“J”

Traffic Study

TRAFFIC IMPACT REPORT

TAYLOR FAMILY VINEYARDS WINERY ALONG SILVERADO TRAIL IN THE NAPA VALLEY

April 12, 2016

Prepared for: **TAYLOR FAMILY VINEYARDS WINERY**

Prepared by: **Mark D. Crane, P.E.**
California Registered Traffic Engineer (#1381)
CRANE TRANSPORTATION GROUP
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406
cranetransgroup@gmail.com

I. INTRODUCTION

This traffic report has been prepared at the request of the Napa County Public Works and Planning, Building and Environmental Sciences Departments as authorized by the Taylor Family Vineyards Winery applicant. It has determined if traffic from the proposed Taylor Family Vineyards Winery expansion will result in any significant impacts to the local circulation system and the need for any mitigation measures. **Figure 1** shows the winery location.

II. SCOPE OF SERVICES

Evaluation was conducted for both harvest and summer (non-harvest) traffic periods for Friday AM and PM commute and Saturday afternoon peak traffic conditions. Existing, year 2020 and year 2030 (Cumulative – General Plan Buildout) horizons were evaluated both with and without project traffic. Operating conditions along Silverado Trail were evaluated for all analysis scenarios based upon significance criteria contained in the General Plan and/or utilized in all recent County traffic studies. In addition, sight line adequacy was evaluated at the project driveway intersection with Silverado Trail. Since a left turn lane is being provided on the northbound Silverado Trail approach to the project driveway as part of the proposed project, no County left turn lane warrant evaluation is included. Significant impacts, if any, were identified and measures listed, if needed, to mitigate all impacts to a less than significant level.

III. SUMMARY OF FINDINGS

A. "WITHOUT PROJECT" OPERATING CONDITIONS

1. Existing Volumes – Harvest 2014

Analysis peak traffic hours were based upon total volumes passing along the site frontage on Silverado Trail. Along Silverado Trail, two-way volumes are higher during the Friday PM peak hour compared to the Friday AM or Saturday PM peak hours (about 1,780 Friday PM peak hour vehicles versus about 1,030 Friday AM or 1,360 Saturday PM peak hour vehicles). The driveway serving the project site had 0 vehicles during the Friday AM peak hour, 1 vehicle during the Friday PM peak hour and 0 vehicles during the Saturday PM peak hour.

2. Year 2014 Harvest or Summer – Circulation System Unacceptable Operation

- **Silverado Trail** roadway segments – unacceptable level of service.
  - Friday PM peak hour – southbound

3. Year 2020 Harvest or Summer – Circulation System Unacceptable Operation

- **Silverado Trail** roadway segments – unacceptable level of service.
  - Friday PM peak hour – southbound

4. Year 2030 Harvest or Summer – Circulation System Unacceptable Operation

- **Silverado Trail** roadway segments – unacceptable level of service.
  - Friday AM peak hour – northbound
  - Friday and Saturday PM peak hours – southbound

B. PROJECT IMPACTS

1. **Project Trip Generation**
The proposed project will result in the following trip generation during the Friday and Saturday peak traffic hours.

PROJECT TRIP GENERATION

HARVEST

FRIDAY AM PEAK HOUR* (8:00-9:00)		FRIDAY PM PEAK HOUR* (4:30-5:30)		SATURDAY PM PEAK HOUR* (3:00-4:00)	
INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS
1	0	0	0	0	1

SUMMER (NON-HARVEST)

FRIDAY AM PEAK HOUR* (8:00-9:00)		FRIDAY PM PEAK HOUR* (4:30-5:30)		SATURDAY PM PEAK HOUR* (3:00-4:00)	
INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS
1	0	0	0	0	1

* Peak hour along Silverado Trail adjacent to project site.

The trip during the Friday AM peak hour will be an employee, while during the Saturday afternoon peak traffic hour the single trip will be a visitor.

2. Year 2014 Existing + Project Off-Cite Circulation Impacts – Harvest or Summer
The proposed project would not result in any significant off-site level of service impacts to Silverado Trail. The project would not degrade operation from acceptable to unacceptable at any analyzed location and/or increase peak hour volumes by 1 percent or greater at any location already experiencing unacceptable "Without Project" operation.

3. **Year 2020 Existing + Project Off-Site Circulation Impacts – Harvest or Summer**
The proposed project would not result in any significant off-site level of service impacts to Silverado Trail. The project would not degrade operation from acceptable to unacceptable at any analyzed location and/or increase peak hour volumes by 1 percent or greater at any location already experiencing unacceptable "Without Project" operation.

4. **Year 2030 Existing + Project Off-Site Circulation Impacts – Harvest or Summer**
The proposed project would not result in any significant off-site level of service impacts to Silverado Trail. The project would not degrade operation from acceptable to unacceptable at any analyzed location and/or increase peak hour volumes by 1 percent or greater at any location already experiencing unacceptable "Without Project" operation.

5. **Left Turn Lane on Silverado Trail at Project Entrance**
The project will include construction of a left turn lane on the northbound Silverado Trail approach to the project driveway that will be designed to County standards.

6. **Sight Lines at Project Driveway**
Sight lines are acceptable at the project's driveway connection to Silverado Trail.

7. **Marketing Events**
The 11 proposed marketing events each year will be scheduled to preclude any new traffic along Silverado Trail between 3:00 and 6:00 PM.

8. **Mitigations**
No mitigation measures are required.

C. CONCLUSIONS & RECOMMENDATIONS

The project will result in no significant off-site circulation system operational impacts to Silverado Trail and a left turn lane will be provided on the northbound Silverado Trail approach to the project driveway. In addition, sight lines at the project driveway connection to Silverado Trail are acceptable. Finally, the 11 marketing events each year will be scheduled to preclude any new traffic along Silverado Trail between 3:00 and 6:00 PM. Therefore, no traffic-related mitigation measures are required.

IV. PROJECT LOCATION & DESCRIPTION

The Taylor Family Vineyards Winery site is located on the west side of Silverado Trail with a driveway located about 1.3 miles south of the Yountville Crossroads intersection (see **Figure 1**). The existing gated driveway connection, which now provides access to a house and vineyards, will be maintained. Currently, there is no left turn lane on the northbound Silverado Trail

approach to the driveway (see **Figure 2**). However, a left turn lane will be provided (designed to County standards) as part of the project.

The proposed Taylor Family Vineyards Winery production and visitation levels are as follows.

- 15,000 gallons per year production.
- 2 employees.
- Bottling on-site twice per year.
- 75 percent of grapes will be grown on site. The remaining 25 percent will be transported to the site in two trucks.
- Tours and tasting by appointment only – 7 days per week from 10:00 AM to 3:30 PM, 17 visitors/day maximum.
- Marketing event – 1 per year: 75 visitors per event on a weekday between 3:00 and 6:00 PM.
- Marketing events – 10 per year, maximum 30 visitors per event on Fridays or Saturdays between 11:00 AM and 2:00 PM.

V. EXISTING CIRCULATION SYSTEM EVALUATION PROCEDURES

A. ANALYSIS LOCATIONS

The following locations have been evaluated.

1. **Silverado Trail/Project Driveway intersection.**

2. **Silverado Trail two-lane highway segments just north and south of the project driveway**

B. ROADWAY DESCRIPTION

Silverado Trail is a two-lane, well-paved rural highway in the vicinity of the project site. It is level, straight and has a posted speed limit of 55 miles per hour. Silverado Trail has wide paved shoulders that are signed and striped as Class II bicycle lanes.

C. VOLUMES

1. ANALYSIS SEASONS AND DAYS OF THE WEEK

At County request project traffic impacts have been evaluated during both harvest and peak summer (non-harvest) conditions. Based upon more than four years of historical information from Caltrans PeMS (Performance Measurement System) count surveys along SR 29 in the Napa Valley, September has the highest daily volumes of the year (during harvest), with August having the highest summer non-harvest daily volumes of the year. August counts were almost as high as September counts. Therefore, conditions during these two months were selected for evaluation.

In regards to the peak traffic days of the week, the recently released Napa County Travel Behavioral Study[1] shows that the highest weekday volumes in Napa Valley occur on a Friday, with the highest weekend volumes occurring on a Saturday. In addition, historical count data from the City of Napa show that Friday has the highest volumes of any weekday, while Caltrans historical counts for SR 29 between St. Helena and Napa also show that weekday AM and PM peak hour volumes are higher on a Friday than on either a Wednesday or Thursday. Therefore, Friday and Saturday peak traffic conditions were evaluated in this study.

2. COUNT RESULTS

Friday 7:00 to 9:00 AM and 3:00 to 6:00 PM as well as Saturday 1:00 to 6:00 PM turn movement counts were conducted by Crane Transportation Group (CTG) in April 2015 at the Silverado Trail/project access intersection. The peak traffic hours were 8:00-9:00 AM and 4:30-5:30 PM on Friday and 3:00-4:00 PM on Saturday. Resultant April 2015 peak hour counts are presented in **Appendix Figure A**.

3. SEASONAL ADJUSTMENTS

April 2015 peak hour traffic counts were seasonally adjusted to reflect September 2014 harvest conditions based upon monthly and day of week adjustment factors from the City of Napa as well as from Caltrans PeMS monthly traffic count data for SR 29. Overall, weekday counts would be expected to increase by about 5.5 percent and Saturday counts by about 6.5 percent between April and September. Historical traffic count data from Caltrans as well as past studies, extending back to the Wine Train EIR in 1992, were then utilized to determine the seasonal difference in August versus September weekday and weekend peak hour volumes. While some sources showed August volumes at a few locations in the Napa Valley being the same or a little higher than those in September, overall it was determined that September volumes at the vast majority of locations were slightly higher than August volumes by the following factors.

[1] Fehr & Peers, December 8, 2014.

	September Compared to August Peak Hour Volumes
Weekday	+ 1%
Saturday	+ 2%

Resultant 2014 Friday AM and PM as well as Saturday PM peak hour harvest volumes are presented in **Figure 3** while summer volumes are presented in **Figure 4**.

D. ROADWAY SEGMENT LEVEL OF SERVICE

1. ANALYSIS METHODOLOGY

Roadway segment operation for Silverado Trail has been evaluated based upon criteria developed for Napa County roadways as part of the County General Plan Update in 2007: Napa County General Plan Update EIR – Technical Memorandum for Traffic and Circulation Supporting the Findings and Recommendations by Dowling Associates, February 2007. Table 5 in this report, "Peak Hour Roadway Capacities," shows the following directional capacity limit-level of service relationships for a two-lane rural highway, such as Silverado Trail.

ROADWAY SEGMENT CAPACITIES

		LOS A	LOS B	LOS C	LOS D	LOS E
2-Lane Rural Highway – Silverado Trail	Maximum Peak Direction Volumes	100	330	620	870	1200
	Volume/Capacity Ratio	(.08)	(.28)	(.52)	(.73)	(1.00)

2. MINIMUM ACCEPTABLE OPERATION

Level of service D (LOS D) is the poorest acceptable roadway segment operation in Napa County.

E. PLANNED IMPROVEMENTS

There are no planned and funded improvements at any location evaluated in this study.[2]

[2] Mr. Paul Wilkinson, Napa County Public Works Department, February 2015.

VI. FUTURE HORIZON TRAFFIC VOLUME PROJECTIONS

Traffic analysis has been conducted for existing, year 2020 and year 2030 horizons at County request. The 2030 horizon reflects the County General Plan Buildout year, while 2020 reflects a near term horizon year after the proposed winery should be at full production. Traffic modeling for the General Plan shows about a 14 percent growth in two-way weekday PM peak hour traffic along Silverado Trail in the project area between 2014 and 2030. Projecting straight line traffic growth along Silverado Trail for analysis purposes, this translates into about a 5.25 percent growth in two-way weekday PM peak hour traffic from 2014 to 2020. Weekday year 2030 AM peak hour traffic projections were also available from the General Plan traffic model and showed a larger increase than the PM projections, with about a 30 percent growth in two-way traffic expected between 2014 and 2030, and a resulting 11.25 percent growth expected between 2014 and 2020.

Since traffic modeling projections were only available for weekday AM and PM peak hour conditions and not for the Saturday PM peak hour, north and southbound Saturday PM peak hour volumes on Silverado Trail were both uniformly increased by the PM percentages above, as they are currently closer to the weekday PM rather than AM peak hour volumes.

Resultant year 2020 harvest and summer "Without Project" peak hour volumes are presented in **Figures 5** and **6**, respectively, while year 2030 harvest and summer "Without Project" peak hour volumes are presented in **Figures 7** and **8**, respectively.

VII. OFF-SITE CIRCULATION SYSTEM OPERATION – WITHOUT PROJECT

1. EXISTING OPERATING CONDITIONS (WITHOUT PROJECT)

A. HARVEST

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 1A

a) Friday AM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS D northbound and LOS B southbound.

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS C northbound and LOS D southbound.

B. SUMMER (NON-HARVEST)

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 1B

a) Friday AM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS D northbound and LOS B southbound.

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS C northbound and LOS D southbound.

2. YEAR 2020 OPERATING CONDITIONS (WITHOUT PROJECT)

A. HARVEST

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 2A

a) Friday AM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS D northbound and LOS B southbound.

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS C northbound and LOS D southbound.

B. SUMMER (NON-HARVEST)

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 2B

a) Friday AM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS D northbound and LOS B southbound.

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable operation in both directions: LOS C northbound and LOS D southbound.

3. YEAR 2030 OPERATING CONDITIONS (WITHOUT PROJECT)

A. HARVEST

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 3A

a) Friday AM Peak Hour

Silverado Trail: Acceptable LOS C operation southbound, but **unacceptable LOS E operation northbound.**

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable LOS D operation northbound, but **unacceptable LOS E operation southbound.**

B. SUMMER (NON-HARVEST)

1. ROADWAY SEGMENT LEVEL OF SERVICE (Silverado Trail) – Table 3B

a) Friday AM Peak Hour

Silverado Trail: Acceptable LOS C operation southbound, but **unacceptable LOS E operation northbound.**

b) Friday PM Peak Hour

Silverado Trail: Acceptable LOS C operation northbound, but **unacceptable LOS F operation southbound.**

c) Saturday PM Peak Hour

Silverado Trail: Acceptable LOS D operation northbound, but **unacceptable LOS E operation southbound.**

VIII. PROJECT IMPACT EVALUATION SIGNIFICANCE CRITERIA

A. SIGNIFICANCE CRITERIA

The following criteria were developed for recent traffic impact analyses in the County. These same criteria have been utilized in this study to determine the significance of impacts due to the project. An impact is considered to be significant if any of the following conditions are met.

- If a roadway segment has "Without Project" LOS A, B, C or D operation and deteriorates to LOS E or F operation with the addition of project traffic (and increases volumes by 1 percent or more), the impact is significant and would require mitigation.

- If a roadway segment already has "Without Project" unacceptable LOS E or F operation, an increase in directional traffic of 1 percent or greater is considered significant and would require mitigation.

- If an unsignalized intersection has "Without Project" overall LOS A, B, C or D operation and deteriorates to LOS E or F operation with the addition of project traffic (and increases volumes by 1 percent or more) – or – has a stop sign controlled movement operating at LOS A, B, C, D or E and deteriorates to LOS F with the additional project traffic (and increases volumes by 1 percent or more), the impact is considered significant and would require mitigation.

- If an unsignalized intersection already has "Without Project" overall LOS E or F operation – or – if a stop sign controlled movement or approach is already operating at LOS F, an increase in traffic passing through the intersection of 1 percent or more due to the project is considered to be significant and would require mitigation.

- If the addition of project traffic to an unsignalized intersection increases "Without Project" volumes to meet peak hour signal warrant criteria levels (and increases volumes by 1 percent or more), the impact is considered significant and would require mitigation.

- If "Without Project" volumes at an unsignalized intersection already meet peak hour signal warrant criteria levels and the level of service is already at an unacceptable level, an increase in traffic of 1 percent or more due to the project is considered significant and would require mitigation.

- If sight lines at project access driveways do not meet Caltrans stopping sight distance criteria based upon prevailing vehicle speeds.

IX. PROJECT TRIP GENERATION & DISTRIBUTION

A. TRIP GENERATION

Friday AM and PM peak hour as well as Saturday afternoon peak hour trip generation projections were developed with the assistance of the project applicant for all components of the proposed Taylor Family Vineyards Winery (see worksheets in the **Appendix**). Results are presented on an hourly basis in **Tables 4** and **5** for harvest Friday and Saturday conditions, while **Tables 6** and **7** present results for summer Friday and Saturday conditions. A summary of peak hour trips associated with the expansion is presented in **Table 8**. During the harvest Friday AM peak traffic hour there would be 1 inbound vehicle and no outbound vehicles, while during the harvest Friday PM peak traffic hour there would be no inbound or outbound vehicles. During the harvest Saturday PM peak traffic hour, there would be a projected no new inbound and 1 new outbound vehicle. The two expected grape deliveries during harvest could be scheduled any time between 6:00 and 10:00 AM, although they would be offset by the elimination of three grape truck outhauls per year from the vineyards now on the project site.

Summer project trip generation projections are similar to those for harvest conditions for the Friday and Saturday peak traffic hours.

B. TRIP DISTRIBUTION

Project traffic was distributed to Silverado Trail in a pattern reflective of existing vehicle distribution patterns, primarily to/from the south.

The harvest and summer Friday and Saturday project traffic increments during the times of ambient peak traffic flows along Silverado Trail are presented in **Figure 9**. Friday and Saturday existing "With Project" peak hour volumes are presented in **Figures 10** and **11,** respectively; "With Project" peak hour volumes for year 2020 conditions are presented in **Figures 12** and **13**, respectively, and "With Project" peak hour volumes for 2030 conditions are presented in **Figures 14** and **15**, respectively.

C. PLANNED ROADWAY IMPROVEMENTS

There are no capacity increasing roadway improvements planned by the County on the local roadway network serving the project site.[3] However, the project would be providing a left turn lane on the northbound Silverado Trail approach to the project driveway, designed to County standards.

X. PROJECT IMPACTS

A. EXISTING WITH PROJECT CONDITIONS

1. HARVEST

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments – Table 1A

Friday AM peak hour and Saturday PM peak hour conditions would be acceptable along Silverado Trail. During the Friday PM peak hour when "Without Project" operation would be an unacceptable LOS F in the southbound direction both north and south of the project driveway, there would be no project trip generation. ***Less than Significant.***

[3] Paul Wilkinson, Napa County Public Works Department, February 2015.

2. SUMMER (NON-HARVEST)

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments (Silverado Trail & Soda Canyon Road) – Table 1B

Friday AM peak hour and Saturday PM peak hour conditions would be acceptable along Silverado Trail. During the Friday PM peak hour when "Without Project" operation would be an unacceptable LOS F in the southbound direction both north and south of the project driveway, there would be no project trip generation. ***Less than Significant.***

B. YEAR 2020 WITH PROJECT CONDITIONS

1. HARVEST

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments (Silverado Trail & Soda Canyon Road) – Table 2A

Friday AM peak hour and Saturday PM peak hour conditions would be acceptable along Silverado Trail. During the Friday PM peak hour when "Without Project" operation would be an unacceptable LOS F in the southbound direction both north and south of the project driveway, there would be no project trip generation. ***Less than Significant.***

2. SUMMER (NON-HARVEST)

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments – Table 2B

Friday AM peak hour and Saturday PM peak hour conditions would be acceptable along Silverado Trail. During the Friday PM peak hour when "Without Project" operation would be an unacceptable LOS F in the southbound direction both north and south of the project driveway, there would be no project trip generation. ***Less than Significant.***

C. YEAR 2030 WITH PROJECT CONDITIONS

1. HARVEST

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments – Table 3A

During the Friday AM peak hour when "Without Project" operation along northbound Silverado Trail would be an unacceptable LOS E, the project would add one vehicle to the south of the project driveway for a volume increase of 0.10 percent (and no change in v/c ratio). During the Friday and Saturday PM peak hours when "Without Project" operation along southbound Silverado Trail would be LOS F (Friday) or LOS E (Saturday), project traffic would add no traffic during the Friday PM peak hour and only one vehicle during the Saturday PM peak hour (a 0.11 percent volume increase and a .001 change in v/c ratio), which would be less than the minimum traffic added significance criteria limit. ***Less than Significant.***

2. SUMMER (NON-HARVEST)

a) Summary

Project traffic would not result in any significant level of service impacts along any analyzed Silverado Trail roadway segments during any Friday or Saturday peak traffic hour. ***Less than Significant***.

b) Roadway Segments – Table 3B

During the Friday AM peak hour when "Without Project" operation along northbound Silverado Trail would be an unacceptable LOS E, the project would add one vehicle to the south of the project driveway for a volume increase of 0.10 percent (and a .001 change in v/c ratio). During the Friday and Saturday PM peak hours when "Without Project" operation along southbound Silverado Trail would be LOS F (Friday) or LOS E (Saturday), project traffic would add no traffic during the Friday PM peak hour and only one vehicle during the Saturday PM peak hour

(a 0.11 percent volume increase and a .001 change in v/c ratio), which would be less than the minimum traffic added significance criteria limit. ***Less than Significant.***

XI. PROJECT ACCESS IMPACTS

A. SIGHT LINE ADEQUACY AT PROJECT DRIVEWAYS

Project Driveway Connection to Silverado Trail
Sight lines will be acceptable for drivers turning from the project driveway to see Silverado Trail traffic. Sight lines to the south are more than 1,400 feet and to the north more than 1,600 feet. Based upon a travel speed along Silverado Trail of 60 miles per hour, the required stopping sight distance would be 580 feet.[4]

XII. MARKETING EVENTS

Table 9 presents details of the number of guests, employees and hired event staffing that would likely be present for the 11 proposed marketing events during the year. The largest marketing event would be held one time per year with up to 75 guests (resulting in about 29 visitor vehicles). Total hired staffing for this event would result in an additional 6 vehicles accessing the winery. This event would last about three hours and would occur between 3:00 and 6:00 PM on a weekday.

Ten marketing events would be held each year with up to 30 guests (resulting in about 11-12 vehicle trips to/from the winery). Each would be about three hours long and would occur on a Friday or Saturday from 11:00 AM to 2:00 PM. Hired event staffing for each of these 10 events would result in an additional 3 vehicles accessing the winery.

There will be no regular visitation allowed during any marketing events.

Overall, the 11 proposed marketing events each year would be scheduled to preclude any new traffic along Silverado Trail between 3:00 and 6:00 PM.

[4] Caltrans *Highway Design Manual*, 2014.

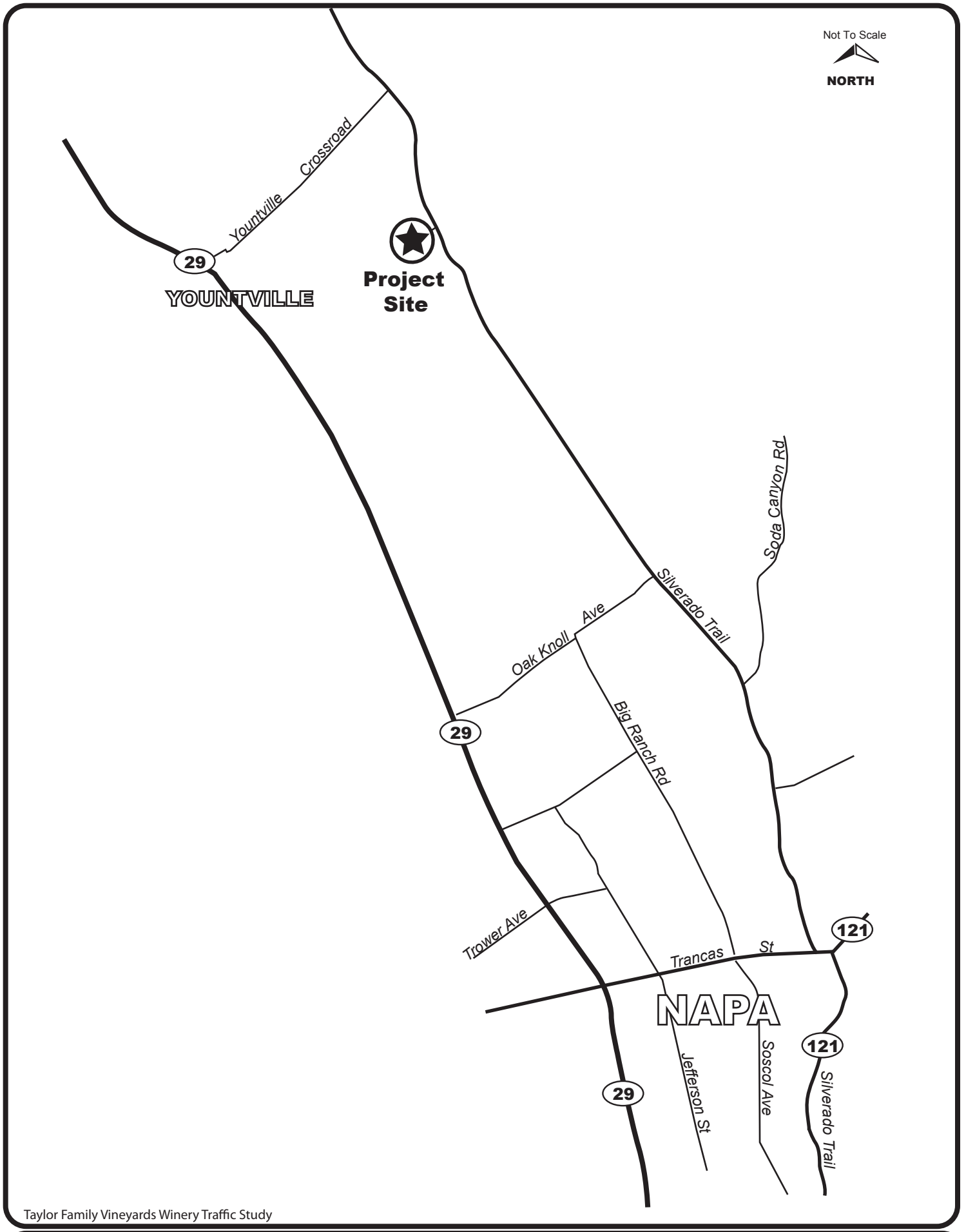
XIII. MITIGATION MEASURES

- No off-site or access mitigation measures are required since there are no significant off-site or access-related project impacts.

XIV. CONCLUSIONS & RECOMMENDATIONS

The project will result in no significant off-site circulation system operational impacts to Silverado Trail and a left turn lane will be provided on the northbound Silverado Trail approach to the project driveway. In addition, sight lines at the project driveway connection to Silverado Trail are acceptable. Finally, the 11 marketing events each year will be scheduled to preclude any new traffic along Silverado Trail between 3:00 and 6:00 PM. Therefore, no traffic-related mitigation measures are required.

Figures

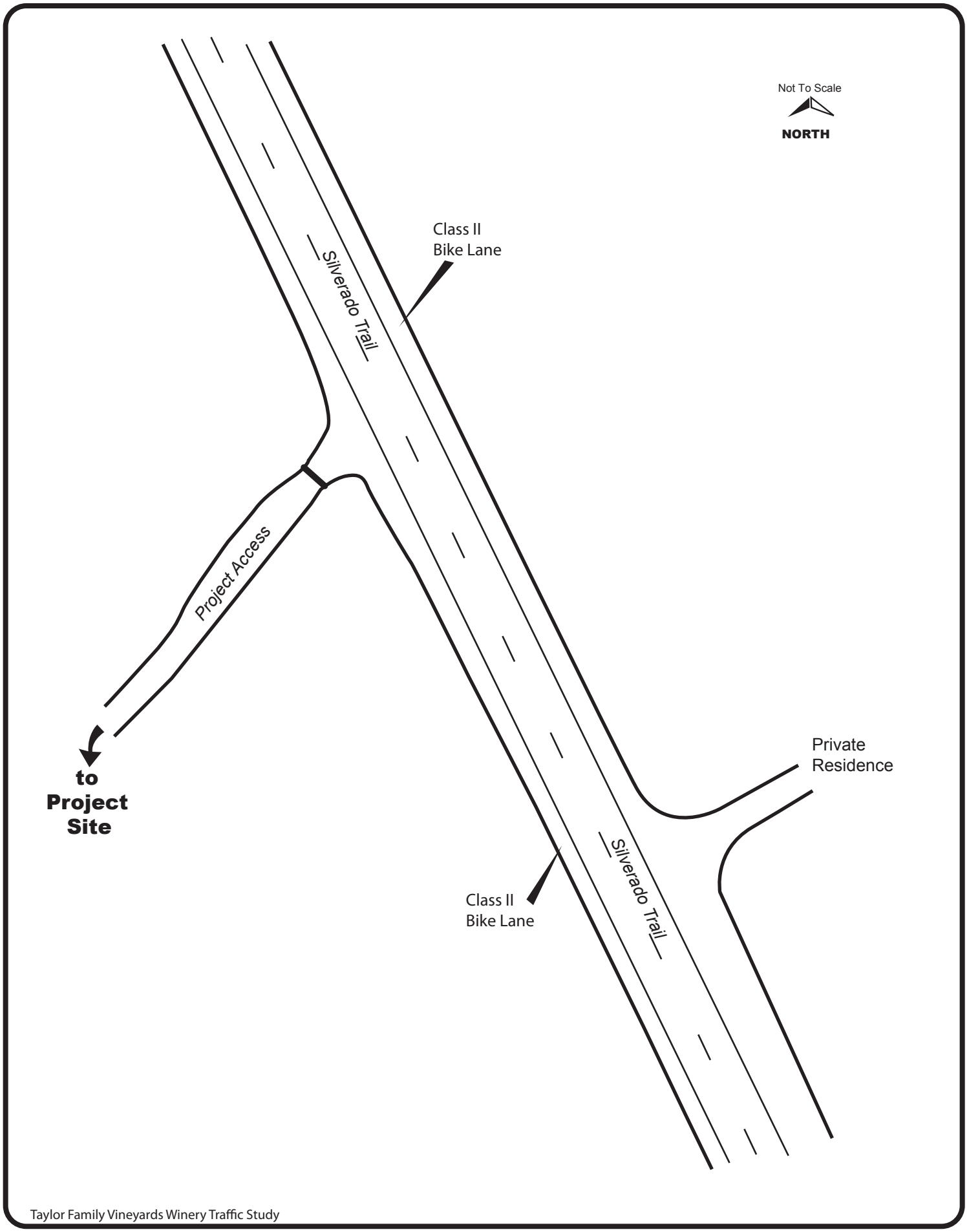


Taylor Family Vineyards Winery Traffic Study

Figure 1

Area Map

CRANE TRANSPORTATION GROUP



Taylor Family Vineyards Winery Traffic Study

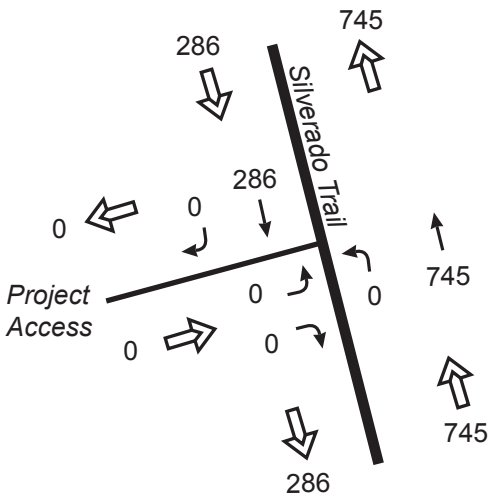
CRANE TRANSPORTATION GROUP

Figure 2

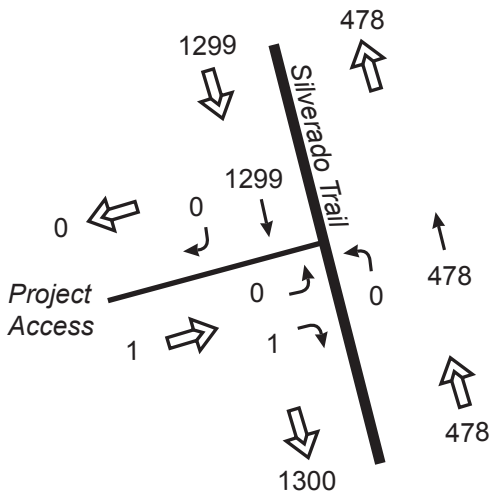
Lane Geometrics

Not To Scale

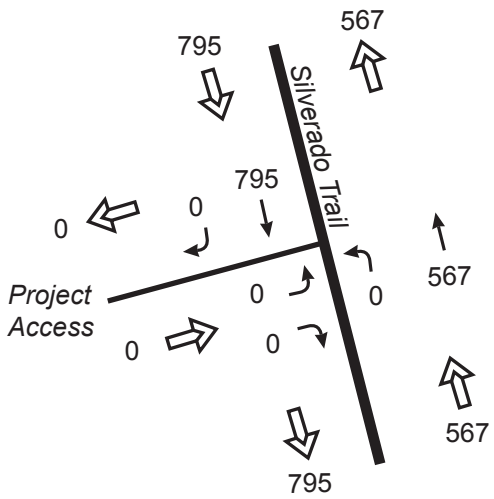
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

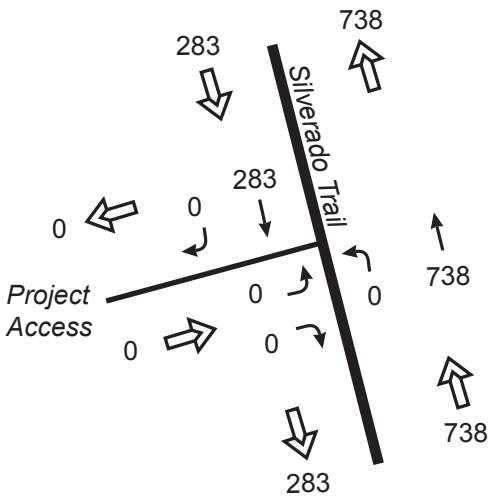
CRANE TRANSPORTATION GROUP

Figure 3

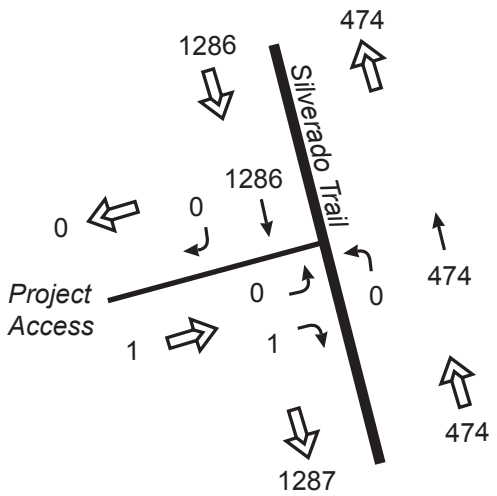
2014 Harvest (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

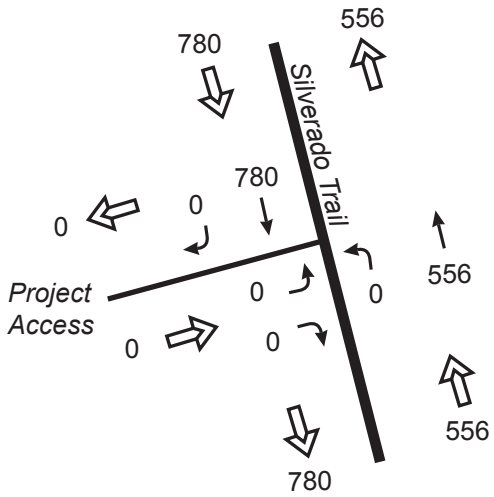
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

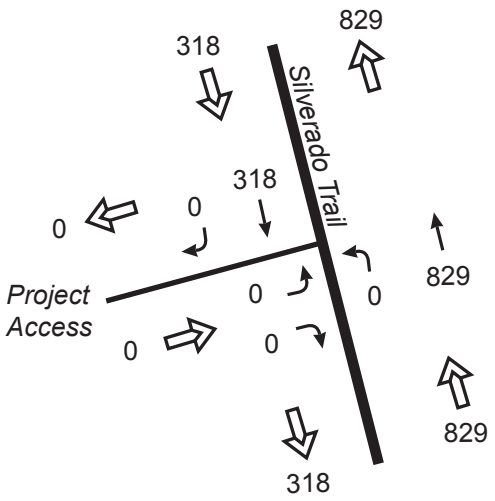
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

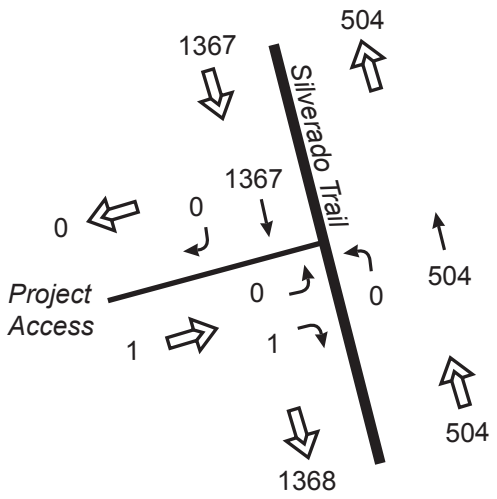
Figure 4
2014 Summer (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

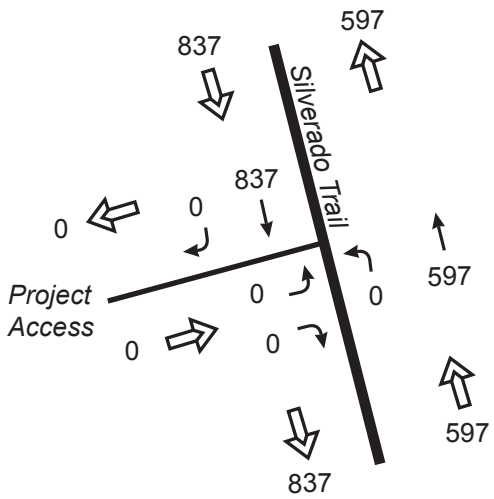
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

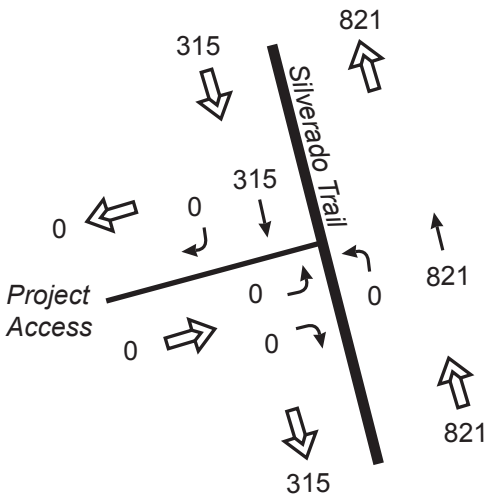
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

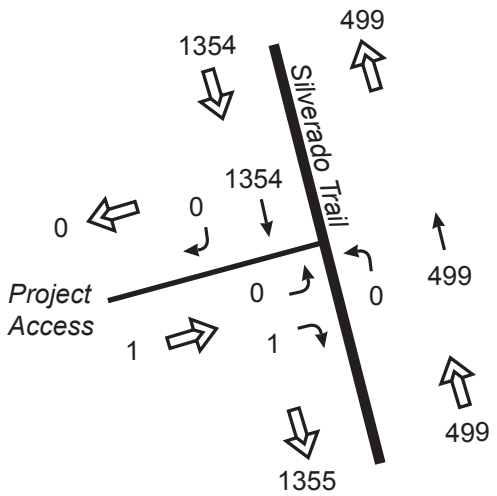
Figure 5
2020 Harvest (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

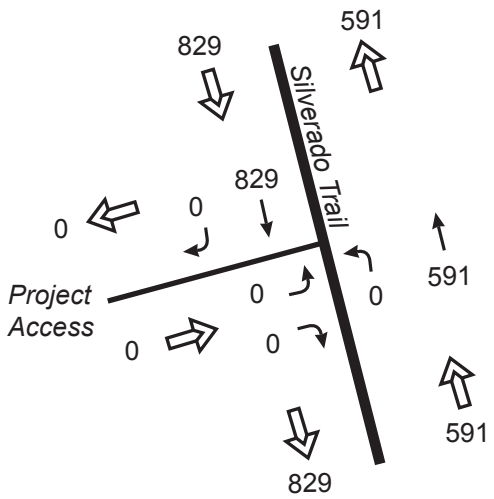
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

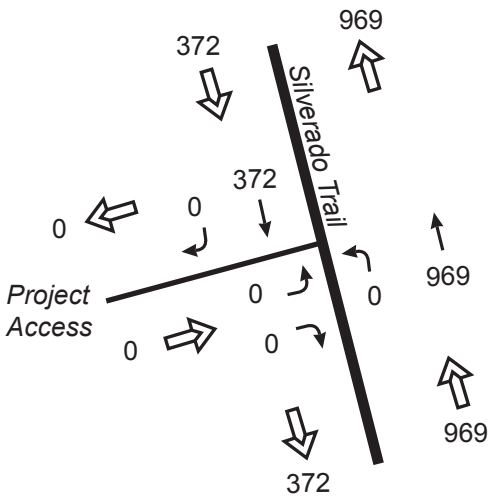
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

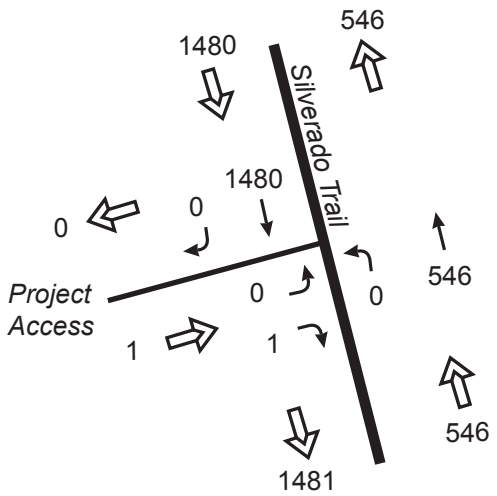
Figure 6
2020 Summer (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

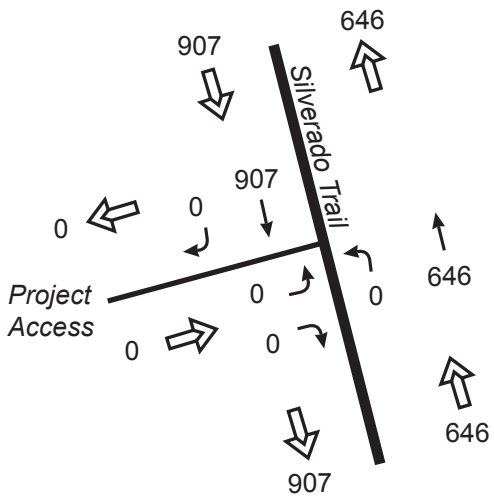
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

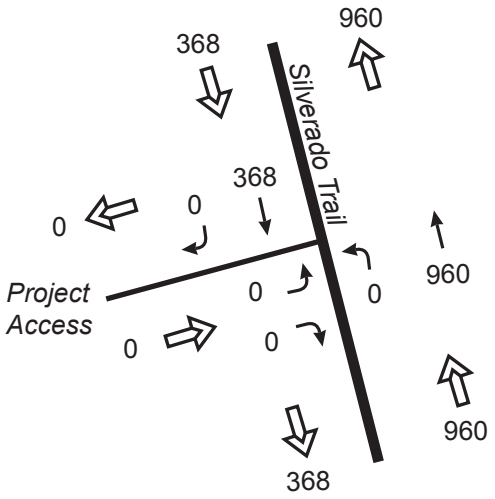
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

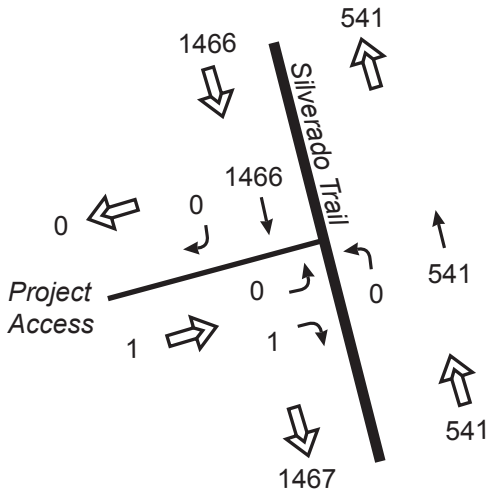
Figure 7
2030 Harvest (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

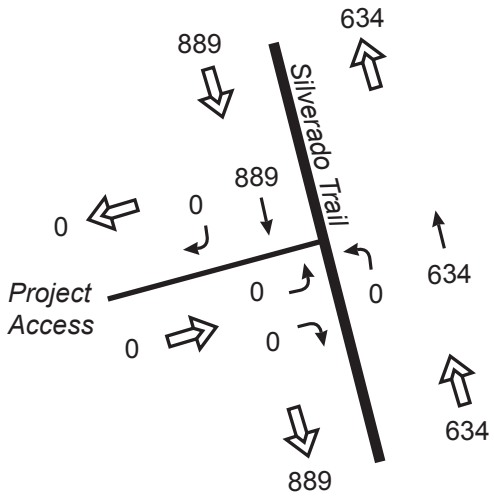
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

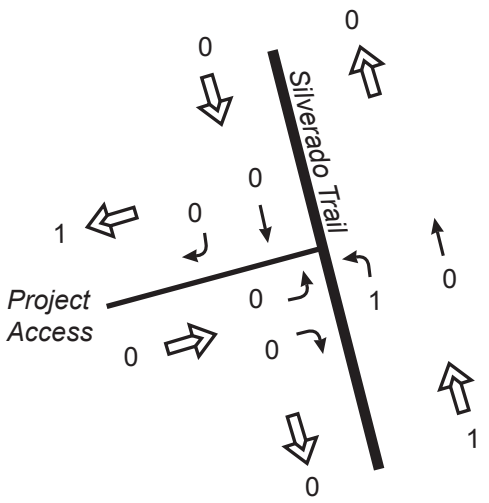
Figure 8

2030 Summer (without Project)
Friday AM & PM and Saturday
PM Peak Hour Volumes

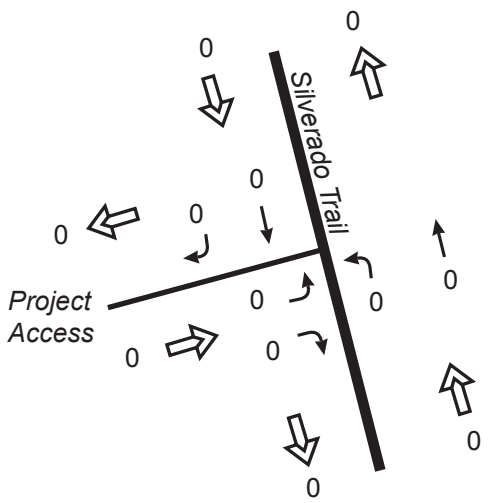
CRANE TRANSPORTATION GROUP

Not To Scale

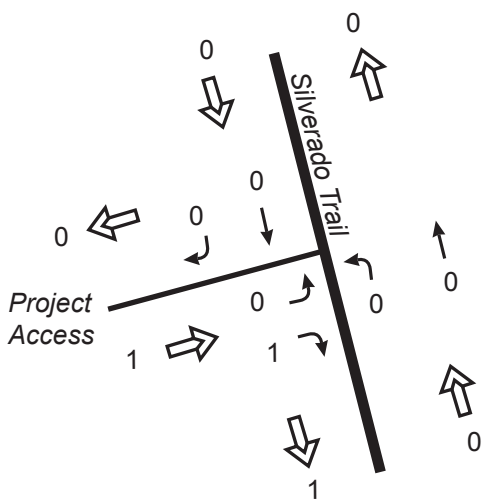
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

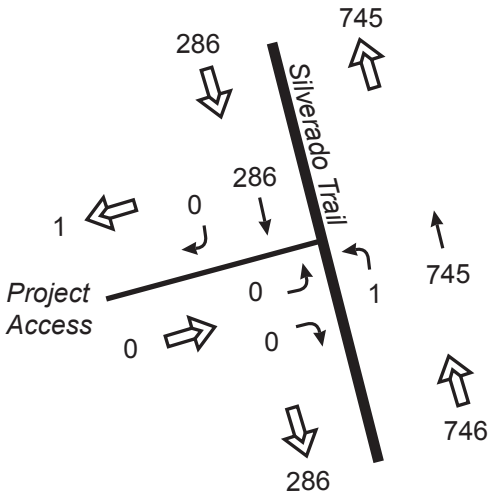
Taylor Family Vineyards Winery Traffic Study

Figure 9
Harvest or Summer Project Increment
Friday AM & PM and Saturday
PM Peak Hour Volumes

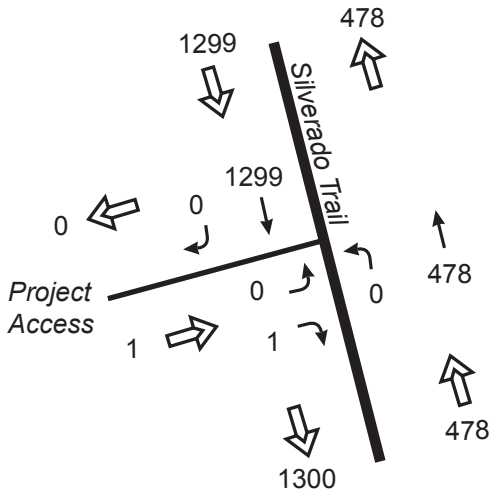
CRANE TRANSPORTATION GROUP

Not To Scale

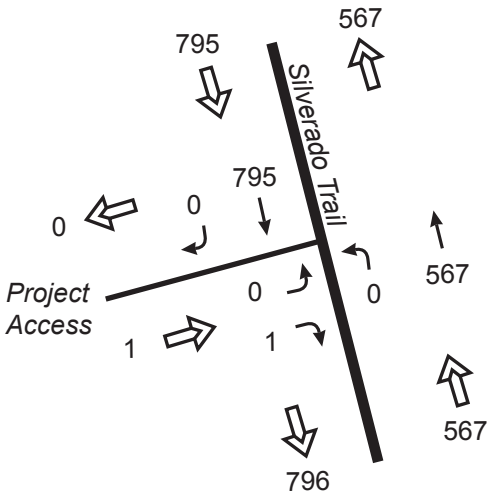
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

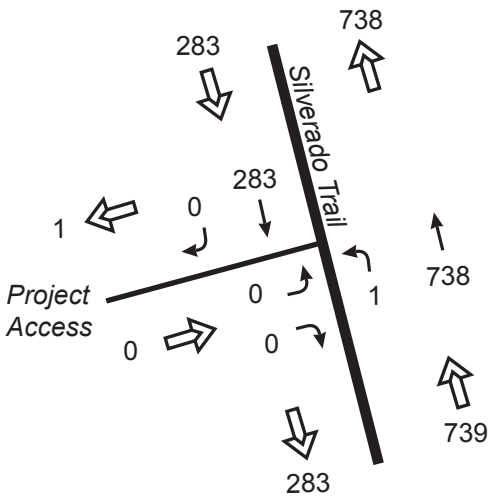
Figure 10

2014 Harvest with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

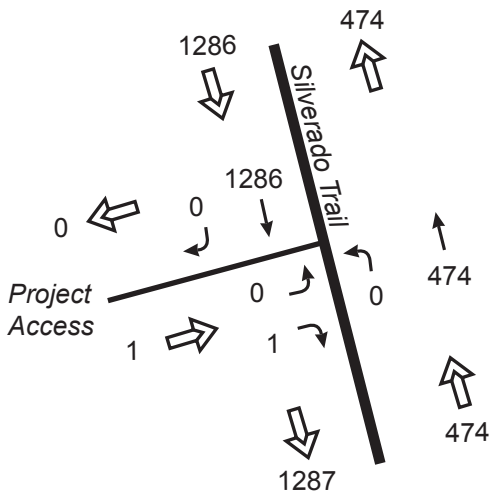
CRANE TRANSPORTATION GROUP

Not To Scale

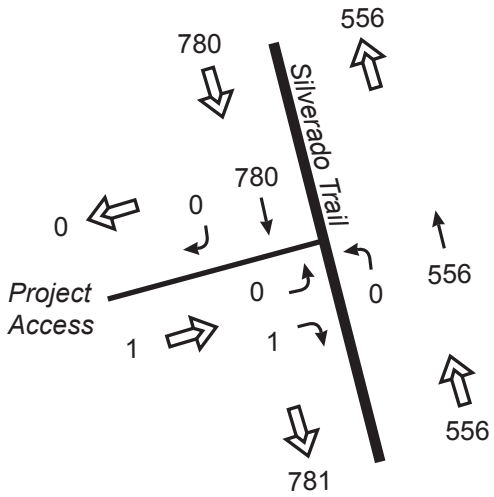
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

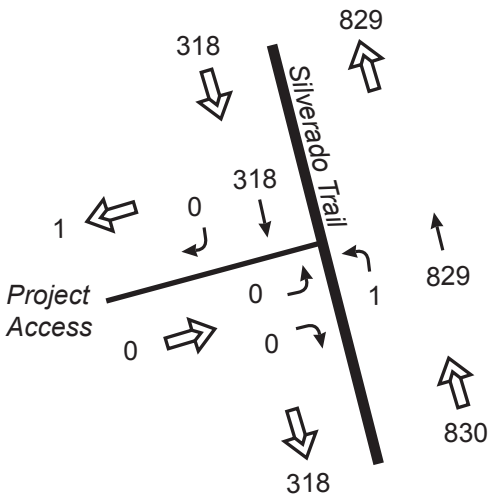
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

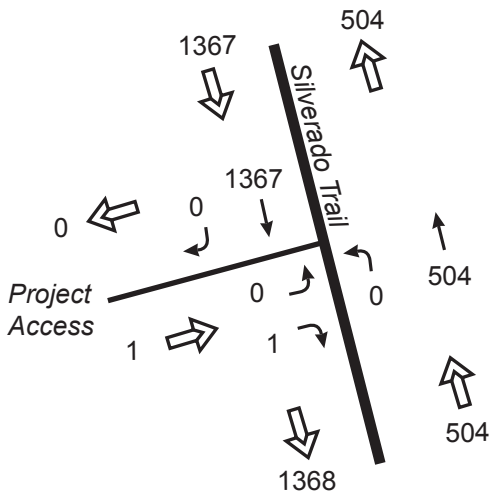
Figure 11
2014 Summer with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

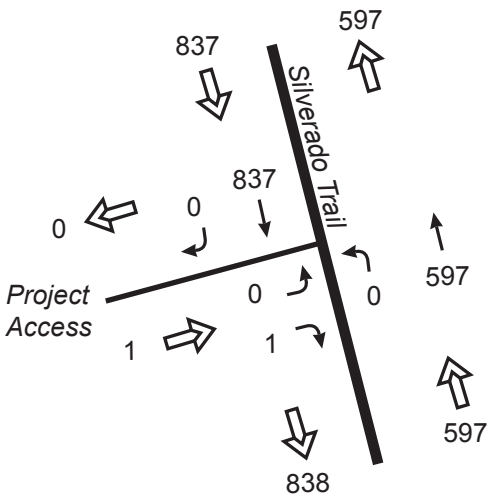
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

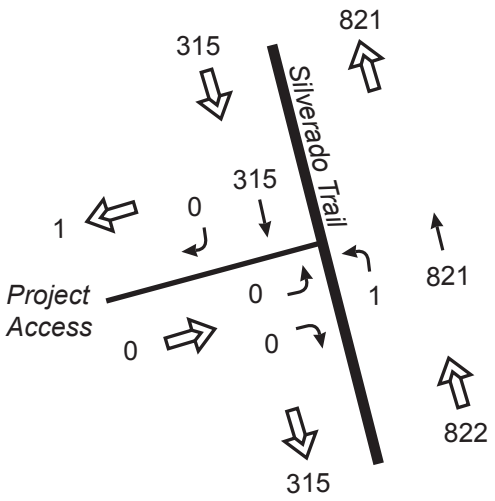
Figure 12

2020 Harvest with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

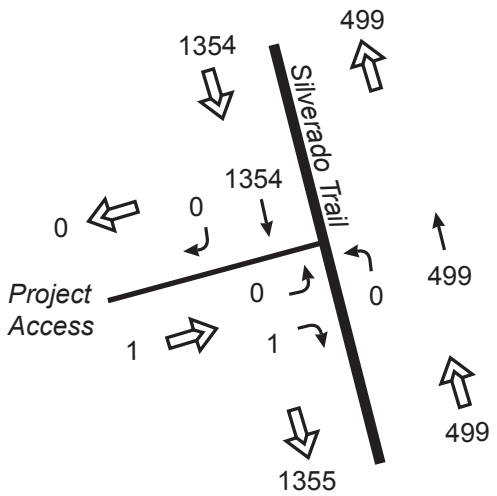
CRANE TRANSPORTATION GROUP

Not To Scale

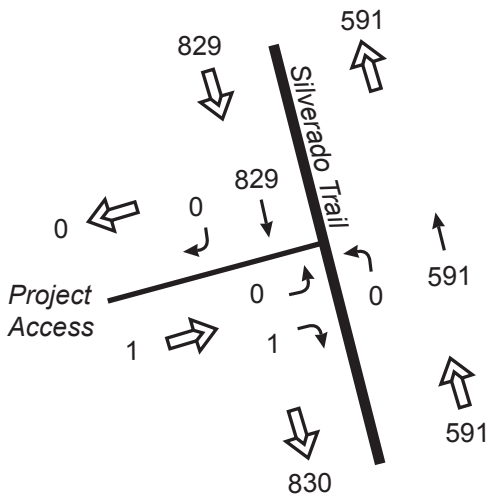
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

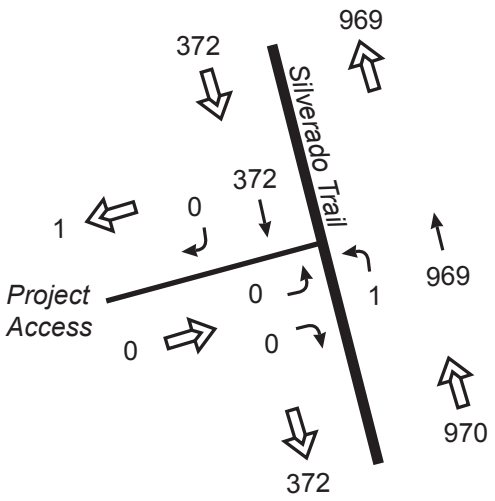
Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

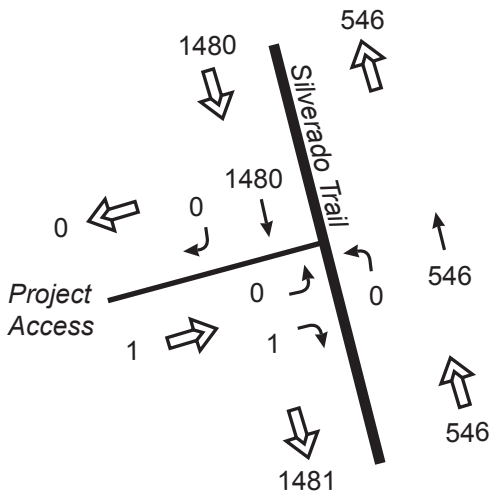
Figure 13
2020 Summer with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

Not To Scale

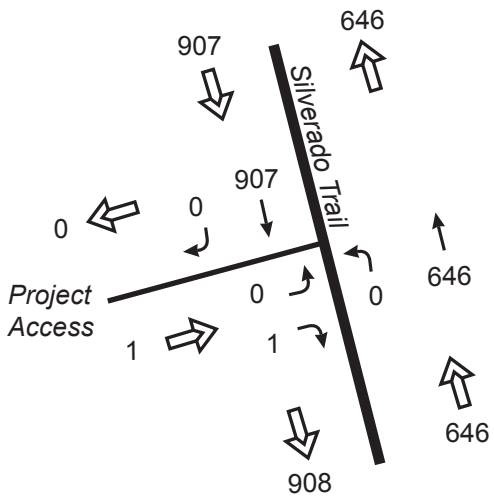
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

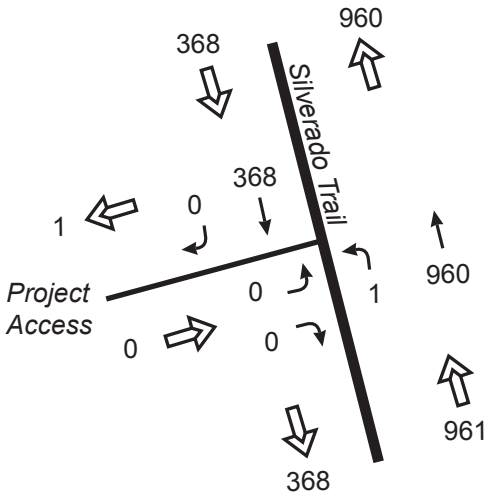
Taylor Family Vineyards Winery Traffic Study

Figure 14
2030 Harvest with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

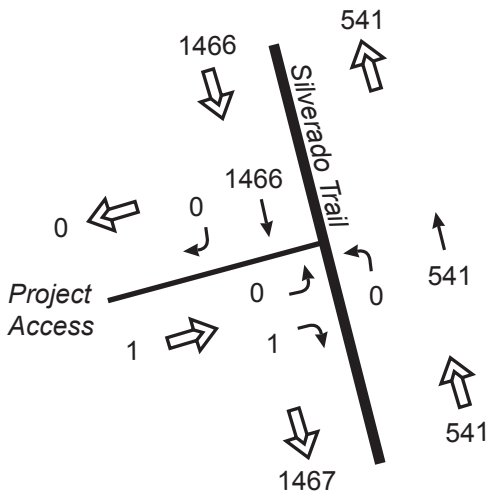
CRANE TRANSPORTATION GROUP

Not To Scale

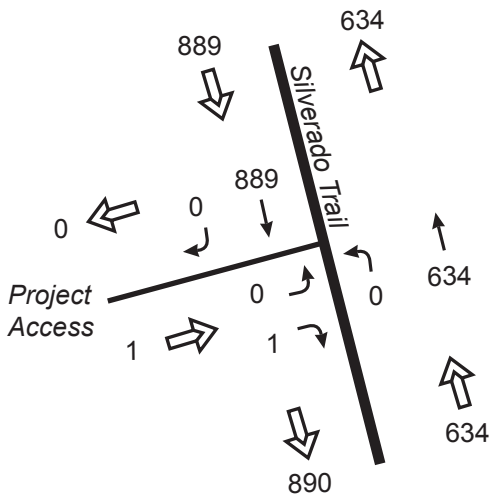
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

CRANE TRANSPORTATION GROUP

Figure 15
2030 Summer with Project
Friday AM & PM and Saturday
PM Peak Hour Volumes

Tables

Table 1A

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

EXISTING – 2014

HARVEST

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	745	D	745	D	478	C	478	C	567	C	567	C
	SB	1200	286	B	286	B	1299	F (1.083)	1299	F (1.083) [0%]	795	D	795	D
Silverado Trail South of Project Driveway	NB	1200	745	D	746	D	478	C	478	C	567	C	567	C
	SB	1200	286	B	286	B	1300	F (1.083)	1300	F (1.083) [0%]	795	D	796	D

(1) Vol = volume

(2) LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

(3) [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 1B

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

EXISTING – 2014

SUMMER (NON-HARVEST)

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	738	D	738	D	474	C	474	C	556	C	556	C
	SB	1200	283	B	283	B	1286	F (1.072)	1286	F (1.072) [0%]	780	D	780	D
Silverado Trail South of Project Driveway	NB	1200	738	D	739	D	474	C	474	C	556	C	556	C
	SB	1200	283	B	283	B	1287	F (1.073)	1287	F (1.0743) [0%]	780	D	781	D

[1] Vol = volume

[2] LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

[3] [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 2A

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

YEAR 2020

HARVEST

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	829	D	829	D	504	C	504	C	597	C	597	C
	SB	1200	318	B	318	B	1367	F (1.139)	1367	F (1.139) [0%]	837	D	837	D
Silverado Trail South of Project Driveway	NB	1200	829	D	830	D	504	C	504	C	597	C	597	C
	SB	1200	318	B	318	B	1368	F (1.140)	1368	F (1.140) [0%]	837	D	838	D

[1] Vol = volume

[2] LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

[3] [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 2B

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

YEAR 2020

SUMMER (NON-HARVEST)

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	821	D	821	D	499	C	499	C	591	C	591	C
	SB	1200	315	B	315	B	1354	F (1.128)	1354	F (1.128) [0%]	829	D	829	D
Silverado Trail South of Project Driveway	NB	1200	821	D	822	D	499	C	499	C	591	C	591	C
	SB	1200	315	B	315	B	1355	F (1.129)	1355	F (1.129) [0%]	829	D	830	D

[1] Vol = volume

[2] LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

[3] [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 3A

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

YEAR 2030

HARVEST

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	969	E (0.808)	969	E (0.808) [0%]	546	C	546	C	646	D	646	D
	SB	1200	372	C	372	C	1480	F (1.233)	1480	F (1.233) [0%]	907	E (0.756)	907	E (0.756) [0%]
Silverado Trail South of Project Driveway	NB	1200	969	E (0.808)	970	E (0.808 [.10%]	546	C	546	C	646	D	646	D
	SB	1200	372	C	372	C	1481	F (1.234)	1482	F (1.234) [0%]	907	E (0.756)	908	E (0.757) [0.11%]

[1] Vol = volume

[2] LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

[3] [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 3B

ROADWAY SEGMENT LEVEL OF SERVICE
SILVERADO TRAIL

YEAR 2030

SUMMER (NON-HARVEST)

LOCATION	DIRECTION	DIRECTIONAL CAPACITY (VEH/HR)	FRIDAY AM PEAK HOUR				FRIDAY PM PEAK HOUR				SATURDAY PM PEAK HOUR			
			W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT		W/O PROJECT		WITH PROJECT	
			VOL[1]	LOS (V/C)[2]	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)	VOL	LOS (V/C)
Silverado Trail North of Project Driveway	NB	1200	960	E (0.800)	960	E (0.800) [0%]	541	C	541	C	634	D	634	D
	SB	1200	368	C	368	C	1466	F (1.222)	1466	F (1.222) [0%]	889	E (0.741)	889	E (0.741) [0%]
Silverado Trail South of Project Driveway	NB	1200	960	E (0.800)	961	E	541	C	541	C	634	D	634	D
	SB	1200	368	C	368	(0.801) [0.10%]	1467	F (1.223)	1468	F (1.223) [0%]	889	E (0.741)	890	E (0.742) [0.11%]

[1] Vol = volume

[2] LOS (V/C) = level of service (volume to capacity ratio) at locations with unacceptable "Without Project" operation.

[3] [ ] = % project traffic added to road segment at locations with unacceptable "Without Project" operation. Less than a 1% increase is not considered a significant impact.

Analysis Methodology Source: Napa County General Plan Update EIR Technical Memorandum for Traffic and Circulation Supporting the Findings and recommendations, Dowling Associates, February 9, 2007.

Compiled by: Crane Transportation Group

Table 4

PROJECT TRIP GENERATION
TAYLOR FAMILY VINEYARDS WINERY

HARVEST

FRIDAY

	TOTAL	HOURS	AM PEAK PERIOD				PM PEAK PERIOD							
			7-8 AM		8-9 AM*		3-4 PM		4-5 PM		5-6 PM		4:30-5:30*	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Employees – Full Time	0	–	0	0	0	0	0	0	0	0	0	0	0	0
Production Employees – Full Time	0	–	0	0	0	0	0	0	0	0	0	0	0	0
Production or Other Employees – Part Time	2	8:00 AM-4:00 PM	2	0	0	0	0	0	0	2	0	0	0	0
Tours/Tasting Employees	1	9:00 AM-3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0
Grape Delivery Trucks (75% grown on site)	2/year	6:00 AM-10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
Reduction in Grape Outhaul Trucks	3/year	6:00 AM-10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
Other Trucks (Bottle Supply/Case Pickup)	1-2/month	7:00 AM-4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
Visitors[(1)]	17 (7 veh)	10:00 AM-3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	0		2	0	1	0	0	2	0	2	0	0	0	0

* AM & PM peak traffic hours on Silverado Trail.

(1) 2.6 visitors/vehicle average on weekdays per County data.

Source: Taylor Family Vineyards project applicant; Compiled by: Crane Transportation Group

Table 5

PROJECT TRIP GENERATION
TAYLOR FAMILY VINEYARDS WINERY

HARVEST

SATURDAY

	TOTAL	HOURS	TRIPS							
			2-3 PM		3-4 PM*		4-5 PM		5-6 PM	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Employees – Full Time	0	–	0	0	0	0	0	0	0	0
Production Employees – Full Time	0	–	0	0	0	0	0	0	0	0
Production Employees – Part Time	1	8:00 AM 4:00 PM	0	0	0	0	0	1	0	0
Tours/Tasting Employees	1	9:00 AM – 4:00 PM	0	0	0	0	0	1	0	0
Grape Delivery Trucks (75% grown on site)	2/year	6:00 AM- 10:00 AM	0	0	0	0	0	0	0	0
Reduction in Grape Outhaul Trucks	3/year	6:00 AM- 10:00 AM	0	0	0	0	0	0	0	0
Visitors[(1)]	17 (6 veh)	10:00 AM- 3:30 PM	1	1	0	1	0	0	0	0
TOTAL			1	1	0	1	0	2	0	0

* PM peak traffic hour on Silverado Trail.
(1) 2.8 visitors/vehicle average on Saturdays per County data.

Source: Taylor Family Vineyards project applicant; Compiled by: Crane Transportation Group

Table 6

PROJECT TRIP GENERATION
TAYLOR FAMILY VINEYARDS WINERY

SUMMER (NON-HARVEST)

FRIDAY

	TOTAL	HOURS	AM PEAK HOUR				PM PEAK HOUR							
			7-8 AM		8-9 AM*		3-4 PM		4-5 PM		5-6 PM		4:30-5:30*	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Employees – Full Time	0		0	0	0	0	0	0	0	0	0	0	0	0
Production Employees – Full Time	0		0	0	0	0	0	0	0	0	0	0	0	0
Production Employees – Part Time	1	8:00 AM-4:00 PM	1	0	0	0	0	0	0	1	0	0	0	0
Tours/Tasting Employees	1	9:00 AM-3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0
Other Trucks (Bottle Supply/Case Pickup)	1-2/month	7:00 AM-4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
Visitors[(1)]	17 (7 veh)	10:00 AM-3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL	0		1	0	1	0	0	2	0	1	0	0	0	0

* AM & PM peak traffic hours on Silverado Trail.

(1) 2.6 visitors/vehicle average on weekdays per County data.

Source: Taylor Family Vineyards project applicant; Compiled by: Crane Transportation Group

Table 7

PROJECT TRIP GENERATION
TAYLOR FAMILY VINEYARDS WINERY

SUMMER (NON-HARVEST)

SATURDAY

	TOTAL	HOURS	TRIPS							
			2-3 PM		3-4 PM*		4-5 PM		5-6 PM	
			IN	OUT	IN	OUT	IN	OUT	IN	OUT
Admin Employees – Full Time	0	–	0	0	0	0	0	0	0	0
Production Employees – Full Time	0	–	0	0	0	0	0	0	0	0
Production Employees – Part Time	0	–	0	0	0	0	0	0	0	0
Tours/Tasting Employees	1	9:00 AM – 4:00 PM	0	0	0	0	0	1	0	0
Visitors[(1)]	17 (6 veh)	10:00 AM-3:30 PM	1	1	0	1	0	0	0	0
TOTAL			1	1	0	1	0	1	0	0

* PM peak traffic hour on Silverado Trail.
(1) 2.8 visitors/vehicle average on Saturdays per County data.

Source: Taylor Family Vineyards project applicant; Compiled by: Crane Transportation Group

Table 8

PROJECT TRIP GENERATION SUMMARY
TAYLOR FAMILY VINEYARDS WINERY

HARVEST

FRIDAY AM PEAK HOUR* (8:00-9:00)		FRIDAY PM PEAK HOUR* (4:30-5:30)		SATURDAY PM PEAK HOUR* (3:00-4:00)	
INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS
1	0	0	0	0	1

SUMMER (NON-HARVEST)

FRIDAY AM PEAK HOUR* (8:00-9:00)		FRIDAY PM PEAK HOUR* (4:30-5:30)		SATURDAY PM PEAK HOUR* (3:00-4:00)	
INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS	INBOUND TRIPS	OUTBOUND TRIPS
1	0	0	0	0	1

* Peak hour along Silverado Trail at project driveway.

Source: Taylor Family Vineyards Winery; compiled by Crane Transportation Group

Table 9

TAYLOR FAMILY VINEYARDS
MARKETING EVENT TRAFFIC DETAILS

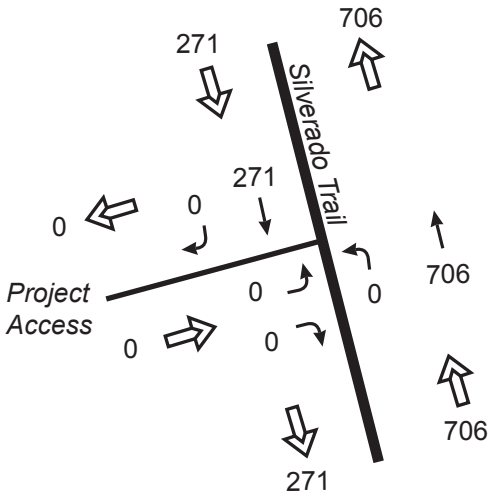
MARKETING EVENT	STAFF/GUEST CATEGORY	# OF PEOPLE	# OF VEHICLES	TIMES	REGULAR VISITATION ELIMINATED DURING MARKETING EVENT?
One per year	Guests	75	29	Weekday between 3:00 and 6:00 PM	Yes
	Winery Staff	2			
	Caterers	3	3		
	Entertainers	1	1		
	Delivery vehicles	2	2		
	Other?				
Ten per year	Guests	30	11-12	Friday or Saturday between 11:00 AM and 2:00 PM	Yes
	Winery Staff	2			
	Caterers	2	2		
	Entertainers	0	0		
	Delivery vehicles	1	1		
	Other?				

Source: Taylor Family Vineyards applicant

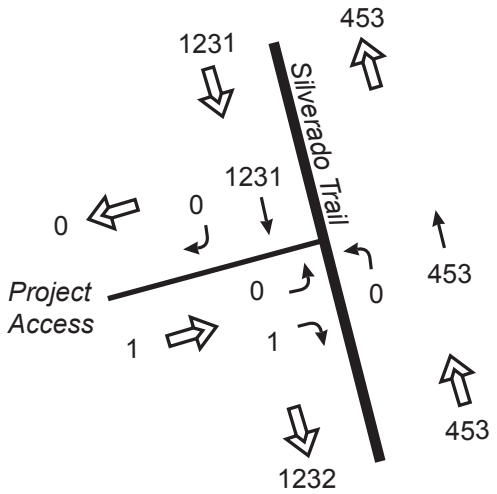
Appendix

Not To Scale

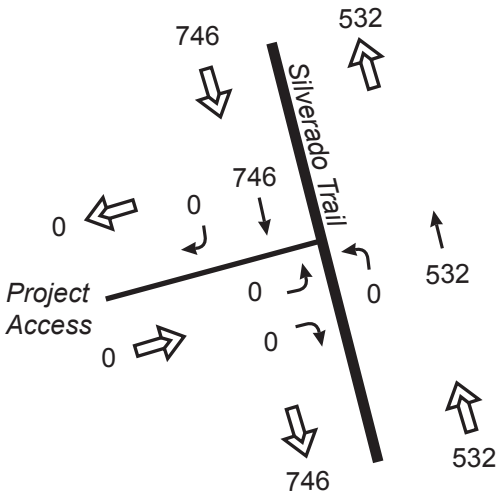
NORTH



Friday
8:00-9:00 AM



Friday
4:30-5:30 PM



Saturday
3:00-4:00 PM

Taylor Family Vineyards Winery Traffic Study

Appendix Figure A
April 2015 Friday AM, PM and Saturday PM Peak Hour Volumes

CRANE TRANSPORTATION GROUP

Appendix
TAYLOR FAMILY VINEYARDS
EXPECTED PROJECT TRAFFIC ACTIVITY DETAILS

Gallons/Year Production: 15,000
1st Year of Expected Full Production: 2016

	HARVEST CONDITIONS	NON-HARVEST CONDITIONS
A.	**Full-time admin employees***	**Full-time admin employees***
	# on Weekdays __0__	# on Weekdays __0__
	# on Saturday __0__	# on Saturday __0__
	# on Sunday __0__	# on Sunday __0__
	Work hours:	Work hours:
	Weekday _____ to ____	Weekday _____ to ____
	Saturday _____ to ____	Saturday _____ to ____
	Sunday _____ to _____	Sunday _____ to _____
	* Work from home offices.	* Work from home offices.
B.	**Full-time production employees**	**Full-time production employees**
	# on Weekdays __0__	# on Weekdays __0__
	# on Saturday __0__	# on Saturday __0__
	# on Sunday __0__	# on Sunday __0__
	Work hours:	Work hours:
	Weekday _____ to ____	Weekday _____ to ____
	Saturday _____ to ____	Saturday _____ to ____
	Sunday _____ to _____	Sunday _____ to _____
C.	**Part-time production employees**	**Part-time production employees**
	# on Weekdays __1__	# on Weekdays __1__
	# on Saturday __1__	# on Saturday __0__
	# on Sunday __1__	# on Sunday __0__
	Work hours:	Work hours:
	Weekday 8:00 AM to 4:00 PM	Weekday 8:00 AM to 4:00 PM
	Saturday 8:00 AM to 4:00 PM	Saturday ___–___ to ___–__
	Sunday 8:00 AM to 4:00 PM	Sunday ___–___ to ___–__
D.	**Tours & tasting employees**	**Tours & tasting employees**
	# on Weekdays __1__	# on Weekdays __1__
	# on Saturday __1__	# on Saturday __1__
	# on Sunday __1__	# on Sunday __1__
	Work hours:	Work hours:
	Weekday 9:00 AM to 3:45 PM	Weekday 9:00 AM to 3:45 PM
	Saturday 9:00 AM to 4:00 PM	Saturday 9:00 AM to 4:00 PM
	Sunday 9:00 AM to 4:00 PM	Sunday 9:00 AM to 4:00 PM

Appendix
TAYLOR FAMILY VINEYARDS
EXPECTED PROJECT TRAFFIC ACTIVITY DETAILS

	HARVEST CONDITIONS	NON-HARVEST CONDITIONS
E.	**Grape delivery trucks*** # on Weekdays __1__ # on Saturday ___–___ # on Sunday ___–___ Delivery hours: Weekday 6:00 AM to 10:00 AM Saturday _____ to ____ Sunday _____ to _____ * 2/year	No grape delivery
F.	**Maximum tours/tasting visitors** # on Weekdays __17__ # on Saturday __17__ # on Sunday __17__ Tasting hours: Weekday 10:00 AM to 3:30 PM Saturday 10:00 AM to 3:30 PM Sunday 10:00 AM to 3:30 PM	**Maximum tours/tasting visitors** # on Weekdays __17__ # on Saturday __17__ # on Sunday __17__ Tasting hours: Weekday 10:00 AM to 3:30 PM Saturday 10:00 AM to 3:30 PM Sunday 10:00 AM to 3:30 PM
G.	**Other employees** # on Weekdays __1__ # on Saturday ___–___ # on Sunday ___–___ Work hours: Weekday 8:00 AM to 4:00 PM Saturday _____ to ____ Sunday _____ to _____	**Other employees** # on Weekdays ___–___ # on Saturday ___–___ # on Sunday ___–___ Work hours: Weekday _____ to ____ Saturday _____ to ____ Sunday _____ to _____
H.	**Other trucks** # on Weekdays __1-2*_ # on Saturday __1-2*_ # on Sunday ___–_ Delivery hours: Weekday 8:00 AM to 5:00 PM Saturday 8:00 AM to 5:00 PM Sunday ___–___ to ___–___ * FedEx/UPS deliveries already on system	**Other trucks** # on Weekdays __1-2*_ # on Saturday __1-2*_ # on Sunday ___–_ Delivery hours: Weekday 8:00 AM to 5:00 PM Saturday 8:00 AM to 5:00 PM Sunday ___–___ to ___–___ * FedEx/UPS deliveries already on system

Appendix
TAYLOR FAMILY VINEYARDS
EXPECTED PROJECT TRAFFIC ACTIVITY DETAILS

I. Grape Source & Trucks

Percent grapes grown on site: 75%

Grapes grown off site – access route to winery entrance
From the north on Silverado Trail: 15%
From the south on Silverado Trail: 10%

Number of existing grape haul truck trips eliminated due to use of on-site grapes for proposed winery: 3

J. New Marketing Events

Marketing event – #/year: 1
maximum # people/event: 75
typical day: Weekday
typical hours: between 3:00 PM & 6:00 PM

Marketing event – #/year: 10
people/event: 30
typical days: Friday or Saturday
typical hours: 11:00 AM to 2:00 PM

K. Bottling

On-site bottling: 2/year.