

EXHIBIT A

Appendix B: Traffic Analysis

EXHIBIT A

THIS PAGE INTENTIONALLY LEFT BLANK

EXHIBIT A

**TRAFFIC ANALYSIS FOR
NAPA POST OFFICE
REDEVELOPMENT**

**DOWNTOWN SPECIFIC PLAN AREA
NAPA, CA**

July 2018

Prepared for:
FirstCarbon Solutions

Prepared by:
Kimley-Horn and Associates, Inc.

EXHIBIT A

WARNING!

The electronic data files ("Files") furnished by Kimley-Horn and Associates, Inc. to the intended receiver of the Files ("Receiving Party") are provided only for the convenience of Receiving Party and only for its sole use.

In the case of any defects in the Files or any discrepancies between the electronic Files and the hardcopy of the Files prepared by Kimley-Horn, the hardcopy shall govern. Only printed copies of documents conveyed by Kimley-Horn may be relied upon. Any use of the information obtained or derived from these electronic files will be at the Receiving Party's sole risk. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the Receiving Party agrees that it has 60 days to perform acceptance tests, after which it shall be deemed to have accepted the data transferred. Receiving Party accepts the Files on an "as is" basis with all faults. There are no express warranties made by Kimley-Horn with respect to the Files, and any implied warranties are excluded.

TABLE OF CONTENTS

INTRODUCTION.....	3
BACKGROUND	3
DOWNTOWN SPECIFIC PLAN	3
2014 SOUTH NAPA EARTHQUAKE.....	3
PROPOSED NAPA POST OFFICE REDEVELOPMENT.....	4
TRIP GENERATION.....	6
SITE TRAFFIC	6
TRIP REDUCTIONS	6
COMPARISON OF HOTEL AND RESIDENTIAL RATES	9
CONCLUSION	9
SITE ACCESS AND CIRCULATION EVALUATION	10
VEHICLE SITE ACCESS	10
PEDESTRIAN, BICYCLE, AND TRANSIT ASSESSMENT	10
FINDINGS.....	11

LIST OF FIGURES

Figure 1: Project Location	5
----------------------------------	---

LIST OF TABLES

Table 1: Proposed Napa Post Office Redevelopment Trip Generation	8
Table 2: Existing Land Use Trip Generation	8
Table 3: Trip Generation Comparison between Proposed and Existing Uses	8
Table 4: Proposed Land Use Comparison Trip Generation Rates	9
Table 5: Proposed Land Use Comparison Trip Generation Totals	9

INTRODUCTION

The Napa Post Office Redevelopment project proposes the redevelopment of the old Franklin Post Office, the Zeller's Ace Hardware store, and adjacent surface parking lot in Downtown Napa, California, into a hotel with retail components and associated parking. The Post Office portion of the project site area lies within the Downtown Napa Specific Plan (DTSP) area but was not included as a development site in the DTSP. The Ace Hardware and surface parking sites were rezoned to Downtown Mixed Use (DMU).

The Napa Post Office Redevelopment project would result in less trips than the existing and previous land uses developed on the project site and allowed land uses by the DTSP as analyzed in the DTSP Environmental Impact Report (EIR). Therefore, the project would have a net decrease in trips in the area and would further bolster the downtown area's vision of retail, residential, and tourism. This document addresses site-specific topics such as bicycle and pedestrian safety and transit operations.

BACKGROUND

Downtown Specific Plan

The DTSP provides a blueprint for guiding future development and investment within Napa's historic downtown to support the community's vision for an attractive, vibrant and pedestrian-oriented city center. The plan outlines future land use, development standards and multi-modal circulation within the downtown area and provides an implementation action plan to achieve its key objectives. The DTSP EIR was certified in March 2012 and the plan was adopted in May 2012.

The DTSP area encompasses approximately 210 acres, and is bounded on the east by the eastern bank of the Napa River, on the south by Division and Third streets, and on the west by Jefferson Street. The northern boundary generally follows the edge of the residential neighborhoods along Polk and Caymus Streets west of Soscol Avenue, while the eastern boundary extends east to include the Oxbow Market and the former Copia area east of Soscol Avenue.

The Franklin Street Station Post Office, the Zeller's Ace Hardware store, and the surface parking lot were in use during the creation of the 2012 DTSP. The traffic generated by these uses was included in the baseline traffic conditions for the DTSP EIR.

2014 South Napa Earthquake

On August 24, 2014 at 3:20 in the morning, the strongest earthquake in 25 years in the Bay Area shook Napa. At 6.0, the event was the largest earthquake since the 1989 Loma Prieta earthquake. The 2014 South Napa Quake damaged residences and commercial buildings, and it did significant damage to Napa's historic buildings. According to City reports, 156 commercial and residential structures were red-tagged and 1398 were yellow-tagged. The estimate for damage to the City's infrastructure reached \$57.9 million. The Franklin Street Station Post Office experienced significant damage as a result of the South Napa Earthquake. Following the earthquake, the United

States Postal Service planned to demolish the building as it was estimated to cost \$8 million to repair quake damage, while it would cost only \$500,000 for demolition. Instead they pursued sale of the building and property, which has cumulated in this proposed project.

PROPOSED NAPA POST OFFICE REDEVELOPMENT

In order to facilitate the proposed redevelopment, the Developer has applied to City for a Development Agreement and associated General Plan Amendment, Specific Plan Amendment, Certificate of Appropriateness and Zoning Amendments to rezone the Post Office parcel from Downtown Public to DMU/Planned Development (PD), the parking lot Parcel from DMU to DMU/PD, and the Ace parcel from DMU to DMU/PD (Approvals). This Traffic Analysis analyzes the traffic impacts of the proposed redevelopment as allowed by the approvals.

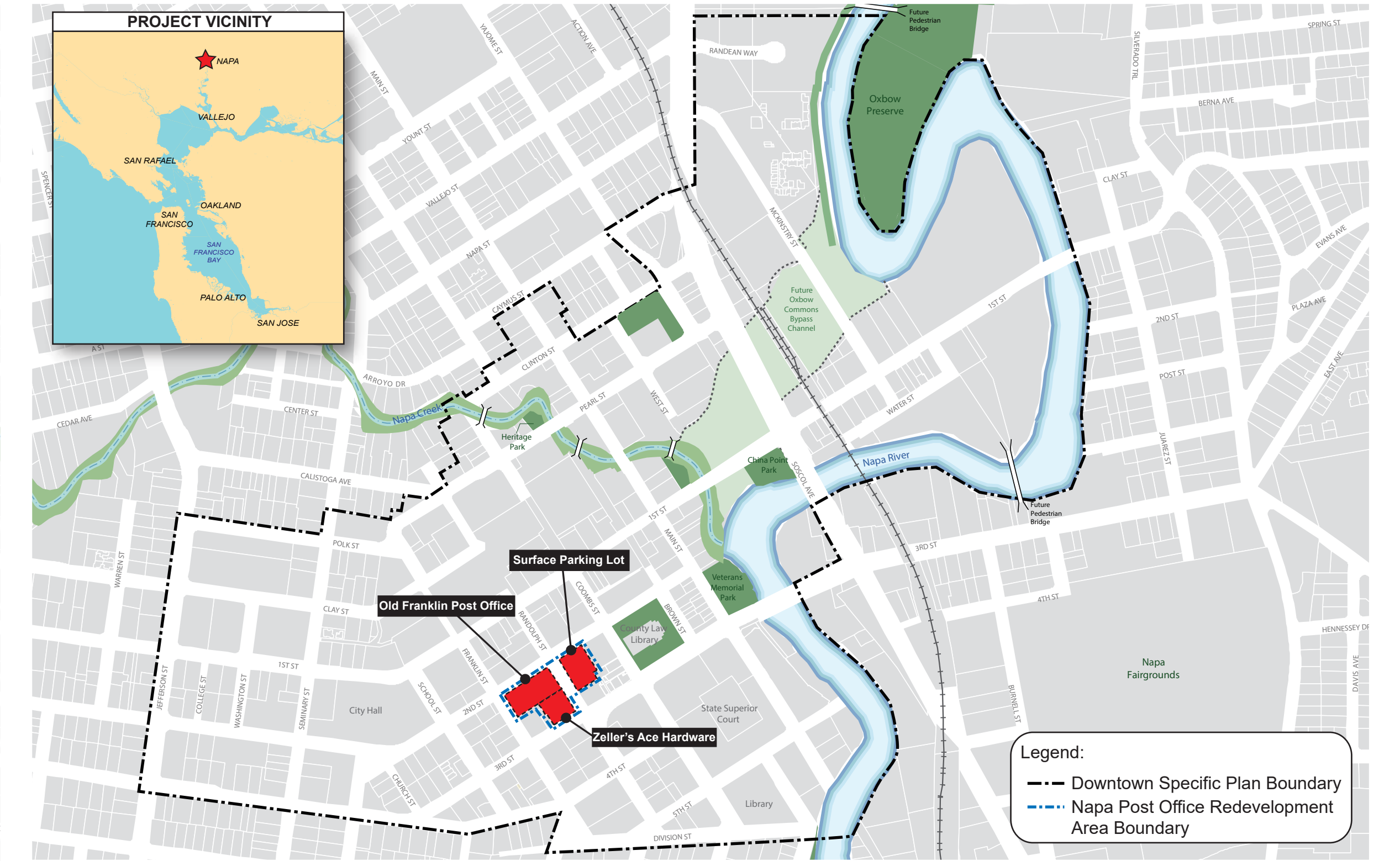
The proposed hotel structure would be constructed on both the old Franklin Post Office and the Zeller's Ace Hardware sites. Integration of the Ace site allows for hotel site of sufficient size in order to be operationally efficient and justify the economics to rehabilitate the Post Office structure. The proposed project would consist of a 163-room hotel with resort retail, i.e. a gift shop, and related amenities.

Parking for the hotel would be located at the southeast corner of Randolph Street and Second Street, across the street from the proposed hotel. The existing surface lot there would be converted to an automated parking structure that would serve the hotel needs and also contain parking spaces available to the public. Up to 7,000 square feet of ground floor retail may also be included in the parking structure.

Figure 1 shows the project site locations in reference to the DTSP EIR Plan Area and the existing land uses.

Downtown Napa Post Office Redevelopment Project

EXHIBIT A



Source of Basemap: Napa Downtown Specific Plan , City of Napa (Adopted May 2012)



NOT TO SCALE

TRIP GENERATION

The existing land uses at the proposed project site area were included in the 2012 DTSP but were not identified for any specific redevelopment. To evaluate the potential traffic effect of the proposed project, a trip generation comparison between the existing land uses which were in operation during the 2012 DTSP preparation and the proposed project land uses was made.

Site Traffic

The Institute of Transportation Engineer's (ITE) *Trip Generation Manual 10th Edition*¹, was used to estimate daily and peak-hour trip generation for the proposed Napa Post Office Redevelopment Project. The *Trip Generation Manual* is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed developments.

ITE's Land Use 310 (Hotel) is defined as follows, which closely matches the proposed development:

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.

Based on this description the retail located in the hotel is not separately evaluated as it is included in the rates of a hotel. The proposed ground floor retail as part of the parking structure (7,000 square feet) is included using ITE's Land Use 820 (Shopping Center).

The trip generation estimates for the proposed Napa Post Office Redevelopment project and the existing land uses are shown in **Table 1** and **Table 2**, respectively. A comparison of the proposed Napa Post Office Redevelopment project trip generation estimates and the existing land uses at the project site area is provided in **Table 3**. As shown in the comparison, the proposed land uses would generate fewer total morning and afternoon peak hour trips, and fewer total daily trips, than was assumed for these sites in the 2012 DTSP.

Trip Reductions

With the mixed-use, pedestrian-oriented district envisioned in the DTSP, there is the potential for interaction among uses within the district. These types of trips are considered internal to the area and would be made by foot or bicycle between uses in close proximity to each other. In addition, developments constructed within viable walking distance to transit and within areas with well-connected and attractive pedestrian and bicycle networks create a greater propensity for walk and bike travel and typically have lower vehicular trip generation than developments with poor multi-modal connectivity. The DTSP EIR traffic analysis included trip generation reductions for internal trips based on ITE's 'Multi-Use Internalization Methodology' published in the *Trip Generation Handbook, 2nd Edition*², as well as for non-auto mode use (transit, walk, bike) based on published

¹ *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

² *Trip Generation Handbook, 2nd Edition*, Institute of Transportation Engineers, June 2004.

travel survey data. Similar trip reductions would be expected for the proposed project as it is in line with the overall DTSP vision and located centrally in the district. Trip reductions were not applied to the evaluation in this report as the trip generation comparison was completed without accounting for reductions and showed a decrease in trips.

Table 1: Proposed Napa Post Office Redevelopment Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
Hotel	310	163	RM	1,363	45	32	77	50	48	98
Shopping Center	820	7	KSF GLA	264	4	3	7	13	14	27
Net Trip Generation				1,627	49	35	84	63	62	125

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 10th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions
- (3) RM = Room, KSF = thousand square feet, GLA = gross leasable area

Table 2: Existing Land Use Trip Generation

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
United States Post Office	732	18.01	KSF	1,872	78	71	149	103	99	202
Hardware/Paint Store	816	7.150	KSF	65	4	4	8	9	10	19
Net Trip Generation				1,937	82	75	157	112	109	221

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 10th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions
- (3) KSF = thousand square feet

Table 3: Trip Generation Comparison between Proposed and Existing Uses

Land Use	Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out	Total
Proposed Napa Post Office Redevelopment Trip Generation	1,627	49	35	84	63	62	125
Existing Land Uses	1,937	82	75	157	112	109	221
Net Difference (Proposed - Existing Trip Generation)	-310	-33	-40	-73	-49	-47	-96

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 10th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions

Comparison of Hotel and Residential Rates

There is the potential that the hotel may allocate a portion of the total number of rooms to be residential units. The current proposed allocation is 25% of the 163 total rooms, or 41 rooms. As shown in **Table 4**, multifamily-housing (mid-rise) units have a lower daily trip generation rate than hotel rooms.

As an example, shown in **Table 5**, if 41 residential units replaced 41 hotel rooms, the estimated trips from the multifamily-housing (mid-rise) would generate less daily and peak period trips than hotel rooms would, with the exception of AM outbound trips. The small increase in AM outbound trips would still be less than the existing land use trip generation for AM outbound travel.

Table 4: Proposed Land Use Comparison Trip Generation Rates

Land Use	ITE Code	Trip Rate	Units	AM Peak			PM Peak		
				Trip Rate	% of ADT	In:Out Ratio	Trip Rate	% of ADT	In:Out Ratio
Hotel	310	8.36	RM	0.47	6%	0.59 : 0.41	0.60	7%	0.51 : 0.49
Multifamily Housing (Mid-Rise)	221	5.44	DU	0.36	7%	0.26 : 0.74	0.44	8%	0.61 : 0.39

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 10th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions
- (3) RM = Room, DU = dwelling unit

Table 5: Proposed Land Use Comparison Trip Generation Totals

Land Use	ITE Code	Quantity	Units	Daily	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out	Total
Hotel	310	41	RM	343	11	8	19	13	12	25
Multifamily Housing (Mid-Rise)	221	41	DU	223	4	11	15	11	7	18
Net Trip Generation (Hotel – Multifamily Housing)				120	7	-3	4	2	5	7

Notes:

- (1) Trip generation estimates calculated based on ITE's *Trip Generation, 10th Edition*.
- (2) Does not include any internal trip reductions or mixed-use trip reductions
- (3) RM = Room, DU = dwelling unit

Conclusion

The conclusion from this trip generation analysis is that the project is anticipated to generate fewer daily and peak period trips than was attributed to these sites in the baseline conditions used in the DTSP EIR and fewer than the maximum number of trips that would normally be anticipated from buildout of the land use designations assigned to these sites by the approved DTSP. Therefore, the project will not result in any additional traffic impacts beyond those identified in the DTSP EIR. The proposed project could also allocate portions of the proposed hotel as residential units and continue to have a reduction in trip generation compared to existing land uses.

SITE ACCESS AND CIRCULATION EVALUATION

Vehicle Site Access

The proposed project site is surrounded by Randolph Street, Franklin Street, 2nd Street, and 3rd Street which are all two-way roadways with one lane in each direction. Vehicular access will be provided via driveways on Randolph Street, Franklin Street, 2nd Street, or 3rd Street. Driveways shall be configured so that they meet or exceed minimum pedestrian and vehicular sight distance requirements. Parking spaces within the parking structure and surface parking lots shall be laid out so that they do not inhibit internal circulation or result in difficult parking maneuvers. Overall, with the proper configuration of parking spaces and access driveways in accordance with City of Napa Standard Plans & Specifications, the site would provide adequate access and internal circulation for this development.

Pedestrian, Bicycle, and Transit Assessment

Pedestrian access to the project site is provided via sidewalks, which are provided on all primary access streets within proximity to the proposed project site. Crosswalks are present on all of the legs at the four nearest intersections to the project site: Franklin Street/2nd Street, Randolph Street/2nd Street, and Randolph Street/3rd Street. This provides a clear path for pedestrians to walk between the project site and other high activity destinations, which are located to the north and west of the project site area. Pedestrian access would be maintained and the pedestrian environment would be improved with the development under the proposed project.

Bicycle access to the project site is provided via 3rd Street, which has Class II bicycle lanes. There are no additional proposed bicycle improvements adjacent to the site included in the City of Napa Bicycle Plan from 2012. City requirements for bicycle parking for non-residential uses are based on the required number of on-site vehicle parking spaces. A minimum of two bicycle parking spaces are required for non-residential developments, with an additional parking space required for every 10 vehicular spaces above 20 spaces. The final number of vehicle spaces is currently being decided and the bicycle parking spaces will be in accordance with the city requirements once the final number is determined.

The nearest transit stop is the Randolph Street at 3rd Street, located on Randolph Street, mid-block between 3rd Street and 4th Street, and is a 0.1-mile walk from the site. This stop is served by Vine Transit local route 8. Additionally, the project site area is approximately one-half mile away from Soscol Gateway Transit Center, which is served by Vine Transit local routes 1-5, 8, 10, and 11, and express routes 21, 25, 29. The sidewalks and crosswalks provided in the vicinity provide a clear path for pedestrians to access these transit stops. There are no existing bus stops that would be affected by development under the Napa Post Office Redevelopment project. Based on the proximity to transit stops and routes, it is anticipated that site users could utilize the transit system. The Napa Post Office Redevelopment project would not interfere with any existing or planned transit facilities or systems and the additional bus ridership demand generated is not anticipated to exceed the available supply of the existing or future transit system.

FINDINGS

The proposed Napa Post Office Redevelopment project includes a hotel with retail components and associated parking at the old Franklin Post Office, Zeller's Ace Hardware, and adjacent surface parking lot. The findings of this traffic evaluation include:

- The vehicle trips anticipated to be generated by the proposed Napa Post Office Redevelopment land uses and intensities are less than the existing land uses and no further traffic analysis is required;
- The proposed Napa Post Office Redevelopment plan does not impact or preclude any current or planned bicycle or transit facility.

EXHIBIT A

THIS PAGE INTENTIONALLY LEFT BLANK