
Appendix G:

Transportation Supporting Information

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June 22, 2026

Mr. Jason Brandman
First Carbon Solutions
2999 Oak Road, Suite 250
Walnut Creek, CA 94597

Transportation Impact Study for the Franklin Station Project

Dear Mr. Brandman;

W-Trans has completed an evaluation of potential transportation impacts associated with the proposed Franklin Station Project to be located 1351 Second Street in the City of Napa. The purpose of this letter is to set forth the data relied upon and resulting conclusions regarding the project's potential impacts related to the topics identified in the California Environmental Quality Act (CEQA).

Project Description

The project as proposed includes repurposing the existing Post Office building to a 120-room hotel along with the development of up to 40 for-sale hotel units on a parcel currently used as a parking lot. The hotel would be accessible for pedestrians via an entrance on Second Street and via driveways on Franklin Street and Second Street.

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 "Hotel" (ITE LU #310), and "Timeshare" (ITE LU #265). Per ITE, a hotel is "a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops." As such, the trips associated with all hotel functions are included in the hotel trip generation rate. The use of "Timeshare" trip generation rates for the for-sale hotel unit use was deemed appropriate since such rates account for the typical travel characteristics of both owners and short-term users of these units; the timeshare trip rates are also conservative in that they have a higher per-unit trip generation than single family residential uses on a daily and p.m. peak hour basis, and slightly lower rate during the a.m. peak hour.

Trips associated with the Post Office that previously operated on the site were determined using the rates for a "US Post Office" (ITE LU #732) as set forth in the *Traffic Analysis for Napa Post Office Redevelopment*, Kimley Horn, July 2018, as the rates for a post office were considerably lower in previous versions of the *Trip Generation Manual* than in the current version. Although the interim condition is that the Post Office is not operational due to earthquake damage and not currently generating any vehicle trips, the addendum and its supporting analysis, including this transportation impact study, is structured around a CEQA baseline associated with the prior Post Office use and prior environmental analysis under the DNSP EIR and prior Frankline Station Addendum.

Based on the application of these rates, the proposed project is expected to generate an average of 1,046 trips per day, including 57 a.m. peak hour trips and 81 trips during the p.m. peak hour. Compared to the Post Office, the proposed hotel and for-sale units would be expected to generate an average of 826 fewer trips per day, with 92 fewer morning peak hour trips and 121 fewer evening peak hour trips. 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
Prior Use											
US Post Office	18.01 ksf	103.94	1,872	8.28	149	78	71	11.21	202	103	99
Proposed Project											
Hotel	120 rms	5.84	701	0.34	41	21	20	0.47	56	29	27
For-Sale Units	40 du	8.63	345	0.40	16	10	6	0.63	25	10	15
Total Project Trips			1,046		57	31	26		81	39	42
Net New Trips			-826		-92	-47	-45		-121	-64	-57

Note: ksf = 1,000 square feet; rms = rooms; du = dwelling unit

Because the proposed project would generate substantially fewer trips than have historically been associated with use of the project site, a full traffic analysis was not performed.

Parking

The parking standards for the project are specified in the Development Agreement, and state that in the event that the project developed more than 30 for-sale hotel units (not to exceed a total of 40 units), the project must incorporate valet parking, parking stackers, or an equivalent program such there would be one parking space for each for-sale unit incorporated into the project.

As contemplated under the DNSP, the future location of parking spaces for the hotel and associated uses may be located off-site in one or more public parking facilities, with specific location(s) to be determined within the DNSP planning area. Because of the uncertainty of the volume of the valet parking operation and the resulting circulation patterns, it is recommended that a valet parking operation plan be developed. The plan should include items such as hours of operation, location of valet stand, location of parking lots to be used, route of vehicles being moved to and from the site, and copies of any contractual agreements between the valet operator and parking lots.

Setting

The study area consists of the section of Second Street fronting the project sites and the project access points. Second Street is a minor arterial that runs generally east-west. It has one approximately 13-foot-wide travel lane and one seven-foot parking lane in each direction and has a posted speed limit of 20 miles per hour (mph).

CEQA Issues

Transportation Facilities

This section addresses the first transportation bullet point on the CEQA checklist, which 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.

The project site is surrounded by a fully connected system of sidewalks. Crosswalks and curb ramps exist at nearby intersections. Class II bike lanes currently exist on Third Street between Jefferson Street and Silverado Trail and are proposed on Coombs Street between Pearl Street and Division Street.

The Napa Valley Transportation Authority (NVRTA) Vine Transit provides fixed route bus service in the City of Napa. NVRTA Local Routes B, C, F, and G provide service to destinations throughout Napa and stop at Third Street/Brown Street, approximately 0.2 miles east of the proposed project site. All four routes operate Monday through Saturday. Routes F and G have one-hour headways and Routes B and C run with approximately 30-minute headways on weekdays.

The project would not result in any changes to existing pedestrian, bicycle, or transit facilities or any modifications that would affect them, so would have a less-than-significant impact on transportation facilities.

Significance Finding – The proposed project would not affect any existing or proposed transportation facilities, so does not conflict with City policies and would have a less-than-significant impact on these facilities.

Vehicle Miles Traveled

A Vehicle Miles Traveled (VMT) analysis was not prepared because it is understood that the project is being evaluated through an addendum to a previously certified EIR that predates adoption of CEQA Guidelines Section 15064.3, and changes to the CEQA Guidelines or analytical methodology do not constitute “new information” requiring supplemental environmental review where the environmental effects at issue were known or could have been known at the time the original EIR was certified.

Sight Distance

The parking garage access to the proposed new mixed-use building would be located on Second Street approximately 100 feet east of Randolph Street. Second Street/Coombs Street to the east of the project site is signalized. Speeds were sampled in the field and indicated that drivers are generally complying with the posted 20-mph speed limit.

The face of the proposed mixed-use building on Second Street would abut the back of sidewalk, which has a width of ten feet. This type of zero-setback configuration is common in higher-density downtown areas, including downtown Napa.

The City of Napa Public Works Department has developed a design standard titled “Vision Triangle and Fencing Requirements” (Standard S-25) for various configurations of private driveways. The standard for Arterial Streets depicts vision triangles established laterally by measuring 20 feet outward from each side of the driveway along with a 20-foot depth measured from the back of sidewalk. For fronting roadways with on-street parking, red curbs are marked 20 feet in each direction from the ends of the driveway ramp. In reviewing the implications of applying Standard S-25 to the proposed project’s garage access on Second Street, it is apparent that the desired vision triangles cannot be achieved. The outer walls of the proposed building extend to the back of sidewalk and effectively limit visibility from the 20-foot setback specified in the standard.

Standards pertaining to sight distance for various types of transportation facilities are contained in the *Highway Design Manual* (HDM). Corner sight distance refers to the line of sight between drivers stopped on a minor approach and drivers on the major road, like the sight lines resulting from application of the City of Napa’s vision triangles. The HDM specifies different requirements for private roads, public streets, and signalized intersections.

Critically, the HDM explicitly states that “corner sight distance requirements as described above are not applied to urban driveways unless signalized” (Section 405.1(2)(d)). The proposed project’s parking garage access on Second Street would be considered an urban driveway, so would not be subject to corner sight distance requirements per Caltrans standards.

It is noted that the HDM states that parking on each side of urban driveways should be prohibited per the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD). The CA-MUTCD indicates that these parking

prohibition clearances should be six feet, measured from the curb return at alleys and driveways. The curb adjacent to the proposed driveway location is already painted red, so is consistent with CA-MUTCD guidance.

The vision triangle standards established by the City of Napa are appropriate for streets located outside of the urbanized downtown area. As evidenced by Caltrans HDM standards, however, they may not be appropriate for application in an urban downtown context where speeds are typically low and driveway density is high, so drivers are expected to account for frequent driveway activity and adjust their speeds accordingly. Similarly, drivers entering or exiting driveways are expected to do so cautiously and at speeds that allow them to yield to pedestrians and cross traffic safely.

The Second Street segment currently has, and will continue to have with the project, low vehicle speeds, pedestrian activity, and other driveway “friction” such as movements into and out of the parking lot across the street. This type of urban context and activity is consistent with a downtown environment in which drivers are alert and expectant of frequent changes. Accordingly, it would be appropriate for the City to apply Caltrans criteria and exempt the proposed driveway from City of Napa vision triangle standards, consistent with standard practice used in urbanized areas throughout the State.

While provision of sight triangles is considered unnecessary, several strategies to enhance visibility relative to vehicles exiting the garage has been incorporated into the project design. These include providing a sign with flashing lights visible to pedestrians that is activated by vehicles exiting the garage, providing a convex mirror that is positioned to allow exiting drivers to see approaching vehicles on Second Street, and providing a stop sign or exit gate immediately before the sidewalk at the garage exit.

Finding – It would be appropriate for the City to apply Caltrans criteria and exempt the proposed garage access on Second Street from City of Napa vision triangle standards, consistent with standard practice used in urbanized areas throughout the State. The project design includes several strategies to address the limited visibility between drivers exiting the garage and pedestrians, thereby addressing any potential safety impact.

Significance Finding – With the measures included to reduce the potential for conflicts between pedestrians and vehicles exiting the parking garage, the project would be expected to have a less-than-significant impact on safety as it would not introduce hazards through either its design or operation.

Emergency Response

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 City of Napa Standard Specifications contain requirements to ensure that developments provide adequate access for emergency vehicles. Applicable requirements identified in these plans include at least one point for fire apparatus access, minimum roadway widths of 14 feet for one-way traffic and 20 feet for two-way traffic, minimum driveway widths of 12 feet, and a maximum roadway grade of 15 percent. More than one fire apparatus access route is required if it is determined by the Fire Chief that access by a single route might be impaired by vehicle congestion or any other factors that could limit ingress or egress. The site will have two access points, so should one access point be compromised during an emergency, responders would be able to use the other access point to enter the site. It is noted that fire engines would not enter the parking garage but would instead park on the street adjacent to the site; however, the access is sufficient to accommodate an emergency requiring response by an ambulance.

The project would be expected to have no discernible effect on emergency response times, especially since emergency responders can claim the right-of-way by engaging their lights and sirens.

Significance Finding – The impact of the proposed project on emergency response would be less than significant.

Conclusions and Recommendations

- The proposed project would be expected to generate an average of 1,046 trips per day, including 57 during the morning peak hour and 81 during the evening peak hour. Compared to the US Post Office that previously occupied the building, the proposed uses would generate 826 fewer daily trips on average, including 92 fewer a.m. peak hour trips and 121 fewer p.m. peak hour trips.
- The project applicant should prepare a valet parking operation plan.
- The proposed project would have a less-than-significant impact on transportation facilities since it does not conflict with City policies.
- VMT was not addressed because the project is being processed under an addendum to a previously certified EIR.
- It would be appropriate for the City to apply Caltrans criteria and exempt the proposed garage access on Second Street from City of Napa vision triangle standards, consistent with standard practice used in urbanized areas throughout the State. However, to minimize conflicts between project traffic and pedestrians, the project would include a sign with flashing lights installed facing the sidewalk, a convex mirror installed facing exiting drivers, and a stop sign or gate installed on the driveway.
- The project would have a less-than-significant impact on emergency response.

We hope this letter provides sufficient information for the project's environmental clearance documentation. Please let us know if there are any questions. Thank you for giving us the opportunity to provide these services.

Sincerely,



Mark Spencer, PE (Traffic)
Senior Principal

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