

## 4.2 TRANSPORTATION

This section summarizes the regulatory framework for evaluating transportation, characterizes the existing transportation network, and discusses the potential impacts resulting from implementation of the proposed project. The following documents were used to analyze the potential impacts that could occur:

- Transportation Impact Study, prepared by W-Trans, October 23, 2024

### 4.2.1 REGULATORY CONTEXT

#### **State**

##### *Assembly Bill 1358*

On September 30, 2008, Governor Schwarzenegger signed Assembly Bill 1358 (AB 1358), the California Complete Streets Act of 2008, into law. As of January 2011, AB 1358 requires any substantive revision of the circulation element of a city or county's general plan to identify how the circulation of all roadway users including pedestrians, bicyclists, children, seniors, individuals with disabilities, and transit riders, as well as motorists will be safely accommodated.

##### *Senate Bill 375*

Senate Bill 375 (SB 375) was adopted to enhance the GHG reduction goals outlined in AB 32 by establishing GHG reduction targets from passenger vehicles. SB 375 requires preparation and adoption of a Sustainable Communities Strategy (SCS) that contains a growth strategy to meet emission targets for inclusion in the Regional Transportation Plan (RTP). The SCS and RTP must be consistent with one other, including action items and financing decisions. Metropolitan Planning Organizations (MPOs) must use transportation and air emissions modeling techniques that are consistent with guidelines prepared by the California Transportation Commission. The current RTP, Plan Bay Area 2050, is further described below.

##### *Senate Bill 743*

SB 743 was signed into law by Governor Jerry Brown and changes how transportation impacts are evaluated under CEQA. Under SB 743, lead agencies are required to evaluate transportation impacts of a project using a vehicle miles traveled (VMT) metric which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation

facilitated by closer proximity to alternative travel modes and reduces greenhouse gas emissions. Though SB 743 was signed into law in 2013, jurisdictions were not mandated to evaluate project impacts using the VMT metric until July 1, 2020. In December 2018, the California Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA, which provides guidelines for evaluating a project's transportation impact using a VMT metric. Pursuant to Government Code Section 15064.3(b), lead agencies have discretion to select the most appropriate methodology for evaluating a project's VMT impacts. On May 20, 2025 the City Council of the City of Calistoga adopted a Resolution, establishing VMT guidelines and thresholds for evaluating impacts under CEQA for projects within the City. As set forth in the adopted Guidelines, potential impacts of a project are based on the City's VMT Thresholds using industry and best practices, including those set forth in OPR's Technical Advisory.

### ***Regional***

#### *Regional Transportation Plan (Plan Bay Area)*

On October 21, 2021, the Metropolitan Transportation Commission (MTC) and the Executive Board of the Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 and certified the associated Final EIR. Plan Bay Area 2050 builds upon the previously adopted Plan Bay Area 2040 and serves as both the region's SCS and the RTP. Plan Bay Area 2050 is an integrated long-range transportation and land-use/housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the Bay Area. The Plan identifies 35 strategies across four elements (housing, economy, transportation, and the environment). Transportation strategies are categorized into three themes: maintain and optimize the existing transportation system, create health and safe streets, and build a next-generation transit network.

### ***Local***

#### *Napa Valley Transportation Plan*

The Napa Valley Transportation Plan (Plan) is the countywide transportation plan, prepared by the Napa Valley Transportation Authority (NVTA). NVTA has worked with the Napa community and local cities, including Calistoga, since 2019 to update the Plan to create a shared vision for transportation in the County to the year 2045. The Plan titled 'Advancing Mobility 2045' was adopted in May 2021 and provides direction to the outlines the priorities for the agency and the County's transportation system to accomplish the following:

- Relieve congestion
- Improve traffic safety
- Create more active transportation infrastructure
- Provide more reliable and frequent bus service, and
- Maintain and repair the existing transportation system

#### *City of Calistoga General Plan*

The City of Calistoga General Plan sets forth land use and development policies for the City's growth. Applicable transportation and traffic related General Plan policies and actions contained in the Circulation Element are as follows:

P1.1-1. Through the Capital Improvements Plan and related impact fees, the City shall ensure that adequate funds are provided to upgrade and maintain the existing circulation network.

Action A1.1-1. Collect a transportation impact fee from new development to pay for citywide transportation improvements.

P1.3-1. New development shall be designed to the extent possible with streets that continue the city's existing grid pattern, which allows through traffic and provides multiple connections to arterial streets.

Action A1.3-1. Require during the entitlement process that development projects conform to the plans and policies of the Circulation Element, including the construction of on- and off-site improvements and the payment of any transportation impact fee adopted by the City.

P1.3-2. New development shall provide sidewalks as needed to close gaps in the city's active transportation network. These gap closures may include off-site locations if the closure improves pedestrian connectivity from the new development to schools or other activity centers.

P1.4-3. Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit and other relevant plans, except where such consistency cannot be achieved without negative consequences.

#### *Calistoga Active Transportation Plan*

The Calistoga Active Transportation Plan (ATP) was adopted in October 2014 and built on the City's Bicycle Transportation Plan that was adopted in October 2012, in conjunction with the Countywide Bicycle Plan efforts. The ATP seeks to guide and influence

transportation improvements for both bicyclists and pedestrians and is consistent with the applicable Federal, state, regional and local standards, as described in Appendix A of the ATP.

### *Calistoga Municipal Code*

Transportation and traffic related regulations of the Calistoga Municipal Code are incorporated in Title 10, Vehicles and Traffic, Title 12, Streets, Sidewalks and Public Places, and Title 16, Subdivision. Title 10 includes regulations applicable to operations of vehicular, bicycle and pedestrian traffic, traffic control devices, and signage. Title 12 includes specifications for roadway and sidewalk design and outlines property owner responsibility for the maintenance of sidewalks. Title 16 includes design and improvements standards pertaining to circulation in a subdivision among other subdivision regulations.

## **4.2.2 ENVIRONMENTAL SETTING**

### ***Roadway Network***

As detailed in the Circulation Element of the General Plan, vehicular access in Calistoga is served primarily by State Highway 128 (Foothill Blvd) in the east/west direction and State Highway 29 (Lincoln Avenue) in the north/south direction, both of which are classified as arterial streets.<sup>1</sup> In addition, the intersection of State Highway 128 (Foothill Blvd)/ State Highway 29 (Lincoln Avenue) is identified as a key intersection in the General Plan. Other east/west arterial streets within Calistoga include Silverado Trail, Grant Street, and Washington Street (west of Lincoln Ave). Other north/south arterial streets include Lake Street, and Petrified Forest Road. Collector streets carry traffic from local streets<sup>2</sup> to arterial streets.

State Highway 128 (Foothill Boulevard) and State Highway 29 (Lincoln Avenue) intersect near the project site. Signalization of this intersection is identified as a priority in the General Plan as high volumes of traffic pass through this area. South of Highway 128/Foothill Boulevard, Highway 29/Lincoln Avenue terminates and Kortum Canyon Road, which provides access to the project site, commences. Both Highway 128 and Highway 29 are under the jurisdiction of the California Department of Transportation (Caltrans), and any modifications within the State right-of-way requires their approval. As detailed in the

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<sup>1</sup> Major thoroughfares that carry large volumes of motor vehicle traffic at relatively high speeds.

<sup>2</sup> Streets serving primarily individual parcels. Typically characterized by narrow rights-of-way, low speeds, and pleasant environments for walking and bicycling.

City of Calistoga Roads, Drainage, Pedestrian/Bicycle Capital Improvement Projects – 10 Year Outlook for 2023 to 2033, signalization of this intersection is identified as a low priority and is anticipated and planned for between fiscal year 28/29 and 29/30.

### ***Transit Services***

Calistoga is served by bus and paratransit services. The bus service in Calistoga is provided by the Napa Valley Transportation Authority (NVTA) that operates the Vine Transit service and Lake Transit Authority that operates the Lake Transit service. Vine transit is a regional fixed route system that connects the Napa Valley to the rest of the Bay Area with service to Bay Area Rapid Transit (BART), the Vallejo Ferry, the Fairfield Transportation Center, Amtrak's Route 7 Bus, and the Suisun Train Station (Capital Corridor/Amtrak). Vine Transit's Route 10 that has stops in Napa, St. Helena and Calistoga has a stop within half a mile of the Project site on the Lincoln Avenue Bridge in Calistoga. Route 10 operates daily and provides regional fixed route bus service in Napa County.

Lake Transit Authority (LTA) provides public transit services throughout Lake County and operates connecting routes to intercity and regional bus services in Napa and Mendocino counties.

### ***Bicycle and Pedestrian Facilities***

Existing bike routes in Calistoga comprise of two loops in the eastern and western part of the city, respectively. The eastern loop consists of Lake Street, parts of Washington Street, Dunaweal Lane and Part of Silverado Trail and contains a combination of Class I, Class II and Class III bicycle infrastructure.<sup>3</sup> The western loop includes parts of Grant Street, Washington Street, Lincoln Avenue, Cedar Street and Foothill Boulevard and contains a combination of Class II and Class III bicycle lanes. However, no bike lane currently exists along Foothill Boulevard. Overall, the city is largely underserved by bicycle paths, lanes or routes, although bike racks are located in the downtown, schools, civic destinations, and within some resorts are readily available.

Pedestrian sidewalks exist along most of the arterial roads in the city, however, they are not continuous except the sidewalks from the downtown core area to surrounding

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<sup>3</sup> Class I facilities, typically known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized. Class II facilities, known as bike lanes; provide a striped and signed, four- to five-foot-wide lane for one way bicycle travel on the road. Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends. Class III facilities, known as bike routes, provide signs for shared use with motor vehicles within the same travel lane on a street or highway.

residential neighborhoods, along Washington Street, Berry Street and Fair Way. There are no sidewalks along most of Foothill Boulevard (Highway 128/29) nor Highway 29, north of Wappo Avenue, which are state facilities built to rural highway standards.

The City's Active Transportation Plan includes goals, objectives, policies, and programs directed at providing a comprehensive and safe bicycle and pedestrian system. This Plan identifies the needed improvements and proposes an extensive network of bikeways integrated with the Napa Countywide Bicycle Plan and the Vine Trail that will extend from Vallejo to Calistoga as part of the Bay Trail.

### ***Traffic Analysis***

#### *Vehicle Miles Traveled (VMT)*

The City of Calistoga VMT Guidelines direct analyses to utilize industry and best practices with documenting potential impacts of a proposed project, including guidance published by the Governor's Office of Planning and Research's (OPRs) Technical Advisory. As provided therein, residential developments that have a VMT per capita that is 15 percent or more below the existing average countywide VMT per capita are presumed to have a less than significant transportation impact.

The project's Transportation Impact Study (TIS), prepared by W-Trans, November 15, 2023 (Appendix 4.2-A) estimated the VMT per Capita for the Project's Traffic Analysis Zone (TAZ) utilizing the Solano Napa Activity-Based Model (SNABM). This analysis concluded that the estimated VMT per Capita for the Project's TAZ is less than the countywide average by more than 15 percent. Estimated VMT for the project is detailed in the Traffic Analysis and further described in the impact analysis below.

#### *Roadway Operations*

Following the passage of SB 743, level of service (LOS) is no longer used in the determination of environmental impacts, rather, CEQA requires evaluation of a project's VMT, which focuses on balancing the needs of congestion management with statewide goals related to infill development, promotion of public health through increased active transportation facilitated by closer proximity to alternative travel modes, and the reduction of greenhouse gas emissions.

Though LOS is no longer used to determine environmental impacts, to analyze consistency with adopted plans and policies, as well as the project's contribution to intersection delay, the TIS discusses operation at the intersection of Foothill Boulevard/Lincoln Avenue-

Kortum Canyon Road as project-generated traffic would be added to this intersection. As detailed in the TIS, this intersection was previously analyzed in connection with the Gateway Plaza Project (Cumulative Project 14) and currently operates at LOS F during the p.m. peak hour.<sup>4</sup> Though the project would contribute additional vehicle trips to this intersection during the p.m. peak hour, these additional project-generated trips would not further degrade LOS beyond current conditions. Furthermore, signalization of this intersection is planned and will improve LOS once installed. Signalization is planned for fiscal year 28/29 and 29/30 and will be funded through the City's Traffic Impact Fees. The Project would be required to pay its fair share of Traffic Impact Fees at the time of development.

#### *Site Access, Circulation, and Parking*

Kortum Canyon Road, where it connects to an east/west right-of-way that traverses the site, will provide primary access for the project. At this location, the roadway will be widened to 20-feet at the project site's main entrance and 10-foot travel lanes will be provided in each direction with a two-foot shoulder on either side. Access to individual lots will be provided from the east/west right-of-way traversing the site with specific driveway locations for new individual single family lots to be determined during the Final Development Plan process set forth in Chapter 17.15 of the CMC. In addition to driveway locations, the design and location of off-street parking spaces, required pursuant to Chapter 17.36 (Off-street Parking and Loading) will be determined.

As proposed, the east/west right-of-way connects to Terrace Drive, which is accessible from Highway 128/Foothill Boulevard. Access to the site from Terrace Drive will be limited to emergency vehicles and accessible by the residents of Lot 20 only. Between Lot 20 and Lot 13 the project will include a 12-foot-wide emergency vehicle access drive. A 10-foot wide emergency vehicle turnout will be located between Lots 12 and 13.

As part of off-site improvements, approximately 240 linear feet of the Kortum Canyon Road right-of-way commencing at its intersection with Foothill Boulevard/Highway 128 and running south towards the project site will be widened to be between 24 and 25 feet wide. The intersection of Foothill Boulevard/Highway 128 and Kortum Canyon Road will be re-aligned. At this location, sidewalks, curbs, and curb ramps will be also installed on the east side of Kortum Canyon Road and will be designed consistent with city standards.

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<sup>4</sup> Transportation Impact Study for the Gateway Plaza Project, prepared by W-Trans, March 24, 2023, Table 6.

Additionally, offsite improvements include paving and striping for two 10-foot wide travel lanes with ½ foot wide shoulders within the existing 22 foot wide Terrace Drive Right-Of-Way located between Foothill Blvd/Highway 128 and the subject site boundary.

#### 4.2.3 THRESHOLDS OF SIGNIFICANCE

As provided in Appendix G of the CEQA Guidelines, the project would result in a significant impact related to transportation if it would:

- A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.
- E. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect related to transportation and traffic (Impact LUP-B in Initial Study).

#### 4.2.4 ANALYSIS, IMPACTS, AND MITIGATION MEASURES

***Impact TRA-A: The project will not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities (less than significant impact).***

The City of Calistoga's Active Transportation Plan does not include any planned pedestrian or bicycle facilities on Kortum Canyon Road and the proposed project, which does not include pedestrian or bike facilities is consistent with this plan and associated City policies that recognize the rural nature of some development areas. VINE Transit provides service along Foothill Blvd with routes that stop at Lincoln, within a half mile of the project site. The Project would create little to no additional demand for transit and would not impact transit facilities.

The proposed project includes the development of an internal access road, which would be a private street with two 10-foot travel lanes to provide access to individual lots. The proposed internal roadway would be a "rural/hillside street" which requires 12-foot-wide travel lanes, except when the street is restricted by topography over "short distances." The

proposed road has been reviewed by the City Engineer, conditions of approval imposed, and as conditioned, has been approved by the City Engineer.

Further, Section 16.16.030(B) of the City of Calistoga Municipal Code requires that new streets become public streets unless otherwise approved by the Planning Commission or City Council. The code requires that justification be based on topography or other natural features and the subdivider must provide a reasonable method for maintenance that has been approved by both the Director of Public Works and the City Attorney. Although the new internal access road would be private and would not meet the 12-foot-wide lane requirement, the project is requesting approval under Section 16.16.030(C)(4), which provides for exceptions to the standard as recommended by the Public Works and Planning and Building Directors and subject to approval by the Planning Commission. Secondary emergency access to the Project site, as well as access by the residents of Lot 20 is also provided via proposed improvements to Terrace Drive. The Public Works and Planning and Building Directors as well as the City Engineer and Fire Marshall have reviewed the proposed site access, have established conditions, and as conditioned have found the design to be acceptable given the site topography, constraints, and proposed development. Therefore, the project will not result in a conflict with a program, plan, ordinance, or policy addressing the circulation system and impacts will be less than significant.

***Impact TRA-B: The project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (B) (less than significant impact).***

Pursuant to Section 15064.3 of the CEQA Guidelines, analysis of VMT attributable to a project is considered the most appropriate measure of transportation impacts for CEQA purposes. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

The Traffic Impact Study estimates that the project will generate approximately 189 new daily trips at operation associated with the development of 20 new single-family residences. Fourteen of these trips would occur during the a.m. peak hour and 19 during the p.m. peak hour.

The Solano Napa Activity-Based Model (SNBM) is used to analyze travel patterns and estimate VMT based on geographic areas known as transportation analysis zones (TAZs). The project parcels are located within TAZ 185, which has a per capita VMT of 10.87 while the Countywide VMT per capita is 14.18. Projects generating VMT that is 15 percent below

the countywide average or fewer than 12.05 vehicle miles traveled per capita are below the threshold of significance. As stated above, VMT for the project is estimated to be 10.87 which exceeds the 15 percent reduction below the countywide average, and as such, the project will not conflict or be inconsistent with CEQA Guidelines section 15064.3(b), and impacts will be less than significant.

***Impact TRA-C: The project will not substantially increase hazards due to a geometric design or incompatible uses (potentially significant impact).***

#### *Kortum Canyon Road*

Based on existing daily traffic volumes, Kortum Canyon Road is classified as a very low volume street. The addition of project-generated traffic (189 daily trips) will result in traffic volumes that slightly exceed 400 daily trips and would therefore be upgraded from a very low volume to a low volume street. As noted in the Transportation Impact Study prepared for the project, the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Very-Low Volume Roads discourage widening of lanes and shoulders, changes in horizontal and vertical alignment, and other roadway improvements except where such improvements will result in substantial safety benefits. Given that the project will introduce new daily trips only slightly exceeding the very low volume street classification, and as it is assumed that all trips to the project site will come from SR 128, resulting in no vehicles performing left hand turns from Kortum Canyon Road onto the east/west project roadway, widening of the existing Kortum Canyon Road right-of-way or other roadway improvements south of the project site access road were not recommended by the Transportation Impact Study. Additionally, sight distances at the project site entrance with Kortum Canyon Road would be adequate for vehicles exiting the sight as long as vegetation is appropriately managed. Overgrown vegetation could impact sight distances and result in unsafe conditions that would have a potentially significant impact. Therefore, **Mitigation Measure TRA-1** shall be implemented, which requires either dedication of the road to the City for ongoing maintenance or preparation of a long-term maintenance plan for approval by the Director of Public Works and the Fire Chief, prior to issuance of the grading permit for the proposed access road. As mitigated, the project will not substantially increase hazards due to a geometric design or incompatible uses and potential impacts will be reduced to less than significant.

#### *Kortum Canyon Road and Highway 129 Improvements*

As proposed the project will widen approximately 240 linear feet of the Kortum Canyon

Road right-of-way south toward the project site, will realign the intersection of Kortum Canyon Road/Highway 128 (Foothill Boulevard), and will install sidewalk, curb, and curb ramps on the east side of Kortum Canyon Road adjacent to the area proposed for widening. As discussed further below, encroachment permits at the state and local level as well as implementation of a traffic management plan will be required during project construction activities, which will ensure impacts associated with a hazard due to a geometric design or incompatible uses during construction activities will be less than significant.

At operation, the project will improve access on Kortum Canyon Road north of the project site and at its intersection with Highway 128 (Foothill Boulevard) as it will eliminate conflicts with vehicles traveling north and southbound, and will provide safe pedestrian access for nearby residential and commercial land uses as new sidewalks introduced by the project on Kortum Canyon road near its intersection with Highway 128 will tie into existing pedestrian infrastructure including existing sidewalks extending on both sides of Lincoln Avenue. As the project will improve the existing public right-of-way along a segment of Kortum Canyon Road, install sidewalks, and improve the intersection of Kortum Canyon Road and Highway 129, impacts associated with increasing hazards due to a geometric design or incompatible use at project operation will be less than significant.

#### *Terrace Drive Improvements*

As proposed the project will improve the Terrace Drive right-of-way from Foothill Blvd./Highway 128 to the subject project site. Terrace Drive improvements include 10 foot wide travel lanes and ½ foot wide shoulders that narrow to 7.5 foot wide travel lanes with ½ foot wide shoulders within the Terrace Drive right-of-way. On-road stenciling will indicate “Road Narrows Ahead” where travel lane width is reduced. The introduction of 20 single-family residences to the site will increase the need for emergency vehicles to access the site to respond to calls for service. Terrace Drive is in a heavily wooded area, which increases the potential for the project to result in hazards due to a geometric design or incompatible uses as existing trees overhanging the roadway could impact the ability for emergency vehicles to access the site. Pursuant to **Mitigation Measure TRA-1**, the portions of Terrace Drive that are under private ownership will either be dedicated to the City, who will conduct regular maintenance as needed to ensure adequate clearance for emergency vehicles is provided, or will be subject to a long-term maintenance plan, which will specify responsibility and maintenance activities required to ensure adequate clearance for emergency vehicles is provided. Maintenance activities may include, but are not limited to

tree removal and limbing in order to provide adequate clearance for emergency vehicle access. Through compliance with Mitigation Measure TRA-1, proposed improvements to Terrace Drive will not introduce a hazard due to a geometric design during construction. Additionally, through incorporation of regular maintenance activities, operation of reasonably foreseeable single-family residences will not introduce a hazard due to incompatible uses. Therefore, potential impacts will be less than significant.

***Impact TRA-C Mitigation Measures:***

**Mitigation Measure TRA-1:** Prior to approval of a Final Map, the applicant shall either: (1) make an irrevocable dedication of the proposed east/west access road and the portions of Terrace Drive that are under private ownership to the City, which may be accepted by the City upon completion of construction; or (2) prepare a long-term maintenance plan for review and approval by the Director of Public Works and/or Fire Chief that includes maintenance at the project site entrance where the east/west access road intersects with Kortum Canyon, as well as along the length of Terrace Drive to ensure vegetation is less than three feet in height and branches and hanging limbs of trees have a minimum height of 7 feet to ensure safety for emergency vehicles and daily trips.

***Impact TRA-D: Implementation of the project would not result in inadequate emergency access (less than significant impact).***

Full road closure is not anticipated during construction activities associated with the proposed project, although temporary encroachment will be required to widen Kortum Canyon Road at the project site entrance and at its intersection with State Highway 128 and 29. Kortum Canyon Road will remain accessible during temporary construction activities, though access to both through lanes may be reduced, resulting in minor delays to vehicular traffic from temporary lane closure. Prior to any work within a right-of-way, including any temporary lane closures, review of the proposed scope of work and approval of an encroachment permit by the Calistoga Public Works Department will be required. In addition, encroachment within the State right-of-way will also require review and approval of an encroachment permit and traffic management plan by Caltrans. Implementation of a traffic management plan and compliance with state and local encroachment permit regulations will be imposed as standard conditions of approval and ensure that the project does not result in inadequate emergency access during project construction activities. Therefore, potential construction impacts will be less than significant.

At operation, access to the project site will be provided from Kortum Canyon Road to the

project's east/west roadway, which is located approximately 0.25-mile south of the intersection of Kortum Canyon Road/Foothill Boulevard. As part of the project, the internal access road will be widened to approximately 20 feet, providing 10-foot travel lanes in each direction with a two-foot shoulder on either side. New single-family residences introduced by the project will be accessed from the improved east/west roadway, with the exception of Lot 20 residents which will access the site from Terrace Drive. Emergency vehicle access will be provided via the improved east/west access road from Kortum Canyon Drive as well as through an exclusive 12-foot wide secondary emergency vehicle access provided from Terrace Drive. The project's internal circulation plan has been reviewed by the City of Calistoga Fire Department who have determined that the proposed emergency access lane is adequate and will be conditioned to comply with CFC 503 and Appendix D. As such, the proposed project will not result in inadequate emergency access during project operation and impacts will be less than significant.

***Impact TRA-E (Impact LUP-B in Initial Study): The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect related to transportation and traffic (less than significant impact).***

The project will not conflict with General Plan Circulation Policy P1.1-1 as payment of Traffic Impact Fees will be required and will be used to fund Capital Improvements Plan to maintain and improve the existing circulation network, such as signalization of Highway 128 (Foothill Boulevard/Highway 29 (Lincoln Avenue)), which will reduce congestion and emission associated with idling vehicles by improving circulation. Though the project does not include installation of pedestrian and bicycle facilities along a segment of Kortum Canyon from the project site's access road to Highway 128, this is not in direct conflict with adopted plans, policies, and regulations as the project is located in a rural hillside area and has been designed consistent with the rural characteristics. As such, the project will not cause a significant environmental impact due to a conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact and impacts of the project will be less than significant.

#### **4.2.5 CUMULATIVE IMPACTS**

The geographic scope for cumulative impacts as it relates to VMT includes the City of Calistoga, and surrounding communities. This approach is used for the analysis as VMT per capita is provided at the countywide level. As described above, the project site is located within a TAZ that will generate VMT that is more than 15 percent below the countywide

average. Because the project will not generate VMT in exceedance of established thresholds, cumulative impacts resulting from a conflict or inconsistency with CEQA Guidelines Section 15064.3 (b) will be less than significant.

Impacts related to traffic hazards, such as geometric design features or incompatible uses are generally site- or project-specific hazards. As described above, the project will be required to comply with Mitigation Measure TRA-1 which will ensure sufficient sight distance at the intersection of the project driveway and Kortum Canyon Road, as well as Terrace Drive is maintained. Additionally, the project will improve Kortum Canyon Road near and at its intersection with Highway 128 (Foothill Blvd). Because the traffic hazards of cumulative projects generally do not combine and become more severe, and because the project will not substantially increase hazards at the project site entrance and offsite, cumulative impacts will be less than significant.

Similar to traffic hazard related impacts, impacts resulting from a conflict with applicable plans, policies, and regulations are generally site- and project-specific. The project will not conflict with adopted plans, policies, or regulations. Furthermore, the project contributes to planned improvements identified in the Calistoga General Plan as it will improve the intersection of Kortum Canyon Road/Highway 128 (Foothill Boulevard) ahead of signalization, and will contribute Traffic Impact Fees that will be used to fund this signalization. Because the project will not result in impacts associated with a conflict with applicable plans, policies, and regulations, cumulative impacts will be less than significant.

#### **4.2.6 APPENDICES**

- Appendix 4.2-A: Transportation Impact Study, prepared by W-Trans, October 23, 2024

#### **4.2.7 REFERENCES**

1. City of Calistoga, Active Transportation Plan, adopted October 21, 2014 (City Council Resolution 2014-089).
2. City of Calistoga General Plan, Transportation Element.
3. City of Calistoga, Roads, Drainage, Pedestrian/Bicycle Capital Improvement Projects - 10 Year Outlook for 2023 to 2033.
4. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017.
5. Vision 2040 Moving Napa Forward, prepared by the Napa County Transportation and

Planning Agency, September 16, 2015.