



Traffic Impact Assessment

for

**Mixed-Use Commercial & Residential Development
Located at the Corner of Humboldt and Jefferson Streets**

by

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Prepared:
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A handwritten signature in black ink, appearing to read 'Farhad Iranitalab', is written over a light blue horizontal line.



INTRODUCTION

ams associates, Inc. has prepared this memorandum to assess the impact of the proposed mixed-use commercial and residential development at the corner of Humboldt and Jefferson Streets in the Town of Yountville.

This memorandum will evaluate the existing traffic issues and the impact of the proposed development.

Project Setting

The project is located on the northeast corner of the intersection of Washington and Humboldt streets to the east of Jefferson Street on 0.26-acres vacant parcels. The project is designated for Residential Scaled Commercial Land Use as shown in Figure 1.



Project Description

The proposed project will develop the existing parcels with a two-story mixed-use development comprised of 1,800 square feet of special retail on the first floor with storage on the second floor and two residential units on the second floor. The retail portion of the project is considered as specialty retail and residential units are two bedrooms and two baths with a private entrance. The proposed operating hours will be daily from 10:00 am to 7:00 pm or 11:00 am to 6:00 pm (depending on the day), in line with other local retailers in the area. The project is consistent with the General Plan land use designation.

Site Access

Access to the Site is provided from the twenty-four feet wide driveway on Humboldt Street approximately seventy-five feet to the east of Washington Street as shown in Figure 2.

Existing Roadway Network

Figure 3 presents the existing Town of Yountville circulation network. Washington Street is designated as a major street in the Town General Plan, Circulation Element, and Jefferson and Humboldt Streets are both designated local streets.





Figure MO-2
CIRCULATION NETWORK



FIGURE 3
CIRCULATION NETWORK

Project Trip Generation

Trip generation represents the amount of traffic generated by a development. The Institute of Transportation Engineers (ITE), Trip Generation Manual, is the industry standards to calculate the number of trips generated by a Land Use category. The trip generation manual, 11th Edition, dated September 2021 is the latest edition. Table 1 presents the summary of trip generation.

Table 1- Proposed Site Trip Generation

ITE Land Use	Unit	Daily 2-way	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
826 Specialty Retail (ITE 9 th Edition Manual)	1,000 sq. ft. GFA	44.32	62%	38%	6.84	48%	52%	2.71
220- Multi-Family Low Rise	Dwelling units	6.74	24%	76%	0.4	63%	37%	0.51
Project Trips 826 Specialty Retail	1,800 sq. ft. GFA	80	NA	NA	NA	2	3	5
220- Multi-Family Low Rise	2	14	2	0	2	2	0	2
Total project Trips		94	2	0	2	4	3	7

Based on the size of the proposed mixed-use development (two residential units, and small specialty retail store with limited store hours there would not be a high trip generated by the proposed project. As shown in Table 1 the project would generate ninety-four daily trips, two trips during AM and seven trips during the PM peak hours.

Conclusion

Based on our evaluation of proposed project generated trips, we do not anticipate any significant impact on traffic flow and operation. However, the project would eliminate one or maximum of two parking spaces on Humboldt Street for constructing the access driveway onto the site.

CEQA Transportation Analysis (VMT)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT).

Based on the OPR screening criteria any development project that generates less than 110 vehicles per day is presumed to have less than significant impact. The proposed project generates ninety-four daily trips and therefore is presumed to have less than significant impact.

