



November 8, 2017

Mr. Brett Walker
 City of Novato
 922 Machin Avenue
 Novato, CA 94945

Focused Trip Generation Evaluation for the Hanger 8 Project

Dear Mr. Walker;

As requested, W-Trans has prepared a trip generation study for the Hanger 8 Project to be located at 8 Hamilton Landing in the City of Novato. The project as proposed includes construction of a new building with 56,188 square feet of space for office-related uses.

Past environmental and traffic analyses completed for the City of Novato have assumed that the project site would be developed with office uses in the future. The Hamilton Landing Phase II Precise Development Plan previously approved a maximum of 68,800 square feet of commercial office at the project site, which is consistent with the projections assumed in the *Final Subsequent Environmental Impact Report for the Hamilton Field Master Plan* (herein referred to as the *Hamilton Master Plan EIR*). Ongoing traffic analyses being completed for the City of Novato's General Plan update assume the project site to be developed with 56,188 square feet of office development, which is consistent with the currently-proposed project.

Trip Generation Comparison

The potential vehicular trip generation associated with the proposed project was assessed, and compared to site's prior development assumptions. The anticipated trip generation was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for "General Office" (ITE LU #710). The current 56,188 square foot project is expected to generate an average of 547 trips per day, including 65 trips during the a.m. peak hour and 65 trips during the p.m. peak hour. Compared to the traffic generation associated with development of 68,800 square feet of office uses as analyzed in the Hamilton Master Plan EIR, the current project would be expected to generate 123 fewer daily trips, including 15 fewer trips during the a.m. peak hour and 14 fewer trips during the p.m. peak hour. These results are shown in Table 1.

Table 1 – Trip Generation Summary

| Land Use | Units | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|---------------------------------|-----------|-------|-------------|--------------|------------|------------|-----------|--------------|------------|-----------|------------|
| | | Rate | Trips | Rate | Trips | In | Out | Rate | Trips | In | Out |
| Hamilton Master Plan EIR | | | | | | | | | | | |
| General Office | 68.80 ksf | 9.74 | 670 | 1.16 | 80 | 69 | 11 | 1.15 | 79 | 13 | 66 |
| Proposed | | | | | | | | | | | |
| General Office | 56.19 ksf | 9.74 | 547 | 1.16 | 65 | 56 | 9 | 1.15 | 65 | 10 | 55 |
| Net Difference | | | -123 | | -15 | -13 | -2 | | -14 | -3 | -11 |

Note: ksf = 1,000 square feet

Cumulative Levels of Service

The traffic analysis for the City of Novato's General Plan 2035 update EIR is currently underway. Cumulative Levels of Service (LOS) that reflect buildout of the General Plan are currently projected to be in the acceptable LOS B

range during the a.m. and p.m. peak hours at the nearby intersections of Nave Drive/Main Gate Drive and Nave Drive/North Hamilton Parkway. Since the size of the proposed project is consistent with the buildout development assumptions applied in the General Plan EIR traffic analysis, it is reasonable to conclude that the project's cumulative traffic impacts have been fully considered at these intersections.

Conclusions

- The currently-proposed project is anticipated to generate approximately 123 fewer daily trips than would result from buildout of the previously-approved Precise Development plan, including 15 fewer a.m. peak hour trips and 14 fewer p.m. peak hour trips.
- The nearby signalized intersections on Nave Drive at Main Gate Drive and North Hamilton Parkway are projected to operate acceptably under General Plan buildout with completion of the project and other citywide cumulative development.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Zack Matley, AICP
Associate Principal

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