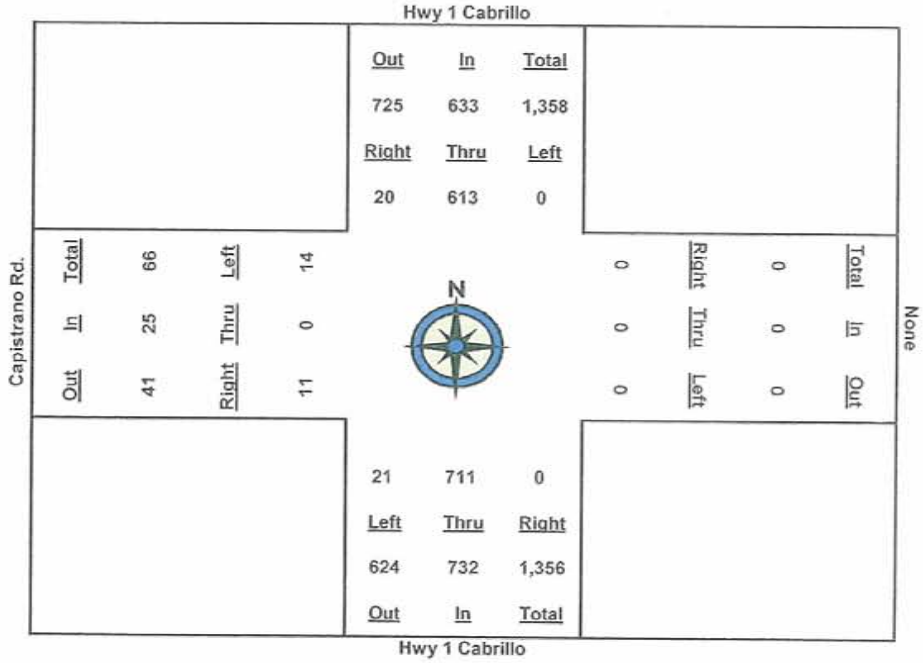
Date: 1/16/07
Counter: Patti and Matt
Intersection Name: Hwy 1 (Cabrillo) and Capistrano Rd. North
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Hwy 1 Cabrillo				None				Hwy 1 Cabrillo				Capistrano Rd.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	8	153	0	161	0	0	0	0	0	146	2	148	5	0	6	11
4:30	19	298	0	317	0	0	0	0	0	284	3	287	6	0	12	18
4:45	25	452	0	477	0	0	0	0	0	442	12	454	9	0	16	25
5:00	28	613	0	641	0	0	0	0	0	634	19	653	12	0	19	31
5:15	34	772	0	806	0	0	0	0	0	830	22	852	15	0	24	39
5:30	39	911	0	950	0	0	0	0	0	995	24	1,019	17	0	26	43
5:45	44	1,047	0	1,091	0	0	0	0	0	1,118	26	1,144	20	0	31	51
6:00	50	1,176	0	1,226	0	0	0	0	0	1,299	27	1,326	21	0	34	55

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	28	613	0	641	0	0	0	0	0	634	19	653	12	0	19	31	1,325
4:15 - 5:15	26	619	0	645	0	0	0	0	0	684	20	704	10	0	18	28	1,377
4:30 - 5:30	20	613	0	633	0	0	0	0	0	711	21	732	11	0	14	25	1,390
4:45 - 5:45	19	595	0	614	0	0	0	0	0	676	14	690	11	0	15	26	1,330
5:00 - 6:00	22	563	0	585	0	0	0	0	0	665	8	673	9	0	15	24	1,282
Peak Volumes:	20	613	0	633	0	0	0	0	0	711	21	732	11	0	14	25	1,390

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	20	613	0		0	0	0		0	711	21		11	0	14



PM Peak-Hour Volume Count Worksheet

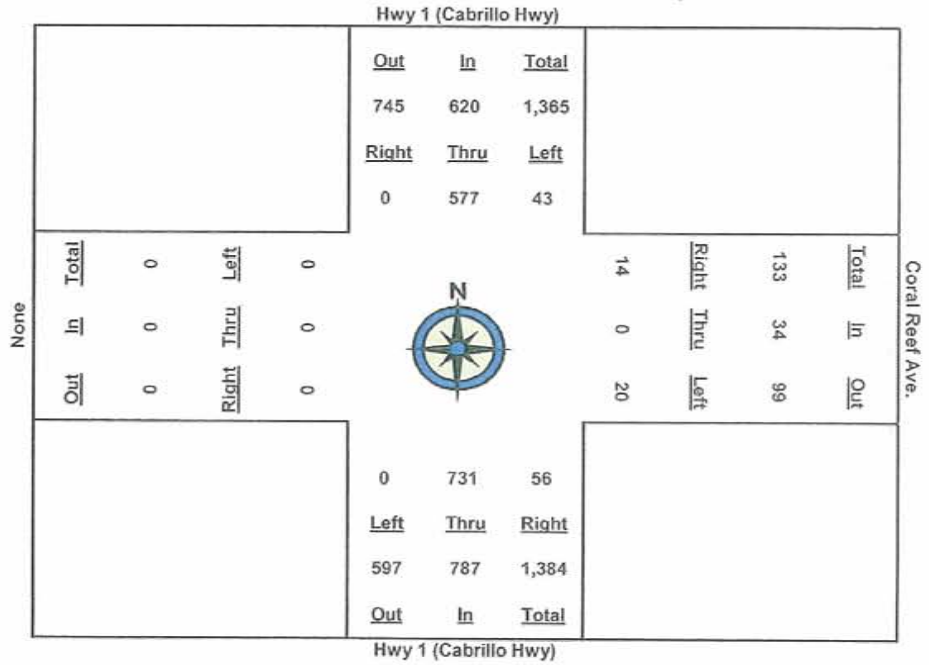
Date: 1/16/07
Counter: Alvan and Ngoc
Intersection Name: Hwy 1 (Cabrillo Hwy) and Coral Reef Ave.
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-162

	Hwy 1 (Cabrillo Hwy)				Coral Reef Ave.				Hwy 1 (Cabrillo Hwy)				None			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	76	6	82	4	0	3	7	12	88	0	100	0	0	0	0
4:30	0	197	13	210	8	0	13	21	20	231	0	251	0	0	0	0
4:45	0	358	24	382	10	0	21	31	31	388	0	419	0	0	0	0
5:00	0	550	34	584	13	0	25	38	45	570	0	615	0	0	0	0
5:15	0	657	44	701	17	0	31	48	62	770	0	832	0	0	0	0
5:30	0	774	56	830	22	0	33	55	76	962	0	1,038	0	0	0	0
5:45	0	913	72	985	26	0	38	64	99	1,101	0	1,200	0	0	0	0
6:00	0	1,008	77	1,085	26	0	42	68	116	1,271	0	1,387	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	550	34	584	13	0	25	38	45	570	0	615	0	0	0	0	1,237
4:15 - 5:15	0	581	38	619	13	0	28	41	50	682	0	732	0	0	0	0	1,392
4:30 - 5:30	0	577	43	620	14	0	20	34	56	731	0	787	0	0	0	0	1,441
4:45 - 5:45	0	555	48	603	16	0	17	33	68	713	0	781	0	0	0	0	1,417
5:00 - 6:00	0	458	43	501	13	0	17	30	71	701	0	772	0	0	0	0	1,303
Peak Volumes:	0	577	43	620	14	0	20	34	56	731	0	787	0	0	0	0	1,441

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	0	577	43		14	0	20		56	731	0		0	0	0



PM Peak-Hour Volume Count Worksheet

Date: 1/18/07
Counter: Alvan and Ngoc
Intersection Name: Cabrillo Hwy and Capistrano Road (South)
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
19222 Vineyard Ln.
Saratoga, CA 95070
Phone 408-826-9673 Fax 408-877-162[illegible]

	Cabrillo Hwy				Alhambra Ave.				Cabrillo Hwy				Capistrano Rd.			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4	108	11	123	17	14	15	46	11	126	32	169	33	10	9	52
4:30	12	233	49	294	30	32	37	99	22	246	68	336	85	29	23	137
4:45	16	333	72	421	49	41	51	141	34	381	130	545	119	46	32	197
5:00	22	447	113	582	70	62	65	197	54	550	174	778	159	61	40	260
5:15	28	538	137	703	89	82	76	247	71	694	214	979	206	82	51	339
5:30	30	620	173	823	110	97	85	292	89	836	251	1,176	232	102	56	390
5:45	34	723	207	964	135	115	98	348	111	980	288	1,379	271	119	60	450
6:00	34	810	247	1,091	144	122	106	372	131	1,131	319	1,581	299	131	72	502

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	22	447	113	582	70	62	65	197	54	550	174	778	159	61	40	260	1,817
4:15 - 5:15	24	430	126	580	72	68	61	201	60	568	182	810	173	72	42	287	1,878
4:30 - 5:30	18	387	124	529	80	65	48	193	67	590	183	840	147	73	33	253	1,815
4:45 - 5:45	18	390	135	543	86	74	47	207	77	599	158	834	152	73	28	253	1,837
5:00 - 6:00	12	363	134	509	74	60	41	175	77	581	145	803	140	70	32	242	1,729
Peak Volumes:	24	430	126	580	72	68	61	201	60	568	182	810	173	72	42	287	1,878

Cut and Paste	NR	NT	NL		ER	ET	EL		SR	ST	SL		WR	WT	WL
	24	430	126		72	68	61		60	568	182		173	72	42