



July 1, 2026

Mr. Steve Abbs, Vice President
Land Acquisition & Development
Davidon Homes
1600 S. Main Street, Suite 150
Walnut Creek, CA 94596

Transportation Impact Study for the 805 Atherton Avenue Project

Dear Mr. Abbs;

W-Trans has completed an evaluation of the potential transportation impacts associated with the residential project proposed to be located at 805 Atherton Avenue in the County of Marin.

Project Description

The project as proposed includes 45 single-family dwellings on a parcel currently developed with one occupied home. The site is APN 143-101-17 with 5.6 developable acres, and surrounding land uses are residential. Access would be via a new private street connecting to the south side of Atherton Avenue about a half mile east of US 101. The project site plan is enclosed.

The project is being processed under the State's Density Bonus Law, which allows for concessions regarding County standards based on the provision of affordable units. Under the current zoning, the site can accommodate 39 units; since eight units would be affordable (two low-income, four moderate-income, and two middle-income), the project meets the 20 percent threshold and is therefore eligible to be considered under the density bonus law. Based on this, 45 units are proposed. A supply of 159 parking spaces is proposed, including 82 private garage spaces, 38 private driveway spaces and 39 shared on-street spaces. It is anticipated that street improvements would be completed by September 2027 and that the project would be fully built out by June 2030.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 12th Edition, 2025, for Single Family Detached Housing (LU #210). It was conservatively assumed that the existing single-family home generates a nominal quantity of trips, so no credit was given for the existing use. It is noted that the rates for single-family homes were applied to all the units though there are lower rates applicable to affordable housing, resulting in a more conservative assessment. Based on the application of these rates, the proposed project is expected to generate an average of 409 trips per day, including 31 a.m. peak hour trips and 42 trips during the p.m. peak hour. These results are summarized 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
Single-family Housing	45 du	9.09	409	0.70	31	9	22	0.93	42	26	16

Note: du = dwelling unit

Setting

The study area consists of the section of Atherton Avenue fronting the project site and the project access point.

Atherton Avenue is a two-lane east-west road that is classified as a minor arterial. It has a posted speed limit of 40 miles per hour. Counts obtained on February 19, 2026, indicate that Atherton Avenue carries 5,400 vehicles per day.

Collisions

The collision history for the segment of Atherton Avenue from US 101 to Saddle Wood Drive was reviewed to determine any trends or patterns that may indicate a safety issue. Collision records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports were reviewed for the most current five-year period available, which was January 1, 2020, through December 31, 2024, at the time of the analysis. During the five-year period analyzed, there were eight collisions, equating to a collision rate of 0.98 collisions per million vehicle miles (c/mvm), which is below the statewide average collision rate for similar facilities of 1.68 c/mvm. Four collisions involved drivers leaving the road and colliding with fixed objects.

CEQA Analysis

The California Environmental Quality Act (CEQA) sets forth specific topics that can potentially result in an environmental impact. For transportation, there are four issues, as discussed below.

Transportation Facilities

The first transportation bullet point on the CEQA checklist relates to the potential for a project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Roadways

Section 24.04.230 of the Marin County Code states that street widths for private streets are subject to the same width requirements as public streets, based on the number of units and traffic volumes.

Project Summary – The project includes a new access point from Atherton Road as well as several private streets that would provide access to the proposed residential units. The proposed street width for the primary internal street varies by section and does not meet County requirements, but it would be a minimum of 24 feet wide and would therefore meet the 20-foot clear space required by the fire code.

Finding – The proposed street width does not meet the County's minimum requirements. The internal street design could conflict with County policy unless a concession is granted.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. Marin County Code Section 24.04.440 requires provision of sidewalks along both sides of the street in residential areas where density is four units per acre or more.

Sidewalks are not present on the south side of Atherton Avenue in the vicinity of the project site. A pedestrian path is located on the north side of Atherton Avenue, but it does not extend to US 101 so it would not enable pedestrians to easily cross into Novato. The *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan, 2018*, does not list any planned improvements along the project frontage.

Project Summary – Internal pedestrian access within the site would be provided via a network of sidewalks and curb ramps. The sidewalks would be located primarily along one side of each street. All pedestrian facilities would be constructed to conform with County and Federal standards, as appropriate. There are no pedestrian facilities

along adjacent roadways outside the project site. As a result, pedestrian trips to and from the site are expected to be minimal.

It is noted that providing sidewalks on both sides of every street is not always necessary to achieve safe and functional pedestrian circulation. For example, some neighborhoods are characterized by low traffic volumes, slow vehicle speeds, and short block lengths, all of which naturally support a shared and flexible use of the roadway. A sidewalk on one side of the street can adequately accommodate pedestrian demand, particularly where destinations such as parks, mailboxes, or community amenities are thoughtfully connected by a continuous walkway network.

Finding – Assuming that the residential density includes both the project site and surrounding area, pedestrian facilities proposed for the project site would not conflict with County policy, provided that all built amenities are constructed to meet current Federal and County standards.

Bicycle Facilities

The *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Currently, there is a Class II bike lane along Atherton Avenue, starting at Armstrong Avenue and ending at SR-37. In addition, there is a westbound bike lane between the US-101 north and south ramps. According to the *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan, 2018*, there are no new planned bike facilities in the project study area.

Marin County Code Section 24.04.340 outlines the minimum off-street parking requirements which states there are no minimum requirements for bicycle parking at detached single-family residences.

Project Summary – It is presumed that bicyclists would share the internal roadways with automobiles and would access the project site via the existing Class II facilities along Atherton Avenue. No new bicycle facilities are proposed.

Finding – The project would be consistent with County policy regarding bicycle facilities since no new bicycle facilities are proposed.

Transit Facilities

Several agencies provide transit service in the area. Marin Transit offers fixed route bus service in Marin County and Golden Gate Transit provides regional bus service between the cities of Santa Rosa and San Francisco with stops in the County of Marin. The Sonoma Marin Area Rail Transit (SMART) commuter rail includes three stops in Novato, including the Novato San Marin Station just north of the Atherton Avenue-San Marin Drive/ Redwood Boulevard intersection. The bus stops and train station are all between one-half and one mile from the project site. This exceeds the typical walkshed for transit of one-half mile, and due to the lack of continuous sidewalks near the project these facilities cannot be easily accessed. The project does not propose any changes to the existing nearby transit facilities.

Finding – Existing nearby transit facilities would not be altered by the proposed project. Therefore, the project would not conflict with any existing transit policies or strategies.

Significance Finding – The project street width could potentially conflict with County requirements. If a concession is granted regarding street width, and assuming all the pedestrian amenities are constructed to meet current Federal and County standards, the proposed project would not conflict with any plans or policies related to pedestrian, bicycle, and transit facilities. The project's impact on such modes would therefore be less than significant.

Vehicle Miles Traveled (VMT)

The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based on the project's anticipated Vehicle Miles Traveled (VMT).

VMT was evaluated based on the outputs of the Transportation Authority of Marin Demand Model (TAMDM), which analyzes geographic areas in the County known as Transportation Analysis Zones (TAZs) and Marin Area Zones (MAZs), the latter of which are smaller and enable more precise analysis. The project is in MAZ 4609, which, based on TAMDM has a VMT per capita of 29.7 miles. The significance threshold for VMT is 15 percent below the regional average of 12.6 miles, which translates to a threshold of 10.7 miles. Typically, VMT reductions of up to 15 percent can be achieved in suburban environments, however the 64-percent reduction required for the project impact to be less than significant cannot be achieved. As a result, the VMT for the project site would be expected to have a significant impact.

It is noted that the site was identified in the County's Housing Element and analyzed in its Environmental Impact Report (EIR), so the VMT analysis performed for the EIR would be applicable. The EIR indicates that if a specific project would be expected to have a significant impact on VMT, measures to reduce the impact should be undertaken, even if the impact cannot be fully mitigated to a less-than-significant level. The County Board of Supervisors adopted a Statement of Overriding Considerations for the Housing Element EIR, indicating that such VMT impacts for projects on Housing Element sites would be acceptable.

Mitigation Measure 18-4 in the Mitigation Monitoring and Reporting Program (MMRP) for the Marin County Housing Element/Safety Element Update identified the following TDM and other strategies to reduce project-related VMT, although the MMRP indicates that other measures may also be applicable.

- Subsidize resident transit passes.
- Provide or participate in established ride-matching program(s).
- Provide information, educational, and marketing resources for residents and visitors managed by a TDM Coordinator.
- Complete bus stop improvements or on-site mobility hubs.
- Construct off-site pedestrian and/or bicycle network improvements, particularly those that fill gaps and/or connect the project and surrounding neighborhood to transit.
- Reduce parking supply at affordable or senior projects and projects that are well-served by transit.
- Unbundle parking costs (sell or lease parking separately from the housing unit) where appropriate on-street management is present.
- Provide or participate in car-sharing, bike sharing, or scooter sharing program(s).
- Contribute to future VMT mitigation fee programs, banks, or exchanges as they become available.

Trip reduction measures are typically very difficult to implement for residential projects, particularly if there is not an entity to oversee future programs. However, the applicant has indicated that a homeowners' association (HOA) would be established to serve the project; the HOA could potentially serve this role. While most of the potential trip reduction strategies identified in the EIR would be infeasible, some trip reduction could be achieved through raising residents' awareness of the availability of transportation options in the area, which could be facilitated by the HOA. This could be achieved through whatever communications mechanism the HOA would have with future

residents, such as through emails, a newsletter, or a web site that would refer them to resources including the Marin Commutes program's rideshare matching, transit route maps and schedules, and bicycle facilities maps. The Marin Commutes program also includes an emergency ride home program that provides users of non-vehicle transportation with security by offering them free rides home in the event of an unexpected situation

The potential to mitigate the VMT impact of the project is limited, since commercial land uses and transit service are not considered to be walkable from the site and because there are gaps in sidewalks and bike lanes connecting the project to surrounding areas. However, the SMART station is within a reasonable bicycling distance, so bicycle access could be a viable option for some future residents of the project. SMART has indicated that approximately 10 percent of its riders currently bring bicycles on board, and the station also includes bike lockers for passengers choosing to park their bikes before boarding. With the completion of future development projects along Atherton Avenue, there may be opportunities to enhance active transportation infrastructure and improve the existing bicycle access to the station.

Finding – The project would be expected to have a significant VMT impact.

Recommendation – Information regarding transportation options should be provided to residents, most likely through the HOA to be established as part of the project.

Significance Finding – Since the project site was included in the Housing Element, with the implementation of feasible transportation demand management measures, the VMT impact would be reduced. The remaining VMT impact would be acceptable per the Statement of Overriding Considerations adopted for the Housing Element EIR.

Hazards

The third transportation bullet in the CEQA checklist is whether the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or not.

Site Circulation and Access

Vehicular Site Access

Access to the site would be provided via a single full-access private street located at 805 Atherton Avenue. A second driveway onto Atherton Avenue would be constructed for emergency vehicle access only with access restricted by the placement of removable bollards. No additional access points are proposed.

Sight Distance

At street connections, a substantially clear line of sight should be maintained between the driver of a vehicle waiting to enter the street and the driver of an approaching vehicle. Sight distances along Atherton Avenue at the project street were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. For a private street the applicable standard is corner sight distance. The approach travel speeds were used as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn left into a side street was evaluated based on stopping sight distance criterion and the approach speed on the major street.

Atherton Avenue has a posted speed limit of 40 miles per hour (mph). An informal speed survey measured 85th percentile speeds of 47 mph in the eastbound direction and 46 mph in the westbound direction. For the measured speed of 47 mph, 518 feet of corner sight distance is needed. Based on a design speed of 50 mph, the minimum required stopping sight distance is 430 feet. Sight distances at the proposed private street location were estimated using publicly available online maps.

Sight lines for inbound drivers turning left and right into the project site exceed the minimum stopping sight distance of 430 feet required for the assumed design speeds. Sight lines to the east and west of the private street are unobstructed for more than 600 feet, which is adequate corner sight distance for the observed 85th percentile speed of 47 mph and posted speed limit of 40 mph.

To preserve visibility at the proposed private street, it is advised that vegetation, signage, or monuments near the private street be maintained at a height of three feet or less, and that tree branches be trimmed to hang no lower than seven feet above the roadway surface. These recommendations follow the Federal Highway Administration's *Vegetation Control for Safety*, 2008, guidelines and help ensure a clear viewing window for drivers to observe oncoming traffic.

Finding – Sight lines at the proposed project street are adequate for the measured 85th percentile speed of 47 mph.

Recommendation – To maintain adequate sight lines at the project street, it is recommended that any vegetation, signage, or monuments near the entrance be designed and maintained to ensure that all features remain below three feet in height or above seven feet.

Turn Lane Warrants

The need for turn lanes on Atherton Avenue at the project street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

Neither a dedicated left- or right turn lane is warranted at the project street based on the measured volume along Atherton Avenue during the p.m. peak hour combined with the estimated turning movement volumes at the project private street and applying standard turn lane warrant thresholds. Given the modest traffic volumes entering and exiting the project site, it is reasonable to conclude that the project would have an imperceptible effect on traffic operations, which is consistent with the findings that a turn lane is not warranted.

Finding – Based on estimated turning volumes and standard warrant criteria, a dedicated turn lanes would not be warranted at the project street on Atherton Avenue. The expected traffic volumes associated with the project are not anticipated to affect roadway operations in a manner that would necessitate turn lane improvements.

Internal Circulation

The proposed site is organized around an internal street network anchored by a primary north-south oriented spine labeled Street A on the plans. From this main spine, several short east-west local streets (Streets B, C, and D,) extend into the development, creating a series of relatively short cul-de-sac streets. The site plan includes three uncontrolled intersections. Given the low volumes and speeds that would be typical on both the spine street and intersecting driveways, these three uncontrolled intersections can reasonably be expected to operated acceptably.

Stop signs may be installed on the side-street approaches from Street B, Street C and Street D to assign right-of-way and reduce the potential for conflicts and driver uncertainty. If installed, a painted stop bar should be positioned to indicate where drivers must stop while maximizing visibility of conflicting traffic and pedestrian activity. Ideally, the stop bar is positioned as close as practical to the intersecting roadway – typically a minimum of four feet in advance of the nearest crosswalk line, or, if no crosswalk is present, set back sufficiently so drivers have an unobstructed view of approaching vehicles, bicyclists, and pedestrians along the major street (Street A).

Finding – The proposed site features a north–south primary street (Street A) with relatively short east–west cul-de-sac streets (Streets B, C, and D) branching off and includes three uncontrolled intersections.

Recommendation – Stop signs may be installed on the side-street approaches from Streets B, C, and D to assign right-of-way, reduce conflicts and driver uncertainty, with stop bars placed as close as practical to the intersection.

Sight Lines at Internal Intersections

On low-speed residential streets, drivers are expected to operate in an environment where relatively short sight lines are common due to the presence of sight line obstructions resulting from parked vehicles, landscaping, street trees, and homes located near intersections. Unlike higher-speed arterial or collector roadways, residential streets are designed with the expectation that motorists will travel at lower speeds, continuously scan for pedestrians, bicyclists, and cross traffic, and be prepared to yield or stop as necessary. When visibility is partially restricted, drivers are expected to slow or stop and, if necessary, gradually pull forward until they have an adequate view of approaching traffic before entering the intersection. This behavior is consistent with the guidance in the California Driver's Handbook which advises motorists to move forward slowly when their view is obstructed until they can clearly see approaching traffic.

Vehicles exiting a driveway are required by Section 21804(a) of the California Vehicle Code to yield the right-of-way to all vehicles traveling on the adjacent public roadway, as well as to pedestrians and bicyclists using the sidewalk or roadway. The California Driver Handbook advises drivers leaving a driveway to stop when necessary and look left, right, and left again before entering the roadway. If visibility is limited, drivers should slowly edge forward until they have a clear view and proceed only when it is safe to do so without interfering with other road users. This includes driveways located at intersections where vehicles exiting a driveway must yield right of way to vehicles traveling on more than one adjacent roadway such is the case with lots #36 and #43 of the project site.

A review of the sight lines at the internal intersections of Street A with Streets B, C and D confirms that driver sight lines are appropriate for the setting and driver expectations at low-speed residential streets since the roadway approaches are essentially level and intersect at right angles, providing conditions that are generally favorable for driver visibility. This evaluation includes the driveways serving lots #36 and #43.

Finding – Driver sight lines at each internal intersection is appropriate since motorists are expected to follow typical driver behavior and reduce speed as they approach each intersection within the project site, visually scan in each direction, and proceed only after confirming that the intersection is clear.

Significance Finding – With implementation of a landscaping management program to control vegetation within the sight triangles and potential use of stop signs at side street approaches, the proposed project would have a less-than-significant impact on safety as it would not introduce any new hazards.

Emergency Vehicle Access

The final transportation bullet on the CEQA checklist requires an evaluation as to whether the project would result in inadequate emergency access or not.

The project's private streets would need to be designed to meet current County standards and thus can be expected to accommodate the access requirements for passenger vehicles. Vehicle access would be provided within the site via a network of private streets which are at least 24 feet wide. These streets would have sufficient width to accommodate two-way traffic operations for circulating vehicles as well as vehicle maneuvers to/from parking spaces or private driveways.

The Novato Fire District (NFD) provides fire protection and emergency services to the City of Novato and surrounding areas of northern Marin County. The closest NFD station to the proposed project site is Station #62 located 1.8 miles away at 450 Atherton Avenue. Response times to this site can vary depending on time of day

and the available resources. It is noted that the NFD has sole responsibility for determining the suitability of the project site for adequate fire apparatus vehicle access.

Emergency response vehicles would be able to access the site via the network of internal streets. All the proposed internal streets would be at least 24 feet wide. This configuration satisfies the *California Fire Code (CFC), Sections 503.2.1*, which states, "*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than thirteen feet and six inches*". The site includes streets with "hammerhead" style dead-end fire apparatus access road treatment which complies with section *D103.4*. It is recommended that the NFD review the site plan and determine whether its design is acceptable.

Emergency vehicles are authorized to operate outside normal traffic rules when responding to incidents, including traveling in opposing lanes, proceeding through controlled intersections, and using shoulders or other available space. They also use audible and visual signals to prompt other drivers to yield and clear a path. As a result, emergency response times are generally not affected by increased congestion from added project-generated traffic.

The proposed project would be expected to result in nominal increases in delay for traffic in the surrounding vicinity. However, emergency response vehicles can claim the right-of-way by using their lights and sirens and therefore the project would be expected to have a nominal effect on emergency response times.

Finding – The design of the internal roadways would satisfy the California Fire Code requirements for width.

Recommendation – The Novato Fire District should review the site plan to determine whether its design is acceptable.

Significance Finding – Assuming approval of the site design by the Novato Fire District, the project would result in a less-than-significant impact on emergency access.

Parking

As currently proposed, the project would include 159 total spaces comprised of 82 covered private garage spaces, 38 uncovered private driveway spaces and 39 shared on-street spaces.

The *Marin County Municipal Code, Section 24.04.340; Minimum required parking spaces* states that detached single family homes must have a base standard of two spaces per dwelling unit. This translates to a requirement of 90 parking spaces for the 45 proposed dwelling units. The proposed project would provide 159 spaces. Therefore, the total proposed parking supply of 159 spaces would exceed County requirements.

Finding – The proposed parking supply consisting of 159 spaces would exceed the County parking requirements.

Operational Considerations

Existing plus Project Street Delay

It is noted that the *California Vehicle Code* defines an intersection as "the area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict." This definition specifies that intersections are created where two "highways," or public streets, intersect. As the project would have a private street, where it connects with a public road is not an intersection, so it would be unreasonable to evaluate it as such and for this reason Level of Service at the project street was not considered. The connection was, however, evaluated for operational issues such as for delay, though it would not be associated with a Level of Service.

Under Existing plus Project volumes, the project street is anticipated to operate with an average delay of 11.1 seconds per vehicle during the a.m. peak hour and 12.1 seconds during the p.m. peak hour as summarized in Table 2. Copies of the delay calculations are enclosed.

Table 2 – Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Atherton Ave/Project Street	-	-	-	-
<i>NB (Project Street) Approach</i>	<i>11.1</i>	-	<i>12.1</i>	-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service

Finding – The average delay for vehicles exiting the project street is anticipated to average 12.1 seconds per vehicle or less during both peak periods.

Consideration of Previous Operational Recommendations

Because the project is consistent with long-range plans for the site, its trips have been included in growth projections and long-term planning analyses, and an operational analysis was not performed. The City of Novato 2035 General Plan analyzed operations at the Atherton Avenue/US-101 north ramps, which was found to be deficient in the cumulative scenario. The analysis recommended widening of the northbound off-ramp to include two left-turn lanes and a shared through/right-turn lane. It is noted that the recommended improvements were focused on increasing capacity for northbound left-turning vehicles, which would be heading away from the proposed project. Since this intersection is owned and operated by Caltrans, LOS analysis was not conducted for this study.

Conclusions and Recommendations

- The proposed project would be expected to generate an average of approximately 409 additional daily trips, 31 net new morning peak hour trips, and 42 additional evening peak hour trips.
- The project does not conflict with existing plans or policies regarding pedestrian, bicycle, or transit facilities, resulting in a less-than-significant impact. The project may conflict with County policy regarding roadway width, but it is noted that the width meets the fire code requirements.
- While the project's VMT impact would be significant, the site was previously analyzed in the Marin County Housing Element EIR. The County has adopted a Statement of Overriding Considerations regarding the VMT impacts, so with the implementation of feasible mitigation measures, the impacts are considered to be acceptable.
- The project's private street has adequate sight distances for inbound and outbound vehicles; it is recommended that existing and proposed vegetation be maintained to ensure the continued adequacy of vehicle sight lines. Driver sight lines at each internal intersection are appropriate because motorists are expected to reduce speed when approaching an intersection, look in each direction for conflicting traffic, and proceed only after confirming that the intersection is clear. With a maintenance program implemented, the project would not introduce any hazards, and its impact would be less than significant.
- The proposed project would result in a less-than-significant impact on emergency response times provided the Novato Fire District approves of the site design layout.
- The project street is expected to operate with average delays of about 11.1 seconds in the a.m. peak and 12.1 seconds in the p.m. peak.

- The project as proposed includes 159 parking spaces, which exceeds the 90 spaces required for the 45 dwelling units under Marin County Municipal Code Section 24.04.340.

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

Sincerely,



Kenny Jeong, PE (Traffic)
Senior Traffic Engineer



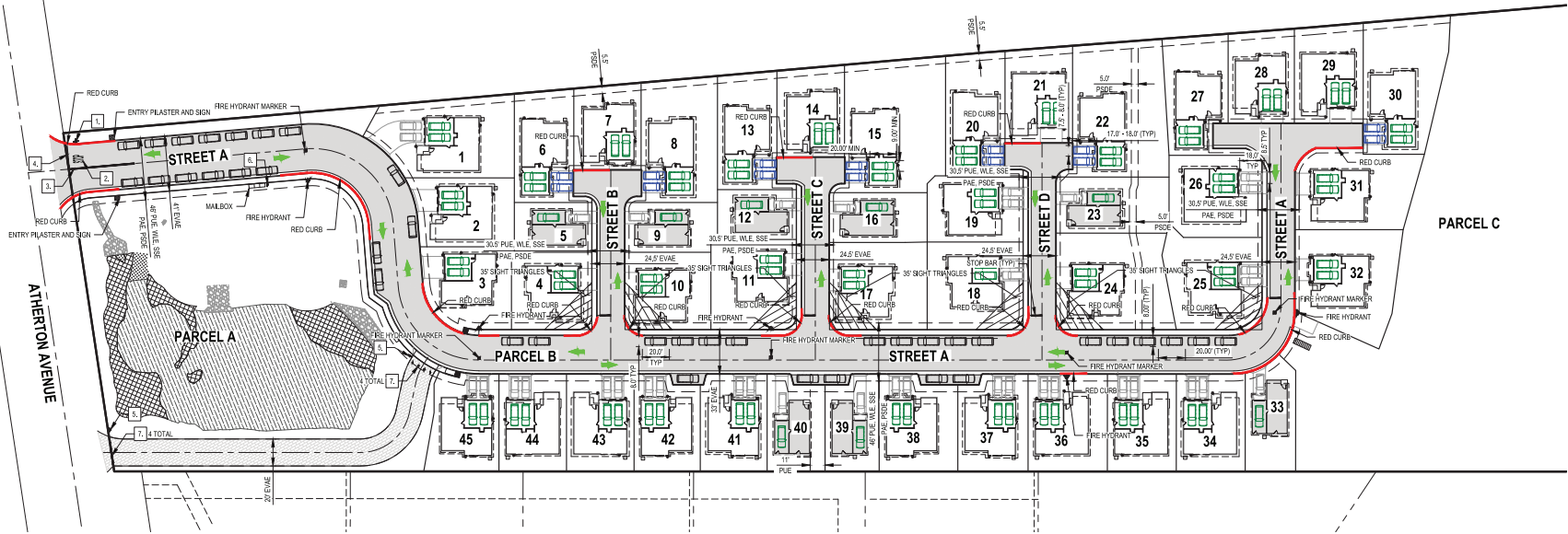
Mark Spencer, PE (Traffic)
Senior Principal



Barry Bergman, AICP
Senior Planner

MS/bdb-kj/MAX167.L1

Enclosures: Site Plan, Traffic Counts, Collision Rate Worksheet, Turn Lane Warrants, Delay Calculation



LEGEND:

- STOP PAVEMENT MARKING
- CIRCULATION PATH
- PAINTED RED CURB
- BLUE REFLECTIVE PAVEMENT MARKER
- FIRE HYDRANT
- COVERED GARAGE PARKING (MIN 9' X 20')
- UNCOVERED OFF-STREET DRIVEWAY PARKING (8.0' X 18')
- STANDARD ON-STREET PARKING (8' X 20')
- COMPACT PARKING (7.5'-4.0' X 11'-18')
- SNS - STREET NAME SIGN WITH STOP SIGN AND "PRIVATE ROAD" SIGN
- PROPOSED SIGN
- 30' SIGHT TRIANGLES
- EASEMENT

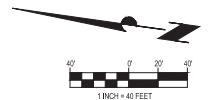
NOTE:

- INSTALL STOP SIGN PER CALTRANS MUTCD 2014 EDITION R1-1 AND STREET NAME SIGN
- INSTALL "STOP" PER CALTRANS 2025 STANDARDS A240
- INSTALL 4" WHITE STRIPING
- INSTALL 12" WHITE MARKING
- INSTALL "AUTHORIZED VEHICLES ONLY" SIGN PER CALTRANS MUTCD 2014 EDITION R5-11
- INSTALL "USPS PARKING ONLY" "BAM-4PM" SIGN
- INSTALL 4" REMOVABLE BOLLARD

PARKING SUMMARY

COVERED GARAGE PARKING (2 PER LOT)	82 PARKING SPACES
UNCOVERED OFF-STREET DRIVEWAY PARKING	38 PARKING SPACES
STANDARD ON-STREET PARKING	38 PARKING SPACES
TOTAL	159 PARKING SPACES
COMPACT PARKING**	14 PARKING SPACES

*PLAN TYPE S HAS 1 COVERED PARKING SPOT
 **COMPACT PARKING NOT INCLUDED IN TOTAL COUNT



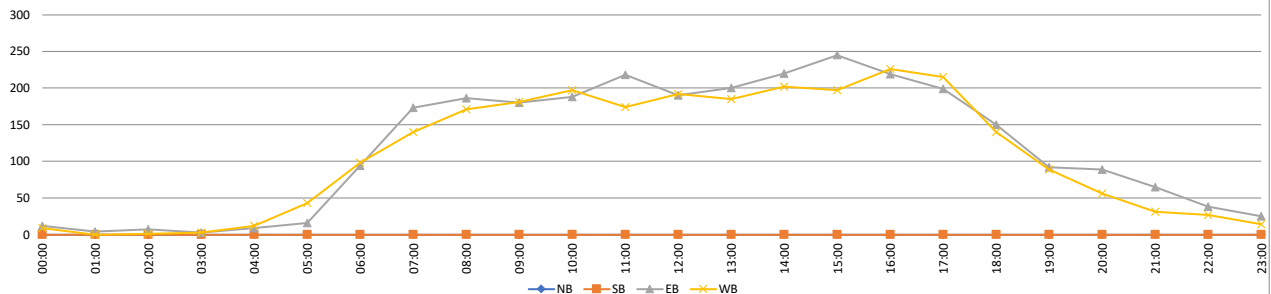
PRELIMINARY

DAVIDON HOMES
 805 ATHERTON AVENUE
 SIGNING & STRIPING PLAN
 MARIN COUNTY, CA
 MARCH 09, 2026
QUALUS

1001 SAN MELO DR., SUITE 100, WALNUT CREEK, CA 94596
 WWW.QUALUSCORP.COM (925) 934-8881

VOLUME**Atherton Ave E/O US 101/Redwood Hwy**Day: Thursday
Date: 2/19/2026City: Novato
Project #: CA26_080050_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		2,822		2,603		5,425							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			5	2	7	12:00			47	43	90	00:00 01:00			12	9	21				
0:15			4	3	7	12:15			47	42	89	01:00 02:00			4	0	4				
0:30			1	1	2	12:30			48	63	111	02:00 03:00			7	1	8				
0:45			2	3	5	12:45			48	44	92	03:00 04:00			3	3	6				
1:00			1	0	1	13:00			60	38	98	04:00 05:00			9	12	21				
1:15			0	0	0	13:15			45	46	91	05:00 06:00			16	43	59				
1:30			2	0	2	13:30			48	57	105	06:00 07:00			94	98	192				
1:45			1	0	1	13:45			47	44	91	07:00 08:00			173	140	313				
2:00			2	0	2	14:00			62	37	99	08:00 09:00			186	171	357				
2:15			1	0	1	14:15			65	46	111	09:00 10:00			180	181	361				
2:30			0	0	0	14:30			43	62	105	10:00 11:00			188	197	385				
2:45			4	1	5	14:45			50	57	107	11:00 12:00			218	174	392				
3:00			0	0	0	15:00			58	54	112	12:00 13:00			190	192	382				
3:15			0	1	1	15:15			71	49	120	13:00 14:00			200	185	385				
3:30			1	1	2	15:30			60	48	108	14:00 15:00			220	202	422				
3:45			2	1	3	15:45			56	46	102	15:00 16:00			245	197	442				
4:00			2	3	5	16:00			51	62	113	16:00 17:00			219	226	445				
4:15			0	0	0	16:15			49	46	95	17:00 18:00			199	215	414				
4:30			3	3	6	16:30			62	51	113	18:00 19:00			150	140	290				
4:45			4	6	10	16:45			57	67	124	19:00 20:00			92	89	181				
5:00			3	10	13	17:00			52	62	114	20:00 21:00			89	56	145				
5:15			3	13	16	17:15			67	62	129	21:00 22:00			65	31	96				
5:30			4	10	14	17:30			39	48	87	22:00 23:00			38	27	65				
5:45			6	10	16	17:45			41	43	84	23:00 00:00			25	14	39				
6:00			14	15	29	18:00			46	47	93	STATISTICS									
6:15			27	21	48	18:15			42	32	74		NB	SB	EB	WB	TOTAL				
6:30			21	28	49	18:30			42	33	75	Peak Period	00:00 to 12:00								
6:45			32	34	66	18:45			20	28	48	Volume	1090 1029				2119				
7:00			37	27	64	19:00			27	17	44	Peak Hour	10:30 9:30				10:30				
7:15			39	37	76	19:15			18	30	48	Peak Volume	219 221				396				
7:30			43	33	76	19:30			25	20	45	Peak Hour Factor	0.782 0.921				0.908				
7:45			54	43	97	19:45			22	22	44	Peak Period	12:00 to 00:00								
8:00			55	34	89	20:00			28	15	43	Volume	1732 1574				3306				
8:15			44	33	77	20:15			26	19	45	Peak Hour	15:00 16:30				16:30				
8:30			49	45	94	20:30			16	14	30	Peak Volume	245 242				480				
8:45			38	59	97	20:45			19	8	27	Peak Hour Factor	0.863 0.903				0.930				
9:00			47	32	79	21:00			24	10	34	Peak Period	07:00 to 09:00								
9:15			50	43	93	21:15			17	6	23	Volume	359 311				670				
9:30			45	48	93	21:30			16	8	24	Peak Hour	7:45 8:00				7:45				
9:45			38	58	96	21:45			8	7	15	Peak Volume	202 171				357				
10:00			51	60	111	22:00			9	5	14	Peak Hour Factor	0.918 0.725				0.920				
10:15			35	55	90	22:15			13	9	22	Peak Period	16:00 to 18:00								
10:30			56	38	94	22:30			6	7	13	Volume	418 441				859				
10:45			46	44	90	22:45			10	6	16	Peak Hour	16:30 16:30				16:30				
11:00			70	39	109	23:00			8	6	14	Peak Volume	238 242				480				
11:15			47	56	103	23:15			8	5	13	Peak Hour Factor	0.888 0.903				0.930				
11:30			51	30	81	23:30			1	2	3										
11:45			50	49	99	23:45			8	1	9										
TOTALS	0	0	1090	1029	2119	TOTALS	0	0	1732	1574	3306										
SPLIT %	0%	0%	51%	49%	39%	SPLIT %	0%	0%	52%	48%	61%										



Roadway Segment Collision Rate Worksheet

805 Atherton Avenue TIS

Location: Atherton Avenue Between US-101 and Saddle
Wood Drive
Date of Count: Thursday, February 19, 2026
Average Daily Traffic (ADT): 5,400

Number of Collisions: 8
Number of Injuries: 3
Number of Fatalities: 0
Start Date: January 1, 2020
End Date: December 31, 2024
Number of Years: 5

Highway Type: Conventional 2 lanes or less
Area: Suburban
Design Speed: ≤45

Segment Length: 0.8 miles
Direction: East/West

Collision Rate = $\frac{\text{Number of Collisions} \times 1 \text{ Million}}{\text{ADT} \times \text{Days per Year} \times \text{Segment Length} \times \text{Number of Years}}$

Collision Rate = $\frac{8}{5,400} \times \frac{1,000,000}{365 \times 0.83 \times 5}$

	Collision Rate		Fatality Rate	Injury Rate
Study Segment	0.98	c/mvm	0.0%	37.5%
Statewide Average*	1.68	c/mvm	0.9%	37.7%

Notes

ADT = average daily traffic volume

c/mvm = collisions per million vehicle miles

* 2023 Collision Data on California State Highways, Caltrans

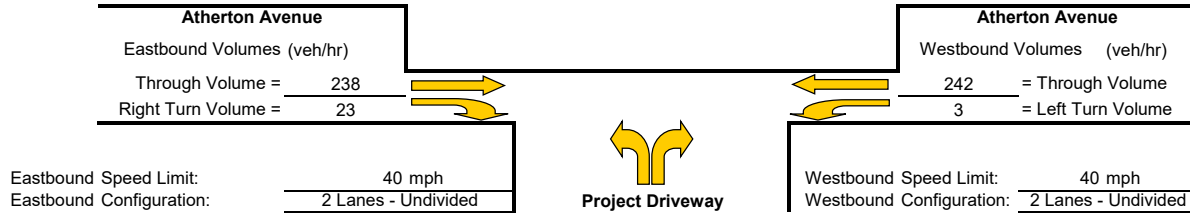
Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: Atherton Avenue / Project Driveway

Study Scenario: Existing plus Project PM Peak

Direction of Analysis Street: East/West

Cross Street Intersects: From the South



Eastbound Right Turn Lane Warrants

1. Check for right turn volume criteria

Thresholds not met, continue to next step

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = 877.6

Advancing Volume Va = 261

If $AV < Va$ then warrant is met No

Right Turn Lane Warranted: NO

Eastbound Right Turn Taper Warrants

(evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

Thresholds not met, continue to next step

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = 670

Advancing Volume Va = 261

If $AV < Va$ then warrant is met No

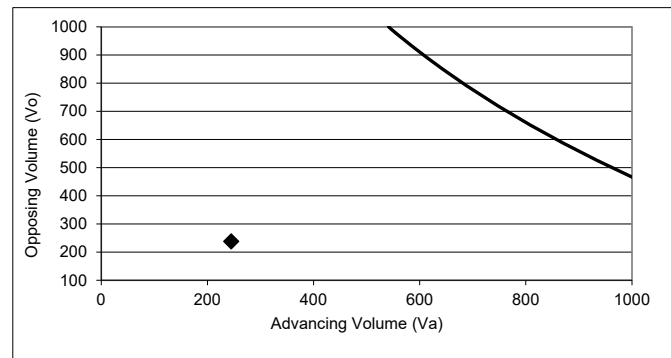
Right Turn Taper Warranted: NO

Westbound Left Turn Lane Warrants

Percentage Left Turns %lt 1.2 %

Advancing Volume Threshold AV 1301 veh/hr

If $AV < Va$ then warrant is met



◆ Study Intersection

Two lane roadway warrant threshold for: 40 mph

Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.

The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.

The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	9	1	171	20	2
Future Vol, veh/h	202	9	1	171	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	10	1	186	22	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	413	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1339	-	596	815
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	595	815
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	843	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.04		11.14	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	610	-	-	10	-	
HCM Lane V/C Ratio	0.039	-	-	0.001	-	
HCM Ctrl Dly (s/v)	11.1	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	23	3	242	14	2
Future Vol, veh/h	238	23	3	242	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	259	25	3	263	15	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	284	0	541	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1279	-	502	767
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1279	-	501	767
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	773	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.1		12.11		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	523	-	-	22	-	
HCM Lane V/C Ratio	0.033	-	-	0.003	-	
HCM Ctrl Dly (s/v)	12.1	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	