



September 20, 2024

Mr. Mike Burgess
Chief Financial Officer
Del Dotto Vineyards
540 Technology Way
Napa, CA 94558

Addendum to the *Traffic Impact Study for the Piazza Del Dotto Winery Use Permit Modification*

Dear Mr. Burgess;

Potential transportation impacts associated with the proposed modification to the use permit for the Piazza Del Dotto Winery were analyzed in the *Traffic Impact Study for the Piazza Del Dotto Winery Use Permit Modification* (TIS), W-Trans, 2020. Since that time, several aspects of the initial use permit request have been changed, including a reduction in the requested production and visitation. The purpose of this addendum letter is to assess how the changes to the project description may impact the findings in the TIS.

Project Description

The project's TIS presented potential impacts associated with an expansion in production from 48,000 to 100,000 gallons per year, an increase in full-time employees from 13 to 17, and an increase in daily visitation from 40 to 125 on weekdays and from 75 to 130 on weekend days. The project description has since been revised to request an expansion to 75,000 gallons per year and an increase in daily visitation to 120 on weekdays, 25,000 gallons and five visitors less than the initial request. The request for 17 full-time employees and 130 daily weekend visitors is unchanged from the request evaluated.

Trip Generation

As indicated on Pages 12 and 13 of the TIS, the prior request was expected to result in a net increase of 71 new daily trips over permitted conditions with 13 new trips during the weekday p.m. peak hour and seven new trips during the weekend peak hour. On a Saturday during harvest, the prior request was expected to result in 58 additional daily trips with 10 new peak hour trips. To determine the trip generation for the modified request, the County of Napa's Winery Trip Generation Worksheet was used to calculate the daily trips, though winery-specific temporal data was once again used to calculate the peak hour trips consistent with the methodology used in the TIS. Based on actual site data, approximately 18 and 17 percent of the total daily trips occur during the peak hour of the generator on weekdays and weekend days, respectively.

Based on application of the same trip generation methodology used in the TIS but with the reduced visitation and production metrics, the modified request would be expected to generate a maximum of 150 trips during a typical weekday, with 27 trips occurring during the weekday evening peak hour and 23 trips during the weekend midday peak hour. As shown in Table 1, this would result in a net increase of 67 trips per weekday over permitted conditions, including 12 trips during the weekday p.m. peak hour, and seven trips during the weekend midday peak hour; all of these values are the same or less than what was analyzed in the TIS. The Winery Trip Generation Worksheet for the modified use permit request is enclosed.

Condition	Weekday	Weekday PM Peak Hour			Weekend Peak Hour		
	Trips	Trips	In	Out	Trips	In	Out
Permitted	83	15	2	13	16	7	9
Initial Request	154	28	4	24	23	10	13
Modified Request	150	27	4	23	23	10	13
TIS Net New Trips	71	13	2	11	7	3	4
Modified Net New Trips	67	12	2	10	7	3	4

Traffic that would occur on a Harvest Saturday was also tabulated using the same methodology, as shown in Table 2. The modified request would be expected to result in a maximum of 55 additional daily trips on a Saturday during harvest, including 10 new trips during the peak hour. Compared to the initial request evaluated in the TIS, this represents three fewer daily trips, though the same number of peak hour trips.

Condition	Daily	Weekend Peak Hour		
	Trips	Trips	In	Out
Permitted	102	17	8	9
Initial Request	160	27	12	15
Modified Request	157	27	12	15
TIS Net New Trips	58	10	4	6
Modified Net New Trips	55	10	4	6

The proposed event program has also been reduced from the prior request of 54 annual events with 5,026 attendees to 10 events with 1,218 attendees. As was previously proposed, these events would be scheduled to begin and end outside of peak hours for traffic on SR 29.

It is noted that under the County’s current traffic study guidelines, an operational analysis would not be required as the project would generate fewer than 110 new daily trips.

Site Access

As part of the modified use permit request, trips associated with harvest, employees, and hold and haul activities are proposed to use the main driveway on SR 29 rather than the Yount Mill Road driveways. As indicated on Page 16 of the TIS, adequate sight distance is available at the SR 29 driveway and the existing two-way left-turn lane (TWLTL) on SR 29 facilitates left turns into the site as well as two-stage left turns out of the site. As a result, it is reasonable to conclude that this request would not result in any less safe conditions than use of the Yount Mill Road driveways for these activities as both the project driveway and intersection of SR 29/Yount Mill Road possess the same side-street stop-control and safety features.

Conclusions

- The modified use permit request would be expected to result in four fewer daily trips on a typical weekday compared to what was previously analyzed in the 2020 TIS with one fewer trip during the weekday p.m. peak hour and the same number of trips during the weekend peak hour. During harvest, the modified request would result in three fewer daily trips on a Saturday, with the same number of peak hour trips.

- Because the modified request would result in the same number or fewer daily and peak hour trips compared to the previously analyzed levels, the operational analysis and resulting findings and recommendations identified in the 2020 TIS remain valid. It is noted that the operational analysis would not be required under the County's current guidelines.
- The project driveway on SR 29 would provide adequate access for production trucks, employees, and hold and haul trips considering existing sight lines are adequate and SR 29 has a TWLTL along the project frontage.

Thank you for giving us the opportunity to provide these services. Please let us know if you have any questions.

Sincerely,



Cameron Nye, PE (Traffic)
Transportation Engineer



Dalene J. Whitlock, PE (Civil, Traffic), PTOE
Senior Principal



DJW/cjn/NAX129-3.L2

Enclosure: Winery Trip Generation Worksheet



A Tradition of Stewardship
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WINERY TRIP GENERATION WORKSHEET

Planning, Building & Environmental Services

1195 Third Street, Suite 210

Napa, CA 94559-3082

(707) 253-4417

PROJECT DESCRIPTION

Clear Form

Winery Name: Piazza Del Dotto

Date Prepared: 9/18/24

Existing/Permitted Winery		Harvest	Non-Harvest
Number of Full Time Employees*	Weekday	13	13
	Weekend	13	13
Number of Part Time Employees*	Weekday	2	2
	Weekend	2	
Maximum Daily Visitation	Weekday	50	50
	Weekend	75	75
Annual Gallons of Production		48,000	48,000
Annual Tons of Grape Haul		300.0	N/A
Number of Visitors at the Largest Event that occurs two or more times per month, on average	Weekday		
	Weekend		

Proposed Winery		Harvest	Non-Harvest
Number of Full Time Employees*	Weekday	17	17
	Weekend	17	13
Number of Part Time Employees*	Weekday	2	2
	Weekend	2	
Maximum Daily Visitation	Weekday	120	120
	Weekend	130	130
Annual Gallons of Production		75,000	75,000
Annual Tons of Grape Haul		468.8	N/A
Number of Visitors at the Largest Event that occurs two or more times per month, on average	Weekday		
	Weekend		

*Number of full time and part time employees should represent the max number of employees that will be working on any given day (including all vendors and contractors employed for the largest event that occurs two or more times per month on average).

Piazza Del Dotto TRIP GENERATION

Existing Winery						Harvest	Non-Harvest
<u>Maximum Daily Weekday Traffic (Friday)</u>							
	<u>Harvest</u>	<u>Non-Harvest</u>					
FT Employees	13	13	3.05 one way trips/employee	FT Employee Daily Trips	39.7	39.7	
PT Employees	2	2	1.9 one way trips/employee	PT Employee Daily Trips	3.8	3.8	
Max Visitors	50	50	2.6 visitors/vehicle for 2 one way trips	Max Visitor Daily Trips	38.5	38.5	
Max Event			2.6 visitors/vehicle for 2 one way trips	Max Event Daily Trips	0.0	0.0	
Gallons of Production	48,000		0.000018 truck trips	Production Daily Trips	0.9	0.9	
Tons of Grape Haul#	300.0		0.013889 truck trips	Grape Haul Daily Trips	4.2	0.0	
Total Weekday Daily Trips					87	83	
Total Weekday Peak Hour Trips*					31	29	
<u>Maximum Daily Weekend Traffic (Saturday)</u>							
	<u>Harvest</u>	<u>Non-Harvest</u>					
FT Employees	13	13	3.05 one way trips/employee	FT Employee Daily Trips	39.7	39.7	
PT Employees	2	2	1.9 one way trips/employee	PT Employee Daily Trips	3.8	0.0	
Max Visitors	75	75	2.8 visitors/vehicle for 2 one way trips	Max Visitor Daily Trips	53.6	53.6	
Max Event			2.8 visitors/vehicle for 2 one way trips	Max Event Daily Trips	0.0	0.0	
Gallons of Production	48,000		0.000018 truck trips	Production Daily Trips	0.9	0.9	
Tons of Grape Haul#	300.0		0.013889 truck trips	Grape Haul Daily Trips	4.2	0.0	
Total Weekend Daily Trips					103	95	
Total Weekend Peak Hour Trips*					48	45	
<u>Maximum Annual Traffic</u>							
Total Annual Trips**						31,939	

Proposed Winery						Harvest	Non-Harvest
<u>Maximum Daily Weekday Traffic (Friday)</u>							
	<u>Harvest</u>	<u>Non-Harvest</u>					
FT Employees	17	17	3.05 one way trips/employee	FT Employee Daily Trips	51.9	51.9	
PT Employees	2	2	1.9 one way trips/employee	PT Employee Daily Trips	3.8	3.8	
Max Visitors	120	120	2.6 visitors/vehicle for 2 one way trips	Max Visitor Daily Trips	92.3	92.3	
Max Event			2.6 visitors/vehicle for 2 one way trips	Max Event Daily Trips	0.0	0.0	
Gallons of Production	75,000		0.000018 truck trips	Production Daily Trips	1.4	1.4	
Tons of Grape Haul#	468.8		0.013889 truck trips	Grape Haul Daily Trips	6.5	0.0	
Total Weekday Daily Trips					156	150	
Total Weekday Peak Hour Trips*					57	54	
<u>Maximum Daily Weekend Traffic (Saturday)</u>							
	<u>Harvest</u>	<u>Non-Harvest</u>					
FT Employees	17	13	3.05 one way trips/employee	FT Employee Daily Trips	51.9	39.7	
PT Employees	2	2	1.9 one way trips/employee	PT Employee Daily Trips	3.8	0.0	
Max Visitors	130	130	2.8 visitors/vehicle for 2 one way trips	Max Visitor Daily Trips	92.9	92.9	
Max Event			2.8 visitors/vehicle for 2 one way trips	Max Event Daily Trips	0.0	0.0	
Gallons of Production	75,000		0.000018 truck trips	Production Daily Trips	1.4	1.4	
Tons of Grape Haul#	468.8		0.013889 truck trips	Grape Haul Daily Trips	6.5	0.0	
Total Weekend Daily Trips					157	134	
Total Weekend Peak Hour Trips*					76	67	
<u>Maximum Annual Traffic</u>							
Total Annual Trips**						53,922	

Net New Trips				Harvest	Non-Harvest	
<u>Maximum Weekday Traffic (Friday)</u>						
If total net new daily trips is greater than 110, a TIS is required				Net New Weekday Daily Trips	69	67
				Net New Weekday Peak Hour Trips*	26	25
<u>Maximum Weekend Traffic (Saturday)</u>						
If total net new daily trips is greater than 110, a TIS is required				Net New Weekend Daily Trips	54	39
				Net New Weekend Peak Hour Trips*	28	22
<u>Maximum Annual Traffic</u>						
A Traffic Impact Study is NOT Required				Net New Annual Trips**	21,983	

#Trips associated with Grape Haul represent harvest season only.

*Weekday peak hour trips are calculated as 38% of daily trips associated with visitors and production plus one trip per employee. Weekend peak hour trips are calculated as 57% of daily trips associated with visitors and production plus one trip per employee.

**Annual trips represent a conservative calculation that assumes 11 weeks of harvest, all weekdays are Fridays, all weekends are Saturdays, and assumes that the largest event that occurs two or more times per month on average occurs every day.

