County of Sonoma
Permit & Resource Management Department

Revised Subsequent Mitigated Negative Declaration

Sonoma County Permit and Resource Management Department
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Publication Date:	April 26, 2022
Public Review Period Closes:	May 26, 2022
State Clearinghouse:	2007022038
Permit Sonoma File Number:	PLP05-0009
Prepared by:	Blake Hillegas
Phone:	(707) 565-1392

Project Name:	VJB Vineyard and Cellars
Project Applicant:	Henry Belmonte, VJB Vineyard and Cellars
Project Address:	60 and 75 Shaw Avenue (formerly 9125 SR-12), Kenwood
File No.:	PLP05-0009
APN:	050-275-028 (Wine tasting, market, and food service) and -052 (off-site parking)
General Plan:	Limited Commercial
Zoning Designation:	C1 (Neighborhood Commercial), SR (Scenic Resource)
Project Planner:	Blake Hillegas, Project Planner
Decision Body:	Board of Zoning Adjustments
Lead Agency:	County of Sonoma, Permit and Resource Management Department

Prior MND: SCH No. 2007022038**,** adopted October 9, 2007
Draft Subsequent MND dated January 13, 2020
Draft Revised Subsequent MND dated July 27, 2020
Draft Second Revised Subsequent MND dated June 8, 2021
Draft updated Revised Subsequent MND dated April 26, 2022

Introduction:
The Sonoma County Permit and Resource Management Department ("Permit Sonoma") prepared this Revised Subsequent Mitigated Negative Declaration and Subsequent Initial Study (collectively, "updated revised SMND" or "SMND") in accordance with the California Environmental Quality Act (CEQA, Public Resources Code §§ 21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., title 14, §§ 15000 et seq.). The proposed project is modification to an approved use permit for the VJB wine tasting room, food market, and deli with outdoor patio food service that was originally approved by the Sonoma County Board of Supervisors on October 7, 2007. The 2007 permit included up to 15 special events per year with catered food. Permit Sonoma has determined that the Mitigated Negative Declaration adopted for the project by the Board of Supervisors in October 2007 retains some informational value, and in accordance with CEQA's subsequent review requirements this updated revised SMND accordingly focuses on screening for and analyzing new and potentially significant impacts caused by the proposed changes to the project at the subsequent review was initiated in 2014.

The SMND was initially circulated in January 2020, a revised SMND was circulated in July 2020, and a second revised SMND was circulated in June 2021. However, none of the documents were adopted, and there has not been a public hearing on or approval of the modified project. The January 2020 SMND contained impractical customer limits not based on current use, but based on strict interpretation of the OWTS septic manual. The revised SMND circulated in July 2020 reflected increased daily customer and seating capacity limitations due to updated septic analysis. The July 2020 SMND also deleted a mitigation measure requiring installation of the SR-12 turn lane based on a determination that the mitigation measure is legally infeasible.

The second revised SMND/Initial Study circulated in June 2021 adjusted seating capacity limitations tied to the proposed septic design because the septic capacity is based on total customers served rather than seating capacity. Adjustments were also made to Transportation mitigation measures addressing the required turn lanes on Shaw Avenue and Hwy. 12 and the implementation of a "no parking" ordinance on a portion of Shaw and Maple Avenues.

This revised SMND has been updated and recirculated on April 26, 2022 to revise mitigation measures concerning the timing of transportation improvements, the "no parking" ordinance on Shaw and Maple Avenues and reduce the septic monitoring requirements consistent with the OWTS Manual. The project retains the applicant's proposal to install a modified left turn lane design on SR-12 as feasible, which is included as a condition of approval.

Project History:
In 2007, the Board of Supervisors adopted a Mitigated Negative Declaration (the "2007 MND") and approved use permit PLP05-0009 (the "2007 use permit") for 9125 SR-12 (APN 050-275-028), now 60 Shaw Avenue, in Kenwood. The 2007 MND studied and the 2007 use permit approved construction and operation of an approximately 5,542 square foot commercial market and wine tasting facility and a 1,087 sq. ft. bed and breakfast inn, including the following components:

- 750 square foot wine tasting room;
- 750 square foot deli and retail food market serving prepared foods for off-site or on-site consumption;
- 1,500 square foot upstairs office space;
- 400 square foot storage/food preparation area;
- 342 square foot utility space/restroom area;
- 1,800 square foot case good storage building; and
- Outdoor patio and picnic area.

The 2007 permit authorized on-site food and wine consumption in the patio/picnic area and the approved site plan shows four picnic tables. A deli and caterer's food prep kitchen were authorized, but a full commercial kitchen was not permitted. Approved food service included prepackaged food and prepared deli food for on and off-site consumption. Up to fifteen 100-person special events were permitted per year with catered food, but only after construction of a left-turn lane on SR-12, as discussed below. No wine production is permitted.

Several mitigation measures were identified in the 2007 MND to mitigate the traffic impacts of the project. These mitigation measures were agreed to by the applicant and adopted as conditions of approval of the 2007 use permit, including a requirement that before the applicant engages in special events or extends operating hours past 4 p.m., a westbound left turn lane pocket on SR-12 must be constructed to allow northbound vehicles to turn onto Shaw Avenue. The applicant was also required to install a right turn lane on Shaw Avenue at SR-12.

As noted, the 2007 use permit approved up to 15 special events per year with up to 100 guests per event. Hours of operation for the market and wine tasting are approved from 10 a.m. to 4 p.m. but are only allowed to be expanded to 8 a.m.to 5 p.m. once construction of a left-turn lane from SR-12 on to Shaw Avenue is completed. Similarly, events are approved up to 10 p.m., but may only occur once the turn SR-12 left-turn lane is installed.

Existing Facilities: The constructed facilities vary slightly from the approved square footages in the 2007 use permit for several reasons: minor deviation in square footage occurred through the routine issuance of building/construction permits which were authorized under administrative discretion afforded to the Permit Sonoma Director; a 400-foot storage/utility area was authorized as a food prep/ caterer's kitchen under Building Permit BLD09-2123; the bed and breakfast inn was converted to principally permitted retail space under Building Permit BLD12-4669; and a 275 foot commercial kitchen on the patio (not clearly disclosed on building plans) was installed via Building Permit BLD11-4212 in violation of the 2007 use permit, which expressly prohibited a commercial kitchen. Currently existing facilities and activities on the site include the following:

- 833 square foot wine tasting room;
- 781 square foot retail market;
- 400 square foot indoor food prep/caterer's kitchen;
- 342 square foot storage and restrooms area;
- 275 square foot patio commercial kitchen and patio bar;
- 1,615 square foot 2nd story open room with table seating;

- 1,087 square foot retail shop and clothing store (former bed and breakfast inn);
- 1,800 square foot case goods storage building; and
- 3,705 square foot outdoor patio dining area.

The total square footage of existing commercial building space is 7,133 sq. ft.

The outdoor patio is currently developed with a dining area with food service and approximately 144 table seats. The site contains 34 parking spaces (21 paved and 13 unpaved) where the approved 2007 permit and site plan required 54 on-site spaces. Two-way vehicular access to the parking lot is provided from Shaw Avenue. Additional vehicle egress has been allowed via the existing driveway on Maple Avenue through an administrative approval. The site also contains an approximately 0.6-acre demonstration vineyard and two in-ground septic systems with a total 827-gallon capacity. As is discussed in this updated revised SMND, the commercial project approved by the 2007 use permit was constructed and is in operation, including expanded patio food service beyond the scope of the approved Use Permit. The scale of the commercial food service has exceeded the scope of the previously approved project without providing required parking. The patio food service has been in operation since 2012. An unimproved parcel at 75 Shaw Avenue has been used for overflow parking since 2018. The Shaw Avenue right turn lane and northbound left-turn lane on SR-12 required by the original conditions of approval has not been installed.

Project Description:
The applicant requests modifications to its 2007 use permit and associated conditions of approval and CEQA mitigation measures, as follows and as shown on the attached updated site plans:

1. Fully authorize patio food service with 144 seats within a 3,125 square foot portion of an existing patio, including the following associated modifications:
    a. authorize daily use of the existing commercial kitchen, pizza oven and barbeque;
    b. install a new 1,500 gallon septic system; and
    c. construct a 53 space off-site parking lot at 75 Shaw Avenue;
    d. delete requirement to provide additional on-site parking.
2. Remove the northbound SR-12 left-turn lane requirement as a mitigation measure tied to the permitted option to expand hours and host events, but keep it as a Condition of Approval related to the daily operation of patio food service;
3. Eliminate the approved option to expand hours of operation from 10 a.m.–4 p.m. to 8 a.m.-5 p.m.;
4. Eliminate the approved option to host up to 15 annual, 100-person special events up to 10 p.m.;
5. Modify the mitigation measures and correlating use permit conditions requiring dedication of a right turn lane on Shaw Avenue and substitute installation of a right turn lane on Shaw Avenue within the existing right of way by eliminating on-street parking and restriping;
6. Prohibit on-street parking on the north side of Shaw Avenue from SR-12 to Clyde Avenue and on the south side for fifty feet from SR-12; and
7. Authorize the Maple Avenue driveway for commercial egress.

Previous CEQA Documents For This Project

The MND adopted for the project in 2007 included a mitigation measure to install a left turn lane on SR-12 tied to an option to expand hours and host events in the evening. The mitigation measure was never triggered as the applicant chose not to expand hours and host evening events.

The Subsequent MND circulated in January 2020, retained the left turn lane mitigation measure and included a proposed mitigation measure substantially restricting customer capacity due to septic design constraints. The project was continued at the request of the applicant before it was considered by the BZA.

The revised Subsequent MND circulated in July 2020 removed the requirement for the left turn lane because Counsel determined that the left turn lane was infeasible and the option to expand hours and host evening events was no longer proposed. The mitigation measure limiting daily customer capacity was modified to allow a proposed capacity of 313 wine tasting and food service customers per day due to further analysis of the septic design and historic flow data. No hearing was held and the project was again continued at the request of the applicant due to concerns regarding proposed seating limitations and timing of transportation improvements.

The second revised SMND/Initial Study was updated and recirculated on June 3, 2021 to include refinements to mitigation measures for transportation improvements, including a no parking ordinance required on a portion of Shaw and Maple Avenues. There has been no hearing or approval of the project as the applicant again requested a continuance due to concerns about the timing of improvements and proposed seating capacity.

This revised SMND has been updated to address most of the applicant's concerns, including timing of required improvements and seating capacity consistent with established use. Septic monitoring requirements have been adjusted to conform to the OWTS manual. Refinements have also been made to mitigation measures concerning required transportation improvements. The project retains the applicant's proposed modified left turn lane design on SR-12, which will be included as a Condition of Approval for the proposed project.

Because the recirculated SMND's were not adopted, the 2007 approval remains in effect.

Baseline for CEQA Analysis

Pursuant to CEQA Guidelines section 15125, the baseline for the evaluation of environmental impacts is the existing condition when the environmental analysis begins. The baseline for analysis in this updated Revised Subsequent IS/MND is the existing activities occurring at the site at the time subsequent environmental review was initiated in 2014, not the activities approved under the 2007 use permit. Therefore, baseline conditions for the updated CEQA analysis include operation of the wine tasting facility, food market, and outdoor patio food service operation that has been in operation since 2012, but not proposed development of the proposed new parking lot or septic system. The baseline uses also include a gelato shop and Tommy Bahamas retails store occupying the former bed and breakfast residence. Judicial opinions have consistently interpreted Guideline 15125(a) to mean that the baseline for CEQA analysis is the existing conditions, "even if the current condition includes unauthorized and even environmentally harmful conditions that never received, and, as a result of being incorporated into the baseline, may never receive environmental review." (*Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 234 Cal.App.4th 214, 249.)

Therefore, this document addresses the potential environmental impacts associated with proposed changes in mitigation measures and proposed physical changes after the Use Permit modification was first submitted and updated environmental analysis began in 2014. Physical changes include:

1) constructing an outdoor parking lot at 75 Shaw Avenue, with perimeter fence and landscaping,
2) installing a cross walk and sidewalks on Shaw Avenue connecting the new parking lot to the VJB facility;
3) installing a new 1,500 gpd septic system;
4) eliminating the required SR-12 left-turn lane as a mitigation measure, but installing a modified left-turn lane within the existing right of way as feasible;
5) removing on-street parking on a portion of Shaw Avenue and Maple Avenue; and
6) substituting a mitigation measure calling for a dedicated right turn lane on Shaw Avenue, with creating a right turn lane within the existing right of way by eliminating on-street parking and restriping.

Because the wine tasting room, market, commercial kitchen and patio food service activities with 144 seats were already in operation when subsequent CEQA review commenced in 2014, the associated impacts from these uses are not analyzed as potential CEQA impacts (as described below).

The 2007 MND included a mitigation measure requiring construction of a left turn lane on SR-12. This mitigation measure was modified by the Board of Supervisors as part of its approval and, as required by CEQA, was incorporated into the conditions of approval for the project. Under CEQA, an adopted mitigation measure may not be modified or deleted unless there is substantial evidence to show that the mitigation is no longer needed or another mitigation measure would be equally or more effective, and substantial impacts would not increase as a result of the change. A mitigation measure may also be deleted after approval if the measure proves to be infeasible. As discussed further in Section 17a, Transportation, it has been determined that requiring a standard SR-12 northbound turn lane, as specified in the 2007 MND and Conditions of Approval, is legally infeasible as a CEQA mitigation measure because the burden of the mitigation measure, including land acquisition. was not reasonably related to the project's contribution to a cumulative impact. In addition, installation of the turn lane was tied to event activity and potential expansion of hours of operation, both of which are eliminated from the current the proposal. However, the applicant recognizes the merits of the left turn lane due to the cumulative traffic volumes and the extent of patio food service, and therefore is proposing to install a modified left turn lane design within the existing right of way.

Similarly, the mitigation requirement for a dedicated right turn lane on Shaw Avenue cannot be modified or deleted unless there is substantial evidence that the mitigation measure is no longer necessary or another mitigation measure would be equally or more effective and substantial impacts would not increase as a result of the change. The proposed project requests that this measure be modified to require construction of the right turn lane within the existing right of way on Shaw Avenue. The Sonoma County Department of Transportation and Public Works supports the proposed modification. This proposal would be equally effective in improving circulation, provided that on-street parking is removed on both sides of Shaw Avenue near SR 12 and Shaw Avenue is restriped.

CEQA Standard for Subsequent MND

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the required environmental documentation when there is a previously adopted negative declaration covering a project for which subsequent discretionary review is required. Permit Sonoma prepared

this updated revised SMND to the previously adopted 2007 MND. This SMND is governed by CEQA Guidelines §15162(a), which provides that where a negative declaration has been adopted for a project, no subsequent EIR or negative declaration "shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revision of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

Section 15162(b) provides that if a subsequent EIR is not required under section 15162(a), then "the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation."

This revised SMND does not "re-open" the previously adopted 2007 MND. Instead, as required by CEQA, this revised SMND examines the difference in impacts that would result from the current establishment and the request for modification of the 2007 use permit, compared to those of the project analyzed under the 2007 MND and considering the baseline conditions on the project site. The SMND evaluates whether the County's approval of the proposed modifications to the 2007 use permit trigger the need for a subsequent EIR under CEQA Guideline Section 15162(a), as described above. This SMND examines whether approval would result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant effect due to:

(1) Substantial changes proposed in the project;
(2) Substantial changes that would occur with respect to the circumstances under which the project is undertaken; or
(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the 2007 MND was adopted.

As is more fully explained below, Permit Sonoma has reviewed the information regarding the current proposal to modify the 2007 use permit,

and determined that a subsequent EIR is not required and that this Revised SMND to the previously-adopted MND is appropriate. The current project proposal, as described in this Revised Subsequent Initial Study, will result in few changes to the physical environment and does not amount to substantial change to the previously studied project; there is no substantial change in the circumstances of the project; and there is no new information that could not have been known with the exercise of reasonable diligence that will result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant effect. While the existing conditions that form the baseline for CEQA analysis are not identical to the project analyzed in the 2007 MND, Permit Sonoma has determined that the 2007 MND remains relevant to analysis of the current proposed project and retains informational value.

Environmental Factors Potentially Affected: As identified in the attached Initial Study, the proposed modified project identifies potentially significant impacts, and includes new or modified mitigation measures, in topic areas of Noise, Transportation, and Tribal Cultural Resources that would reduce potential impacts to a less than significant level. In addition, and as summarized above, mitigation measure Transportation 1 (SR 12 left turn lane), adopted as part of the 2007 MND and deferred as provided in the conditions of approval adopted by Board of Supervisors Resolution 07-0846 (October 3, 2007), is being modified due to legal infeasibility and because of changes in the proposed project that render it moot. Mitigation measures Transportation 2 through Transportation 4 from the 2007 MND have been modified and substituted with measures that are equally or more effective and do not cause new significant impacts. New Mitigation Measures added due to the proposed project also include construction monitoring for potential Tribal Cultural Resources, installation of an acoustical fence to address parking lot noise adjacent to residential areas.

Other Public Agencies whose approval is required for the project:

___ Army Corps of Engineers/404 Permit
___ Regional Water Quality Control Board
___ California Department of Fish and Game 1600 Permit
___ California Coastal Commission
___ Department of Emergency Services Hazardous Materials Plan
_X_ Caltrans Encroachment Permit
___ State Lands Commission
___ US Fish and Wildlife Consultation
___ NOAA Fisheries Consultation
___ State Water Resources Control Board

Environmental Finding:
Based upon the information contained in the second revised Subsequent Initial Study, there will be no significant environmental effect resulting from this project provided that the identified mitigation measures are implemented as conditions of approval and incorporated into the project. The environmental impacts reviewed are limited to only those new impacts resulting from changes to the project or changes in circumstances. This SMND has been completed in compliance with the California Environmental Quality Act (CEQA) and state and local CEQA guidelines. The applicant must agree in writing to incorporate the identified mitigation measures before the MND may be adopted.

Location of Prior MND: Available for review upon request. Contact Blake.Hillegas@sonoma-county.org or (707) 565-1392 for an electronic copy.

Revised Subsequent Initial Study: Attached

Other Attachments: Caltrans Comment Letters dated January, 2021, October 2019, and Dec. 2018. Addendum to Updated Traffic Study by W-Trans, July 20, 2020; Updated Traffic Study by W-Trans, July 17, 2019; Noise Study by Illingworth and Rodkin Inc., June 2019; Permit Sonoma Well and Septic Letter, June 2020; Septic Analysis Adobe Associates, February 5, 2020; Septic and Water Usage Analysis Dimensions 4, Feb. 4, 2020; Dimensions 4 Septic and Water Use Letter, October 2019; Dimensions 4 Septic and Water Use Letter, August 2019 and Jan. 2016.

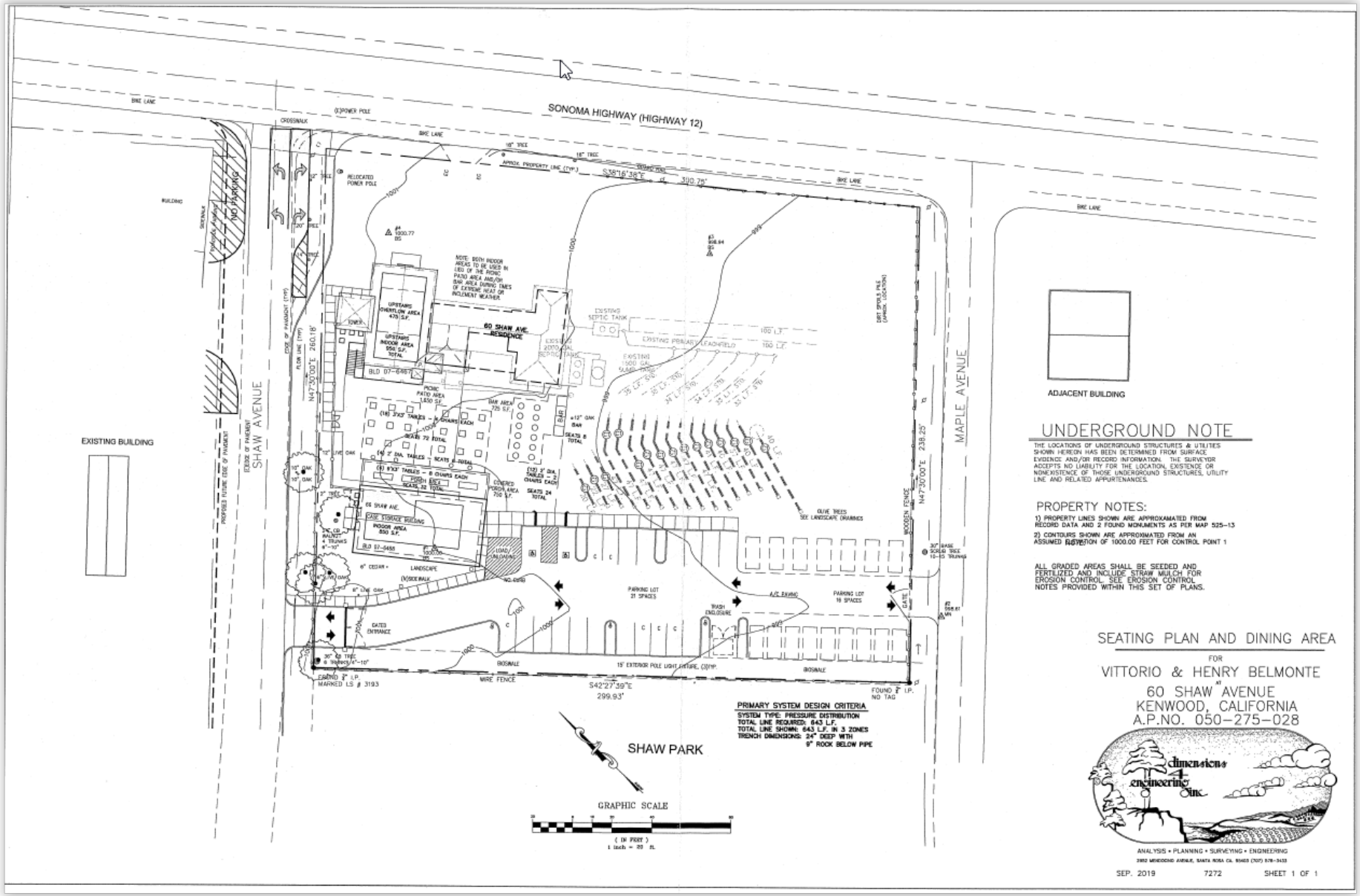
Blake Hillegas April 26, 2022
Preparer *Date*

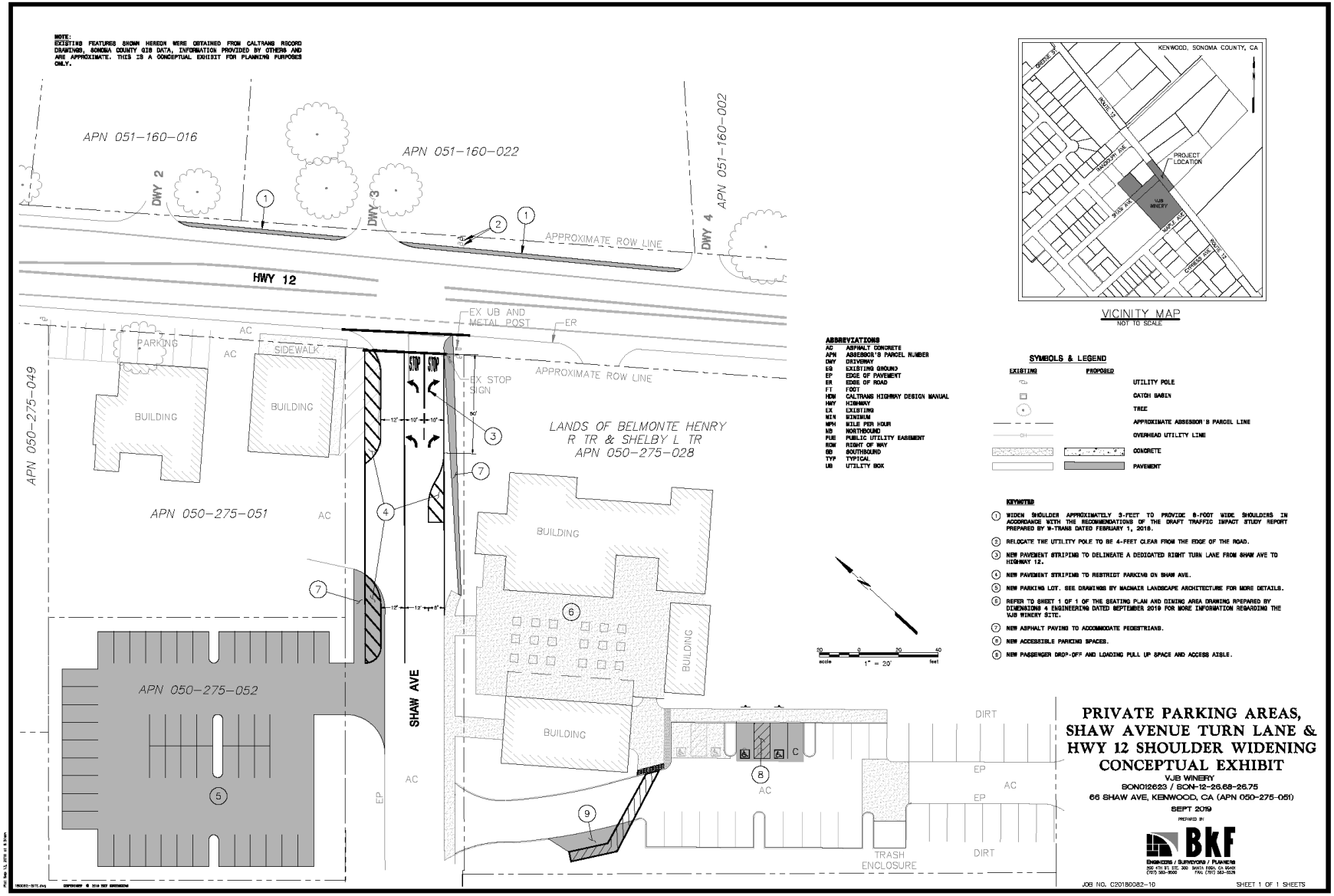
INITIAL STUDY CHECKLIST

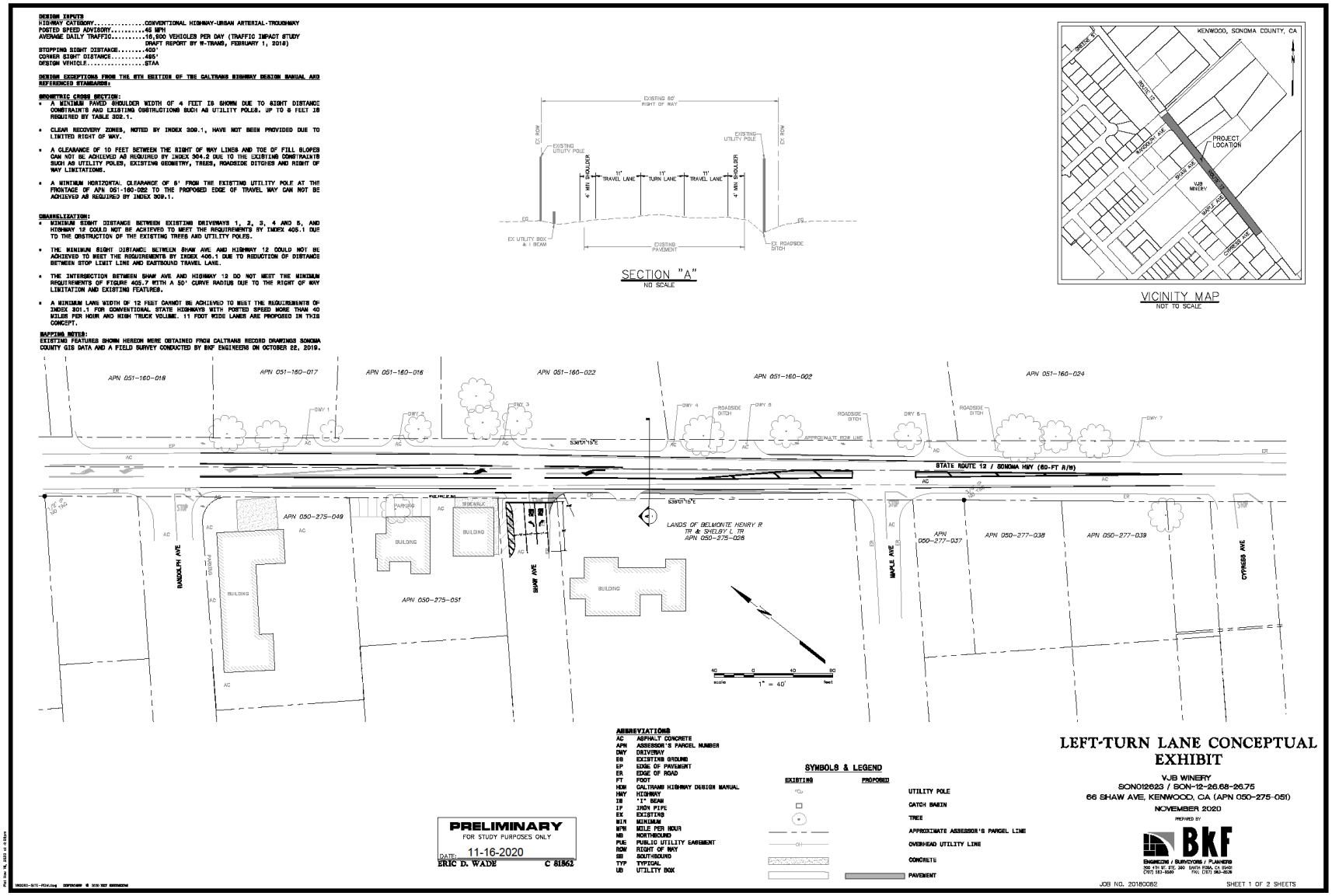
FILE #: PLP05-0009 **PLANNER:** Blake Hillegas

DESCRIPTION OF PROJECT:
The project description is detailed in the introduction to this revised Subsequent Initial Study and proposed SMND.

Site Characteristics:
The site contains 7,133 square feet of commercial building space and wine storage facilities as noted in the project description in the introduction to this revised Subsequent Initial Study and proposed SMND (see graphic next page).


SONOMA HIGHWAY (HIGHWAY 12)
SHAW AVENUE
MAPLE AVENUE
60 SHAW AVE. RESIDENCE
EXISTING BUILDING
ADJACENT BUILDING
SHAW PARK
GRAPHIC SCALE
UNDERGROUND NOTE
THE LOCATIONS OF UNDERGROUND STRUCTURES & UTILITIES SHOWN HEREON HAS BEEN DETERMINED FROM SURFACE EVIDENCE AND/OR RECORD INFORMATION. THE SURVEYOR ACCEPTS NO LIABILITY FOR THE LOCATION, EXISTENCE OR NONEXISTENCE OF THOSE UNDERGROUND STRUCTURES, UTILITY LINE AND RELATED APPURTENANCES.
PROPERTY NOTES:
1) PROPERTY LINES SHOWN ARE APPROXIMATED FROM RECORD DATA AND 2 FOUND MONUMENTS AS PER MAP 525-13
2) CONTOURS SHOWN ARE APPROXIMATED FROM AN ASSUMED ELEVATION OF 1000.00 FEET FOR CONTROL POINT 1
ALL GRADED AREAS SHALL BE SEEDED AND FERTILIZED AND INCLUDE STRAW MULCH FOR EROSION CONTROL. SEE EROSION CONTROL NOTES PROVIDED WITHIN THIS SET OF PLANS.
PRIMARY SYSTEM DESIGN CRITERIA
SYSTEM TYPE: PRESSURE DISTRIBUTION
TOTAL LINE REQUIRED: 643 L.F.
TOTAL LINE SHOWN: 643 L.F. IN 3 ZONES
TRENCH DIMENSIONS: 24" DEEP WITH 9" ROCK BELOW PIPE
SEATING PLAN AND DINING AREA
FOR
VITTORIO & HENRY BELMONTE
60 SHAW AVENUE
KENWOOD, CALIFORNIA
A.P.NO. 050-275-028
dimensions engineering inc
ANALYSIS • PLANNING • SURVEYING • ENGINEERING
SEP. 2019
7272
SHEET 1 OF 1


NOTE:
EXISTING FEATURES SHOWN HEREON WERE OBTAINED FROM CALTRANS RECORD DRAWINGS, SONOMA COUNTY GIS DATA, INFORMATION PROVIDED BY OTHERS AND ARE APPROXIMATE. THIS IS A CONCEPTUAL EXHIBIT FOR PLANNING PURPOSES ONLY.
APN 051-160-016
APN 051-160-022
APN 051-160-002
DWY 2
DWY 3
DWY 4
HWY 12
APPROXIMATE ROW LINE
EX UB AND METAL POST
ER
EX STOP SIGN
PARKING
SIDEWALK
AC
BUILDING
APN 050-275-049
APN 050-275-051
APN 050-275-052
LANDS OF BELMONTE HENRY R TR & SHELBY L TR APN 050-275-028
SHAW AVE
EP
DIRT
TRASH ENCLOSURE
KENWOOD, SONOMA COUNTY, CA
PROJECT LOCATION
VJB WINERY
VICINITY MAP
NOT TO SCALE
ABBREVIATIONS
AC ASPHALT CONCRETE
APN ASSESSOR'S PARCEL NUMBER
DWY DRIVEWAY
EG EXISTING GROUND
EP EDGE OF PAVEMENT
ER EDGE OF ROAD
FT FOOT
HDM CALTRANS HIGHWAY DESIGN MANUAL
HWY HIGHWAY
EX EXISTING
MIN MINIMUM
MPH MILE PER HOUR
NB NORTHBOUND
PUE PUBLIC UTILITY EASEMENT
ROW RIGHT OF WAY
SB SOUTHBOUND
TYP TYPICAL
UB UTILITY BOX
SYMBOLS & LEGEND
EXISTING
PROPOSED
UTILITY POLE
CATCH BASIN
TREE
APPROXIMATE ASSESSOR'S PARCEL LINE
OVERHEAD UTILITY LINE
CONCRETE
PAVEMENT
KEYNOTES
1 WIDEN SHOULDER APPROXIMATELY 3-FEET TO PROVIDE 8-FOOT WIDE SHOULDERS IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE DRAFT TRAFFIC IMPACT STUDY REPORT PREPARED BY W-TRANS DATED FEBRUARY 1, 2018.
2 RELOCATE THE UTILITY POLE TO BE 4-FEET CLEAR FROM THE EDGE OF THE ROAD.
3 NEW PAVEMENT STRIPING TO DELINEATE A DEDICATED RIGHT TURN LANE FROM SHAW AVE TO HIGHWAY 12.
4 NEW PAVEMENT STRIPING TO RESTRICT PARKING ON SHAW AVE.
5 NEW PARKING LOT. SEE DRAWINGS BY MACMAIR LANDSCAPE ARCHITECTURE FOR MORE DETAILS.
6 REFER TO SHEET 1 OF 1 OF THE SEATING PLAN AND DINING AREA DRAWING PREPARED BY DINEWORKS & ENGINEERING DATED SEPTEMBER 2019 FOR MORE INFORMATION REGARDING THE VJB WINERY SITE.
7 NEW ASPHALT PAVING TO ACCOMMODATE PEDESTRIANS.
8 NEW ACCESSIBLE PARKING SPACES.
9 NEW PASSENGER DROP-OFF AND LOADING PULL UP SPACE AND ACCESS AISLE.
20 0 20 40
scale 1" = 20' feet
PRIVATE PARKING AREAS, SHAW AVENUE TURN LANE & HWY 12 SHOULDER WIDENING CONCEPTUAL EXHIBIT
VJB WINERY
SON012623 / SCN-12-26.68-26.75
66 SHAW AVE, KENWOOD, CA (APN 050-275-051)
SEPT 2019
PREPARED BY
BKF
ENGINEERS / SURVEYORS / PLANNERS
JOB NO. C20180082-10
SHEET 1 OF 1 SHEETS


DESIGN INPUTS
HIGHWAY CATEGORY.....CONVENTIONAL HIGHWAY-URBAN ARTERIAL-TROUGHWAY
POSTED SPEED ADVISORY.....45 MPH
AVERAGE DAILY TRAFFIC.....16,900 VEHICLES PER DAY (TRAFFIC IMPACT STUDY DRAFT REPORT BY W-TRANS, FEBRUARY 1, 2018)
STOPPING SIGHT DISTANCE.....400'
CORNER SIGHT DISTANCE.....495'
DESIGN VEHICLE.....STAA
DESIGN EXCEPTIONS FROM THE 6TH EDITION OF THE CALTRANS HIGHWAY DESIGN MANUAL AND REFERENCED STANDARDS:
GEOMETRIC CROSS SECTION:
A MINIMUM PAVED SHOULDER WIDTH OF 4 FEET IS SHOWN DUE TO SIGHT DISTANCE CONSTRAINTS AND EXISTING OBSTRUCTIONS SUCH AS UTILITY POLES. UP TO 8 FEET IS REQUIRED BY TABLE 302.1.
CLEAR RECOVERY ZONES, NOTED BY INDEX 309.1, HAVE NOT BEEN PROVIDED DUE TO LIMITED RIGHT OF WAY.
A CLEARANCE OF 10 FEET BETWEEN THE RIGHT OF WAY LINES AND TOE OF FILL SLOPES CAN NOT BE ACHIEVED AS REQUIRED BY INDEX 304.2 DUE TO THE EXISTING CONSTRAINTS SUCH AS UTILITY POLES, EXISTING GEOMETRY, TREES, ROADSIDE DITCHES AND RIGHT OF WAY LIMITATIONS.
A MINIMUM HORIZONTAL CLEARANCE OF 5' FROM THE EXISTING UTILITY POLE AT THE FRONTAGE OF APN 051-160-022 TO THE PROPOSED EDGE OF TRAVEL WAY CAN NOT BE ACHIEVED AS REQUIRED BY INDEX 309.1.
CHANNELIZATION:
MINIMUM SIGHT DISTANCE BETWEEN EXISTING DRIVEWAYS 1, 2, 3, 4 AND 5, AND HIGHWAY 12 COULD NOT BE ACHIEVED TO MEET THE REQUIREMENTS BY INDEX 405.1 DUE TO THE OBSTRUCTION OF THE EXISTING TREES AND UTILITY POLES.
THE MINIMUM SIGHT DISTANCE BETWEEN SHAW AVE AND HIGHWAY 12 COULD NOT BE ACHIEVED TO MEET THE REQUIREMENTS BY INDEX 405.1 DUE TO REDUCTION OF DISTANCE BETWEEN STOP LIMIT LINE AND EASTBOUND TRAVEL LANE.
THE INTERSECTION BETWEEN SHAW AVE AND HIGHWAY 12 DO NOT MEET THE MINIMUM REQUIREMENTS OF FIGURE 405.7 WITH A 50' CURVE RADIUS DUE TO THE RIGHT OF WAY LIMITATION AND EXISTING FEATURES.
A MINIMUM LANE WIDTH OF 12 FEET CANNOT BE ACHIEVED TO MEET THE REQUIREMENTS OF INDEX 301.1 FOR CONVENTIONAL STATE HIGHWAYS WITH POSTED SPEED MORE THAN 40 MILES PER HOUR AND HIGH TRUCK VOLUME. 11 FOOT WIDE LANES ARE PROPOSED IN THIS CONCEPT.
MAPPING NOTES:
EXISTING FEATURES SHOWN HEREON WERE OBTAINED FROM CALTRANS RECORD DRAWINGS SONOMA COUNTY GIS DATA AND A FIELD SURVEY CONDUCTED BY BKF ENGINEERS ON OCTOBER 22, 2018.
EXISTING 80' RIGHT OF WAY
EX. ROW
EXISTING UTILITY POLE
4' MIN SHOULDER
11' TRAVEL LANE
11' TURN LANE
11' TRAVEL LANE
4' MIN SHOULDER
EX. ROW
EXISTING UTILITY POLE
EP
EX UTILITY BOX & I BEAM
EXISTING PAVEMENT
EP
EX. ROADSIDE DITCH
SECTION "A"
NO SCALE
KENWOOD, SONOMA COUNTY, CA
SONOMA HWY
PROJECT LOCATION
SHAW AVE
VJB WINERY
MAPLE AVE
CYPRESS AVE
VICINITY MAP
NOT TO SCALE
APN 051-160-018
APN 051-160-017
APN 051-160-016
APN 051-160-022
APN 051-160-002
APN 051-160-024
DWY 1
DWY 2
DWY 3
DWY 4
ROADSIDE DITCH
DWY 5
ROADSIDE DITCH
DWY 6
ROADSIDE DITCH
DWY 7
APPROXIMATE ROW LINE
S36°01'15"E
S36°01'15"E
STATE ROUTE 12 / SONOMA HWY (80-FT R/W)
APN 050-275-049
PARKING
SIDEWALK
BUILDING
BUILDING
LANDS OF BELMONTE HENRY R TR & SHELBY L TR APN 050-275-026
APN 050-275-051
BUILDING
RANDOLPH AVE
SHAW AVE
MAPLE AVE
APN 050-277-037
APN 050-277-038
APN 050-277-039
CYPRESS AVE
STOP
40 0 40 80
scale 1" = 40' feet
ABBREVIATIONS
AC ASPHALT CONCRETE
APN ASSESSOR'S PARCEL NUMBER
DWY DRIVEWAY
EG EXISTING GROUND
EP EDGE OF PAVEMENT
ER EDGE OF ROAD
FT FOOT
HDM CALTRANS HIGHWAY DESIGN MANUAL
HWY HIGHWAY
IB "I" BEAM
IP IRON PIPE
EX EXISTING
MIN MINIMUM
MPH MILE PER HOUR
NB NORTHBOUND
PUE PUBLIC UTILITY EASEMENT
ROW RIGHT OF WAY
SB SOUTHBOUND
TYP TYPICAL
UB UTILITY BOX
SYMBOLS & LEGEND
EXISTING
PROPOSED
UTILITY POLE
CATCH BASIN
TREE
APPROXIMATE ASSESSOR'S PARCEL LINE
OVERHEAD UTILITY LINE
CONCRETE
PAVEMENT
PRELIMINARY
FOR STUDY PURPOSES ONLY
DATE: 11-16-2020
ERIC D. WADE C 81562
LEFT-TURN LANE CONCEPTUAL EXHIBIT
VJB WINERY
SON012623 / SON-12-26.68-26.75
66 SHAW AVE, KENWOOD, CA (APN 050-275-051)
NOVEMBER 2020
PREPARED BY
BKF
ENGINEERS / SURVEYORS / PLANNERS
JOB NO. 20180082
SHEET 1 OF 2 SHEETS

SURROUNDING LAND USES AND SETTING: The surrounding area is characterized by retail commercial uses fronting SR-12 with single-family residential neighborhoods off the highway. Land uses in the vicinity of the project include:

North: Commercial and residential
South: Shaw Park/Residential
West: Commercial
East: Residential and commercial

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, which is a subsequent activity under the Mitigated Negative Declaration adopted by the Board of Supervisors in 2007 (the "2007 MND"). The purpose of the following checklist is to make an initial determination of whether there are new or substantially more severe impacts relative to those disclosed in the 2007 MND.

X Aesthetics	___ Agricultural & Forest Resources	X Air Quality
___ Biological Resources	X Cultural Resources	X Energy
X Geology/Soils	X Greenhouse Gas Emission	X Hazards & Hazardous Materials
X Hydrology/Water Quality	X Land Use and Planning	___ Mineral Resources
X Noise	___ Population/Housing	___ Public Services
___ Recreation	X Transportation	X Tribal Cultural Resources
___ Utilities/Service Systems	X Wildfire	___ Mandatory Findings of Significance

DETERMINATION
The project (modifying use permit PLP05-0009) has been evaluated pursuant to the provisions of CEQA Guidelines sections 15162-15164 to determine whether a subsequent EIR or mitigated negative declaration, a supplemental EIR, or an addendum to the prior mitigated negative declaration is required. The analysis compares the impacts identified in the 2007 MND with those expected to result from the subsequent activity to determine whether the activity would result in any new or substantially more severe significant effect. No subsequent or supplemental document is necessary if the impacts of the subsequent activities do not exceed those identified in the 2007 MND.

On the basis of this Initial Study, there will not be a significant effect on the environment in this case because mitigation measures agreed to by the applicant have been incorporated into the project. A SUBSEQUENT MITIGATED NEGATIVE DECLARATION will be prepared.

EVALUATION OF IMPACTS
The checklist below is taken from Appendix G of the State CEQA Guidelines. For each item, one of four responses is given:

- No Impact: The modifications to the project would not have the impact described. The project may have a beneficial effect, but there is no potential for the project to create or add increment to the impact described.
- Less Than Significant Impact: The modifications to the project would have the impact described, but the impact would not be

significant. Mitigation is not required, although the project applicant may choose to modify the project to avoid the impacts.

- Potentially Significant Unless Mitigated: The modifications to the project would have the impact described, and the impact could be significant. One or more mitigation measures have been identified that will reduce the impact to a less than significant level.
- Potentially Significant Impact: The modifications to the project would have the impact described, and the impact could be significant. The impact cannot be reduced to less than significant by incorporating mitigation measures. An environmental impact report must be prepared for this project.

Each question was answered by evaluating the project as proposed, that is, without considering the effect of any added mitigation measures. The Initial Study includes a discussion of the potential impacts and identifies mitigation measures to substantially reduce those impacts to a level of insignificance where feasible. The project remains subject to all applicable mitigation measures from the 2007 MND, except as specified in this document. The key question for impacts analysis is not whether the proposed project will have a significant impact on the environment, but instead whether it will have a new or substantially more severe impact as compared to the conclusions in the 2007 MND and the baseline for CEQA analysis discussed above. All references and sources used in this Initial Study are listed in the Reference section at the end of this report. References are available for inspection upon request at Permit Sonoma.

Before this SMND may be adopted and the project approved, the Project Applicant must agree to accept all mitigation measures listed in this Initial Study as conditions of approval for the proposed project, and to obtain all necessary permits, notify all contractors, agents and employees involved in project implementation and any new owners should the property be transferred to ensure compliance with the mitigation measures.

1. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the modifications to the project:				
a) Have a substantial adverse effect on a scenic vista?	____	____	____	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	____	____	____	X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those				

that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	___	___	X	___
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	___	___	___	X

1.a. No Impact.

Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would cause a substantial adverse effect on a scenic vista. Public views to Hood Mountain would not be adversely impacted by the project.

1.b. No Impact. SR-12 is designated as a state scenic highway at this location, which requires that new development be compatible with the scenic character of the roadway. The existing buildings and proposed project changes are compatible with the character of the SR-12 corridor and neighborhood. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that will substantially damage scenic resources in a state scenic highway. The project will have no effect on trees, rock outcroppings, historic buildings or other scenic resources in a state scenic highway.

1.c Less Than Significant. The 2007 MND determined that implementation of the approved project would not result in any significant adverse aesthetic impacts provided mitigation measure pertaining to Design Review Committee approval and lighting were implemented. These mitigation measures were implemented with the 2007 project and are no longer necessary.

Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would substantially degrade existing visual character or quality of public views of the site and its surroundings.
No change is proposed to the existing structures on the site and no new lighting is proposed. The design and scale of the existing buildings will not change with the use permit modifications and are compatible with other commercial buildings in the area. Completion of administrative design review is required for the proposed parking lot to ensure compliance with County design standards.

Construction of the new septic system would result in the removal and replanting of some of the existing grape vines, however vines next to the building and highway would remain. The new parking lot at 75 Shaw Avenue is located behind existing commercial buildings and will include landscaping along the Shaw Avenue frontage. The proposed turn lane modifications on SR-12 and Shaw Avenue will result in similar or less visual impact because improvements will be accomplished within the existing right of way rather than an expanded right of way.

Similarly, a required cross walk on Shaw Avenue between the proposed parking lot and the market, along with limited sidewalk improvements, would be compatible with and not substantially degrade the visual character of the site and its surroundings.

1.d No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The project modifications do not involve new lighting as the new parking lot would only be used during day time hours.

2. AGRICULTURE RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the modifications to the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	____	____	____	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	____	____	____	X
c) Conflict with existing zoning for or cause rezoning of, forest land, timber land, or timberland zoned Timberland Production?	____	____	____	X
d) Result in the loss of forest land or the conversion of forest land to non-forest use?	____	____	____	X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	____	____	____	X

2.a. through 2.e. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would have impacts to agricultural resources. Since the 2007 MND was adopted, there are no changes in the project or changes in circumstances under which the project is undertaken that would result in conversion of important farmland to non-agricultural use. According to the Sonoma County Important Farmlands Map-2000, the project sites are designated as urban land, so there will be no impact to farmlands. Furthermore, the property is not zoned for agricultural use, and is not in a Williamson Act contract. The project would not impact forest or timberland or result in the conversion or loss of forest land because disturbance is on previously developed urban areas. The project does not involve other changes in the environment that could result in conversion of farmland to non-agricultural use. Therefore, no impacts will occur to agricultural resources.

3. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the modifications to the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	____	____	X	____
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	____	X	____	____
c) Expose sensitive receptors to substantial pollutant concentrations?	____	____	X	____
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	____	____	X	____

3.a. Less Than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would conflict with an air quality plan. The project is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The Bay Area District does not meet federal or state standards for ozone precursors, and has adopted an Ozone Attainment Plan and a Clean Air Plan describing steps that will be taken to bring air quality in the district into compliance with federal and state Clean Air Acts' ozone standards. The plans deal primarily with emissions

of ozone precursors (nitrogen oxides and volatile organic compounds (hydrocarbons). Due to existing baseline conditions, the only potential air quality impacts would be from construction and operation of a new septic system, parking lot and road improvements. Construction and operation of these facilities will not conflict with the District's air quality plans to reduce emissions because improvement and use of the parking lot would not generate substantial new traffic over baseline conditions because the food service patio seating area capacity is not expanding beyond the existing patio seating and 2014 baseline conditions. Construction dust control mitigation would continue to apply as noted below. The provision of additional bike parking and dedication of land along SR-12 to accommodate a future segment of the Sonoma Valley Trail would facilitate multi modal transportation in the area and could help reduce vehicle miles traveled and air emissions from automobiles associated with the use.

3.b. Less Than Significant Impact with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment status. The BAAQMD is a non-attainment area for ozone precursors and PM_{10} (fine particulate matter). As noted above air quality impacts associated with the modified project would be primarily related to any new construction since the wine and food service activity and associated traffic emissions are already occurring. New construction for the proposed project is limited to construction of the new parking lot, installation of a new septic system, and road and pedestrian improvements on SR-12 and Shaw Avenue. This Subsequent Mitigated Negative Declaration relies on dust control mitigation from the 2007 MND which will be retained in the Conditions of Approval and be adequate to mitigate impacts associated with project modifications.

3.c. Less Than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in exposure of sensitive receptors to substantial pollutant concentrations. Sensitive receptors are facilities or locations where people may be particularly sensitive to air pollutants such as children, the elderly or people with illnesses. These uses include schools, playgrounds, hospitals, convalescent facilities and residential areas. Shaw Park is located directly to the south of the project sites. The proposed use permit modifications would not increase capacity of the existing food service operation or result in a substantial increase in emissions or long term adverse impacts from the project. Short term construction dust emissions will be controlled by the implementation of best management dust control measures as noted above.

3.d. Less Than Significant. The existing food service operation results in food smells but does not result in substantial adverse odors. Food waste and trash are required to be disposed of in a timely manner in accordance with health regulations.

4. BIOLOGICAL RESOURCES

Would the modifications to the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species				

identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	____	____	____	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	____	____	X	____
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	____	____	X	____
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	____	____	____	X
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	____	____	____	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat conservation plan?	____	____	____	X

4.a. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a substantial adverse effect on special status species. The California Department of Fish and Game Natural Diversity Database (CNDDB) indicates certain special status plant species that may be present in the Kenwood area. However, the location of such species is either adjacent to the Kenwood Marsh or in hillside areas. The existing market and wine and food service property is fully developed with buildings, parking, and landscaping including vineyard. Installation of a new on-site septic system and off-site parking lot would not disrupt any native vegetation. The proposed off-site parking lot site was previously developed with a single family residential dwelling, which has been demolished. The off-site parking lot has been cleared of all vegetation, except landscaping along Shaw Avenue, and new perimeter fencing has been installed. A minor shallow drainage swale extends along the new parking lot frontage and would be modified to accommodate new parking lot access and drainage. The drainage swale does not contain any sensitive habitat.

4.b. Less Than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a substantial adverse effect on any riparian habitat or other sensitive natural community. The areas of septic installation, parking lot site, and areas of proposed road improvements are not within any designated riparian habitat or other sensitive natural community as designated by the General Plan or the CNDDB.

4.c. Less than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in impacts which would be more substantial than previously analyzed.
The preliminary plans for widening SR-12 to accommodate the westbound turn lane avoid encroachment into existing drainage ditches.

4.d. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now interfere substantially with the movement of any native fish or wildlife species or with established native migratory wildlife corridors, or impede the use of native wildlife nursery sites. Migratory wildlife corridors generally include riparian areas and connected open space areas. The project would not remove vegetation or place barriers in fish or wildlife migration corridors.

4.e. No impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now conflict with any local policy or ordinance protecting sensitive biological resources. No sensitive biological resources would be impacted by the project.

4.f. No Impact. Habitat conservation plans and natural community conservation plans are site-specific plans to address take of listed species of plants and animals. The project site is not located in an area subject to a habitat conservation plan or natural community conservation plan.

5. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant	No Impact
Would the modifications to the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	____	X	____	____
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	____	X	____	____
c) Disturb any human remains, including those interred outside of formal cemeteries?	____	X	____	____

5.a and 5.b. Less than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in a new significant environmental effect or a substantial increase in the severity of a previously identified significant effect related to historical or archaeological resources. A cultural resources study was prepared for the 2007 MND by Thompson and Origer (2005). The study determined that there are no documented resources on the existing site. However, the proposed septic system on the existing VJB site, parking lot at 75 Shaw Avenue, and road improvements could disturb soil and result in potential discovery of historical and archaeological resources. Mitigation Measures for potential discovery were included in the Mitigated Negative Declaration adopted for the currently approved project in 2007 and would continue to apply and be adequate to mitigate potential discovery impacts associated with the proposed project modifications. For discussion of potential impacts to Tribal Cultural Resources, see Section 18, Tribal Cultural Resources.

5c. Less Than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would increase potential disturbance of any human remains. No burial sites are known in the vicinity of the project. Mitigation Measures for potential discovery were included in the 2007 Mitigated Negative Declaration adopted for the currently approved project and would continue to apply and adequately mitigate potential impacts associated with the proposed project modifications. In the event that human remains are unearthed during construction, state law requires that the County Coroner be contacted in accordance with Section 7050.5 of the State Health and Safety Code to investigate the nature and circumstances of the discovery. At the time of discovery, work in the immediate vicinity would cease until the Coroner permits work to proceed. If the remains were determined to be Native American interment, the Coroner will follow the procedure outlined in CEQA Guidelines Section 15065.5(e).

6. ENERGY

Would the modifications to the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	____	____	X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	____	____	X	

6.a and 6.b. Less Than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in a potentially significant impact due to wasteful, inefficient or unnecessary consumption of energy during construction or operation, or conflict with or obstruct any state or local plan for renewable or efficient energy use. Because of the limited scope of work involved and minimal site disturbance within existing disturbed areas, the modified project will not result in wasteful, inefficient, or unnecessary consumption of energy resources, nor would they obstruct state or local plans to encourage energy efficiency.

7. GEOLOGY AND SOILS

Would the modifications to the project:	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	____	____	____	X

ii) Strong seismic ground shaking?	____	X	____	____
iii) Seismic-related ground failure, including liquefaction?	____	X	____	____
iv) Landslides?	____	____	____	X
b) Result in substantial soil erosion or the loss of topsoil?	____	X	____	____
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	____	____	X	____
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	____	____	X	____
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	____	____	X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	____	____	____	X

7.a.i. No Impact. The site is not located within an Alquist Priolo Earthquake Fault zone, and there are no other known active or potentially active faults on the property.

7.a.ii Less Than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no

changes in the proposed project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving strong seismic ground shaking. The project does not include new habitable structures and the design of the septic system, parking lot, and road improvements would be subject to structural design and compaction requirements to minimize potential loss and ensure that the improvements do not pose a safety risk associated with seismic activity. Mitigation measures from the 2007 MND would requiring compliance with County building and grading ordinances and geotechnical specifications would still apply and are adequate for project modifications.

7.a.iii. Less Than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving seismic-related ground failure. Liquefaction was analyzed in the adopted Mitigated Negative Declaration. The property has the potential to experience liquefaction and settlement during a seismic event. However, the proposed septic system, parking lot, and road improvements must comply with county and state building and construction design standards, that ensure that the improvements do not create undue risk associated with potential ground failure. Mitigation from the 2007 MND requiring compliance with County building and grading ordinances and geotechnical specifications would still apply and are adequate for project modifications.

7.a.iv. No Impact. The project site is not located in a landslide prone area as shown on Geology for Planning in Sonoma County Special Report 120 Slope Stability.

7.b. Less Than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in substantial soil erosion or loss of topsoil. The project would include minor grading, cuts and fills associated with septic, parking and roadway improvements. Compliance with standard septic, grading, erosion and sediment control, and encroachment permit requirements will minimize potential erosion impacts. Mitigation from the 2007 MND requiring preparation of an erosion and sediment control plan would still apply and is adequate for project modifications.

7.c. Less than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in new significant impacts related to location on unstable soils or potentially result in landslide or other hazards listed. As described in item 7.a.ii. above, mitigation measures from the 2007 MND, requiring compliance with County building and grading ordinances, and geotechnical specifications would ensure potential impacts associated with unstable soils are less than significant.

7.d. Less than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a potentially significant impact related to risk to life or property due to expansive soils. The area is known to contain potential expansive soils. No new habitable structures are proposed. Compliance with standard design and compaction requirements will minimize risk of property loss, therefore the impacts are less than significant as conditioned.

7.e. Less than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the

proposed project or changes in circumstances under which the project is undertaken that would now result in soils incapable of supporting the proposed expanded on-site septic system. The project site is not in an area served by public sewer. Preliminary documentation provided by the applicant and reviewed by the Permit Sonoma Project Review Health Specialist indicates that the soils on site would support a new septic system and the required expansion area. Conditions of Approval require that septic permit approval be obtained for a new 1,500 gallon septic system proposed by the applicant.

7.f. No Impact. The site does not contain unique geological features. The project modifications involve minor excavation, therefore, would not result in impacts to paleontological resources.

8. GREENHOUSE GAS EMISSIONS:

Would the modifications to the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	____	____	X	____
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	____	____	X	___

8.a. Less than Significant. Compared with baseline conditions and the analysis in the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in greenhouse gas ("GHG") emissions that would have a new or substantially more severe significant impact on the environment. The proposed project modifications and continued operation would not generate substantial new vehicle miles traveled or new emissions beyond baseline conditions because the wine tasting, market, food service, and other retail uses have been in operation since 2012. Construction emissions associated with the proposed parking lot, crosswalk, septic system, and installation of the turn lane improvements to support the existing uses would be temporary and would not substantially increase greenhouse gas emissions.

Furthermore, the project conditions encourage GHG reduction by requiring bicycle parking, incorporating shade trees within the new parking lot, water efficient landscaping, and dedication of land for a regional pedestrian/bicycle trail.

8.b. Less than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in conflicts with an applicable plan, policy or regulation adopted for the purposes of reducing GHG emissions. The County has a Regional Climate Protection Authority which has established Climate Action 2020 and Beyond. This document lays out a strategy for reducing GHG emissions in Sonoma County. In 2018, the Board of Supervisors adopted a resolution to reaffirm its commitment to reducing GHG emissions and intent to adopt local implementation measures. The project, by implementing current codes and incorporating bicycle parking, shading in the new parking lot, water efficient landscaping, and dedication of land for a future regional trail would reduce GHG emissions and achieve consistency with plans, policies, and regulations.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the modifications to the project:

	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	___	X	___	___
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	___	___	___	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	___	___	___	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	___	___	___	X

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	____	____	____	X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	____	____	____	X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	____	____	X	____

9a. No impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in any significant hazard through the routine transport, use, or disposal of hazardous materials. As analyzed in the adopted Mitigated Negative Declaration for the approved use permit PLP05-0009, Mitigation was adopted for the handling of hazardous materials during building construction. Construction of the new parking lot, septic system and road improvements would use asphalt, concrete and paint for restriping. The Mitigation measure previously adopted would apply to new construction and adequately mitigate potential impacts to less than significant.

9b. through 9f. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in any of the listed impacts. Similar to the originally approved project, the modified project would not store, release or emit hazardous materials, involve a listed hazardous materials site, or impair implementation of evacuation plans. The project sites are not contained on the lists compiled pursuant to Section 65962.5 of the Government Code.

9g. Less Than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in new exposure of people or structures, directly or indirectly, to a significant risk of loss, injury or death due to wildfires. While the site is located within a high fire hazard severity zone and is near the footprint of the 2017 Sonoma Complex fire and the 2020 Glass fire, the project does not involve introduction of additional persons or uses over baseline conditions. The addition of a new parking lot, septic system, and road improvements, would not increase exposure of people or structures to wildland fire risk. Also, Kenwood Fire, which serves the area, is located a block away, public water is available to the site, with a fire hydrant located on Shaw Avenue, and the site has immediate access to SR-12 for emergency evacuation.

10. HYDROLOGY AND WATER QUALITY

Would the modifications to the project:

	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	___	X	___	___
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	___	___	X	___
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	___	X	___	___
ii) substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;	___	X	___	___
iii) create or contribute runoff water which would exceed the capacity of existing or planned storm drainage systems or provide substantial additional sources of polluted runoff; or	___	X	___	___

iv) impede or redirect flood flows?	____	X	____	
d) In flood hazards, tsunami, or seiche zones, risk release of pollutants?	____	____	____	X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	____	____	X	____

10a. Less than Significant with Mitigation. The new septic system, parking lot and roadway work could disturb over an acre of land. Accordingly, the revised project may be subject to National Pollution Discharge Elimination System (NPDES) requirements, as was the originally approved project. In addition, similar to the originally approved project, the revised project would be required to submit an erosion control plan to protect water quality. The 2007 Mitigated Negative Declaration includes Mitigation Measures requiring compliance with the NPDES and County erosion control requirements. These mitigation measures were incorporated as conditions of approval of the 2007 project and are retained in the conditions of approval for the modified use permit. The project is also subject to state and local water quality requirements implemented through the County's Grading and Stormwater Ordinance (Sonoma County Code Chapter 11). See 10c. below for further discussion of potential storm water impacts and controls.

In addition, the project must comply with state and local water quality requirements related to septic design capacity. The existing tasting room, market, and food service operation are served by an existing pressure distribution system installed in 2011 with a design capacity of 607 gallons per day. The gelato shop is connected to an original 220 gpd septic system that served a former residence and bed and breakfast inn on the site.

Dimensions 4 Engineering Inc. indicates daily average septic flows in a range of 200-294 gallons per day between June 2013 and March 2015. A survey by Dimensions 4 in 2018-2019 indicates a daily average flow of 490 gallons during that period with the highest 6 month average at 554 gallons per day. As reported by Adobe & Associates Inc., in Feb. 2020 average design flows from June 2013 to January 2018 average in the range of 200-300 gpd. From January 2018 through October 2019, after the reported dose volume changed as part of system maintenance, the average flows were reported in a range of 278 gpd to 453 gpd. While there has been no evidence of septic failure, the existing septic system does not meet the design criteria of the County's current On-site Wastewater Treatment (OWTS) Manual based on the current number of employees and customers.

Therefore, the applicant is proposing to install a new septic system with a design capacity of 1,500 gallons per day, with pre-treatment and a grease interceptor. The septic design proposes 3 gallons per customer for wine tasting and 5 gallons per food service customer. The design flow of 3 gallons per customer for wine tasting is consistent with Table 11.1 of the Sonoma County OWTS Manual and US EPA. The proposed design flow for meals served (5 gallons per customer) utilizes alternative design criteria allowed in Section 4.5 – OWTS Sizing Criteria Wastewater Flows, subsection C, which allows waste water design loading to be based on documented monitoring data for comparable facilities. In this case, the applicant provided data for similar facilities, but also relies on septic monitoring data for the actual use.

As proposed, the 1,500 gpd system would accommodate the anticipated design flows for 153 wine tasters and 160 food service customers per day, plus up to 16 employees. This breaks out as 153 @3gpd (459 gpd) 160 @5 gpd (800 gpd) and 16 employees 15 gpd (240 gpd) for a total demand of 1,499 gpd. The Well and Septic Division supports the preliminary design as provided in their written correspondence provided on June 10, 2020. The Use Permit requires that the use of the septic system be in accordance with the design capacity of the system and the system is subject to standard monitoring in accordance with the OWTS Manual. The Use Permit also limits daily food service and wine tasting capacity to 313 guests and limits total seating to 157, including 144 on the patio, which includes positions at standup tasting bars.

10b and e. Less than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in substantially decreased groundwater supplies, substantial interference with groundwater recharge that would impede sustainable groundwater management in the basin, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Similar to the currently approved project, which relies on municipal water, the modified project would not adversely impact local ground water supplies or interfere with the sustainability of the ground water basin. No operational changes are proposed to the existing approved project that would substantially modify the water usage of the project. The proposed new parking lot would be paved and would include landscape and storm water control features to allow for rainwater infiltration. New parking lot landscaping is required to meet water efficient landscape requirements.

10c i-iv. Less than Significant with Mitigation. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in any of these potential impacts. While not in a flood plain, the Kenwood community has experienced localized flooding during large magnitude storm periods. The 2007 MND fully analyzed impacts to water quality and drainage capacity within these CEQA checklist items and identified conditions of approval and mitigation measures for addressing alteration of drainage patterns and potential flooding and erosion. These mitigation measures continue to apply, and along with compliance with standard grading and engineering conditions will ensure that the impacts associated with project modifications will be less than significant. The project does not involve other changes in the environment that could result in substantial degradation of water quality. The County's grading and storm water regulations require that a drainage report and plans be prepared by a civil engineer to address drainage capacity and potential flooding and erosion. Regulations also require that these measures be implemented to minimize post construction storm water quantity/quality.

10d. No Impact. The project site is not located within a designated flood hazard area, and is not in an area subject to seiche or tsunami.

11. LAND USE AND PLANNING

Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant	No Impact

Would the modifications to the project:
a) Physically divide an established

community?	____	____	____	X
b) 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?	____	____	X	____

11a. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in physical division of an established community. The project would not divide a community because it is located within an established community.

11b. Less Than Significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a potentially significant impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project site is designated LC (Limited Commercial) on the Sonoma County General Plan Land Use map and zoned C1 (Neighborhood Commercial). The purpose of the General Plan Limited Commercial land use category is to accommodate retail sales and services for the daily self-sufficiency of local communities in keeping with their character. The various existing uses serve the town of Kenwood and the greater community. The proposed changes in use require a modification to the use permit.

Over the past several years, the use has created parking and circulation issues in the area at peak periods due to inadequate on-site parking and overflow on-street parking on a narrow neighborhood street near the intersection of SR-12. The project seeks to address parking and circulation issues by eliminating parking on both sides of Shaw Avenue near SR-12, providing a new 53-space parking lot at 75 Shaw Avenue, and eliminating 15 events that were previously approved and granted by use permit PLP05-0009. The new parking lot at 75 Shaw Avenue (APN 050-275-052), would provide parking for the existing uses of the property in conformance with the Zoning Code. Restaurants serving alcohol are permissible in the C1 District with a Use Permit, therefore an ancillary parking lot serving such uses may also be permitted. The proposed modifications delete the option to expand hours under the existing permit. Daily operations from 10 a.m. to 4 p.m. will remain.

Applicable General Plan land use policy for the Sonoma Valley Planning Area includes the following:

LU-20i: Use the "Limited Commercial" and "Limited Commercial - Traffic Sensitive" categories for commercial lands in communities with urban services, including Boyes Hot Springs/El Verano/Agua Caliente, Glen Ellen and Kenwood. Require that new uses meet the following criteria:

1. **The size, scale, and intensity of the use is consistent and compatible with the character of the local community.**

   The existing market, wine tasting room, food service and other commercial activities, and proposed off-site parking lot and road improvements are similar to other commercial activity in the commercial area of Kenwood. The nearby Kenwood retail plaza includes

a variety of neighborhood serving retail uses, including a restaurant and several tasting rooms, with similar scale to the facilities on the site. The current intensity of the unpermitted food service use does not comply with the design capacity of the existing septic system, but as proposed and conditioned, a new 1,500 gpd septic system would be installed to serve the use. To address the extent of patio food service and associated parking and circulation issues that have occurred on Shaw Avenue over several years, the applicant proposes a new 53 space off site parking lot and elimination of on-street parking from a portion of Shaw Avenue. Currently, the narrow travel lanes on Shaw Avenue are compromised when parking occurs on both sides of the street. The proposed removal of on-street parking on both sides of Shaw Avenue near SR-12 will improve circulation and the new parking lot will address code compliance for food service. In addition, the required provision of turn lanes on SR-12 and Shaw Avenue will improve circulation and safety. With these parking and circulation improvements, limited hours of operation, and improved septic capacity, land use compatibility will be achieved.

2. **Capacities of public services are adequate to accommodate the use and maintain an acceptable level of service.**

   Kenwood is served by Kenwood Village Water Company, an independent regulated water system, and individual properties are served by on-site septic systems. The Kenwood Water Company would continue to serve the existing operation. As discussed above in Section 10, Hydrology and Water Quality, wastewater treatment for the use is now, and will continue to be, provided by private on-site septic system. To help ensure compliance with septic capacity limitations, conditions of approval limit wine tasting and food service guests to a total of 313 per day, and limit patio seating to 144, with an overall seating limit of 157.

3. **Design and siting are compatible with the scenic qualities and local area development guidelines.**

   The project will not create new structures that add new aesthetic impacts not previously analyzed in the adopted 2007 Mitigated Negative Declaration for use permit PLP05-0009. The proposed highway and septic improvements will be compatible with the existing conditions and will not adversely affect the scenic qualities of the area. The new parking lot will be landscaped in accordance with County design requirements and is located adjacent to commercial uses. Solid noise attenuating perimeter fencing is proposed where the parking lot abuts residential land use.

4. **Siting of structures is compatible with planned infrastructure improvements such as roadway widening and under grounding of public utilities.**

   No new buildings are proposed. The existing buildings are approximately 55 feet from the property line on SR-12 and approximately 6 feet at the closest point to the Shaw Avenue right of way. Installation of the new parking lot, cross walk, septic system, and road improvements will not conflict with other planned infrastructure improvements, such as the future Sonoma Valley trail planned adjacent to SR-12.

12. MINERAL RESOURCES

Would the modifications to the Project:

	Potentially Significant	Less than Significant Impact	Less than Significant with Mitigation	No Impact
a) Result in the loss of availability of a known				

mineral resource that would be of value to the region and the residents of the state?	____	____	____	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	____	____	____	X

12a. and 12b. No Impact. There are no known mineral resources on the project site and the County has not designated the site as a mineral resource.

13. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the modifications to the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	____	X	____	
b) Generation of excessive groundborne vibration or groundborne noise levels?	____	____	X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	____	____	____	X

13a. Less Than Significant with Mitigation. Compared with the project analyzed by the 2007 MND, the project modifications, including the construction of a new septic system, parking lot, and road improvements, would result in construction noise but would not result in new

potentially significant impacts provided mitigation is implemented. Mitigation established in 2007 requiring proper mufflers on heavy equipment and limitations on construction hours would continue to apply to new construction.

Mitigation established in 2007 also included noise mitigations that included building a solid wall adjacent to the approved outdoor patio/picnic area and installing HVAC equipment meeting noise standards. These noise mitigations were implemented with the currently approved project. Mitigation established in 2007 also limited amplified sound and very loud musical instruments in outdoor patio areas which would carry over with the modified permit.

The outdoor food service activity is an existing baseline condition and would not result in new noise impacts. The proposed modifications in operations include removing the former option to extend hours from 8 a.m. to 5 p.m., and host events until 10 p.m. The facility would continue to operate from 10 a.m. to 4 p.m. The operation of the new commercial parking lot adjacent to residential uses, even during daytime hours could result in potential daytime noise impacts due to close proximity. The closest residence is 15 feet south of the parking lot and is owned by the applicant. The other residence is 100 feet west of the parking lot. An existing 6-foot tall corrugated metal fence with wood lattice top currently separates the proposed commercial parking lot from the adjacent residential uses.

A Noise and Vibration Assessment was conducted for the proposed commercial parking lot by Illingworth & Rodkin, Inc., (May 31, 2019). The noise study specifies that the existing fence, if designed to certain acoustical specifications, would reduce day time noise impacts to 57 dBA at residential receivers and comply the General Plan Noise standard of 60 decibels. The current fence design does not meet the specifications outlined in the acoustical report specified to include, a ½" wood panel covered by two corrugated metal panels. Inspection of the constructed fence revealed that the ½" wood panel is not provided. Therefore, Mitigation Measure Noise 1 requires an upgrade to the existing fence to meet the design standards specified in the noise study.

Mitigation Measure Noise 1
Prior to finaling of a grading and encroachment permits for installation of the parking lot at 75 Shaw Avenue, the existing Shaw Avenue parking lot fence shall be modified to address the structural specifications of the project noise analysis, including ½ thick plywood covered by two sheets of metal siding without crack or gaps in the face. The project noise consultant shall submit a letter confirming compliance with this requirement. [New]

Mitigation Monitoring: Permit Sonoma Project Review will not sign off on grading or encroachment permit finals for the parking lot until the applicant submits a letter from the project noise consultant certifying compliance and Permit Sonoma field inspection confirms compliance.

13b. Less Than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in generation of excessive groundborne vibration or noise levels. The project includes minor excavation but does not include construction activities that may generate substantial ground borne vibration or excessive noise. With installation of the acoustical fence as required as mitigation under 13a, increases in noise would be less than significant.

13c. No Impact. The site is not within a designated airport land use plan and there are no private airstrips within the vicinity of the project.

14. POPULATION AND HOUSING

	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
Would the modifications to the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	____	____	____	X
b) Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?	____	____	____	X

14a. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in any potential to induce substantial unplanned population growth. The project would not include construction of new homes or businesses or substantial new infrastructure and therefore would not induce substantial population growth.

14b. No Impact. The project would not displace any existing housing.

15. PUBLIC SERVICES

	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Would the modifications to the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain				

acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	____	____	____	X
Police protection?	____	____	____	X
Schools?	____	____	____	X
Parks?	____	____	____	X
Other public facilities?	____	____	____	X

15a. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in substantial adverse impacts associated with provision of the identified government facilities and services. As discussed throughout, no expansion of the existing facilities is proposed and no increase in daily visitors is expected. The VJB facility was constructed to comply with Fire Safe Standards, including fire access, and protection methods such as water supply, sprinklers in buildings, alarm systems, extinguishers, vegetation management, hazardous materials management and management of flammable or combustible liquids and gases. A fire hydrant has been installed at the southwest corner of the VJB commercial site. The new parking lot has been designed to meet fire access requirements. The Sonoma County Sheriff and the California Highway Patrol will continue to provide law enforcement in the area. Development fees to offset potential impacts to schools were paid with building construction and are not required for installation of the parking lot, septic system, and road improvements. Park development impact fees are not required on commercial projects.

16. RECREATION

	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Would the modifications to the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	____	____	____	X
b) Does the modified project include recreational				

facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	____	____	____	X

16a. No Impact. The proposed project would not involve activities that would cause or accelerate substantial physical deterioration of parks or recreational facilities.

16b. No Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would directly result in construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The proposed project does not involve construction of recreational facilities, though an offer of dedication of a trail easement for future construction of a regional trail is required.

17. TRANSPORTATION
Would the modifications to the project:

	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	____	X	____	
b) Conflict with or be inconsistent with CEQA Guidelines 15064.3 subdivision (b)?	____	____	X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	____	____	X	
d) Result in inadequate emergency access?	____	____	X	

17a. Less than Significant with Mitigation: Compared with existing conditions and the project analyzed by the 2007 MND there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in significant conflicts with a program, plan, ordinance or policy addressing the circulation system, provided that adjustments to previously adopted

mitigation measures are modified as noted below. As discussed above, this revised SMND deletes 2007 mitigation measure Traffic-1 (SR-12 left turn lane) because it is legally infeasible and due to proposed changes to the project that would render Traffic-1 moot. However, the effect of the Traffic-1 requirement to install a new left turn lane on SR-12 is carried over to the current project proposal; the applicant proposes to install a left turn lane on SR-12 as part of the project, with a modified design limited to the existing road right of way.

2007 Mitigation Measure Traffic-2, requiring a right turn lane on Shaw Avenue, is modified in this revised SMND to allow the improvement to be created within the existing road right of way. 2007 Mitigation Measure Traffic-3, requiring tandem on-site parking, is deleted. See below for a discussion on changes to these mitigation measures.

The proposed modifications would not result in new unmitigated significant impacts and would ensure compliance with local parking ordinances, policies calling for convenient and safe circulation, and a proportional relationship between impacts and required improvements. This revised SMND addresses the applicant's proposal to incorporate the existing patio food service into the Use Permit. As discussed previously, the existing patio food service use is part of the baseline for this CEQA analysis.

The assessment of environmental impacts in this revised Subsequent Initial Study/MND is limited to potential impacts from physical changes proposed at the time of the 2014 submittal of the application for Use Permit modification. While the project traffic study compares additional traffic generation for the patio food service use to the project as approved in 2007, an actual increase in traffic would not occur compared to the 2014 baseline conditions because the patio food service was already in operation at full capacity at that time. Therefore, this analysis considers only proposed physical changes associated with the currently proposed project modifications beyond baseline conditions, including the proposed commercial parking lot, modified roadway improvements, and a new septic system.

Parking Analysis

The 2007 MND includes a mitigation measure (Traffic-3) to address overflow parking to address a then-current CEQA requirement regarding adequacy of parking for events. This measure is no longer applicable in CEQA or required. The table below summarizes the the current parking demand and supply based on the proposal, and does not include overflow customer seating upstairs of the market or inside the case good storage building as shown on the applicant's Sept. 2019 Seating Plan. Note, conditions of approval limit customer seating to 144 seats within the patio area with an overall capacity of 157, including standup positions at tasting bars. This seating limitation would help ensure that code complying parking requirements are met.

Proposed Use	Area	Parking Ratio	Spaces Required
Office	1,615 sq. ft.	1 per 250 sq. ft.	6
Retail and Tasting Room	3,718 sq. ft.	1 per 200 sq. ft.	19
Case goods	1,800 sq. ft.	1 per 2000 sq. ft.	1
Patio Restaurant,	3,125 sq. ft.	1 per 60 sq. ft. dining	52
Total Required, Proposal	N/A	N/A	78
Total Spaces Provided	N/A	N/A	Onsite: 34 Off-site: 53 Total: 87

With the construction of a new 53 space parking lot at 75 Shaw Avenue and a total parking count of 87 parking spaces, code complying parking will be provided to accommodate the existing 3,125 square feet of patio dining area with 144 seats and other uses as noted above.

Traffic Studies

Updated focused traffic studies have been prepared for the project modification and did not identify new significant impacts. In fact, the updated studies determined that there is no nexus for the previously required mitigation measure requiring the SR-12 left turn lane.

The following traffic and circulation information is provided for informational purposes only, because the traffic associated with the restaurant activity is a baseline environmental condition and would not result in new significant environmental impacts. The original traffic analysis prepared by WTrans (2006) estimated trip generation at an average of 74 new daily weekday trips and 80 new daily weekend trips, including nine trips during the weekday a.m. peak hour and 14 during the p.m. peak hour. Special events for 100 attendees were anticipated to generate an average of 170 new daily weekend trips and 164 new daily weekday trips, including up to 54 trips during the p.m. peak hour. The study noted that a northbound left turn-lane from SR-12 onto Shaw Avenue was warranted even without the project due to traffic counts on SR-12. The traffic study anticipated special events would add up to 27 additional left turn movements during the peak hour where there were seven without the project.

Updated focused traffic studies have been provided for the project, with updates from 2014 through 2019. The studies were peer reviewed and considered the proposal to eliminate 15 approved annual events and the option to expand operating hours beyond 4 p.m.. The peer review requested a more accurate characterization of the use and requested a.m. peak and Saturday peak hour analysis. The July 2019 traffic study responded to these data needs and was reviewed by the County Department of Transportation and Public Works and by Caltrans.

The July 2019 traffic study concluded the following:

Note: As of 2020 LOS (Level of Service) is no longer measure of impacts under CEQA.

- Current counts indicate 25 trips during the morning peak hour, 36 trips during the evening peak hour, and 64 trips during the weekend peak hour. The study indicates the use resulted in 25 westbound left turn movements on SR 12 at Shaw Avenue during the weekend midday peak.

  Intersection LOS at Shaw and SR 12 is expected to operate acceptably with future volumes except for the northbound Shaw Avenue approach (LOS E). However, because the project increases overall delay less than 5 seconds, the impact is considered in compliance with General Plan policy. Also, inclusion of new turn lanes is anticipated to improve LOS.

- With operating hours limited to no later than 4:00 p.m., the study recommends that the SR-12 left turn lane is unnecessary and that the highway shoulder should be widened instead to provide space for a vehicle to pass a westbound vehicle turning left at Shaw

Avenue. *Note: applicant is proposing a modified SR-12 left turn lane design within the existing right of way.*

- Warrants are currently met for a left turn lane on SR 12 at Shaw Avenue due to existing highway volumes. However, the collision history at the intersection does not indicate a safety issue that needs to be addressed by installing a left-turn lane. The traffic study recommends eliminating the requirement for a left turn lane at Shaw Avenue and shoulder widening instead. The study notes physical construction constraints such as right-of-way, utility poles, and drainage facilities in the area.

- Parking should be eliminated on both sides of Shaw Avenue at SR-12 to provide adequate width to accommodate a right turn lane through restriping, rather than creating a dedicated right turn lane.

- While the project will result in pedestrians crossing on Shaw Avenue to access the off-site parking lot, a mid-block crosswalk is unnecessary due to the low traffic volume and speed on Shaw Avenue.

- Site lines at all three parking lot driveways are adequate.

- Providing 18 bicycle parking spaces is recommended.

- The overall LOS at the local intersections of SR-12/Shaw Avenue and SR-12/Maple Avenue will not fall below acceptable LOS D standard under existing plus project and future plus project scenarios.

Modification to Mitigation Measures

The 2007 Mitigation Measure Traffic-1 is deleted. Traffic-1 required the applicant to construct a left turn lane on SR-12. However, as adopted by the Board of Supervisors and reflected in the conditions of approval, Traffic-1 included a provision that "the left-hand turn lane for northbound SR-12 traffic at the intersection of Shaw Avenue is deferred" in accordance with a mitigation monitoring measure providing that the applicant could not hold events or expand hours until after the left turn lane was constructed (See current Conditions of Approval 41(c) and (e), 58, and 59.). As noted, the left turn lane improvements have not been installed on SR-12 and the applicant is proposing to eliminate its authorization to hold special events and expand operating hours. Current operational hours are 10 a.m. to 4 p.m. daily and are no longer proposed to be expanded. As approved by the Board of Supervisors in 2007, the applicant was authorized to hold up to fifteen 100-person events per year and expand operating hours to 8 a.m. to 5 p.m. for the market and up to 10 p.m. for events, but not until the SR-12 turn lane is installed. Because, the option for expanded hours and evening events is now proposed to be eliminated from the Use Permit, there is no longer a nexus to require the SR-12 left turn lane as a mitigation measure. However, in support of substantial food service activity, the applicant is voluntarily proposing to install a modified left turn lane within existing right of way. Therefore, the left turn lane is required as a condition of approval, but not as a mitigation measure. The modified left turn lane design would be within the existing highway right of way and include similar lane widths and shoulders as the existing conditions. The original design consisted of a fully conforming left turn lane that would have required substantial land acquisition for additional right of way, road widening, utility pole relocation, and encroachment into existing drainage ditches.

This revised Subsequent IS/SMND also addresses the applicant's proposal to substitute an alternate method of providing a right turn lane

from Shaw Avenue to SR-12 from what is required by mitigation measure Traffic-2 in the 2007 MND. Traffic-2 in the 2007 MND requires the applicant to dedicate right of way and install a right turn lane on Shaw Avenue. The applicant proposes a right turn lane within the existing right of way. This would be achieved by removing on-street parking on both sides of Shaw Avenue and restriping. However, removal of on-street parking requires adoption of an ordinance by the Board of Supervisors, and modified Mitigation Measures Transportation-1 (parking ordinance) and Transportation-2 (Shaw Avenue improvements) specified below will not be implemented unless or until the Board of Supervisors adopts the necessary ordinance eliminating on-street parking on the specified portion of Shaw Avenue. Accordingly, as modified Mitigation Measure Transportation-3 provides that the project (modification of the 2007 use permit) will not be in compliance with permit conditions until the parking ordinance is adopted and effective. These measures are equally effective as the previously adopted measures and there are no new or additional adverse impacts caused by the modification to mitigation measures. The changes are proposed as alternate methods of achieving the same end.

This updated revised IS/SMND also deletes Mitigation Measure Traffic-3, which as approved in 2007 required additional on-site overflow parking. Overflow parking is no longer needed because the applicant is proposing an off-site parking lot with 53 spaces to address code complying parking. In addition, parking impacts are no longer CEQA impacts.

In accordance with the DTPW requirements the applicant has agreed to install a left turn lane on SR-12 and a right turn lane on Shaw Avenue through restriping and elimination of on-street parking on Shaw Avenue. DTPW has requested and the applicant agreed to submit a formal request to remove parking from Shaw Avenue and obtain encroachment permits. The proposed substitution of new mitigation measures (Measures Transportation -1, -2, -3, and -4 (Shaw Avenue improvements, right turn lane, and parking ordinance) below for former Traffic -1 and -2 (right and left turn lanes) are equally effective in mitigating impacts and will ensure that the project does not increase hazards due to geometric design, and will improve circulation on Shaw and Maple Avenues.

Mitigation Measure Transportation -1
Within 180 days after issuance of encroachment permits from Caltrans and DTPW, and prior to final of the off-site parking lot grading and encroachment permits, the applicant shall complete improvements as follows:

a. ***Construct road improvements necessary to create a right-turn lane within the existing right of way for eastbound traffic on Shaw Avenue at the intersection of State SR-12, in conformance with Caltrans requirements. A minimum storage length of 50' feet shall be provided. Caltrans' failure to approve a northbound left-turn lane on State Route 12 shall not release the applicant of its obligation to install the right-turn lane. * [41a]***

[2007 condition of approval 41b calling for road right of way deleted.]

b. ***If permitted by Caltrans, the applicant shall construct a left-turn pocket within the existing right-of-way for northbound State Route 12 traffic at the intersection with Shaw Avenue, in substantial conformance with the applicant's preliminary design plans submitted by BKF dated November 2020. * [41c]***

c. ***Improve the northerly pavement return at the Shaw Avenue - SR-12 intersection to provide a turning radius that allows right-turning vehicles to complete turns without entering the opposing lane of traffic. The intersection design***

shall be incorporated into the left-turn lane plans. Pavement tapers at one or both ends of the curve may be required. Existing parking along the westerly curb line shall be eliminated in order to achieve a satisfactory turning path. Sight-distance lines at the Shaw Avenue intersection with SR-12 shall be unobstructed. * [41d]

[2007 conditions of approval 41e and mitigation monitoring allowing deferral of SR-12 left turn lane deleted.]

Mitigation Monitoring - Shaw Ave. Improvements:

Permit Sonoma will verify that the applicant applies for the Shaw Avenue improvements listed in Conditions 36a and 36c (right turn lane and turning radius on to Shaw) from DTPW within 90 days of Board of Supervisors' approval of a "no parking" ordinance contemplated under condition #38 below. Permit Sonoma shall verify that said improvements are installed within 180 days of issuance of respective encroachment permits from DTPW and Cal-Trans and prior to final of a grading permit for the parking lot improvements, unless an extension is granted as noted above. Prior to considering the modified permit used, the applicant shall provide a final clearance from DTPW and Caltrans that the constructed improvements on Shaw Avenue meet the conditions of the encroachment permit. * [41 Shaw Avenue monitoring]

If the applicant is unable to timely meet this condition due to natural disaster or other circumstances beyond the applicant's control, the applicant may request a one-time extension of up to 180 days. Such request shall be made to the Director in writing. The request shall include sufficient evidence or other information to substantiate the delay, and shall specify the length of the requested extension. The Director shall grant the requested extension or a shorter extension if s/he determines that the applicant has made good faith efforts to comply with this condition and that the extension request is reasonable under the circumstances. * [41]

Mitigation Measure Transportation-2
Within 60 days of this use permit approval, the applicant shall submit a request for a parking restrictions ordinance along Shaw Avenue and Maple Avenue to the Department of Transportation and Public Works (DTPW) and shall pay the fees to process the request before the Board of Supervisors. If the Board approves the request and adopts an ordinance authorizing the changed conditions on Shaw Avenue, the applicant shall pay for County installation of all required signs. The request shall be for a prohibition of on street parking on the north side of Shaw Avenue for the entire block from SR 12 to Clyde Avenue, the entire north side of Maple Avenue along the 60 Shaw Avenue frontage, and a 50-foot portion of the south side of Shaw Avenue along the 60 Shaw Avenue frontage. [New]

Mitigation Monitoring:
Permit Sonoma will verify that the applicant submits a timely request for parking restrictions. Monitoring and enforcement shall be as provided in mitigation monitoring for Mitigation Measure Transportation 4 (Condition 39 below). [New]

Mitigation Measure Transportation-3
Within 60 days of Board of Supervisors approval of a parking restrictions ordinance as provided in Condition 37, the applicant shall complete the application to Permit Sonoma Engineering Division for a County encroachment permit for the below improvements. Within 180 days of issuance of the encroachment permit, the applicant shall restripe and sign Shaw Avenue in accordance with the

following and add striping as required for the crosswalk in Condition 46:

a. Refresh the existing "stop" legend and limit line at the intersection of Shaw Avenue and SR 12.

b. Refresh the existing centerline stripe on Shaw Avenue a minimum length of 45' from the limit line.

c. Stripe an edge line on the northwesterly corner of Shaw Avenue to line up with the edge line shown on SR 12, providing a turning radius at the intersection that is satisfactory to the Department of Transportation and Public Works. The edge line shall be striped for the length of the Shaw Avenue frontage of APN 050-275-051 (the parcel on the northwesterly corner of the SR 12/Shaw Avenue intersection) and maximize lane widths as much as feasible.

d. Black out or otherwise eliminate any parking pavement markings on the northerly side of Shaw Avenue from SR 12 to Clyde Avenue.

e. Black out or otherwise eliminate any parking pavement markings on the Shaw Avenue frontage of the project site (APN 050-275-028, 60 Shaw Avenue) (the subject parcel) within 50' of the intersection of SR 12. This will eliminate one (1) to two (2) marked parking spaces along the project frontage. [New]

Mitigation Monitoring:
The applicant shall diligently and timely pursue its applications for Board of Supervisors approval of a parking restriction ordinance. Permit Sonoma will verify that the applicant meets the application and time frames for execution of this condition and that installation of the parking restrictions and improvements are accomplished as noted above. [New]

Mitigation Measure Transportation-4
Except in the case of delays posed by the Board of Supervisors, the project will not be in compliance with these modified use permit conditions of approval until all requirements of Mitigation Measures/Conditions 37 and 38 are met. [New]

Mitigation Monitoring:
The applicant shall diligently pursue its application for Board of Supervisors approval of a parking restriction ordinance. Permit Sonoma will monitor the project to ensure that the applicant is diligently pursuing its application. If said ordinance is denied by the Board of Supervisors, or is approved by the Board of Supervisors and not implemented within 180 days of encroachment permit issuance, the Permit Sonoma Director will refer the project to the BZA for review. [New]

17b. Less Than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in a potentially significant conflict or inconsistency with CEQA Guidelines section 15064.3(b). Even if vehicle miles traveled (VMT) analysis did apply, because the vehicle trips associated with the existing restaurant and other retail uses are part of the baseline for CEQA analysis, few additional vehicle trips over the

baseline would be generated by the proposed project. Current conditions, which include the food service and retail operations, are the baseline for CEQA purposes, and consistent with CEQA Guidelines 15064.3 subdivision (b), the project would not increase VMT over baseline conditions.

17c. Less than significant. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in substantially increased hazards due to a geometric design feature or incompatible use. As discussed in section 17a, the proposed project includes an alternate method of achieving the Shaw Avenue right turn lane required by the 2007 MND, namely elimination of on-street parking and restriping of Shaw Avenue instead of dedication of right of way to create new roadway space for a right turn lane. As noted above, DTPW supports this modification of the 2007 mitigation measure, and addition of measures related to elimination of on-street parking. With these modifications to mitigation measures, the proposed project would improve circulation on Shaw and Maple Avenue and not result in design hazards.

Because achieving the removal of on-street parking on Shaw Avenue requires the Board of Supervisors to adopt an ordinance designating the no parking areas, and that ordinance process has not been initiated, this substituted mitigation measure is not considered implemented until it is adopted by the Board. Therefore, new Mitigation Measure Transportation-4 provides that the project will not be in conformance with these Conditions of Approval until the parking ordinance is adopted and effective.

17d. No impact. The existing emergency vehicle access (EVA) on Maple Avenue would not be jeopardized by allowing customers to continue to use it for egress. The new parking lot has been reviewed by County Fire and DTPW and no concerns have been expressed.

18. TRIBAL CULTURAL RESOURCES:

Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact

a) Would the modifications to the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is:

   i) Listed or eligible for listing in the California Register of Historical Resources, or in a

local register of historical resources as defined in Public Resources Code section 5030.1(k), or

____	____	____	X

ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

____	X	____

18.a.i No Impact. The site does not contain historic resources.

18. a.ii. Less Than Significant With Mitigation. A cultural resources study was prepared for the existing VJB Market Place and Tasting Room by Thompson and Origer (2005). No archaeological or tribal cultural resources were discovered on the site. The modified project, which includes construction of a parking lot on an adjacent commercial site that was formerly developed with a single-family residence, development of a new 1500-gallon septic system, and roadway improvements.

The 2007 approval includes a Mitigation Measure/Condition of Approval to address potential discovery during project construction and will remain as a Mitigation Measure/Conditions of Approval in the modified permit (See Section 5 Cultural Resources). The modified project was referred to the Northwest Information Center, which did not recommend further study due to limited land disturbance. However, it recommended consultation to address the potential discovery of tribal cultural resources. In response to an AB 52 notice and invitation, the Graton Rancheria requested that a tribal monitor be present during excavation due to the potential discovery of cultural resources in the area. Therefore, the following mitigation measure is added:

Mitigation Measure Tribal CULT-1:

Prior to any earth moving activities the Project Applicant shall retain a tribal monitor and/or qualified principal archaeological investigator to oversee the cultural resources-related mitigation efforts. The principal investigator shall meet professional qualifications in the discipline of archaeology as defined in the Secretary of Interior's Standards and have demonstrated the ability to work cooperatively with the Tribe by honoring the Tribe's values and protection measures. The principal Investigator may monitor the tribal cultural resources-related mitigation efforts or he may employ an archaeological monitor who will work under the supervision of the principal investigator. The archaeological monitor shall monitor the following:

1) An initial pre-construction meeting with the grading contractor to review the definition of tribal cultural resources;
2) Review of all land disturbance and earth removal; and
3) Review and signoff of completed areas.

Mitigation Monitoring:
Prior to issuance of permits involving land disturbance, the applicant shall provide evidence of a signed contract with a qualified tribal monitor.

19. UTILITIES AND SERVICE SYSTEMS

Would the modifications to the project:	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could causes significant environmental effects?	____	____	X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	____	____	X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	____	____	____	X
d) Generate solid waste in excess of state				

or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	____	____	X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	____	____	X	

19a. Less Than Significant. Project modifications, including installation of a new septic system and minor drainage facilities, would not result in any new significant construction impacts. The project modifications do not involve new water, electrical power, natural gas or telecommunication facilities.

19b. Less Than Significant. The Kenwood Water Company will continue to serve the use and did not identify any capacity issues.

19c. No impact. The existing project is not served by a municipal waste water provider, but relies on an on-site septic system. A new septic system is proposed to serve the modified project as discussed under Hydrology and Water Quality.

19d. and e. Less than Significant. Sonoma County has adequate permitted landfill capacity to serve the proposed project and the modified project is required to comply with all federal, state, and local regulations, including solid waste reduction statutes.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire severity zones, would the modifications to the project:

	Potentially Significant	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	____	____	X	____
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant				

concentrations from a wildfire or the uncontrolled spread of a wildfire?	____	____	X	____
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk of that may result in temporary or ongoing impacts to the environment?	____	____	X	____
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	____	____	X	____

20. a. b. and c and d. Less than Significant Impact. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now cause any of these significant impacts. The site is not located within a very high, high, or moderate fire hazard zone and is outside of the footprint of the Sonoma Complex and Glass fires. Construction of circulation improvements, the new parking lot, septic system, and continued operation of the use will not impair existing evacuation routes. Required road improvements would incrementally improve circulation and potential evacuation. The modified project will not increase post wildfire flooding, landslides, slope stability or drainage flows when considering potential for future fire events.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No
a) Do the modifications to the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	____	X

b) Do the modifications to the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ____ X

c) Do modifications to the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ____ X

21a. No. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The previously approved project is already in operation and the proposed project involves very limited physical changes to the environment, and mitigation is incorporated to mitigate any potential impacts to a less than significant level.

21b. No. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would now cause cumulatively considerable impacts in connection with the effects of past projects or the effects of other current projects. No project impacts have been found to be cumulatively considerable when considering other projects, existing baseline conditions, and the proposed physical changes associated with the modified project.

21c. No. Compared with existing conditions and the project analyzed by the 2007 MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would cause direct or indirect substantial adverse effects on human beings. Mitigation is incorporated to reduce any potential impacts to, tribal cultural resources, noise, and transportation. Revised mitigation for circulation improvements on Shaw Avenue have been found to be equally effective.

References

1. California Natural Diversity Data Base.
2. Project Referrals from Responsible Agencies.
3. California Environmental Quality Act (CEQA).
4. Full record of previous hearings on project in file.

5. Correspondence received on project.
6. Sonoma County CEQA Implementing Ordinance.
7. PRMD staff evaluation based on review of the project site, project application and project.
8. PRMD staff evaluation of impact based on past experience with construction projects.
9. Sonoma County General Plan and Environmental Impact Report, Sonoma County. Board of Supervisors; 2008 and as amended.
10. California Department of Transportation.
11. Assessor's Parcel Maps.
12. *BAAQMD (*Bay Area Air Quality Management District) *CEQA Guidelines* and thresholds of Significance.
13. Sonoma County Zoning Ordinance (as amended); 2020.
14. *Alquist-Priolo Special Studies Zones*; State of California Division of Mines and Geology; 1983.
15. *Seismic Shaking and Tsunami Plates 1A and 1B, Geology for Planning in Sonoma County Special Report 120,* California Division of Mines and Geology; 1980.
16. *Slope Stability Plates 2A and 2B, Geology for Planning in Sonoma County Special Report 120,* California Division of Mines and Geology; 1980.
17. *Sonoma County Grading Ordinance; 2018*.
18. California Regional Water Quality Control Board http://geotracker.swrcb.ca.gov/.
19. *Flood Insurance Rate Maps*, Federal Emergency Management Agency.
20. County of Sonoma Guidelines for Traffic Studies; 2017.
21. Sonoma County Transportation Authority.
22. *Sonoma County Bikeways Plan*, Sonoma County Department of Transportation and Public Works; 2010.

From: Leong, Mark@DOT
To: Alexandria Sullivan; Blake Hillegas
Subject: RE: PLP05-0009; 60 and 75 Shaw Avenue, Kenwood- Referral (respond by December 28, 2020)
Date: Tuesday, January 19, 2021 9:20:17 AM

EXTERNAL

Hi Alexandria and Blake,

I hope all is well with you. We reviewed the submittal from your email below and our comments are as follows:

1. The applicant needs to obtain concurrence of their proposal from the District's ICE Coordinator and from the Office of Traffic Safety.
2. When submitted to the Office of Encroachment Permit, the hours of work should be specified in the submittal.

Feel free to reach out to me if you need anything else. Thanks,

Mark Leong, Branch Chief
Local Development- Intergovernmental Review
Caltrans, District 4 | cell: 510-960-0868

For early coordination or CEQA land use review requests, please email LDIGR-D4@dot.ca.gov.

From: Alexandria Sullivan <Alexandria.Sullivan@sonoma-county.org>
Sent: Friday, December 11, 2020 1:30 PM
To: LDIGR-D4@DOT <LDIGR-D4@dot.ca.gov>
Cc: Blake Hillegas <Blake.Hillegas@sonoma-county.org>
Subject: PLP05-0009; 60 and 75 Shaw Avenue, Kenwood- Referral (respond by December 28, 2020)

EXTERNAL EMAIL. Links/attachments may not be safe.

Please find the attached referral regarding the project in the subject line. If you have any questions please feel free to reach out to Blake at Blake.Hillegas@sonoma-county.org or 707-565-1392. Please respond by December 28, 2020.

Thank you,

Alexandria Sullivan
Senior Office Assistant
County of Sonoma
2550 Ventura Avenue, Santa Rosa, CA 95403
Direct: 707-565-1737 |
Office: 707-565-1900 | Fax: 707-565-1103

www.PermitSonoma.org

***OFFICE HOURS**: Permit Sonoma's public lobby is open Monday through Friday from 8:00 AM to 4:00 PM, except Wednesdays, open from 10:30 AM to 4:00 PM.*

Due to Public Health Orders, Permit Sonoma will be temporarily closing to the public effective Monday, July 20 until further notice. We continue to provide services remotely minimizing person-to-person contact which helps protect our community. We look forward to serving you and will reply to your message within the next three business days. We encourage you to use our online services for permitting, records, scheduling inspections, and general questions. You can find out more about our extensive online services at PermitSonoma.org.

Thank you for your patience and understanding as we work together to keep our communities safe.

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
www.dot.ca.gov

Making Conservation a California Way of Life.

October 18, 2019

GTS# 04-SON-2016-00413
GTS ID: 270
PM: SON-12-26.68

Blake Hillegas, Project Planner
Sonoma County
2550 Ventura Avenue
Santa Rosa, CA 95403

VJB Vineyard and Cellars – Transportation Impact Study

Dear Blake Hillegas:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the VJB Vineyard and Cellars project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the July 2019 Transportation Impact Study.

Project Understanding

VJB Vineyards and Cellars requests a modification to an existing Use Permit to acknowledge the outdoor seating area and outdoor kitchen (BBQ), the installation of a right-hand turn lane through the re-striping of a portion of Shaw Avenue, the widening of the shoulder along State Route (SR)-12 across from the property frontage, the opening of Maple Avenue for egress only, the reduction of off-site parking along Shaw Avenue, the addition of an off-site parking lot at 75 Shaw Avenue, 15 special events with 100 guests each, restriction of the hours of operations to 10 am to 4 pm, and the modification to conditions, as appropriate, to reflect changes in the project, which have occurred over time and by request. The proposed project is adjacent to SR-12.

Design

The feasibility of widening the shoulder on either side of Shaw Avenue (west of SR-12) should be investigated in the subsequent environmental document.

Construction-Related Impacts
Potential impacts to SR 12 from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: https://dot.ca.gov/programs/traffic-operations/transportation-permits.

Lead Agency
As the Lead Agency, Sonoma County is responsible for all project mitigation, including any needed improvements to SR-12. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto SR-12 requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit https://dot.ca.gov/programs/traffic-operations/ep/applications/

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Michael McHenry at 510-286-5562 or michael.mchenry@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development - Intergovernmental Review

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
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Making Conservation a California Way of Life!

December 14, 2018

04-SON-2016-00347
SON-12-26.68/26.75
GTS ID 270

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management
2550 Ventura Avenue
Santa Rosa, CA 95403

Dear Mr. Hillegas:

VJB Vineyard and Cellars (PLP05-009) – Revised Traffic Impact Analysis (RTIS)

This letter responds to the May 31, 2018 Revised Traffic Impact Study by W-Trans.

Project Understanding

The proposed project requests a modification to an existing Use Permit for the VJB Vineyard and Cellars. The proposed project site consists of 1.52 acres of land located in the southeast quadrant of the State Route (SR) 12/Shaw Avenue intersection and 0.457 acres of off-site parking area approximately 137 feet southwest of the intersection of SR 12/Shaw Avenue. The project is adjacent to SR 12 and access to the site is provided via two driveways located on Shaw Avenue and Maple Avenue, respectively. State Route 12 serves as the northeastern boundary for the parcel, while the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue would provide regional access to the project site.

The existing Use Permit approved on October 9, 2007 includes the following:

- 3,342 square foot (sf) market place, wine tasting room, and associated offices;
- 1,800 sf wine case storage building;
- Landscaped promenade and entry plaza;
- Designation of an existing residence as a residence secondary to a commercial use;
- Operating hours restricted prior to the construction of a left-turn lane on SR 12 onto Shaw Avenue from 10:00 AM to 4:00 PM daily;
- After the left-turn lane is constructed, the permitted hours of operations would be from 8:00 AM to 5:00 PM for the market place, and 11:00 AM to 5:00 PM for the wine tasting room;
- Maximum of 15 special events per year with a maximum attendance of 100 persons allowed after the construction of the left-turn lane. Special events must end by 10:00 PM;
- No commercial kitchen permitted; and

- Participation in valley-wide events and small evening winemaker dinners and other promotional wine events for groups not to exceed 25 attendees – the valley-wide events are not considered special events and must comply with permitted hours of operations.

The proposed modifications to the Use Permit would reflect the following changes which have occurred since previous Use Permit was approved:

- Recognition of the outdoor picnic/patio/dining area and an outdoor commercial kitchen (barbecue and pizza oven);
- Designated van/limousine drop-off area;
- Clarification that the preparation and self-service of cooked food from the barbeque and pizza oven in the outdoor picnic/patio/dining areas can occur on a daily basis;
- Removal of parking on both sides and installation of right-turn and through lanes on Shaw Avenue. Paving of the east side of Shaw Avenue 50 feet back from the stop sign to the winery entrance and installing signage as outlined in the conditions of approval;
- The opening of Maple Avenue for egress only, per Sonoma County Fire Marshall;
- Relinquish the right to conduct 15 special events;
- Participate in two industry-wide events and wine maker dinners during approved hours for up to 25 persons;
- Secure the dentist office parking lot at 8855 SR 12 (Sonoma Highway) in Kenwood for employee parking during the weekend.
- Secure the Wellington parking area at 11600 Dunbar Road in Glen Ellen for bus, van and limousine parking;
- Retain 37 on-site parking spaces. Construct, landscape and provide fencing for an off-site parking lot at 75 Shaw Avenue for 53 spaces for the exclusive use of VJB Vineyard & Cellars;
- A maximum of six employees onsite Monday through Thursday, nine employees on Friday, and 16 employees on Saturday and Sunday; and
- Maintain existing hours of operation from 10:00 AM to 4:00 PM daily.

Operations Analysis

Caltrans still concurs with the RTIS findings on page 16 that a left-turn lane is warranted based on volume warrants and should be constructed as originally required. Therefore, the Lead Agency should continue to condition the project to provide sufficient right-of-way dedication to accommodate the left-turn lane on State Route (SR) 12 along the project's frontage and construct the left-turn lane as conditions of approval. Changes to lane configurations within SR 12 will require Caltrans coordination and approval. Please submit a copy of the final staff report, including condition of approval for our review. Please include the Mitigation, Monitoring, and Reporting Plan in the environmental document.

Lead Agency

As the Lead Agency, the County of Sonoma is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures,

prior to the submittal of an encroachment permit. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the County.

Encroachment Permit

Please be advised that any sign or work within Caltrans ROW will require an encroachment permit prior to construction. To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4 Office of Permits, 111 Grand Avenue, Oakland, CA 94612. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
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FAX (510) 286-5559
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www.dot.ca.gov

Making Conservation a California Way of Life!

Forwarded the applicat 3-23-18

March 20, 2018

04-SON-2016-00240
SON-12-26.68/26.75
GTS ID 270

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management
2550 Ventura Avenue
Santa Rosa, CA 95403

Dear Mr. Hillegas:

VJB Vineyard and Cellars (PLP05-009) – Revised Application

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Revised Application. Please reference Caltrans comment letters dated July 14, 2016 and June 16, 2017 as comments related to Operations Access still apply. Specifically, please provide a response to all comments regarding the requested Condition Modification supported by sufficient analysis.

Project Understanding

The proposed project requests a modification to an existing Use Permit for the VJB Vineyard and Cellars. The proposed project site consists of 1.52 acres of land located in the southeast quadrant of the State Route (SR) 12/Shaw Avenue intersection and 0.457 acres of off-site parking area approximately 137 feet southwest of the intersection of SR 12/Shaw Avenue. The project is adjacent to SR 12 and access to the site is provided via two driveways located on Shaw Avenue and Maple Avenue, respectively. SR 12 serves as the northeastern boundary for the parcel, while the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue would provide regional access to the project site.

The existing Use Permit approved on October 9, 2007 includes the following:

- 3,342 square foot (sf) market place, wine tasting room, and associated offices;
- 1,800 sf wine case storage building;
- Landscaped promenade and entry plaza;
- Designation of an existing residence secondary for commercial use;

- Operating hours restricted prior to the construction of a left-turn lane from SR 12 onto Shaw Avenue from 10:00 AM to 4:00 PM daily;
- After the left-turn lane is constructed, the permitted hours of operations would be from 8:00 AM to 5:00 PM for the market place, and 11:00 AM to 5:00 PM for the wine tasting room;
- Maximum of 15 special events per year with a maximum attendance of 100 persons allowed after the construction of the left-turn lane. Special events must end by 10:00 PM;
- No commercial kitchen permitted; and
- Participation in valley-wide events and small evening winemaker dinners and other promotional wine events for groups not to exceed 25 attendees – the valley-wide events are not considered special events and must comply with permitted hours of operations.

The proposed modifications to the Use Permit would reflect the following changes which have occurred since previous Use Permit was approved:

- Recognition of the outdoor picnic/patio/dining area and an outdoor commercial kitchen (barbecue and pizza oven);
- Relinquish the right to conduct special events;
- Dedicate easement along the project's frontage along SR 12 to accommodate one-half section of the left-turn lane;
- Clarification that the preparation and self-service of cooked food from the barbeque and pizza oven in the outdoor picnic/patio/dining areas can occur on a daily basis;
- Recognition that food and wine pairing in the tasting room and the outdoor picnic/patio/dining areas is a permitted use;
- The removal of the requirement for a right-hand turn-lane;
- The opening of Maple Avenue for egress only, per Sonoma County Fire Marshall;
- Designate a van/limousine drop-off area;
- The reduction of off-site parking along Shaw Avenue through paving of the east side of Shaw Avenue 50 feet back from the stop sign to the winery entrance and installing signage as outlined in the conditions of approval;
- Retain 36 on-site parking spaces. Construct, landscape and provide fencing for an off-site parking lot at 75 Shaw Avenue for 53 spaces;
- A maximum of six employees onsite Monday through Thursday, nine employees on Friday, and 16 employees on Saturday and Sunday; and
- Maintain existing hours of operation from 10:00 AM to 4:00 PM daily.

Clarification

Please clarify the following:

- Whether the VJB Winery will continue to hold valley-wide events and small evening winemaker dinners and other promotional wine events;
- Identify the frequency, duration, timing, and maximum number of participants; and
- The disposition of left-turn lane on Maple Avenue,

Access Operations

Caltrans continues to concur with Traffic Study findings that a left-turn lane is warranted based on existing volumes. Please provide a plan clearly showing project access in relation to SR 12 ingress and egress for all project components. State right-of-way (ROW) should be clearly identified. The plan should show dimensions and configuration for project access and SR 12, as well as the number and width of travel lanes, shoulder widths, corner sight distance, existing obstructions such as historic structures, utilities, trees, etc. A turning template showing the path of travel for large vehicles such as trucks and tour buses should also be included. The environmental document should include sufficient detail of the proposed left-turn lane and any additional recommended improvements to ensure both that they are feasible and sufficient ROW exists to complete the improvements as envisioned in the analysis. Completion of any necessary improvements should be required prior to issuance of the project's building permit.

Vehicle Trip Reduction

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 5 Rural and Agricultural Lands – Rural Towns**, which includes settlement patterns with widely-spaced towns separated by farms, vineyards, orchard, or grazing lands, which can significantly affect land uses, character and mobility needs. This place type has a mix of housing, services and public institutions in compact form to serve surrounding rural areas. Given this Place Type and intensification of use, which typically leads to an increase in VMT and corresponding low levels of active transportation, we encourage the City to establish a Transportation Demand Management elements described below to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Ten percent vehicle parking reduction;
- Transit and trip planning resources;
- Transit fare incentives for patrons and employees on an ongoing basis;
- Dedicated parking spaces for carpooling employees and patrons;
- Secured bicycle storage facilities;
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles; and
- Decrease headway times and improve way-finding on bus routes 30 and 34 by working with Sonoma County Transit to provide a better connection between the project, nearby transit stations and regional destinations.

Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on US 101 and other State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to Chapter 8 of Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.
For information about parking ratios, please see MTC's report, Reforming Parking Policies to Support Smart Growth, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Travel Demand Fees
Given the potential increase in VMT and proximity to SR 12, the project should be conditioned to contribute fair share traffic impact fees toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. These contributions would be used to reduce VMT and improve multimodal transportation facilities in the project vicinity. Caltrans strongly supports measures to increase sustainable mode shares, thereby reducing VMT. The fair share information should also be presented in the staff report. Please submit a copy of the final staff report to Caltrans for our review.

Lead Agency
As the Lead Agency, the County of Sonoma is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Encroachment Permit
The applicant will be required to apply for and obtain an encroachment permit for any work within Caltrans right-of-way (ROW) prior to construction. To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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Making Conservation a California Way of Life!

June 16, 2017

04-SON-2016-00004
SON-12-26.68/26.75

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management
Santa Rosa, CA 95403

Dear Mr. Hillegas:

VJB Vineyard and Cellars (PLP05-009) – Revised Application

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Revised Application. Please reference Caltrans comment letters dated February 25 and July 14, 2016 as all comments still apply. Specifically, please provide a response to all comments regarding the requested Condition Modification supported by sufficient analysis.

Project Understanding

The proposed project requests a modification to an existing Use Permit for the VJB Vineyard and Cellars. The proposed project site consists of 1.52 acres of land located in the northeast quadrant of the State Route (SR) 12/Shaw Avenue intersection and 0.457 acres of off-site parking area approximately 137 feet southwest of the intersection of SR 12/Shaw Avenue. The project is adjacent to SR 12 and access to the site is provided via two driveways located on Shaw Avenue and Maple Avenue, respectively. SR 12 serves as the northeastern boundary for the parcel, while the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue would provide regional access to the project site.

The existing Use Permit approved on October 9, 2007 includes the following:

- 3,342 square foot (sf) market place, wine tasting room, and associated offices;
- 1,800 sf wine case storage building;
- Landscaped promenade and entry plaza;
- Designation of an existing residence secondary for commercial use;

- Operating hours restricted prior to the construction of a left-turn lane from SR 12 onto Shaw Avenue from 10:00 AM to 4:00 PM daily;
- After the left-turn lane is constructed from SR 12 to Shaw Avenue, the permitted hours of operations are 8:00 AM to 5:00 PM for the market place, and 11:00 AM to 5:00 PM for the wine tasting room;
- Maximum of 15 special events per year with a maximum attendance of 100 persons permitted after the construction of the left-turn lane from SR 12 onto Shaw Avenue. The end time for special events is 10:00 PM;
- No commercial kitchen permitted; and
- Participation in valley wide events and small evening winemaker dinners and other promotional wine events for groups not to exceed 25 attendees – the valley wide events are not considered special events and must comply with permitted hours of operations.

The proposed modifications to the Use Permit will reflect the following changes which have occurred over time:

- Recognition of the outdoor open and partially enclosed picnic/patio/dinning and an outdoor commercial kitchen (barbecue and pizza oven);
- Clarification that the preparation and self-service of cooked food from the barbeque and pizza oven in the outdoor picnic/patio/dining areas can occur on a daily basis;
- Recognition that food and wine pairing in the tasting room and the outdoor picnic/patio/dining areas is a permitted use;
- The removal of the requirement for a right-hand turn-lane;
- The opening of Maple Avenue for egress, only, per Sonoma County Fire Marshall;
- The reduction of off-site parking along Shaw Avenue through paving of the east side of Shaw Avenue back 50 feet from the Stop Sign to the entrance and signage as outlined in the conditions of approval;
- Retain 36 on-site parking spaces. Construct, landscape and provide fencing for an off-site parking lot at 75 Shaw Avenue. Said parking lot will yield approximately 53 parking spaces;
- If the final number of parking spaces exceeds the necessary amount to serve VJB Vineyards & Cellars, the excess parking will be available for patrons of B-Wine and Café Citi;
- Securing of the dentist office parking lot at 8855 SR 12 (Sonoma Highway) in Kenwood for employee parking during the weekend. The off-site parking area is secured by a license agreement for weekends and holidays;
- The securing of the Wellington parking area at 11600 Dunbar Road in Glen Ellen for bus, van and limousine parking;
- A maximum of six employees Monday through Thursday, nine employees on Friday, and 16 employees on Saturday and Sunday; and
- Maintain existing hours of operation from 10:00 AM to 4:00 PM daily.

Lead Agency
As the Lead Agency, the County of Sonoma is responsible for all project mitigation, including any needed improvements to the STN. The project's financing, scheduling, implementation responsibilities and monitoring should be fully discussed for all proposed mitigation measures, prior to the submittal of an encroachment permit.

Access Operations
Please provide site plans demonstrating how the October 9, 2007 Conditions of Approval 41.c, d and e, particularly the left-turn lane requirement, adopted by the Board of Supervisor's cannot be achieved. Plans should show existing right of way and utility constraints, as well as demonstrating that vehicles and equipment can access the SR 12/Maple Avenue intersection. Show widened corner radii if needed. Please also provide documentation of Sonoma County Fire Marshall's approval of the Maple Avenue emergency vehicle access. Prior to resuming special events and/or increasing winery activity levels, detailed information regarding the proposed changes should be provided to Caltrans for concurrence prior to implementation.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development. Recently approved guidance for incorporating SB 743 (*Local Development-Intergovernmental Review Program Interim Guidance, November 2016*) intends to ensure that development projects align with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, necessary multimodal roadway improvements, and VMT as the primary transportation impact metric.

In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 5 Rural and Agricultural Lands – Rural Towns**, which includes settlement patterns with widely-spaced towns separated by farms, vineyards, orchard, or grazing lands, which can significantly affect land uses, character and mobility needs. This place type has a mix of housing, services and public institutions in compact form to serve surrounding rural areas. Given this Place Type and intensification of use which typically leads to high levels of VMT and corresponding low levels of active transportation, we recommend a travel demand analysis that provides VMT analysis resulting from the proposed project including:

- A vicinity map, regional location map, and site plan clearly showing the project's location in relation to the STN. Clearly identify State right-of-way (ROW), bicycle paths, and transit facilities within the study area.
- A VMT analysis pursuant to the County's guidelines or, if the County has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15 percent below existing (i.e. baseline) county-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other

agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the County.
- Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained during construction.

Vehicle Trip Reduction

Given this Place Type and the opportunities to reduce VMT, we encourage the County to implement the following Transportation Demand Management (TDM) elements:

- Ten percent vehicle parking reduction;
- Transit and trip planning resources;
- Transit fare incentives for patrons and employees on an ongoing basis;
- Carpool and vanpool ride-matching support, dedicated parking spaces for carpooling employees and patrons;
- Secured bicycle storage facilities;
- Electrical vehicle (EV) charging stations and designated parking spaces for EVs and clean fuel vehicles;
- Showers, changing rooms, and clothing lockers;
- Fix-it bicycle repair station(s);
- Emergency ride home program;
- Bicycle route mapping resources and bicycle parking incentives; and
- Decrease headway times and improve way-finding on bus routes 30 and 34 by working with Sonoma County Transit to provide a better connection between the project, nearby transit stations and regional destinations.

For additional TDM options, please refer to Chapter 8 of FHWA's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.

For information about parking ratios, please see MTC's report, Reforming Parking Policies to Support Smart Growth, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Traffic Impact Fees
Please identify project-generated travel demand and estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Given the potential for increased traffic and VMT and proximity to SR 12, the project should be conditioned to contribute fair share traffic impact fees. These contributions will lessen future traffic congestion and improve multimodal forms of transportation in the project vicinity. The fair share information should also be presented in the Mitigation Monitoring and Reporting Plan portion of the environmental document. Required roadway improvements should be completed prior to the issuance of an encroachment permit. Since an encroachment permit is required for work in the State ROW, and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that Sonoma County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to the submittal of an encroachment permit application. Further comments will be provided during the encroachment permit application process.

Transportation Management Plan
Please identify whether any construction staging adjacent to SR 12 is anticipated. If it is determined that traffic restrictions and detours might be needed on or near SR 12, a Transportation Management Plan (TMP) may be required from the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with the California *Manual on Uniform Traffic Control Devices.* Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf.
Please ensure that such plans are also prepared in accordance with the TMP requirements of the Sonoma County. For further TMP assistance, please contact the Office of Operations Strategies at 510-286-4579.

Transportation Permit
Project work that requires movement of oversized or excessive load vehicles on the STN requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: Caltrans Transportation Permits Office, 1823 14th Street, Sacramento, CA 95811-7119. See the following website for more information: http://www.dot.ca.gov/hq/traffops/permits.

Encroachment Permit
The applicant will be required to apply for and obtain an encroachment permit for any work within Caltrans ROW prior to construction. As part of the encroachment permit process, the applicant

must provide the appropriate California Environmental Quality Act approval, where applicable, for potential environmental impacts within the ROW. The applicant is responsible for quantifying the environmental impacts of the improvements within Caltrans ROW (project-level analysis) and completing appropriate avoidance, minimization and mitigation measures.

To apply for an encroachment permit, please complete an encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW, and submit to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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Serious Drought.
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July 14, 2016

SON012623
SON-12-26.68-26.75

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management Department
2550 Ventura Ave
Santa Rosa, CA 95403

VJB Vineyard and Cellars (PLP05-009) – Revised Application

Dear Mr. Hillegas:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the VJB Vineyard and Cellars project. Our comments seek to promote the State's smart mobility goals and are based on the revised planning application. Please also reference Caltrans comment letter dated February 25, 2016 as these comments still apply.

Project Understanding

The proposed project requests a modification to an existing Use Permit for the VJB Vineyard and Cellars 1.52 acre property located in the southeast quadrant of the State Route (SR) 12/Shaw Avenue intersection. The existing Use Permit (approved on October 9, 2007) currently allows for a 3,342 square foot (sf) market place, wine tasting room, and associated offices; a 1,800 sf wine case storage building; participation in small events that do not exceed 25 attendees; and the participation in a maximum of 15 annual special events with a maximum of 100 guests. Additionally, the existing Use Permit states that the project must stripe a left-turn lane onto Shaw Avenue from SR 12. The proposed modification would permit the following:

- Remove the requirement of a right-turn lane onto SR 12 from Shaw Avenue;
- Removal of parking on Shaw Avenue within 50 feet of its intersection with SR 12;
- Remove the requirement of a left-turn lane onto Shaw Avenue from SR 12;
- Widening the SR 12 shoulder within 100 feet north and south of its intersection with Shaw Avenue;
- Participation in two industry-wide events;
- Expanded operating hours from 10:00 AM to 6:00 PM daily, and 10:00 AM to 9:00 PM on weekends from May through October;
- Allow the existing driveway on Maple Avenue to provide visitor ingress and egress;
- Add 19 on-site parking spaces;
- Remove the previously proposed off-site weekend valet parking service for six spaces at a nearby church; and

- Include the use of the nearby 98 Shaw Avenue property as an off-site parking lot with 30 to 35 spaces.

Site access is currently gained via an existing driveway located on Shaw Avenue. As SR 12 is the northeastern boundary for the parcel, the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue would provide regional access for the project site.

Requested Condition Modifications

Please address the following comments pertaining to the proposed project scope and mitigation alterations:

- **Removal of the SR 12 left-turn lanes onto Shaw Avenue and Maple Avenue.** The construction of SR 12 left-turn lanes onto Shaw Avenue and Maple Avenue are warranted under future conditions, and are not tied solely to special events. The traffic impact study dated April 3, 2014 (traffic study), determined that the left-turn lanes on SR 12 at the referenced intersections are needed under Existing and Existing plus Project conditions;
- **Widening the SR 12 shoulder within 100 feet north and south of its intersection with Shaw Avenue.** The proposed shoulder would not serve as an appropriate strategy to mitigate project impacts and is not acceptable for public road intersections. The traffic study has already demonstrated the need for left-turn lanes on SR 12 at its intersections with Shaw Avenue and Maple Avenue to sufficiently mitigate project impacts.
- **Expanded operating hours from 10:00 AM to 6:00 PM daily, and 10:00 AM to 9:00 PM on weekends from May through October; and use of the Maple Avenue driveway for ingress and egress.** The extension of business hours and full use of the Maple Avenue driveway would further reinforces the need of left-turn lanes on SR 12 at its intersections with Shaw Avenue and Maple Avenue; and
- **Conditions 41c., d. and e., page six of the J. Kapolchok and Associates Response to the County's Comments dated May 30, 2016.** Please provide a site plan to demonstrate that claim that construction of the left-turn lanes on SR 12 at its intersections with Shaw Avenue and Maple Avenue are infeasible. Please note that Caltrans allows non-standard design features through the Design Exception process.

Should you have any questions regarding this letter or require additional information, please contact Keith Wayne at (510) 286-5737 or keith.wayne@dot.ca.gov.

Sincerely,

Pat C

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

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February 25, 2016

SON012623
SON-12-26.68-26.75

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management Department
2550 Ventura Ave
Santa Rosa, CA 95403

VJB Vineyard and Cellars (PLP05-009) – Planning Application

Dear Mr. Hillegas:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the VJB Vineyard and Cellars project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide Vehicle Miles Traveled (VMT) and increase non-auto modes of active transportation. Caltrans plans to increase non-auto mode shares by 2020 through tripling bicycle, and doubling pedestrian and transit. These targets support the Metropolitan Transportation Commission's Sustainable Communities Strategy, which promotes the increase of non-auto mode shares by ten percentage points and a decrease in auto VMT per capita by ten percent. Our comments seek to promote the State's smart mobility goals and are based on the Planning Application.

Project Understanding

The proposed project requests a modification to an existing Use Permit for the VJB Vineyard and Cellars 1.52-acre property located in the southeast quadrant of the State Route (SR) 12/Shaw Avenue intersection. The existing Use Permit (approved on October 9, 2007) currently allows for a 3,342 square-foot (sf) market place, wine tasting room, and associated offices; a 1,800 sf wine case storage building; participation in small events that do not exceed 25 attendees; and the participation in a maximum of 15 annual special events with a maximum of 100 guests. Additionally, the existing Use Permit states that the project must stripe a left-turn lane onto Shaw Avenue from SR 12. The proposed modification would permit the following:

- Remove the requirement of a right-turn lane onto SR 12 from Shaw Avenue;
- Remove the requirement of a left-turn lane onto Shaw Avenue from SR 12;
- Remove the requirement of a right-turn lane onto Shaw Avenue from SR 12;
- Increase the amount of on-site parking from 36 to 60 spaces;
- Secure 18 off-site parking spaces for staff and patrons through three parking license

http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

DEPARTMENT OF TRANSPORTATION
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Serious Drought. Help save water!

July 10, 2015

SON012602
SON-12-26.68

Mr. Blake Hillegas
County of Sonoma
Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, California 95403

Dear Mr. Hillegas:

VJB Market Place Use Permit Modification – Updated Traffic and Parking Analysis (PLP05-0009)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The proposed project would expand the hours of operations for an existing marketplace and deli into the evening peak. The project is located in Kenwood, adjacent to State Route (SR) 12 between Maple Avenue and Shaw Avenue.

Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision, and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Traffic and Parking Analysis submitted to us.

Traffic Safety

Prior accidents at the SR 12/Shaw Avenue and SR 12/Maple avenue intersections indicate that the extension of business hours into the afternoon peak period would not only aggravate the busy traffic conditions, but would also increase the likelihood of left-turn related collisions. We therefore disagree with the Updated Traffic and Parking Analysis' conclusion that "the collision records indicate that there is not a safety issue at SR 12/Shaw Avenue that would warrant a left-turn lane." As both the SR 12/Shaw and SR 12/Maple intersections have already met the warrants for left-turn lanes, as a safety precaution, Caltrans recommends that the permit to extend business hours be approved only after the left-turn lanes at both Shaw and Maple are implemented, as previously stated in our letter dated August 25, 2014.

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August 25, 2014

SON012602
SON-012-PM26.68/26.75

Mr. Greg Desmond
County of Sonoma Permit and
Resources Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403

Dear Mr. Desmond:

9125 Highway 12, Kenwood – (PLP05-0009) – Project Referral (Application)

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the above project. The following comments are based on the Application.

Traffic Safety
We concur with the traffic consultant's recommendation that "a left-turn lane is warranted at both study intersections", i.e. Shaw and Maple Avenues.

A review of recent accident records reveals that several collisions were related to vehicles being rear-ended while waiting to turn left at intersections without a left-turn lane. One of these occurred at Maple Avenue on March 3, 2010. On July 30, 2012, a similar rear end collision occurred at Shaw Avenue.

The applicant's request to extend business hours to 7:00 pm on Fridays and to 5:00 pm on all other days would add traffic to the highway's afternoon peak period and potentially aggravate the already busy traffic conditions in the vicinity. Caltrans recommends the permit to extend business hours be approved after the left-turn lanes at both Shaw and Maple Avenues are implemented.

Since the County of Sonoma is recommended to collect impact fees to implement the left-turn lanes, please provide us with a project schedule. This mitigation project should be implemented through Caltrans' Encroachment Permit process.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the following website for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Luis Melendez of my staff at (510) 286-5606 or luis_melendez@dot.ca.gov .

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

Patricia
5530 Caldrone
510 286-5528

July 20, 2020

Mr. Henry R. Belmonte
VJB Vineyards & Cellars
60 Shaw Avenue
Kenwood, CA 95452

Addendum to the *Updated Traffic Impact Study for the VJB Vineyard and Cellars*

Dear Mr. Belmonte;

As requested, this letter provides additional information relative to a left turn lane on Highway 12 at Shaw Avenue and analysis provided in the *Updated Traffic Impact Study for the VJB Vineyard and Cellars* (TIS) dated July 17, 2019.

Left-turn Lane

Previous analyses going back to 2005 have consistently indicated that the traffic volume warrant is met for a left-turn lane on Highway 12 at Shaw Avenue. However, as volume warrants are routinely met along high-volume corridors such as Highway 12 for turn lanes, signals, additional stop signs, and other modifications, the volume warrant is typically not the only one used to determine if there is a need for an improvement. Consideration should also be given to operational and safety concerns to establish whether there is an actual need for the improvement or not.

In the case of the intersection of Highway 12/Shaw Avenue, the operational analysis provided in the TIS indicates that drivers turning left onto Shaw Avenue from Highway 12 would encounter an average delay of about 10 seconds or less, which represents acceptable LOS A operation – even under projected 2040 traffic volumes. Given that this is well above the County's threshold of LOS D, there is no operational concern that has been identified or forecasted that would require installation of a separate left-turn pocket.

Similarly, a review of the collision history for this location indicates that since 2000 there have been a total of three crashes reported that include a westbound left-turning vehicle; the most recent of these was in 2012. Crash analyses are typically based on a five-year study period, so had the shorter five-year study period been used, no crashes of a type that could be addressed through installation of a left-turn pocket would be included in the analysis. Based on this review, it is clear that no safety problems have been identified that would require the installation of a left-turn pocket.

It is noted that there is an approximately 6-foot wide "painted median" on the westbound approach to Shaw Avenue that is used by some drivers while turning left into Shaw Avenue. While this is an illegal movement and is therefore neither suggested nor supported, this median does provide space that separates directions of travel and can be used in an emergency, thereby giving an increased measure of safety to this location that would not otherwise exist.

The need for a left-turn lane is based solely on traffic volumes and not on any actual operational deficiency or safety concern. As the intersection can operate adequately and accommodate the existing and projected number of vehicles, the addition of a separate left turn lane does not appear to be necessary at this time.

Thus, we continue to recommend that the installation of the improvement be deferred, though right-of-way along the project site's Highway 12 frontage should be dedicated if not already available to allow future installation of a center turn lane through Kenwood, as is planned by Caltrans.

We hope this information is of assistance in the review process. Thank you for giving us the opportunity to provide these services.

Sincerely,

Dalene J. Whitlock, PE, PTOE
Senior Principal

DJW/djw/SOX227.L1

ABBREVIATIONS

AC	ASPHALT CONCRETE
APN	ASSESSOR'S PARCEL NUMBER
DWY	DRIVEWAY
EG	EXISTING GROUND
EP	EDGE OF PAVEMENT
ER	EDGE OF ROAD
FT	FOOT
HDM	CALTRANS HIGHWAY DESIGN MANUAL
HWY	HIGHWAY
IB	"I" BEAM
IP	IRON PIPE
EX	EXISTING
MIN	MINIMUM
MPH	MILE PER HOUR
NB	NORTHBOUND
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY
SB	SOUTHBOUND
TYP	TYPICAL
UB	UTILITY BOX

SYMBOLS & LEGEND

EXISTING	PROPOSED	
		UTILITY POLE
		CATCH BASIN
		TREE
		APPROXIMATE ASSESSOR'S PARCEL LINE
OH		OVERHEAD UTILITY LINE
		CONCRETE
		PAVEMENT
		EXTENT OF REQUIRED ROW

DESIGN INPUTS

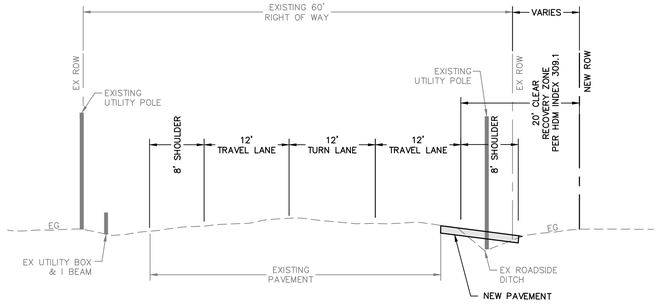
HIGHWAY CATEGORY.....CONVENTIONAL HIGHWAY-URBAN ARTERIAL-TROUGHWAY
POSTED SPEED ADVISORY.....45 MPH
AVERAGE DAILY TRAFFIC.....16,900 VEHICLES PER DAY (TRAFFIC IMPACT STUDY DRAFT REPORT BY W-TRANS, FEBRUARY 1, 2018)
STOPPING SIGHT DISTANCE.....400'
CORNER SIGHT DISTANCE.....495'
DESIGN VEHICLE.....STAA

PURPOSE STATEMENT:

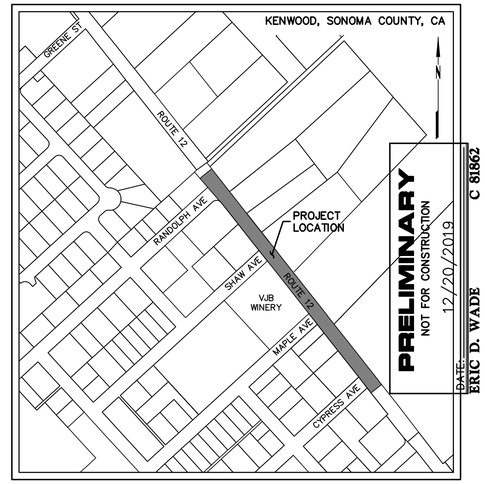
BKF ENGINEERS WAS RETAINED TO EVALUATE THE FEASIBILITY OF PROVIDING A DEDICATED LEFT-TURN LANE FROM HIGHWAY 12 TO SHAW AVE. WE DETERMINED THAT THIS TURN LANE COULD NOT BE BUILT WITHIN THE EXISTING RIGHT OF WAY WHILE CONFORMING TO THE REQUIREMENTS OF THE CALTRANS HIGHWAY DESIGN MANUAL AND REFERENCED STANDARDS. THIS CONCEPTUAL EXHIBIT HAS BEEN PREPARED AT THE REQUEST OF SONOMA COUNTY TO SHOW A LEFT-TURN LANE AND THE EXTENT OF THE REQUIRED RIGHT OF WAY DEDICATION.

MAPPING NOTES:

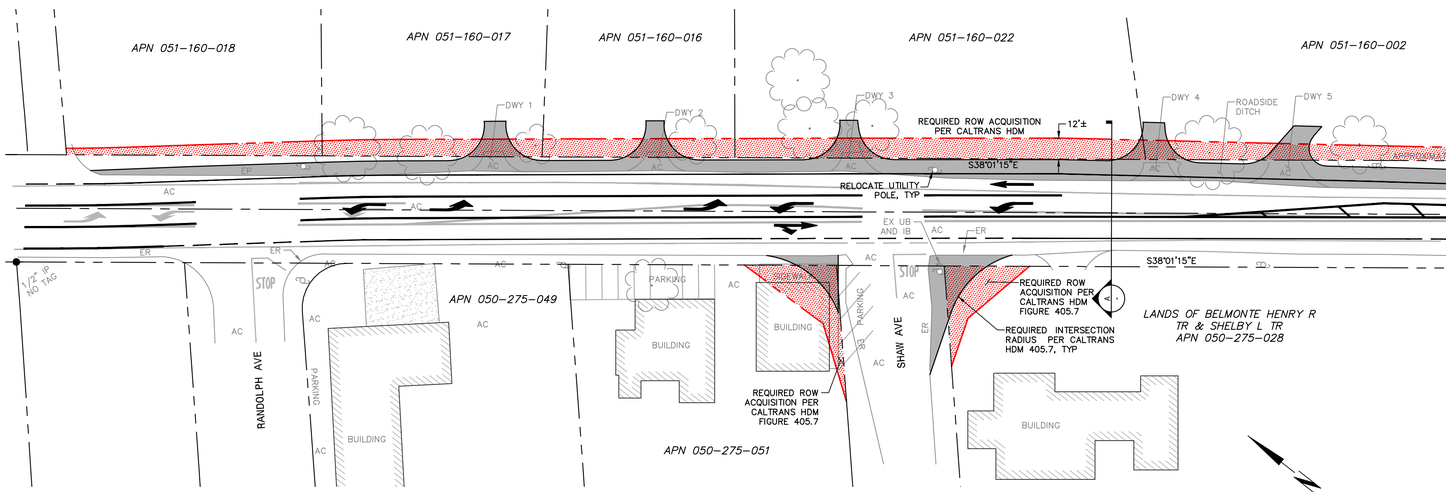
EXISTING FEATURES SHOWN HEREON WERE OBTAINED FROM CALTRANS RECORD DRAWINGS SONOMA COUNTY GIS DATA AND A FIELD SURVEY CONDUCTED BY BKF ENGINEERS ON OCTOBER 22, 2019 .



SECTION "A"
NO SCALE



VICINITY MAP
NOT TO SCALE



40 0 40 80
scale 1" = 40' feet

LEFT-TURN LANE & EXTENT OF REQUIRED ROW CONCEPTUAL EXHIBIT

VJB WINERY
SON012623 / SON-12-26.68-26.75
66 SHAW AVE, KENWOOD, CA (APN 050-275-051)
DECEMBER 2019

PREPARED BY
BKF
ENGINEERS / SURVEYORS / PLANNERS
200 4TH ST, STE. 300 SANTA ROSA, CA 95401
(707) 583-8500 FAX: (707) 583-8539

JOB NO. 20180082

Updated Traffic Impact Study for the VJB Vineyard and Cellars

Prepared for the County of Sonoma

Submitted by
W-Trans

July 17, 2019

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
Balancing Functionality and Livability since 1995
w-trans.com

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Project Information

File Number: UPE05-0009

Address: 60 Shaw Avenue, Kenwood

APN: 050-275-028 and 050-275-052

Project Name: VJB Vineyard and Cellars

Applicant Name: Vittorio and Henry Belmonte

Property Owner Name: Vittorio and Henry Belmonte

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C. Intersection Level of Service Calculations
D. Pedestrian Facilities and Highway 12 Left-turn Lane Concept Drawing

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Executive Summary

The VJB Vineyard and Cellar opened in 2012 under a Conditional Use Permit (CUP) approved in 2009. The current proposal would modify some aspects of this 2009 CUP to better fit with operation as it has evolved over time. While the continued operation is essentially unchanged, the application would limit operating hours to 10:00 a.m. to 4:00 p.m., would limit the number of employees, would modify access by limiting the Maple Avenue driveway to egress only, would adjust the parking supply to include a lot on the opposite side of Shaw Avenue, and would eliminate some requirements for off-site improvements to the adjacent street system.

Based on counts performed at the site, the project currently generates 25 trips during the morning peak hour, 36 trips during the evening peak hour, and 64 trips during the weekend peak hour. Although the weekday peak hour trips would be reduced to only those associated with employees with the proposed operating hours, upon conservatively adding these existing trips to existing and future volumes without the project, the study intersections are expected to operate acceptably except for the northbound Shaw Avenue approach to SR 12, which is expected to operate at LOS E under future p.m. peak hour volumes with the project. Because the increase in delay associated with adding project trips is less than five seconds, the project has a less-than-significant impact in terms of traffic operation. It is further noted that the analysis was based on the current trip generation, while the trip generation with the proposed changes to the CUP would be less, making this a conservative analysis that overstates the project's impact.

Under the current Conditions of Approval (COA), the project was required to install a left-turn lane on SR 12 at Shaw Avenue and a right-turn lane on Shaw Avenue at SR 12. While the project as proposed would provide the northbound right-turn lane, based on the analysis performed, and given the proposed limits to operating hours, it is recommended that the left-turn lane requirement be rescinded. It is recommended that in lieu of the left-turn pocket the applicant install improvements along the northerly side of SR 12 by widening the shoulder to provide space that could be used to pass a vehicle waiting to turn into Shaw Avenue.

The project is expected to generate a nominal number of pedestrian trips, though visitors will need to walk across Shaw Avenue to get to the site from the off-site parking lot. Given the low volumes and low speed on Shaw Avenue, installation of a mid-block crosswalk, as has been suggested by staff, is not recommended. The project should, however, include provision of pedestrian facilities connecting the site's entrance to the off-site parking lot. It is recommended that the site provide at least 18 bicycle parking spaces to accommodate visitors on bicycles.

Introduction

This report presents an analysis of the potential traffic impacts associated with the proposed modifications to the existing Use Permit for VJB Vineyards and Cellars located at 60 Shaw Avenue in the community of Kenwood in the County of Sonoma. The traffic study was completed in accordance with the criteria established by the County of Sonoma and is consistent with standard traffic engineering techniques.

Prelude

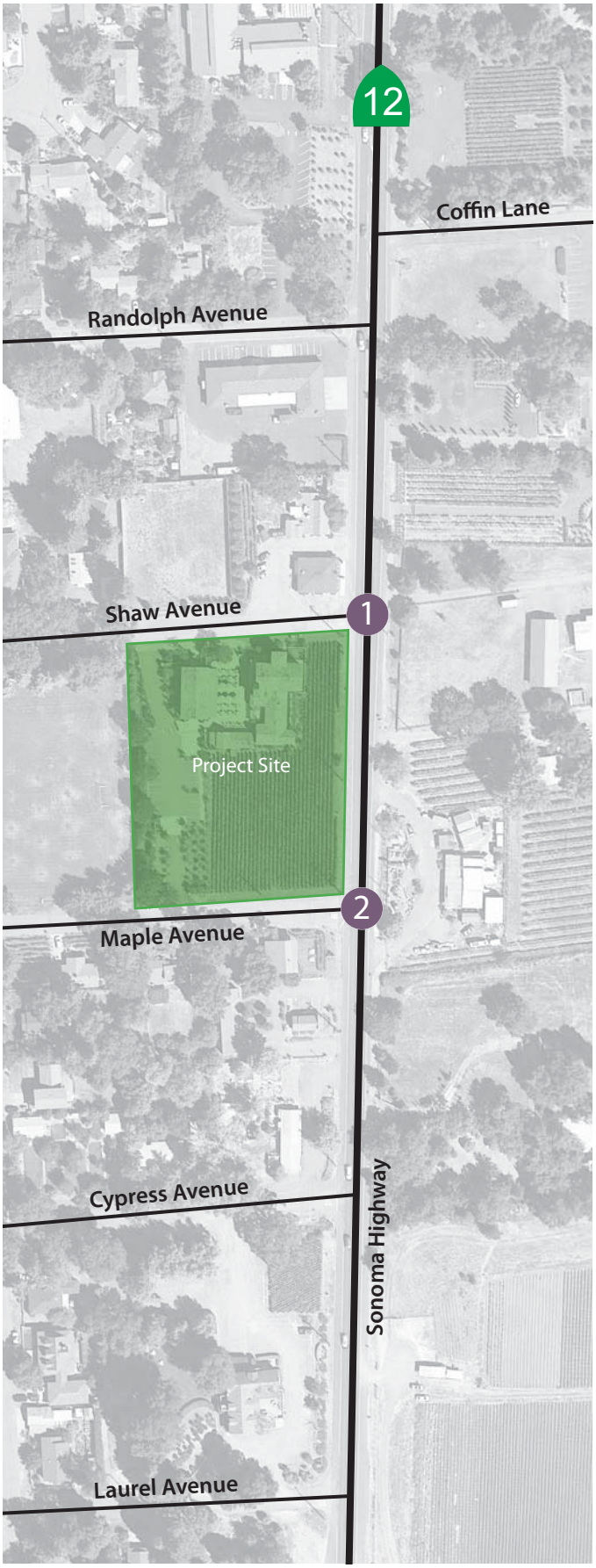
The purpose of a traffic impact study is to provide County staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to a level of insignificance as defined by the County's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

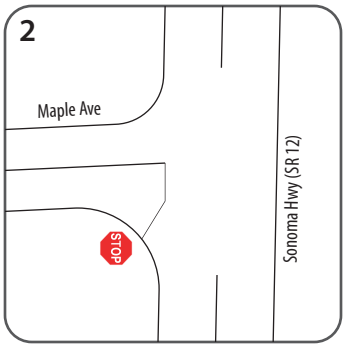
Project Profile

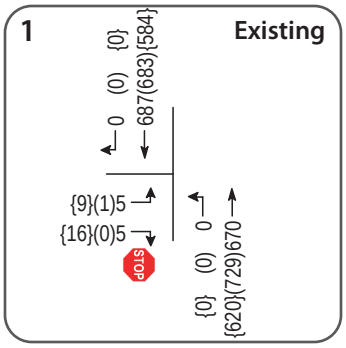
The project site is developed with the uses as approved in 2009 and as interpreted by the Permits and Resource Management Department (PRMD) since that date, including an outdoor pizza oven and barbeque; outdoor picnic/dining area; food and wine pairing; and retail store, gelato shop and office. Various modifications to the Use Permit as approved are requested, as follows.

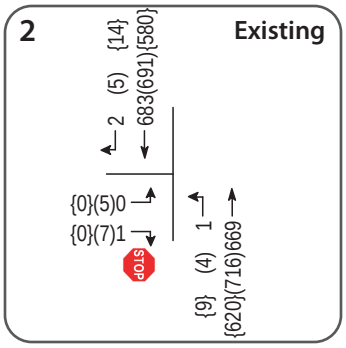
- Elimination of the requirement for a left-turn lane on the westbound SR 12 approach to Shaw Avenue and widening of the north shoulder across from the intersection as an alternative.
- The opening of Maple Avenue for egress, only, per Sonoma County Fire Marshall.
- The reduction of off-site parking along Shaw Avenue through paving of the east side of Shaw Avenue back 50 feet from the stop sign to the entrance and signage as outlined in the conditions of approval.
- The development of an off-site parking lot, providing 53 spaces, at 75 Shaw Avenue for the exclusive use of VJB Vineyards & Cellars.
- A maximum of 6 employees (full time equivalent) Monday through Thursday; 9 employees on Friday and 16 employees Saturday and Sunday.
- Change the hours of operation to 10 a.m. to 4 p.m. daily.

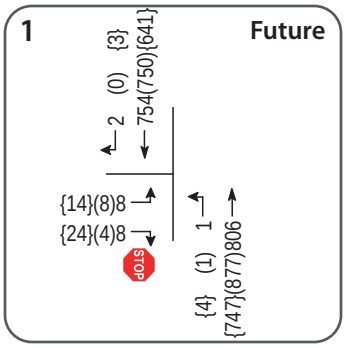
The project site location is shown in Figure 1.

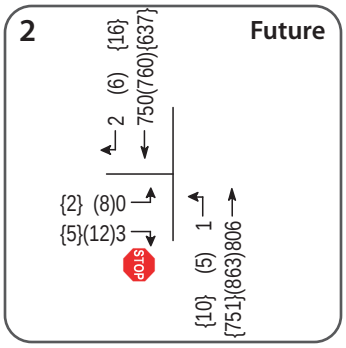












LEGEND

- Study Intersection
- xx Weekday AM Peak Hour Volume
- (xx) Weekday PM Peak Hour Volume
- {xx} Weekend MD Peak Hour Volume

sox227.ai 5/18

Updated Traffic Impact Study for the VJB Vineyard and Cellars

Figure 1 – Study Area, Lane Configurations & Existing/Future Traffic Volumes

Transportation Setting

Operational Analysis

Study Area and Periods

The study area consists of the following intersections:

1. SR 12/Shaw Avenue
2. SR 12/Maple Avenue

Operating conditions during the weekday a.m. and p.m. peak periods as well as the weekend midday peak period were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. The weekend midday peak period occurs between noon and 2:00 p.m.

Study Intersections

SR 12/Shaw Avenue is a tee intersection with the Shaw Avenue approach stop-controlled.

SR 12/Maple Avenue is a stop-controlled tee intersection.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Study Roadways

SR 12 in the vicinity of the proposed project is a two-lane road running in a north-south alignment with narrow shoulders and a posted speed limit of 45 miles per hour (mph). Traffic volumes published by Caltrans on their website indicate an average daily volume of approximately 16,900 vehicles per day. There is an existing center/left-turn lane on SR 12 for about 350 feet near Randolph Avenue, northwest of Shaw Avenue.

Shaw Avenue and Maple Avenue have posted speed limits of 25 mph and are unimproved residential two-lane roads with limited room for parking on the shoulders.

Collision History

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The most current five-year period available is January 1, 2012 through December 31, 2016.

As presented in Table 1, the calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2014 Collision Data on California State Highways*, California Department of Transportation (Caltrans). Both study intersections have actual rates that are lower than the corresponding Statewide rates, indicating that operation is generally consistent with anticipated safety conditions. The collision rate calculations are provided in Appendix A.

Table 1 – Collision Rates at the Study Intersections						
Study Intersection	**Number of Collisions (2012-2016)**	**Calculated Collision Rate (c/mve)**	**Statewide Average Collision Rate (c/mve)**	**Number with Injuries**	**Percent with Injuries**	**Statewide Average Percent with Injuries**
1. SR 12/Shaw Ave	3	0.11	0.14	0	0.0%	38.0%
2. SR 12/Maple Ave	2	0.08	0.14	0	0.0%	38.0%

Note: c/mve = collisions per million vehicles entering

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, there are limited pedestrian facilities near the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **SR 12** – Six- to eight-foot shoulders exist on both sides of SR 12 and are used by pedestrians to access bus stops near the intersections of SR 12 and Laurel Avenue and SR 12 and Greene Street.

- **Shaw Avenue** – There are no sidewalks on Shaw Avenue, so pedestrians walk along the shoulder, where such exists, or in the roadway. Given the low speed, low volume, and straight, flat alignment that provides good sight distance, the current conditions are adequate to serve the limited volume of pedestrian traffic.

Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

There are currently no designated bicycle facilities in the immediate vicinity of the winery, though SR 12 has shoulders of at least six feet in width delineated by an edgeline stripe that is used by cyclists. The roadway is identified as having a Class I bike path in the future per the *2014 Sonoma County Bicycle Pedestrian Master Plan,* and the existing right-of-way width appears to be adequate to accommodate this planned future widening.

Transit Facilities

Sonoma County Transit (SCT) provides fixed route bus service in the County of Sonoma. SCT Routes 30 and 34 provide regional service to destinations throughout Santa Rosa and Sonoma Valley and stop on both sides of Sonoma Highway at Greene Street, approximately 1,200 feet west of the site. Route 30 operates seven days a week with approximately one-and-a-half hour headways on weekdays between 6:00 a.m. and 9:00 p.m. and approximately 3-hour headways on weekends from 7:00 a.m. to 7:00 p.m.

Two to three bicycles can be carried on most SCT buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on SCT buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. SCT Paratransit is designed to serve the needs of individuals with disabilities within Santa Rosa and the greater County of Sonoma area.

Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation. The study intersections were analyzed using the unsignalized methodology for two-way stop-controlled intersections published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The "Two-Way Stop-Controlled" intersection capacity method determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection. The ranges of delay associated with the various levels of service are indicated in Table 2.

Table 2 – Two-Way Stop-Controlled Intersection Level of Service Criteria	
LOS A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.
LOS B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.
LOS C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.
LOS D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.
LOS E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.
LOS F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Traffic Operation Standards

Because SR 12 and its intersections are under the jurisdiction of Caltrans, the applicable standards for both agencies were considered.

County of Sonoma

Based on the most recent criteria published by the County of Sonoma in May 2016, as updated in June 2019, the project would have a significant traffic impact if it results in any of the following conditions.

1. **On-site roads and frontage improvements** – Proposed on-site circulation and street frontage would not meet the County's minimum standards for roadway or driveway design, or potentially result in safety hazards, as determined by the County in consultation with a registered Traffic Engineer or Civil Engineer.

2. **Parking** – Proposed on-site parking supply does not meet County standards and does not adequately accommodate parking demand.

3. **Emergency Access** – The project site would have inadequate emergency access.

4. **Alternative Transportation** – The project provides inadequate facilities for alternative transportation modes (e.g., bus turnouts, bicycle racks, pedestrian pathways) and/or the project creates potential conflicts with the County's Complete Streets Policy, other adopted policies, plans, or programs supporting alternative transportation.

5. **Road Hazards** – Road design features that do not meet standards (e.g., sharp curves or skewed intersections) or any perceived incompatible uses (e.g., farm equipment, major bicycle route, rail or pedestrian crossings).

6. **Vehicle Queues** – An impact on projected 95th percentile queues shall be considered significant when any of the following occur:

   A. The projected queue can be accommodated within the available stacking in a dedicated turn lane (defined as the length of the channelized turn pocket together plus 8 feet in length) but would exceed the available stacking upon adding project-generated traffic. Where a left-turn lane transitions into a two-way left-turn lane, the center turn lane is to be considered part of the available stacking space.

   B. There is adequate sight distance between the end of the queue and following traffic without the project, and the addition of project traffic increases the queue to a point where sight lines are no longer adequate to meet stopping sight distance criteria.

7. **Signal Warrants** – The addition of the project's vehicle or pedestrian traffic causes an intersection to meet or exceed Caltrans or CA-MUTCD signal warrant criteria.

8. **Turn Lanes** – The addition of project traffic causes an intersection to meet or exceed criteria for provision of a right or left turn lane on an intersection approach.

9. **Sight Lines** – The project constructs an unsignalized intersection (including driveways) and/or adds traffic to an existing unsignalized intersection approach that does not have adequate sight lines based upon Caltrans criteria for State highway intersections and AASHTO criteria for County roadway intersections.

10. **County Intersection Operations** – The County level of service standard for County intersection operations is to maintain a Level of Service D or better pursuant to General Plan Policy CT-4.2. The project would have a significant traffic impact if the project's traffic would cause an intersection currently operating at an acceptable level of service (LOS D or better) to operate at an unacceptable level (LOS E or worse).

    If the intersection currently operates or is projected to operate below the County standard, the project's impact is considered significant and cumulatively considerable if it causes the average delay to increase by five seconds or more. The delay will be determined by comparing intersection operations with and without the project's traffic for both the existing baseline and projected future conditions.

    The above criteria applies to all controlled intersections except for driveways and minor side streets that have less than 30 vehicle trips per hour per approach or exclusive left turn movement.

11. **County Roadway Operations** – The County level of service standard for County roadway operations is to maintain a Level of Service C pursuant to General Plan Policy CT-4.1; or, for specific roadway segments, the level of service standard adopted in the General Plan Figure CT-3. The project would have a significant traffic impact if the project's traffic would cause a road currently operating at an acceptable level of service (LOS C or better) to operate at an unacceptable level (LOS D or worse).

    If a road segment currently operates or is projected to operate below the County standard, the project's impact is considered significant and cumulatively considerable if it causes the average speed to decrease by 2 mph for a roadway operating at LOS D without the project, 1 mph if existing operation is LOS E, and any

reduction in travel speed is significant for a roadway operating at LOS F. The change will be determined by comparing roadway conditions with and without the project's traffic for both the existing baseline and projected future conditions.

12. **State Highways** – Caltrans' general level of service policy on State highways is to maintain the level of service at the transition between LOS C and LOS D. However, level of service goals for specific Caltrans facilities should be taken from transportation planning documents for that facility. A project would have a significant impact if the project traffic would cause the operation of a State highway to operate below LOS C. If a State highway currently operates or is projected to operate below the standard, the project's impact is considered significant and cumulatively considerable if it does not maintain the existing "measure of effectiveness." Measures of effectiveness are: (a) control delay per vehicle for signalized intersections; (b) average control delay per vehicle for unsignalized intersections; (c) average speed for two-lane highways, and (d) density for multi-lane highways.

13. **Mitigation Measures** – In order to reduce project impacts to levels of insignificance, the proposed mitigation measures must result in post-development affected intersections and roadways that have an LOS that is no worse than the County General Plan LOS standard for roadways and intersections, reduce safety impacts to insignificance by bringing the site up to Caltrans or AASHTO design standards, and provide adequate parking and alternative transportation facilities consistent with County plans and policies. The scope of the mitigation measures must reduce the project impacts below the identifiable thresholds mentioned.

    The payment of County wide traffic impact fees in and of itself may not be adequate to mitigate a project's local impacts if the existing facilities are already below standard, and the required improvements are not fully funded or programmed to be operational at the time of project completion. The timing of the mitigation measure implementation may require construction of off-site improvements by the developer using a Reimbursement Agreement to pay for any oversized facilities associated with the public share of the improvement pursuant to Section 26-670 of the Sonoma County Code. Traffic impact fees do not address specific impacts related to a particular project. Payment of the traffic impact fee only mitigates or addresses cumulative countywide impacts related to projects that are programmed or listed to be funded by the fees on file with DTPW.

    The project's contribution to cumulative impacts must also be addressed in proportion to the project's impact. A proportional fair share contribution to a traffic improvement related to a cumulative impact may be required based on the "Methodology for Calculating Equitable Mitigation Measures" included in Caltrans' *Guide for the Preparation of Traffic Impact Studies* as referenced above. Mitigation measures for both project impacts and cumulative impacts must be implemented prior to occurrence of the impact. An analysis of the timing, funding and responsibilities for implementation of mitigation measures should be included in the traffic study.

Caltrans

Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D. Based on previous discussions with Caltrans staff, it is understood that the standard is to be applied to the overall average intersection delay and *not* that associated with any single movement or approach. Under this approach, if one movement experiences very high delay and has moderate to high traffic volumes, the overall delay and level of service should reflect the critical nature of the condition. However, if one movement is expected to experience high delay, but has very low traffic volumes, the overall intersection operation will likely still meet Caltrans standards.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the three study periods. This condition does not include project-generated traffic volumes, which were

subtracted out of volume data collected on September 16 and 21, 2017 because all the activities associated with the proposed Conditional Use Permit modification are already occurring, so their traffic is included in current traffic streams. Copies of the counts, including those of both vehicles and pedestrians used to derive the site-generated trips deducted from existing counts, are provided in Appendix B.

Intersection Levels of Service

Under existing conditions with project traffic excluded, both study intersections are operating at LOS D or better both overall and on the stop-controlled approach. The existing traffic volumes are shown in Figure 1. A summary of the intersection level of service calculations is contained in Table 3, and copies of the Level of Service calculations are provided in Appendix C. It is noted that the delay indicated for the minor street approaches reflects the average for both left and right turns as neither intersection has separate turn lanes. The output provided in Appendix C presents the delay for the highest movement, but this result is not used for purposes of the evaluation as it represents a single movement on a shared-movement approach and that movement has less than 30 vehicles an hour under any scenario evaluated, so falls below the County's minimum threshold for application of the Level of Service standard.

Table 3 – Existing Peak Hour Intersection Levels of Service

Study Intersection *Approach*	AM Peak		PM Peak		Weekend Peak	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
1. SR 12/Shaw Ave	0.2	A	0.0	A	0.3	A
NB (Shaw Ave) Approach	*23.2*	*C*	*29.3*	*D*	*17.1*	*C*
2. SR 12/Maple Ave	0.0	A	0.2	A	0.1	A
NB (Maple Ave) Approach	*13.5*	*B*	*21.7*	*C*	*18.2*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Future Conditions

Segment volumes for the horizon year of 2040 were obtained from the County's gravity demand model as maintained by the Sonoma County Transportation Authority and translated to turning movement volumes at the study intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue. Because there were no volumes available for Shaw Avenue and Maple Avenue in the County's model, growth factors per approach were calculated based on 2010 and 2040 model volumes on Warm Springs Road and applied to existing volumes at the Shaw and Maple Avenue approaches to arrive at future volumes. The growth factor calculation is provided with the counts in Appendix B.

Under the anticipated Future volumes, the study intersections are expected to operate acceptably at LOS A overall, and at LOS D or better on the side-street approaches. Future volumes are shown in Figure 1 and operating conditions are summarized in Table 4.

Table 4 – Future Peak Hour Intersection Levels of Service						
Study Intersection ***Approach***	**AM Peak**		**PM Peak**		**Weekend Peak**	
	Delay	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
1. SR 12/Shaw Ave	0.3	A	0.2	A	0.6	A
NB (Shaw Ave) Approach	*30.5*	*D*	*31.6*	*D*	*21.2*	*C*
2. SR 12/Maple Ave	0.0	A	0.4	A	0.2	A
NB (Maple Ave) Approach	*14.4*	*B*	*27.0*	*D*	*18.1*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Project Description

The project consists of changes to the Conditional Use Permit for the VJB Vineyards and Cellars to reflect operation as it has evolved over time and to address requests to modify several Conditions of Approval placed on the project. The specific components of the project addressed in the analysis include the actual current trip generation, the opening of Maple Avenue for egress only, the request not to provide a left-turn lane on SR 12 at Shaw Avenue, and the development of an off-site parking lot, providing 53 spaces, at 75 Shaw Avenue for the exclusive use of VJB Vineyards & Cellars. It is noted that a separate right-turn lane would be provided on Shaw Avenue at SR 12 through elimination of four parking spaces on the east side of Shaw Avenue north of the project entrance. This change to the configuration has not been included as part of the project for analysis purposes to provide a more direct comparison between conditions without and with the project. Operational changes include limiting staff to a maximum of six full-time equivalent employees Monday through Thursday; nine on Friday and 16 Saturday and Sunday, and revision of the hours of operation to 10 a.m. to 4 p.m. daily. Because the changes to the Use Permit would bring the current operation into compliance with existing conditions, the project trips are already on the street network. The actual counts obtained on Thursday, September 21, 2017 and Saturday, September 16, 2017 were therefore used to represent "plus Project" conditions.

Trip Generation

The trip generation for the project was developed based on counts obtained at the site during each of the peak periods. All persons entering or leaving the site either by vehicle to and from the parking lot or walking to nearby parking spaces were observed, and inbound and outbound vehicle counts determined, with outbound trips via the driveway to Maple Avenue counted separately. Based on the counts obtained, the site is currently generating 25 trips during the a.m. peak hour, 36 during the p.m. peak hour, and 64 during the weekend peak hour. These results are shown in Table 5, and these are the volumes that were subtracted from the actual counts to arrive at the volumes used to evaluate "Existing" conditions.

Table 5 – Trip Generation Summary									
Land Use	**AM Peak Hour**			**PM Peak Hour**			**Weekend Peak Hour**		
	Trips	**In**	**Out**	**Trips**	**In**	**Out**	**Trips**	**In**	**Out**
VJB	25	18	7	36	9	27	64	46	18

Notes: Trip generation based on count of actual site-generated trips.

Trip Distribution

As the actual numbers of trips were counted for each peak period while the turning movement counts were being collected, the pattern used to allocate the project trips to the street network was determined based on the turning

movement counts. Based on the site counts, 55 percent of outbound trips were assigned to Maple Avenue, with the remaining 45 percent using Shaw Avenue. All inbound trips were assigned to Shaw Avenue.

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue operating acceptably at LOS D or better both overall and on the side-street approaches. It is noted that while the project as proposed would result in the addition of a separate right-turn lane on the Shaw Avenue approach to SR 12 that would increase capacity and reduce delay, the intersections was conservatively evaluated with the existing single-lane approach. These results are summarized in Table 6. Project traffic volumes and the resulting Existing plus Project volumes are shown in Figure 2.

Table 6 – Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	AM Peak		PM Peak		Weekend Peak	
	Delay	LOS	Delay	LOS	Delay	LOS
1. SR 12/Shaw Ave	0.3	A	0.5	A	0.6	A
NB (Shaw Ave) Approach	*25.1*	*D*	*25.9*	*D*	*19.0*	*C*
3. SR 12/Maple Ave	0.1	A	0.3	A	0.3	A
NB (Maple Ave) Approach	*17.0*	*C*	*22.4*	*C*	*17.0*	*C*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Finding – The study intersections are expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic.

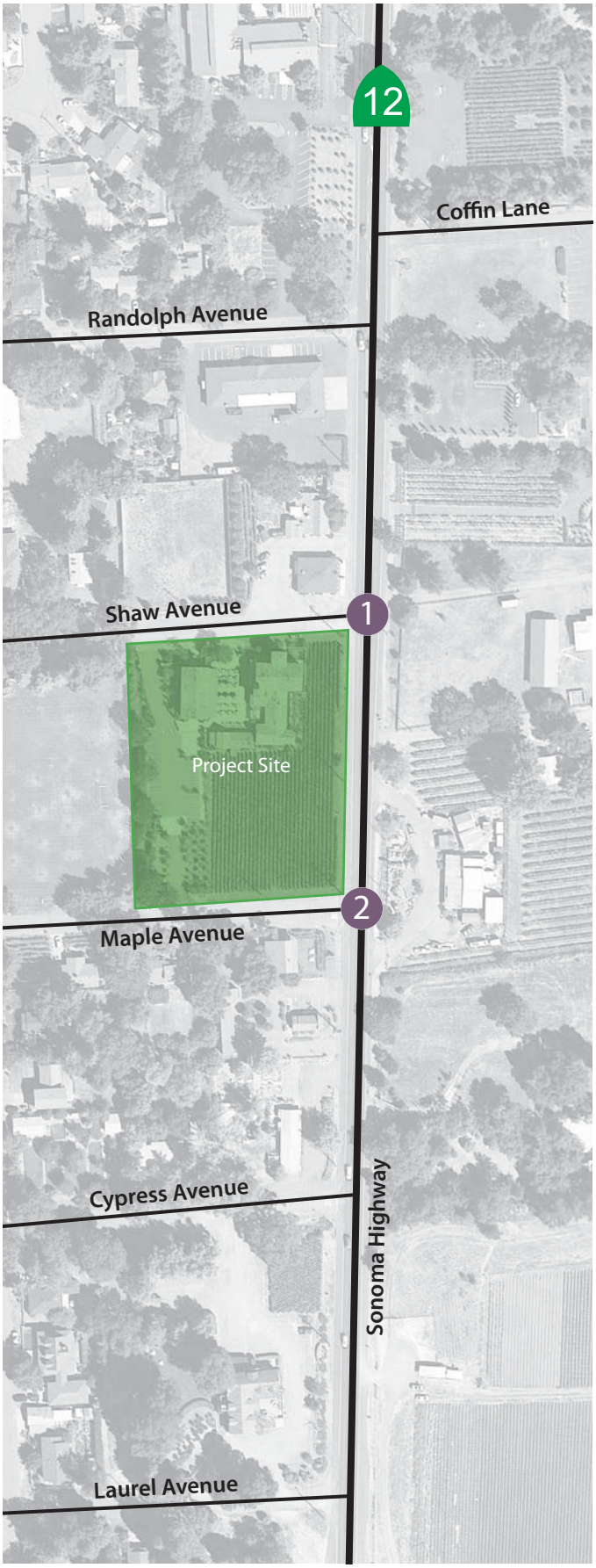
Future plus Project Conditions

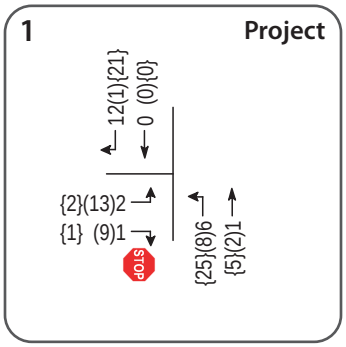
Upon the addition of project-generated traffic to the anticipated Future volumes, the study intersections are expected to operate acceptably at LOS A overall and LOS D or better on the side-street approaches, again conservatively treating the Shaw Avenue approach to SR 12 as a single lane and not accounting for the added capacity associated with the separate right-turn lane to be provided by the project. The Future plus Project operating conditions are summarized in Table 7 and the volumes are shown on Figure 2.

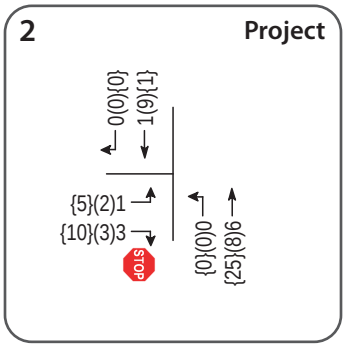
Table 7 – Future plus Project Peak Hour Intersection Levels of Service

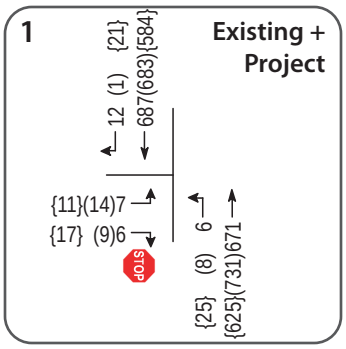
Study Intersection *Approach*	AM Peak		PM Peak		Weekend Peak	
	Delay	LOS	Delay	LOS	Delay	LOS
1. SR 12/Shaw Ave	0.4	A	0.7	A	0.8	A
NB (Shaw Ave) Approach	*33.1*	*D*	*34.2*	*D*	*24.0*	*C*
2. SR 12/Maple Ave	0.1	A	0.5	A	0.4	A
NB (Maple Ave) Approach	*18.2*	*C*	*28.4*	*D*	*19.9*	*C*

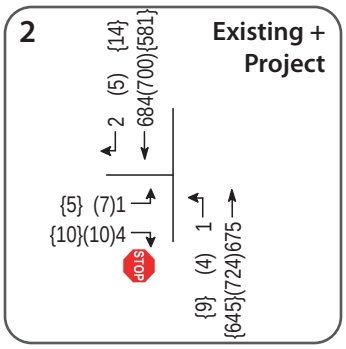
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

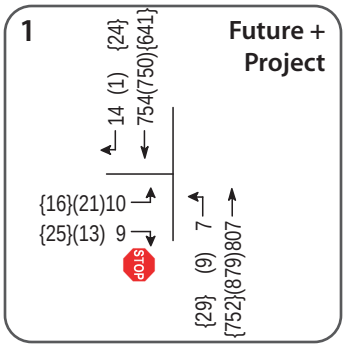


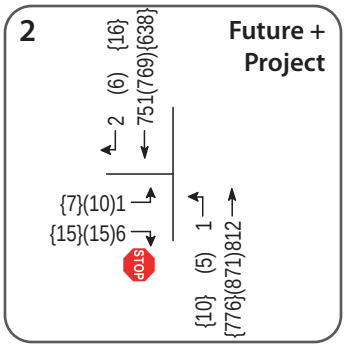












LEGEND

- Study Intersection
- xx Weekday AM Peak Hour Volume
- (xx) Weekday PM Peak Hour Volume
- {xx} Weekend MD Peak Hour Volume

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Updated Traffic Impact Study for the VJB Vineyard and Cellars

Figure 2 – Project, Existing plus Project & Future plus Project Traffic Volumes

Finding – The study intersections will continue operating acceptably with project traffic added to Future volumes, at the same Levels of Service as without it, indicating a less-than-significant impact on traffic operation.

Travel Demand Analysis

Senate Bill (SB) 743 established a change in the metric to be applied to determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service analysis, the increase in vehicle-miles-travelled (VMT) as a result of a project will be the basis for determining impacts once this new metric is fully vetted and adopted. While the specific methodologies and standards of significance are still under development, consideration was given to the extent to which this project results in increased VMT.

As proposed, many of the visitors to VJB Winery would arrive in limousines or buses, resulting in fewer trips to and from the site than might otherwise occur. The site is located along SR 12, a route that serves numerous other wineries and tasting rooms, so the project is likely to attract a substantial amount of pass-by traffic from guests visiting multiple tasting rooms in the area rather than generating new trips associated with the project itself. SR 12 also attracts a substantial number of bicyclists, and bicycle traffic reduces the VMT. The project would be expected to draw from this bicycle traffic as well, especially when the Class I trail is constructed parallel to SR 12.

Alternative Modes

Pedestrian Facilities

Given the proximity of agricultural and residential land uses, it is reasonable to assume that most winery visitors and employees will travel to and from the site by motor vehicle. Therefore, the winery is expected to generate little to no pedestrian travel except between the buildings and parking lots. The existing parking lot is located to the south of the buildings and provides the accessible parking for the project. Visitors can enter the site directly from the parking lot through a gate at the southeast corner of the outdoor patio. This route provides a virtually flat access route from the accessible parking spaces.

To achieve adequate parking for the uses at the site and avoid use of street parking, it is understood that the parcel at 75 Shaw Avenue has been purchased, and the plan is to use the vacant lot for parking. County staff has expressed concerns regarding pedestrian access between the project site and the off-site parking lot, so the need for a mid-block pedestrian crosswalk was evaluated.

Shaw Avenue has a paved width of about 25 feet south of the project site and narrow shoulders on one or both sides that are used for parking and pedestrian travel. Near SR 12 the road widens to approximately 35 feet. Counts performed in 2017 at the intersection of SR 12/Shaw Avenue indicate that the daily volume on Shaw Avenue is about 340 trips per day, including project-generated traffic. Even with project trips added, the average daily traffic volume on Shaw Avenue remains well below 400 vehicles per day, a volume that is considered "very low" by the American Association of State Highway and Transportation Officials (AASHTO). The speed limit on this short road segment is 25 mph, and field observations indicate that drivers are traveling at or below this speed. Given that sight distance is adequate to allow sufficient visibility between motorists and pedestrians, at this low volume pedestrians should be able to find an adequate gap in traffic to safely cross from the parking lot directly to the VJB site.

Consideration was given to the need for a mid-block crosswalk as a channelizing device and not a safety device. Given that most pedestrians will want to cross in a relatively straight line between the parking lot and the site entrance, there is little need for these walking trips to be channelized. Further, the presence of a mid-block crosswalk may provide pedestrians with a false sense of security and discourage them from waiting for traffic to clear prior to entering the street. It is recommended that a crosswalk be installed at the intersection with SR 12, including provision of space along both sides of Shaw Avenue for pedestrian travel. A copy of the plan showing the proposed improvements is provided in Appendix D. It is noted that this would result in out-of-the way travel, and some pedestrians would be unwilling to increase their trip length by 200 feet so would continue walking directly across Shaw Avenue. However, because this is a local street, pedestrians crossing between the project site and the parking lot would be similar to neighbors walking across to visit one another, an activity that would be normal and well within driver expectation. As a result, while the volume of pedestrian traffic would be greater than normally encountered on a local street, given the geometric and operational characteristics of the street, with adequate facilities provided for those pedestrians who wish to use a specified pathway, facilities would be adequate.

Finding – The project is expected to generate limited pedestrian traffic except between the project and on-site and off-site parking lots. Facilities should be provided to connect the project to the on- and off-site parking lots; this could consist of dedicated paved shoulder areas outside the travel lanes. Given the operational characteristics of Shaw Avenue, it is expected that those pedestrians that wish to do so will be able to cross safely directly between the off-site parking lot and VJB Marketplace.

Recommendation – Installation of the mid-block crosswalk from the site to the parking lot at 75 Shaw Avenue should not be required, though it is recommended that a crosswalk be installed across Shaw Avenue at SR 12 with

space dedicated to pedestrians marked connecting the project entrance to the off-site parking lot via the crosswalk.

Bicycle Facilities

Existing and planned future bicycle facilities, including the future Sonoma Valley Trail paralleling SR 12, together with shared use of minor streets provide adequate access for bicyclists.

Bicycle Storage

The project site plan does not identify the provision of bicycle parking or storage facilities; however, the project should provide bicycle parking consistent with the requirements for the specific uses outlined in Article 86 of the County of Sonoma Code of Ordinances which states that one bicycle parking space should be provided for every five required automobile parking spaces. With a proposed supply of 89 spaces, parking for 18 bicycles is needed.

Finding – Bicycle facilities are adequate to serve the expected demand and would be improved upon installation of the planned Sonoma Valley Trail paralleling SR 12.

Recommendation – Parking to secure at least eighteen bicycles should be provided on-site.

Transit

Existing transit routes are adequate to accommodate project-generated transit trips. Existing stops are within acceptable walking distance of the site.

Finding – Transit facilities serving the project site are adequate.

Access and Circulation

Site Access

Access to the parking lot located on the project site is via a two-way driveway on Shaw Street and a one-way egress to Maple Street. Additional parking is provided in a lot on the opposite side of Shaw Street that is accessed by a two-way driveway.

Sight Distance

Sight distance along Shaw Avenue from the project driveway was evaluated based on sight distance criteria contained in *A Policy on Geometric Design on Highways and Streets* published by American Association of State Highway and Transportation Officials (AASHTO). For drivers exiting a driveway, stopping sight distance recommendations are typically applied. Given the 25-mph speed on both Shaw and Maple avenues, the applicable stopping sight distance recommendation is 155 feet. The available sight lines from all three driveways exceed this and are therefore adequate.

Access Analysis

Left-Turn Lane Warrants

The need for left-turn lanes on SR 12 at Shaw Avenue was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which was referenced in Section 405.2, Left-turn Channelization, of previous editions of the Caltrans *Highway Design Manual*, though this reference has been deleted from the most recent edition of this manual.

Based on the volume warrants alone, a left-turn lane is warranted on SR 12 at Shaw Avenue based on Existing volumes during the p.m. and midday peak periods. However, a review of the collision history for the intersection of SR 12/ Shaw Avenue indicates that only one crash involving a left-turning vehicle (July 2012) was reported during the eight-year period reviewed (2009-2016), indicating that there is not a safety problem at the intersection that would need to be addressed by installing a left-turn lane. Additionally, there are significant construction constraints affecting the design of a left-turn pocket, such as the relocation of existing utility poles and shoulder and drainage facilities. The lack of sufficient right-of-way makes it infeasible for a private party to construct a left-turn pocket. A preliminary design showing the right-of-way that would need to be obtained is provided in Appendix D.

Further, Condition of Approval 41e as set forth for the project in 2007 indicated that the left-turn lane needed to be constructed to allow operation past the hour of 4:00 p.m. Until the left-turn lane was constructed, operation was limited to 10:00 a.m. to 4:00 p.m. Since operation outside of these hours is not currently proposed, there would not be an extension of operating hours that would trigger the need for the left-turn lane, so the left-turn lane should not be required at this time.

However, County staff suggested an alternative improvement that would achieve the desired result of providing space so that following vehicles could pass around a left-turning vehicle if necessary, and improving safety, especially in the case of an inattentive driver approaching a vehicle stopped and waiting to turn left having insufficient time to avoid colliding with the stopped vehicle despite the adequacy of sight distance. The County

has, on numerous occasions, placed a condition that applicants construct a wider shoulder on the opposite site of the street from their driveway, or in this case a side street, so that approaching drivers have adequate space to move around the vehicle stopped before turning left. This alternative improvement has been applied in other places along state highways, including SR 116 and 121. Under this alternative the shoulder on the northeast side of the roadway would need to be widened to a minimum of eight feet for a total distance of 200 feet: 100 feet on each side of the centerline of Shaw Avenue. The widening of the shoulder results in conditions that are an improvement over existing conditions, leading to better operation with the project than without it, regardless of any increase in left turns associated with the project, and therefore a less-than-significant impact due to the project. While not required to accommodate the project as currently proposed, the applicant has agreed to construct this improvement.

Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. This analysis provides an update to the previous parking study conducted in a report titled, *Revised Traffic and Parking Analysis for VJB Marketplace Modification,* July 16, 2015. The proposed project's parking supply consists of 37 spaces on site and an additional 53 spaces in an off-site parking lot at 75 Shaw Avenue for the exclusive use of VJB Vineyards & Cellars, for a total supply of 90 spaces.

Required Parking

Based on the Sonoma County Zoning Code, Section 26-86-010, one parking space is required per 60 square feet of dining area, one space per 200 square feet of general retail, and one space per 250 square feet of office space. Project plans include 3,654 square feet of dining area (including the picnic area, bar, covered area adjacent to the wine cellar, and area in front of the gelato bar), 425 square feet of retail space, which includes the market, and 306 square feet of office space. This equates to a parking requirement of 65 spaces. With plans to provide 90 spaces, the supply is adequate to meet County codes with a surplus of 25 spaces. Table 8 provides a summary of the County's parking requirements.

Table 8 – Parking Requirements per Sonoma County Municipal Code

Land Use	Units	County Requirements	
		Rate	Spaces Required
Dining	3,654 sf	1.0 per 60 sf	61
Market (retail)	425 sf	1.0 per 200 sf	2
Office	414 sf	1.0 per 250 sf	2
Total Parking Required			**65**

Notes: sf = square feet

The proposed project also includes an on-site limousine and bus drop off which would also reduce the parking demand generated by the project by increasing the vehicle occupancy above the typical 2.5 persons per vehicle.

Finding – The proposed parking supply would accommodate the anticipated parking demand with a surplus of 25 spaces.

Conclusions and Recommendations

Conclusions

- Based on the counts obtained, the site currently generates 25 trips during the a.m. peak hour, 36 during the p.m. peak hour, and 64 during the weekend peak hour.
- Under existing conditions with project traffic excluded, both study intersections are operating at LOS A overall and at LOS D or better on the stop-controlled approaches.
- Under anticipated Future volumes, both study intersections are expected to operate at acceptable service levels overall and on the side-street approaches.
- Upon the addition of project-related traffic to the Existing and Future volumes, the study intersections are expected to continue operating acceptably at LOS D or better both overall and on the side-street approaches.
- Pedestrian traffic associated with the project is expected to be minimal and comprised primarily of visitors walking from and to the off-site parking lot (there is a direct connection from the patio to the on-site parking lot). There are safety concerns related to the mid-block crosswalk proposed by the County, especially the potential for pedestrians to walk out in front of oncoming traffic due to a false sense of security. Given the availability of adequate sight distance and low speeds and volumes on Shaw Avenue, pedestrians are expected to be able to cross relatively easily and safely. However, dedicated space for pedestrians should be provided between the project entrance and the off-site parking lot.
- There are no bicycle facilities serving the project site. However, striped eight-foot shoulders on SR 12 are used by bicycles and a bike trail parallel to SR 12 is planned for the future.
- Transit facilities connect the site to Santa Rosa to the west and Sonoma to the east, and the site is served by bus stops near the intersection of SR 12/Greene Street. While few transit trips to and from the site are expected, the available transit facilities are adequate to serve those that may occur.
- The available sight lines for all three project driveways exceed the recommended 155 feet for roads with 25 mph speed limits and are therefore adequate.
- A left-turn lane is not warranted on westbound SR 12 at the intersection with Shaw Avenue due to construction constraints and safe operation of the intersection indicated by the lack of collisions for the past nine years.

Recommendations

- While the volume at the intersection of SR 12/Shaw Avenue indicates that a left-turn lane for the westbound approach may be warranted, the incidence of only one reported collision in nine years indicates that there is not a safety problem that warrants attention. As a result, and in consideration of the geometric, right-of-way and utility constraints associated with adding a left-turn pocket as well as the current proposal to limit operating hours and closing at 4:00 p.m., it is recommended that the requirement for the left-turn pocket be eliminated.
- It is recommended that the applicant widen the shoulder on the north side of SR 12 for 200 feet (100 feet on either side of Shaw Avenue) to provide recovery space if a driver needs to pass around a vehicle waiting to turn left into Shaw Avenue.
- A mid-block crosswalk between the off-site parking lot and the VJB site may pose safety concerns to pedestrians and is therefore not recommended.
- The project should mark space that can be used by pedestrians connecting the entrance to the off-site parking lot, including a crosswalk on Shaw Avenue at SR 12.
- Secure parking facilities for at least 18 bicycles should be provided on site.

Study Participants and References

Study Participants

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Graphics	Hannah Yung-Boxdell
Editing/Formatting	Alex Scrobonia

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SOX227

VJB VINEYARDS WINERY & TASTING ROOM PARKING LOT ADDITION NOISE AND VIBRATION ASSESSMENT

Kenwood, Sonoma County, California

May 31, 2019

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INTRODUCTION

This report summarizes the evaluation of noise and vibration levels attributable to construction activities and project operations due a proposed parking lot for VJB Vineyards Winery and Tasting Room located on a currently vacant lot at 75 Shaw Avenue with respect to the regulatory criteria established by the Sonoma County General Plan and the Sonoma County Guidelines for the Preparation of Noise Analysis. The report first describes the project, study area, and existing noise levels in the project vicinity. The report then summarizes the applicable regulatory criteria used in the assessment of project-generated noise and vibration levels. Standard best management practices are recommended to reduce temporary construction noise levels to less-than-significant levels. With the incorporation of mitigation measures, construction vibration and project operational noise levels would not be expected to result in significant impacts upon nearby residential land uses. A brief discussion of the fundamentals of environmental noise and groundborne vibration is presented in Appendix A for those unfamiliar with acoustical terms or concepts.

PROJECT DESCRIPTION

The project proposes to convert a vacant lot at 75 Shaw Avenue, which is currently used as an informal parking area, to a fully improved 53 space parking lot for tasting room guests and employees.

NOISE ANALYSIS STUDY AREA

The project site is a vacant flat parcel developed. The site is bordered by a single-family residential and a commercial use to the north, a single-family residential use to the west, Shaw Avenue and the VJB Vineyards Winery and Tasting Room to the south and a commercial use to the east. A review of the site plan and surrounding uses indicates that the residential uses to the north and west are the only noise sensitive uses adjacent to the proposed site improvements. Figure 1, in Appendix B, shows the site plan of the proposed project, adjacent land uses and receptor locations, and noise monitoring locations selected during the noise survey.

EXISTING NOISE ENVIRONMENT

Ambient noise levels were measured by *Illingworth & Rodkin, Inc.* between 2pm on Friday, April 19th and Tuesday, April 23rd, 2019. Noise measurements were made with Larson Davis Model 820 Integrating Sound Level Meters (SLM) set at "slow" response. The sound level meters were equipped with G.R.A.S. Type 40AQ ½-inch random incidence microphone and fitted with windscreens. The sound level meters were calibrated prior to the noise measurements using a Larson Davis Model CAL200 acoustical calibrator. The response of the systems were checked after each measurement session and was always found to be within 0.1 dBA. No calibration adjustments were made to the measured sound levels. At the completion of the monitoring event, the measured interval noise level data were obtained from the SLM using the Larson Davis SLM utility software program. Weather conditions during the measurement period were generally good for noise monitoring.

The first long-term sound level measurement (see LT-1 in Figure 1) was made on the western property line shared with the single-family residential lot to the west and identified as Residence 1 in Figure 1. The monitoring equipment was installed on the existing property line fence at a height of approximately 8 feet above grade. Noise levels measured at this site primarily resulted from existing parking uses, adjacent residential sounds and roadway noise from Shaw Avenue and the more distant Hwy 12 traffic. The hourly trend in noise levels at this location, including the energy equivalent noise level (L_{eq}), maximum (L_{max}), minimum (L_{min}), and the noise levels

exceeded 2,8,25, and 50 percent of the time (indicated as L_2, L_8, L_{25}, and L_{50}) are shown on Chart 1 (see Appendix B).

A review of Chart 1 shows that the average weekday noise levels at LT-1 ranged from 47 to 66 dBA L_{eq} during the day, and 40 to 55 dBA L_{eq} at night, and average weekend noise levels ranged from 48 to 58 dBA L_{eq} during the day and 38 to 49 dBA L_{eq} at night. The calculated average day/night noise level (L_{dn}) at this location was 57 dBA for weekdays and 53 dBA for weekends. The average, maximum, minimum levels measured for the daytime and nighttime periods for the entire LT-1 measurement along with the corresponding Sonoma County Table NE-2 Noise Standards are shown in Table 1.

Table 1: Comparison of Noise Measurements Results and Sonoma County Noise Standards at Property line of Residence 1

Type of Level		Noise Level, dBA			
		L_{50}	**L_{25}**	**L_8**	**L_2**
Daytime Levels	NE-2 Noise Standard	50	55	60	65
	Measured Ambient Level[1]	**48**	**51**	**53**	**55**
	Measured Range (Max/Min)	*44/54*	*48/56*	*51/59*	*53/63*
Nighttime Levels	NE-2 Noise Standard	45	50	55	60
	Measured Ambient Level[1]	**38**	**41**	**47**	**51**
	Measured Range (Max/Min)	*33/54*	*35/56*	*40/58*	*47/59*

[1] Calculated based on an average of the four quietest L_{eq} hours in each measured 24-hour period

The second long-term sound level measurement (see LT-2 in Figure 1) was made on the northern property line of the project site shared with the single-family residential lot to the north and identified as Residence 2 in Figure 1. The monitoring equipment was installed on the existing property line fence at a height of approximately 8 feet above grade. Noise levels measured at this site primarily resulted from adjacent residential sounds and roadway noise from distant Shaw Avenue, Randolph Avenue and Hwy 12 traffic. Chart 2 in Appendix B, shows the hourly trend in noise levels at this site, including the energy equivalent noise level (L_{eq}), maximum (L_{max}), minimum (L_{min}), and the noise levels exceeded 2,8,25, and 50 percent of the time (indicated as L_2, L_8, L_{25}, and L_{50}).

A review of Chart 2 indicates that the average weekday noise levels at LT-2 ranged from 43 to 67 dBA L_{eq} during the day and 36 to 52 dBA L_{eq} at night, and average weekend noise levels ranged from 47 to 54 dBA L_{eq} during the day and 39 to 48 dBA L_{eq} at night. The calculated average day/night noise level (L_{dn}) at this location was 55 dBA for weekdays and 51 dBA for weekends. The average, maximum, minimum levels measured for the daytime and nighttime periods for the entire LT-2 measurement along with the corresponding Sonoma County Table NE-2 Noise Standards are shown in Table 2.

Table 2: Comparison of Noise Measurements Results and Sonoma County Noise Standards at Property line of Residence 2

Type of Level		Noise Level, dBA			
		L_{50}	**L_{25}**	**L_8**	**L_2**
Daytime Levels	NE-2 Noise Standard	50	55	60	65
	Measured Ambient Level[1]	**47**	**49**	**51**	**54**
	Measured Range (Max/Min)	*43/53*	*47/55*	*50/57*	*51/60*
Nighttime Levels	NE-2 Noise Standard	45	50	55	60
	Measured Ambient Level[1]	**39**	**42**	**46**	**50**
	Measured Range (Max/Min)	*37/52*	*38/55*	*41/56*	*46/58*

[1] Calculated based on an average of the four quietest L_{eq} hours in each measured 24-hour period

REGULATORY CRITERIA

Goals, objectives, and policies designed to protect noise-sensitive uses from exposure to excessive noise are set forth in the Noise Element of the Sonoma County General Plan 2020. The primary goal of the Noise Element is to, "Protect people from the adverse effects of exposure to excessive noise and to achieve an environment in which people and land uses function without impairment from noise." Objectives and policies of the Noise Element that are applicable in the assessment of the proposed project are as follows:

Objective NE-1.3: Protect the present noise environment and prevent intrusion of new noise sources which would substantially alter the noise environment.

Objective NE-1.4: Mitigate noise from recreational and visitor serving uses.

Policy NE-1c: Control non-transportation related noise from new projects. The total noise level resulting from new sources shall not exceed the standards in Table NE-2 (Table 3 of this report) of the recommended revised policies as measured at the exterior property line of any adjacent noise sensitive land use. Limit exceptions to the following:

(1) If the ambient noise level exceeds the standard in Table NE-2, adjust the standard to equal the ambient level, up to a maximum of 5 dBA above the standard, provided that no measurable increase (i.e. +/- 1.5 dBA) shall be allowed.

(2) Reduce the applicable standards in Table NE-2 by 5 dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises, such as pile drivers and dog barking at kennels.

(3) Reduce the applicable standards in Table NE-2 by 5 decibels if the proposed use exceeds the ambient level by 10 or more decibels.

(4) For short-term noise sources, which are permitted to operate no more than six days per year, such as concerts or race events, the allowable noise exposures shown in Table NE-2 may be increased by 5 dB. These events shall be subject to a noise management plan including provisions for maximum noise level limits, noise monitoring, complaint response and allowable hours of operation. The plan shall address potential cumulative noise impacts from all events in the area.

(5) Noise levels may be measured at the location of the outdoor activity area of the noise sensitive land use, instead of at the exterior property line of the adjacent noise sensitive use where:

(a) The property on which the noise sensitive use is located has already been substantially developed pursuant to its existing zoning, and

(b) There is available open land on these noise sensitive lands for noise attenuation. This exception may not be used for vacant properties, which are zoned to allow noise sensitive uses.

This exception may not be used on vacant properties which are zoned to allow noise sensitive uses.

TABLE NE-2: Maximum Allowable Exterior Noise Exposures for Non-Transportation Noise Sources

Hourly Noise Metric[1], dBA	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
L_{50} (30 minutes in any hour)	50	45
L_{25} (15 minutes in any hour)	55	50
L_{08} (5 minutes in any hour)	60	55
L_{02} (1 minute in any hour)	65	60

[1] The sound level exceeded n% of the time in any hour. For example, the L_{50} is the value exceeded 50% of the time or 30 minutes in any hour; this is the median noise level. The L_{02} is the sound level exceeded 1 minute in any hour.

It is clear for the footnote of Table NE-2 that the applicable noise standard is based on the *"sound level exceeded n% of the time in any hour"*, such that the L_{50} is the value exceeded 50% of the time or 30 minutes in any hour or more, the L_{25} is the value exceeded 25% of the time or 15 minutes in any hour or more, L_{08} is the value exceeded 8% of the time or 5 minutes in any hour or more, and the L_{02} is the value exceeded 2% of the time or 1 minute in any hour or more.

NOISE IMPACT ANALYSIS

Noise generated by the proposed use permit update was assessed against the Table NE-2 guidelines presented in the County's Noise Element. The guidelines establish daytime and nighttime noise limits for noise events of varying durations. The primary daytime noise sources associated with the project are expected to be winery mechanical equipment, bottling, maintenance, and forklift operations, and crush related activities. No additional tasting room visitation or special events are requested so the project would have no impact on nighttime noise levels or the typical daily trip generation of the tasting room.

Estimating the expected noise produced by, and impacts from, the proposed changes to the existing use permit at adjacent noise sensitive uses requires three elements; the first is an assessment of what noise producing operations are likely to occur, the second is typical noise source levels for those operations, and the third is to determine the temporal nature of the operations.

I. Identification of Noise Producing operations/uses

Parking lot activities at the proposed 53 stall lot may result in off-site noise level increases. Automobile and light vehicle traffic on site would occur during the daytime hours and noise produced is expected to include the sounds of vehicles accessing parking areas, engine starts, door slams. These noises typically range from a maximum of 53 dBA to 63 dBA at 50 feet.

III. Propagation of sound

The final step in estimating the project noise levels is assessing the propagation of sound to the sensitive receptors. To do this, it is necessary to assume some rate of sound attenuation between the operations and receiver locations. The most dominant physical effect is due to the spreading out of sound waves with distance. Noise from moving vehicular noise sources in the parking typically attenuate at 3 dB per doubling of distance from the source, while noise from fixed sources such as parked cars people talking in the parking area can be considered to attenuate at a rate of 6 per doubling of distance from the source. Other effects can modify these fall-off rates such as partial shielding from buildings or topography, atmospheric attenuation of sound, and meteorological effects. These effects almost always reduce the noise in addition to that due to sound divergence. As most of these effects will vary with time due to changing environmental conditions, it is most conservative to assume only attenuation due to divergence for outdoor activities, realizing that the actual noise level will be at or, most likely, below those predicted using these assumptions at any one time.

NOISE IMPACT ASSESSMENT

The proposed Parking lot would include 53 parking spaces and may result in increased noise levels at the residential uses adjacent to the lot. The project does not request any changes in facility structures, mechanical equipment, tasting room visitation or the number, size or type of special events, therefore changes to any of these aspects of the VJB operations are not included in this impact assessment**.**

Impact 1: Parking Lot Activities

The proposed 53 stall parking area is a vacant flat unimproved (open dirt and field grass) lot in which some informal vehicular parking currently occurs with a 6-foot high solid fence at the

northern, western and eastern perimeters. This fence is built with galvanized sheet metal siding on both sides of a layer of 1/2" plywood, and upon inspection appears to be built without cracks or gaps in the face or large or continuous gaps at the base. Based on the used two layers of Galvanized steel siding (typical surface weight of 0.8 lb./ft^2), and single layer of 1/2" plywood (typical surface weight of 1.4 lb./ft^2), this wall has a surface weight of 3.0 lbs. per sq. ft. and will meet the solidity and mass requirements to act as a noise barrier.

The parking lot would only be used during daytime hours and is proposed primarily for employee parking, though some overflow visitor use may also occur. Considering the intended use of the parking area and the presence of other parking opposite Shaw Avenue and immediately adjacent to the winery and tasting room buildings, the typical cumulative duration of maximum noise from intermittent parking lot noise is anticipated to be less than five minutes in any hour, and fall in the 5 minutes per hour or L_{02} NE-2 daytime category of 65 dBA (see Table NE-2, above). However, during events or on busy weekends, when the main lot is full and visitor parking occurs in the newly proposed lot, maximum noise from parking lot activities may occur more frequently at more than 5 minutes per hour but less than 15 minutes per hour and fall in the L_{08} NE-2 daytime category of 60 dBA.

Based on a review of the project site plan and distance information obtained via Google Earth, 19 of the 53 proposed parking stalls, would be immediately adjacent to residential property lines, with the closet portion of the spaces approximately 6 feet and the center of the spaces approximately 14.5 feet from the property lines of Residences 1 and 2. Using the maximum source levels discussed in the Typical Noise Source Level section above, a 6-dB sound increase for each halving of the distance, and the calculated barrier loss of the currently installed 6 foot high property line fence, parking lot noise could produce L_{08} levels of up to 57 dBA at the property line of Residence 1. Table 3, below, presents and summarizes the assessment of this intermittent parking lot noise versus County Noise Standards.

Table 3: Increased Parking Lot Activities

	L_{08} (Noise Level Exceeded 15 Minutes or more in any Hour), dBA	
	Residence 1 Property Line	**Residence 2 Property Line**
Unadjusted Table NE-2 Daytime Limit	60	60
Daytime Ambient Noise Levels	53	51
New Parking Lot Noise at Receiver	**57**	**57**
Operations Exceed Ambient by 10 dBA?	No	No
NE-2 Adjustment	0	0
Adjusted Table NE-2 Daytime Limit	60	60
New Parking Lot Noise Exceeds NE-2?	**No**	**No**

As shown in Table 3, parking lot noise is not expected to result in noise levels on the residential side of the adjacent residential property lines that would exceed the adjusted daytime L_{08} noise limit.

Impact 2: Construction Noise

Noise impacts resulting from grading, paving and site improvements of the new parking area depends on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive receptors, the shielding provided by the existing property line noise barriers, and ambient noise levels. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), when construction

occurs in areas immediately adjoining noise-sensitive land uses, or when construction durations last over extended periods of time.

Each construction phase would include a different mix of equipment operating. The highest noise level expected during parking lot construction would be site grading and excavation activities as these phases often require the simultaneous use of multiple pieces of heavy equipment, such as dozers, excavators, scrapers, and loaders. Lower noise levels result from construction activities when less heavy equipment is required to complete the tasks.

Typical construction noise levels at a distance of 50 feet are shown in Table 4. Table 4 illustrates the average noise level range by typical construction phase type.

TABLE 4: Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L_{eq})

	Public Works, Roads & Highways, Sewers, and Trenches	
	I	II
Ground Clearing	84	84
Excavation	88	78
Foundations	88	88

I - All pertinent equipment present at site.
II - Minimum required equipment present at site.
Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

Parking lot and site improvements are expected to be completed during one building season[1] within the allowable hours of 8:00 am and 5:00 pm. Extreme noise generating construction methods, such as impact pile driving, are not expected or proposed. Given the small project area, multiple pieces of heavy construction equipment are also not anticipated.

The nearest residential property would be located between 20 and 175 feet from areas of the site that would undergo major construction activities. Considering these distances and the noise attenuation resulting from the existing property line noise barrier, construction noise levels would be anticipated to range from 86 to 90 dBA L_{eq} at the closest residential property (20 feet) during busy construction periods and would drop off at a rate of about 6 dBA per doubling of distance between the noise source and the receptor. Construction noise levels would range from 61 to 71 dBA L_{eq} at 175 feet opposite the property line noise barrier.

Standard best management practices would implemented to limit construction hours to daytime periods only, reduce construction noise levels emanating from the site, and minimize disruption and annoyance at adjacent noise sensitive uses:

- Limit construction to between the hours of 8:00 am to 5:00 pm.
- Limit work to non-motorized equipment on Sundays and holidays.
- Locate construction staging areas as far as practical from nearby sensitive receptors.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as practical from nearby sensitive receptors.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Air compressors and pneumatic equipment should be equipped with mufflers, and impact tools should be equipped with shrouds or shields.
- Prohibit all unnecessary idling of internal combustion engines.

[1] One building season is typically defined as an approximately 8-month period between the cessation of the rainy season in the Spring and the start of a subsequent rainy season the next Fall.

Impact 4: Construction Vibration
The construction of the project may generate perceptible vibration at the adjacent residential land uses when heavy equipment is used near the perimeter of the project site. Vibration-producing activities would occur when heavy equipment is used to during site preparation work, grading and excavation, trenching, and paving. Foundation construction techniques involving impact or vibratory pile driving, which can cause excessive vibration, are not anticipated as part of the project.

There are no applicable Federal, state, or local quantitatively defined regulations relating to vibration resulting from construction activities. Based on the thresholds provided by Caltrans, a vibration limit of 0.3 in/sec PPV would minimize damage at buildings of normal conventional construction. A significant impact would occur if buildings adjacent to the proposed construction site were exposed to vibration levels in excess of 0.3 in/sec PPV. The closest portion of the structure of Residence 1 would be about 100 feet and the closest potion of Residence 2 would be about 40 feet from the closest proposed site improvements.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity of the activities, but the vibration levels would be expected to attenuate with distance from the source. Table 5 presents typical vibration levels that could be expected from construction equipment at distances of 40 feet.

A review of this table indicates that vibration levels at Residence 1 due to construction activities would reach 0.004 to 0.104 in/sec PPV with work near the property line. Considering these results, vibration levels may at times be perceptible to occupants within Residence 1, however, project construction activity would not have the potentially result in any cosmetic damage to the nearest residential building. By use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect the nearby residence, perceptible vibration can be kept to a minimum.

TABLE 5: Vibration Source Levels for Construction Equipment

Equipment	PPV at 40 ft. (in/sec)
Vibratory Roller	0.104
Large bulldozer	0.044
Loaded trucks	0.038
Caisson drilling	0.044
Small bulldozer	0.004

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., May 2019.

Impact 5: Cumulative Noise Environment
There are no other known noise-generating projects proposed in the site vicinity. Operational noise levels from other potential projects would not add to noise levels produced by operations at the project site.

MITIGATION MEASURES
None Needed with the current property line noise barrier fence in place.

CEQA INITIAL STUDY CHECKLIST QUESTIONS

The California Environmental Quality Act (CEQA) includes qualitative guidelines for determining the significance of environmental noise impacts. The CEQA Initial Study checklist questions are listed below:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

The primary noise sources associated with the project are is parking lot and on-site vehicle circulation. The currently installed six-foot noise barrier on the property lines shared with adjacent uses will reduce noise levels to a degree which would comply with the Sonoma County limits. ***Less-than-Significant Impact with Mitigation.***

Construction would be conducted within allowable hours and would occur over a period of less than one-year. Pile driving is not anticipated as a method of construction. With implementation of standard best management practices this would be a ***Less-than-Significant Impact****.*

(b) Generation of excessive groundborne vibration or groundborne noise levels;

Construction would not result in groundborne vibration levels which the 0.3 in/sec PPV vibration limit recommended by the California Department of Transportation at any adjacent residential structures. This is a ***Less-than-Significant Impact.***

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

The project is not located within 2 miles of the private airstrip or an airport. This is a ***Less-than-Significant Impact.***

SUMMARY/CONCLUSIONS

Based on the above findings, noise associated with project operations would be reduced to levels below the Sonoma County noise standards residential properties in the site vicinity with the currently installed six-foot noise barrier on the property lines shared with adjacent uses. Temporary construction noise would be reduced by the implementation of standard best management practices.

Appendix A: Fundamentals of Noise and Vibration

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table A1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table A2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the *sound level meter*. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (L_{dn})* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA L_{dn} with open windows and 65 to 70 dBA L_{dn} with standard construction if the windows are closed.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn}. At a L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60 to 70 dBA. Between a L_{dn} of 70 to 80 dBA, each decibel increase, increases by about 3 percent, the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed.

TABLE A1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE A2 Typical Noise Levels in the Environment

Common Outdoor Activities		
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table A3 displays the reactions of people and the effects on buildings that continuous vibration levels produce. The guidelines in Table A3 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table A3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table A3 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

TABLE A3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

Appendix B: Figures and Noise Measurement Charts

Figure 1: Site Plan Showing Noise Monitoring Locations, Nearby Land Uses, and Receptor Locations

Chart 1: Measured Noise Levels at LT-1

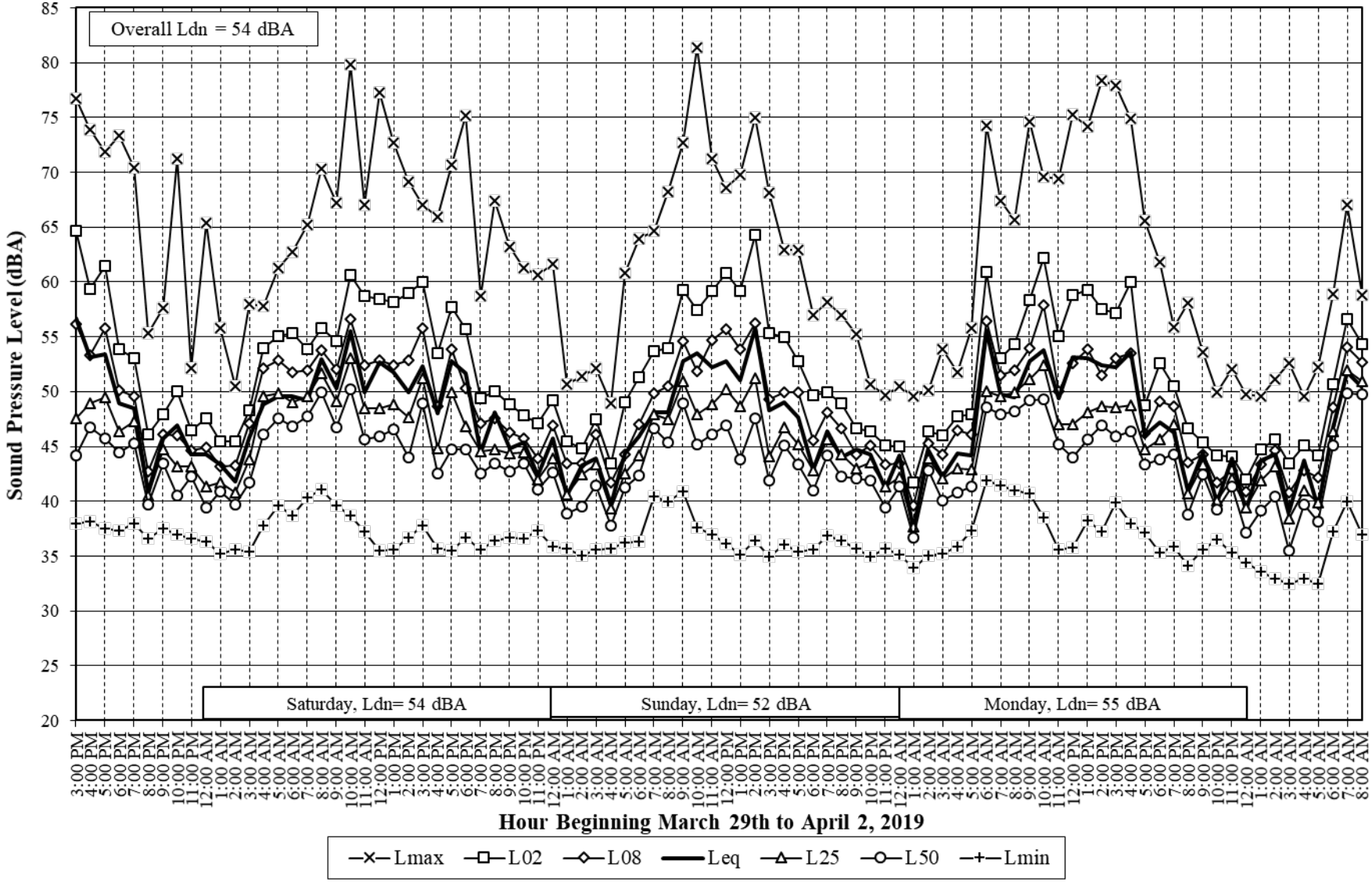
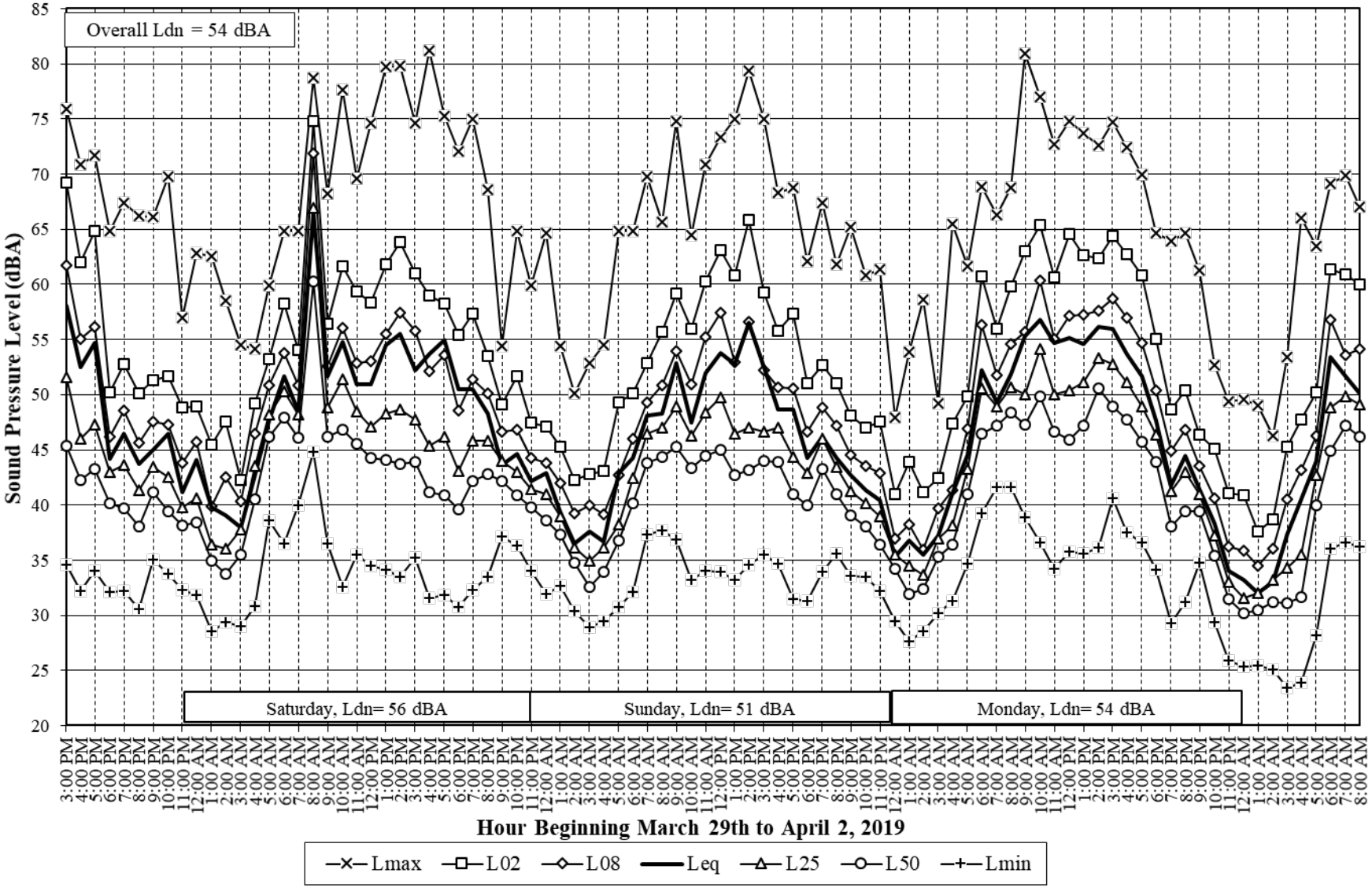


Chart 2: Measured Noise Levels at LT-2



June 15, 2010

FROM: Darla Pimlott, Supervising REHS, Well & Septic Section
TO: Blake Hillegas, Supervising Planner, Project Review
SUBJECT: VJB 60 Shaw Road, APN 050-275-028; Septic Capacity

I have reviewed the letter submitted to Permit Sonoma, by Steve Brown, RCE dated February 5, 2020 and sent to Mr. Belmonte. The letter is an overview and an analysis completed by Steve Brown, RCE for Mr. Belmonte, of the information provided by Dimensions 4 regarding the septic system flows for the new septic system design proposal and use permit. After a meeting with Steve Brown, RCE, I was asked to review this letter along with additional documentation provided by Steve Brown, RCE from similar facilities. The businesses used as comparisons are Sonoma's Best and Cornerstone.

The On-site Waste Water Treatment System (OWTS) Manual, section 4.5, C., provides direction for sizing wastewater flow for multi-unit residences and non-residential projects. The first two methods in this section, being the most direct and commonly used methods to sizing septic systems are done using the listed flows and types of use in table 11.1 of the OWTS or appropriate literature references such as the US/EPA. The third method which Steve Brown, RCE used, is a review of documentation of data from comparable facilities along with data obtained by Dimensions 4. The Director of Permit Sonoma may consider adjustments to the listed table in 11.1 or the US/EPA along with the review of the technical information afforded in the comparability methodology.

Under the methodology allowed in section 4.5, C. Under the comparison information method and the data about VJBs operation and recorded flows, the following operational types, number of visitors, employees and waste water flows equaling a maximum of 1500 gallons per day in septic system flows are acceptable.

1. Total services provided by VJB, noted in the letters from Dimension 4, Steve Brown RCE, and subsequent emails and meetings are a wine tasting bar, gelato shop, outdoor barbeque, deli kitchen, outdoor pizza oven, Kenwood Pasta Company (packaged dry pasta), a chocolatier and a Tommy Bahama shop.

2. Steve Brown, RCE analyzed D4's report by applying a peak factor or multiplier of 2.3 to the peak average flows observed from March 15 to October 31, 2019. Steve Brown, RCE noted when discussing commercial projects with his clients he uses a peak factor method. Further research into the application and use of peak factors I found that this method of calculation is also used to capture potential uncounted for uses or flows outside of daily use for sewer flows. Steve Brown, RCE then using Dimensions 4 estimated peak flow of 1500 gallons per day, separated out flows for employees and visitor use and broke the flows down further to estimated uses from the visitors for wine tasting, food and employees that was comparable and in line with Dimensions 4's estimates of the visitor use and employee use.

3. The total maximum number of customers per day is 313. Wine tasting customers (153) are assigned flows of 3 gallons per person and the customers partaking in food services (160) is 5 gallons per person. Total flows for both wine tasting and food services is 1259 gallons per day.

4. Total maximum number of employees is 16 using a flow of 15 gallons per day equals 240 gallons per day of waste flow.

5. The total flows from above is 1499 gallons per day, but the rounding up of the number to 1500 gallons per day per Dimensions 4 reports seems practical.

6. Ongoing monitoring of the system will be required through our Nonstandard Operational Program. We will be able to monitor the care and maintenance of the system along with septic flows from the business. The flows shall not exceed the capacity of the dispersal field size of 1500 gallons per day.

7. The submitted septic plan will need to be reviewed for completeness for construction purposes and submitted through our new electronic format.

LAW OFFICES OF
CLEMENT, FITZPATRICK & KENWORTHY
INCORPORATED
3333 MENDOCINO AVENUE, SUITE 200
SANTA ROSA, CALIFORNIA 95403
FAX: 707 546-1360

TELEPHONE: (707) 523-1181

STEPHEN K. BUTLER

February 10, 2020

VIA EMAIL AND HAND DELIVERY
CHRISTA.SHAW@SONOMA-COUNTY.ORG

Christa L. Shaw
Deputy County Counsel
Office of the County Counsel
County of Sonoma
575 Administration Drive, Rm. 105A
Santa Rosa, CA 95403

Re: *VJB Winery/Request to Recirculate Mitigated Negative Declaration and Continue the March 12, 2020 Hearing Date*

Dear Ms. Shaw:

Please find enclosed two septic reports, one prepared by Steven Brown, dated February 5, 2020 and one prepared by Ted Park, dated February 4, 2020. These reports were prepared using actual septic generation numbers associated with VJB Winery over the years. It is our belief that these numbers present a much more accurate picture of both the impacts of the project and any needed mitigation.

The use of historic and future septic demand is much more reliable than the speculative numbers reflected in the Mitigated Negative Declaration ("MND"). The figures projected by the MND are opinions not supported by facts and historical data. Calculation of the septic demand as set forth in the reports of Mr. Brown and Mr. Park, is permissible, as stated in Mr. Brown's report, under the County septic regulations. The reports conclude that the proposed design capacity of 1,500 gallons per day is adequate to handle the peak demand for the peak number of guests provided by the applicant.

For the reasons set forth above, we are requesting that the MND be revised and recirculated with appropriate revisions made to the analysis of septic demand and any needed mitigation. We are also requesting that the March 12, 2020, hearing date be continued in order to allow sufficient time for the applicant and members of the public to comment on the revised MND. Last, we are requesting a meeting with you, Milan and Nathan to discuss any questions that you may have about the enclosed reports and to determine whether senior staff agrees with

the information and analysis set forth in our most recent septic reports. We would also like to touch upon the Highway 12 mitigation with you and Milan as well.

I was hoping to have the enclosed information to you earlier in the week of February 3rd, but Mr. Brown's report was not concluded until after the close of business on Thursday, February 6th. I attempted to get this information to you on Friday, February 7, 2020, but your email response indicated that you were not in the office.

Accordingly, this material is delivered to you this morning, February 10th. Also enclosed are copies of my cover letter and both reports for Tennis, Milan, Nathan and Blake. I will also send you an electronic copy of my cover letter, together with the two reports in the event that you wish to transmit the reports to PRMD electronically.

Thank you all for your consideration of the requests set forth herein.

Very truly yours,

STEPHEN K. BUTLER

SKB/pd
enclosures
c(w/enc.): Tennis Wick
Director, PRMD *via email*
Milan Nevajda *via email*
Deputy Director, Planning, PRMD
Nathan Quarles *via email*
Deputy Director Engineering Construction, PRMD
Blake Hillegas *via email*
Supervising Planner, PRMD
client

adobe associates, inc.
civil engineering | land surveying | wastewater

"A Service You Can Count On!"

February 5, 2020

VJB Cellars
60 Shaw Avenue
Kenwood, CA 95452

Att: Henry Belmonte

Site Address: 60 Shaw Avenue, APN 050-275-028
Job Number: 20028

Dear Mr. Belmonte:

At your request we have reviewed County records for your septic system at 60 Shaw Avenue and the proposed wastewater disposal system plans and calculations prepared by Dimensions 4 Engineering. The purpose of our review was to evaluate wastewater design flows proposed for the existing commercial development.

The current Sonoma County Onsite Wastewater Disposal Manual was adopted August 15, 2019. Under Section 4.5 - OWTS Sizing Criteria Wastewater Flows, subsection C, there is an allowance to estimate wastewater design loading based upon "documented wastewater flow monitoring data for a comparable facility". This section allows for flexibility in estimating design loading for a system as an alternative to Table 11.1 which provides a guideline for design flows, or "appropriate literature references" such as the US EPA Manual.

In your case the existing facility is served by an onsite wastewater disposal system under an operational permit with Sonoma County and any inconsistencies with "comparable facilities" is eliminated. Additionally, the commercial development has been operating since its opening with all of the amenities in operation (tasting, market, deli, and BBQ). The existing Tasting Room and Market is served by a pressure distribution system that was installed in 2011 for a design capacity of 607 gallons per day. A recent plumbing survey conducted by Advanced Septic Services concluded that all of the commercial plumbing fixtures are routed to the pressure distribution system except for one service sink in the Gelato Bar. Monitoring records on file for the system at Permit Sonoma begin with a self-monitoring report filed June11, 2013 and include data from each successive year through the report filed October 31, 2019. The monitoring data shows the growth of flow to the system that is consistent with the establishment of the business and includes all of the plumbing fixtures and amenities proposed for continued use including the deli counter and outdoor covered barbeque. Reported design flows averaged in the range of 200 to 300 gallons per day in the monitoring period from May 9, 2012 through January 10, 2018, when Advanced Septic was engaged to do the system service and monitoring. Beginning January 2018 the reported dose volume changed from 102 gallons per dose to 180 gallons. We presume this was a result of system maintenance and resetting the float switch. From January 10, 2018 through October 31, 2019 the average flow to the system was in the range of 278 to 453 gallons per day. Dimensions 4 Engineering reports that the float setting of the pressure distributions system was

checked on February 4, 2020, by Sakai General Engineering and found to be approximately 220 gallons. They have used this information to adjust the reported average flows to the system. Taking the two year average flow from period of March 15 to October 31, 2019, the peak average flow is documented to be 554 gallons.

With a documented average flow of 554 gallons we need to evaluate the relationship to peak loads. Different types of commercial uses can be expected to have varied peak and average flows. A commercial office or manufacturing facility with a relatively constant number of employees will have a smaller peak factor where a visitor service facility is likely to be subject to larger swings in peak and average flows to a system. We will commonly express to commercial clients that the average flow to a private sewage disposal system should be on the order of 50 to 70 percent of the peak daily design flow. That provides for a peak factor of 2.0 to 1.4, depending upon the type of business. Dimensions 4 calculations applying the total system flow to only the three busiest days of the week, Friday – Sunday, results in a peak factor of 2.3 over the average measured flow. This appears to be a conservative peak factor to be applied. If that peak factor were to be applied to the highest measured period of flow to the existing system the peak design flow would be estimated to be approximately 1275 gallons per day (554 x 2.3). These measured flows include waste flows generated by all of the employees on site as well as visitors and kitchen waste. If the peak employee count on site is 16 we can reduce the peak flows associated with the visitors and kitchen to 1035 gallons (1275gpd – 16 emp x15 gpd) and 1055 if we add the estimated flow from the gelato sink. Allocating this remaining flow amongst the peak visitorship estimated by the owners (300) the calculated peak load per visitor comes to 3.51 gallons per person, regardless of whether they are tasting wine, picnicking in the courtyard with a sandwich or grill offering, or just stopping by to pick up a sandwich to go.

Dimensions 4 Engineering has prepared a new drip system to support this project. The design accounts for a peak design flow of 1500 gallons per day. They have accounted for the peak daily employees at the standard 15 gallons per person and split the visitors with 153 calculated tasting room visitors at the standard 3 gallons per person, and 160 visitors at 5 gallons per person, to project the capability of the system to accommodate this peak loading. This approach to design flow results in an average flow allocation of 4.0 gallons per visitor which compares favorably with the calculations above.

To further evaluate the projected design flows we have reviewed the standardized design tables that are used in the Sonoma County OWTS Manual and US EPA. The design flows that have been estimated for the project are consistent with the Sonoma County Design flow rates under Table 11.1 with the exception of the flows associated with the food service. The closest comparison from Sonoma County Table 11.1 would be to allocate 3 gallons per meal served (disposable utensils). US EPA includes a design table where a similar allocation for meals served references an estimated range of 2-4 gallons per meal with a typical of 3 gallons. Another design table in EPA for recreational facilities includes a category of "Cafeteria" which estimates a range of 1 to 3 gallons per customer with a typical flow allocation of 2 gallons. It appears there is room in the EPA design tables to interpret flows associated with meals that would be consistent with the Dimensions 4 estimate. We have enclosed copies of the three design tables referenced.

In order to better evaluate the project and the methods of food preparation and service we visited the site to understand the operation. The wine tasting bar is consistent with any other tasting room and contains wash sinks and a dishwasher for glassware which is common to design flows of 3 gallons per tasting room visitor. The gelato bar has a small wash sink and a three compartment sink for washing the gelato serving utensils. The three compartment sink has a total volume of approximately 17 gallons and an operating volume of about 13 gallons. The shop is run with one employee and the wash sink is filled once at the end of the day for wash up. This is in line with the Dimensions 4 estimate of 20 gallons per day for the gelato shop. The flow for the gelato shop employee is captured in the pressure distribution system flows. The outdoor Barbeque has a corner wash sink that can be used for hand washing and equipment wipe down at the end of the day. The gas stove top is used to prepare potatoes and pastas for salads that are made in the deli kitchen and displayed for sale in the deli case. There is a grill that is used to roast vegetables for the salads and deli preparations as well as meats that are made to order to the visitors. Finally the outdoor space has a pizza oven that will bake pizza on a made to order basis. The pizza dough is made daily in the deli kitchen and the individual pizzas are hand made and baked outdoors. In the deli kitchen there is a larger three compartment sink, a hand wash sink, a dishwasher and a mop sink. The three compartment sink has a full capacity of approximately 45 gallons and an operating volume of about 36 gallons. The owner estimates the three compartment sink is cycled two times per day typically and three times per day at the busier times. The dish washer is generally run once per day to wash utensils used in the grill and deli kitchen. There is a preparation surface for sandwich making where bins of ingredients are set to make sandwiches in a batch fashion for display in the deli cooler. Additional sandwich batches are made as needed through the day based upon demand. Utensils for sandwich making are stored in the ingredient bins throughout the day and washed after closing. The preparation area is also used to assemble meat and cheese trays for display and sale. The deli display case also contains salads not made on site, and meats and cheeses that are custom cut, wrapped and sold. The market also has display space for prepackaged goods and beverages that do not create any impact on wastewater generation. All of the food service is done with disposable utensils and all of the food preparation employees use disposable plastic gloves as they prepare foods.

In total the food service at VJB seems similar to a cafeteria with various options for food products. Some items are made to order but the kitchen preparation areas are not operated in a way that would be considered a "conventional restaurant kitchen" or even totally "short order". It is clear in comparing the EPA design tables with the County Table 11.1 that Sonoma County has taken the high end of the EPA ranges. It does not seem to be out of the ordinary to accept the waste flows associated with the food service at VJB to fall into the low end of the "meals served" range (2 gallons) and the typical flow for the customer in the Bar/cocktail lounge category. The meal estimate would also be consistent with the typical flow associated with a cafeteria customer. With the strong documentation of measured wastewater flows from the on site system serving this establishment I believe it is justified to use the estimate of 3 gallons per tasting room visitor and 5 gallons per meal service visitor.

One additional aspect of the proposed system upgrade proposed by Dimension 4 Engineering is the capability of the drip system to buffer peak flows to the system. Because this type if system is set up to dose the drip field at specified volumes during the course of a 24 hour day, the system can be set to discharge no more than the 1500 gallon per day peak capacity. If a peak discharge from the facility exceeds 1500 gallons the system is capable of storing the excess flow to be discharged during the subsequent 24 hour cycles. With documentation of measured average flows to the existing system over the past eight years, and particularly the past two, we would not expect the buffering capacity to be used regularly, but it is available to protect the disposal field if needed. As with the current pressure distribution system, the drip system will fall under an operational permit and require monitoring reports of discharge on a semi annual basis. This provides County oversight to confirm that design flows are not exceeded or provide documentation if corrective action is needed.

Please review this information and provide written comments for our files.

Signed:

Steven R. Brown, RCE 43825
my license expires 6/30/21

Table 11.1 – Multiunit and Non-Residential Design Flow Rates

TYPE OF OCCUPANCY	GALLONS PER DAY
Airports	5 per passenger
Campgrounds with central comfort station	35 per person
Campgrounds with flush toilet, no showers	25 per person
Day Camps (no meals)	15 per person
Luxury Camp, private bath	100 per person
Summer and seasonal	50 per person
Churches (sanctuary)	5 per seat
With kitchen wastes	7 per seat
Country Club	125 per person
Factories	35 per person per shift
Hospitals	250 per bed space
Kitchen waste only	25 per bed
Laundry waste only	40 per bed
Hotels/Motels with private bathroom (no kitchen waste)	60 per two-person room
Hotels/Motels without private bathroom (no kitchen waste)	50 per two-person room
Hotel/Motel with private bath and kitchen	75 gallons per person
Institutions other than hospitals	125 per bed space
Movie Theaters	5 per seat
Offices	20 per employee
Picnic parks with toilets and showers	10 per person
Picnic parks with toilet waste only	5 per person
Resort camps with limited plumbing	50 gallons per person
Restaurants with Kitchen waste (multi-use utensils)	5 per meal served
Restaurants with Kitchen waste (disposable utensils)	3 per meal served
And add the following for type of facility present:	
Conventional sit down	10 per person
Short Order	8 per person
Bar and Cocktail	3 per person
School (non-boarding)	20 per student
With gym and showers add	5 per student
With cafeteria using disposable utensils	3 per meal served
Self-service laundries	50 gallons per waste
Service station	10 gallons per vehicle served
Retail stores	20 per employee
For public restrooms add	1 per 10 square feet
Swimming pools and bathhouses	10 per person
Tourist camps or mobile home parks with individual bath units	100 per person
Tourist camps or trailer parks with central bathhouse	75 per person
Work or construction camps (semi-permanent)	50 per person
Wine tasting facility (no meals served)	3 per person
Employee	15 per employee

Table 3-4. Typical wastewater flow rates from commercial sources[a,b]

Facility	Unit	Flow, gallons/unit/day		Flow, liters/unit/day	
		Range	Typical	Range	Typical
Airport	Passenger	2–4	3	8–15	11
Apartment house	Person	40–80	50	150–300	190
Automobile service station[c]	Vehicle served	8–15	12	30–57	45
	Employee	9–15	13	34–57	49
Bar	Customer	1–5	3	4–19	11
	Employee	10–16	13	38–61	49
Boarding house	Person	25–60	40	95–230	150
Department store	Toilet room	400–600	500	1,500–2,300	1,900
	Employee	8–15	10	30–57	38
Hotel	Guest	40–60	50	150–230	190
	Employee	8–13	10	30–49	38
Industrial building (sanitary waste only)	Employee	7–16	13	26–61	49
Laundry (self-service)	Machine	450–650	550	1,700–2,500	2,100
	Wash	45–55	50	170–210	190
Office	Employee	7–16	13	26–61	49
Public lavatory	User	3–6	5	11–23	19
Restaurant (with toilet)	Meal	2–4	3	8–15	11
Conventional	Customer	8–10	9	30–38	34
Short order	Customer	3–8	6	11–30	23
Bar/cocktail lounge	Customer	2–4	3	8–15	11
Shopping center	Employee	7–13	10	26–49	38
	Parking space	1–3	2	4–11	8
Theater	Seat	2–4	3	8–15	11

[a] Some systems serving more than 20 people might be regulated under USEPA's Class V Underground Injection Control (UIC) Program. See http://www.epa.gov/safewater/uic.html for more information.
[b] These data incorporate the effect of fixtures complying with the U.S. Energy Policy Act (EPACT) of 1994.
[c] Disposal of automotive wastes via subsurface wastewater infiltration systems is banned by Class V UIC regulations to protect ground water. See http://www.epa.gov/safewater/uic.html for more information.

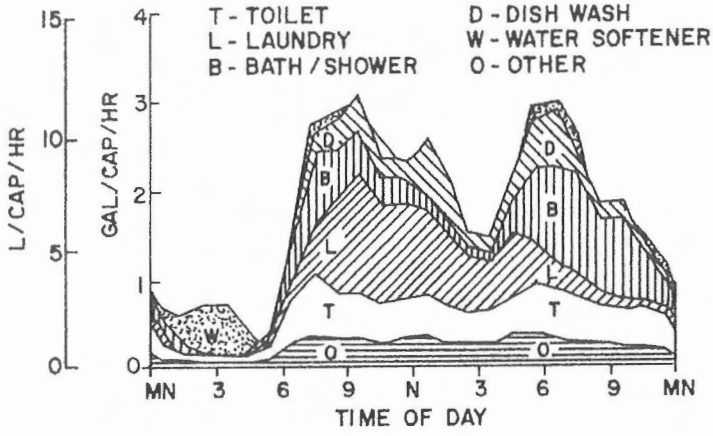
Source: Crites and Tchobanoglous, 1998.

3.3.3 Variability of wastewater flow

Variability of wastewater flow is usually characterized by daily and hourly minimum and maximum flows and instantaneous peak flows that occur during the day. The intermittent occurrence of individual wastewater-generating activities can create large variations in wastewater flows from residential or nonresidential establishments. This variability can affect gravity-fed onsite systems by potentially causing hydraulic overloads of the system during peak flow conditions. Figure 3-3 illustrates the routine fluctuations in wastewater flows for a typical residential dwelling.

Wastewater flow can vary significantly from day to day. Minimum hourly flows of zero are typical for

Figure 3-3. Daily indoor water use pattern for single-family residence



Source: University of Wisconsin, 1978.

Table 3-6. Typical wastewater flow rates from recreational facilities[a]

Facility	Unit	Flow, gallons/unit/day		Flow, liters/unit/day	
		Range	Typical	Range	Typical
Apartment, resort	Person	50–70	60	190–260	230
Bowling alley	Alley	150–250	200	570–950	760
Cabin, resort	Person	8–50	40	30–190	150
Cafeteria	Customer	1–3	2	4–11	8
	Employee	8–12	10	30–45	38
Camps:					
Pioneer type	Person	15–30	25	57–110	95
Children's, with central toilet/bath	Person	35–50	45	130–190	170
Day, with meals	Person	10–20	15	38–76	57
Day, without meals	Person	10–15	13	38–57	49
Luxury, private bath	Person	75–100	90	280–380	340
Trailer camp	Trailer	75–150	125	280–570	470
Campground-developed	Person	20–40	30	76–150	110
Cocktail lounge	Seat	12–25	20	45–95	76
Coffee Shop	Customer	4–8	6	15–30	23
	Employee	8–12	10	30–45	38
Country club	Guests onsite	60–130	100	230–490	380
	Employee	10–15	13	38–57	49
Dining hall	Meal served	4–10	7	15–38	26
Dormitory/bunkhouse	Person	20–50	40	76–190	150
Fairground	Visitor	1–2	2	4–8	8
Hotel, resort	Person	40–60	50	150–230	190
Picnic park, flush toilets	Visitor	5–10	8	19–38	30
Store, resort	Customer	1–4	3	4–15	11
	Employee	8–12	10	30–45	38
Swimming pool	Customer	5–12	10	19–45	38
	Employee	8–12	10	30–45	38
Theater	Seat	2–4	3	8–15	11
Visitor center	Visitor	4–8	5	15–30	19

[a] Some systems serving more than 20 people might be regulated under USEPA's Class V UIC Program.

Source: Crites and Tchobanoglous, 1998.

pollutants, the strength of residential wastewater fluctuates throughout the day (University of Wisconsin, 1978). For nonresidential establishments, wastewater quality can vary significantly among different types of establishments because of differences in waste-generating sources present, water usage rates, and other factors. There is currently a dearth of useful data on nonresidential wastewater organic strength, which can create a large degree of uncertainty in design if facility-specific data are not available. Some older data (Goldstein and Moberg, 1973; Vogulis, 1978) and some new information exists, but modern organic strengths need to be verified before design given the importance of this aspect of capacity determination.

Wastewater flow and the type of waste generated affect wastewater quality. For typical residential sources peak flows and peak pollutant loading rates do not occur at the same time (Tchobanoglous and Burton, 1991). Though the fluctuation in wastewater quality (see figure 3-5) is similar to the water use patterns illustrated in figure 3-3, the fluctuations in wastewater quality for an individual home are likely to be considerably greater than the multiple-home averages shown in figure 3-5.

dimensions 4 engineering inc

ANALYSIS
PLANNING
SURVEYING
ENGINEERING

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February 4, 2020

County of Sonoma
Department of Permit and Resource Management
2550 Ventura Avenue
Santa Rosa, Ca 95403

Subject: Septic System and Water Usage Observations

Worksite: VJB Vineyard & Cellars
60 Shaw Ave., Kenwood, CA
APN 050-275-028

Henry and Vittorio,

Per your request, Dimensions 4 Engineering has reviewed the water usage based on the monitoring reports of the non-standard pressure distribution system. We have compared the water usage to the proposed 1500 gallons per day capacity of the new subsurface drip system. Our finding and conclusions are as follows:

The property and facilities are currently being served by two septic systems with a total capacity of 840 gallons per day. The pressure distribution system has a design capacity of 607 gallons per day and currently has a dose setting of 220 gallons. We have reviewed the self-monitoring forms from the past 2 years by Sakai General Engineering (03/18) and Advanced Septic (10/18, 3/19, and 10/19).

The proposed subsurface drip system will have a capacity of 1500 gallons per day, an increase in capacity of 79% over the two existing systems combined. The monitoring forms provide data from 1/10/18 to 10/31/19 for the pressure distribution system. The highest flow average occurred in the monitoring period between 3/15/19 to 10/31/19 for an average of 554 gallons per day. The daily average flow was calculated at 490 gallons per day over the 2 year period, utilizing approximately 80% of the pressure distribution system capacity. The outlet flows were confirmed by Sakai General Engineering on 2/4/20 and confirmed that all flows lead to the Pressure Distribution system apart from one sink fixture located in the gelato bar. This sink is the only connection to the existing standard system, only contributing a minimal amount of flow.

The gelato bar has a daily flow of 20 gallons per day using the commercial flow numbers for a retail store. This was calculated using 1 employee and with confirmation that the bathrooms are connected to the PD system. No extra flows are created as the gelato shop uses disposable items to serve its customers.

Using the average flow of 510 gallons per day (490+20), VJB Vineyard & Cellars will only be using 34% of their proposed daily septic capacity. In addition, using the peak value of 574 gallons per day only accounts for 38% of the proposed 1500 gallon system. Using a conservative approach of flows only occurring on the weekends (fri-sun), we are estimating 1163 gallons per day or only 78% of the system capacity. The proposed 1500 gallon system has more than enough capacity to support daily operations and surge volumes.

The proposed subsurface drip system will consist of three main tank components; main septic tank, grease trap, and an Orenco AX-MAX75 pretreatment unit. The proposed 5000 gallon septic tank alone will be able to hold over 3 days of the maximum calculated 1500 gallons per day flow. This provides VJB Vineyard and Cellars ample time to address any septic issues that may arise during operations without posing as an environmental hazard to its surroundings.

Customers partake mainly in wine tasting with an option to order food items from a limited menu. Due to the pre-prepped nature of the food served from their facilities and the usage of disposable utensils, we believe a 5 gallons per day per customers ordering food is more than adequate for septic usage calculations. Looking through sales records and receipts on their busiest days of the season (early September) we concluded that less than half the guests order prepared food. The rest of the guests are there strictly for wine tasting which is calculated at 3 gallons per day. With a peak employee count of 16 calculated at 15 gallons per day (240 gallons total), 1260 gallons remain for customer use. With assumptions of 160 guests ordering food (800 gallons) and 153 guests strictly wine tasting (460 gallons), we conservatively calculated that the facilities will be able to serve a total of 313 guests per day.

The business hours for VJB are from 10AM -4PM daily, for a total of 6 hours per day. We can interpolate the daily guest capacity of 313 guests to approximately 52 guests per hour over the 6 hour window. The 87 parking spaces in the proposed parking expansion and existing parking lot is fully capable of providing parking spaces for guests at any given time. Assuming 2.5 guests to a car, the 87 spaces should provide enough parking spaces for 217 guests at any given time to account for any potential surges during peak hours.

The proposed septic upgrades should be more than adequate to handle current loads and operations with enough capacity to absorb any additional loads and peak demands should it be necessary in the future.

Sincerely,

DIMENSIONS 4 ENGINEERING, INC.

By: _____
Seung Jun Park (Ted), RCE 89409

cc: File

dimensions 4 engineering inc

ANALYSIS
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SURVEYING
ENGINEERING

2952 Mendocino Avenue, Suite C
Santa Rosa, California 95403

(Office) 707-578-3433
(Fax) 707-526-3433

LETTER OF TRANSMITTAL

To: PRMD Well & Septic

Date: 11/4/19 Job No. 7734.2
Attn: Darla Pimlott
Re: 60 Shaw Ave, Kenwood

We are sending you the following items

- ☐ Prints
- ☐ Reproductibles
- ☐ Attached
- ☐ Originals
- ☐ Copy of letter
- ☐ Under separate cover
- ☐ Calculations
- ☐ Fee Payment
- ☐ Receipt
- ☐ Permit applications
- ☒ Report

COPIES	DATE	PAGES	DESCRIPTION
1		1	Septic System and Wastewater Analysis Letter

These are transmitted as checked below:

- ☐ For approval
- ☐ For your use
- ☐ For processing
- ☐ As requested
- ☐ Signature
- ☐ For your records
- ☐ For review and comment
- ☐ Recording
- ☐ Replacement
- ☐ Distribution
- ☐ Returned for corrections
- ☐ For bids due _____

Hello Darla,

Please find attached the septic system and wastewater analysis letter as requested. We would like to schedule a meeting with you to discuss solutions to keep the project moving forward.

Thank you,

COPY TO: File

SIGNED: Seung (Ted) Park

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October 14, 2019

County of Sonoma
Department of Permit and Resource Management
2550 Ventura Avenue
Santa Rosa, CA 95403

Subject: Septic System and Wastewater Analysis

Worksite: VJB Vineyard & Cellars
60 Shaw Ave., Kenwood, CA
APN 050-275-028

Darla,

Per request, we are providing you a report regarding the proposed commercial 1500 septic system for VJB Vineyard & Cellars under SEP17-0427.

Please find attached the following documents for reference.

1. Septic System and Water Usage observations dated August 8, 2019.
2. Copy of email from Blake Hillegas and Becky Ver Meer.
3. Table 11.1 from Section 11 of the Sonoma County OWTS manual.
4. Section 11.4: Flow Equalization of the Sonoma County OWTS manual.

Our report dated 8/8/19 summarizes historical data and current usage for the facilities at 60 Shaw Ave. We concluded that the proposed 1500 gal. drip system will adequately accommodate 313 guests per day using the 3 to 5 gallons per day per guest. We are proposing to increase the existing septic capacity by 79% by utilizing all the area available for septic on site. Furthermore, the system will have an Orenco AX-MAX75 pretreatment system that will not only significantly improve quality of the outflow but be more easily monitored as well. With the proposal of removing events and confining business hours from 9AM-4PM, the proposed system should far exceed the performance of the 2 systems currently serving the facilities.

As we previously mentioned in the meeting on 9/17/19, a 5 gallon per guest amount to account for food was a number agreed to by both parties. James Johnson, REHS, originally proposed and agreed that a 5 gallons per day amount per guest would be more than enough to account for guests consuming food on the property. We have attached an email from Becky Ver Meer dated 6/8/17 showing that she also used the 5 gallons per guest calculations to determine the capacity for guests consuming food. This project has been

going on for quite some time and for PRMD to suddenly change and increase an agreed upon flow value by 160% near the permitting stage puts an unrealistic expectation on the owners and project. As you can see by our latest septic drawings on hold by planning, we are utilizing every area possible while maintaining appropriate setbacks per Sonoma County septic regulations.

Customers partake mainly in wine tasting with an option to order food items from a limited menu. Due to the pre-prepped nature of the food served from their facilities and the usage of disposable utensils, we believe a 5 gallons per day per customers ordering food is more than adequate for septic usage calculations. Looking through sales records and receipts on their busiest days of the season (early September) we concluded that less than half the guests order prepared food. The rest of the guests are there for wine tasting which is calculated at 3 gallons per day. With a peak employee count of 16 calculated at 15 gallons per day (240 gallons total), 1260 gallons remain for customer use. With assumptions of 160 guests ordering food (800 gallons) and 153 guests strictly wine tasting (460 gallons), we conservatively calculated that the facilities will be able to serve a total of 313 guests per day.

VJB is foremost a winery/wine tasting facility and not a restaurant. Table 11.1 shows Becky's calculation of 13 gallons per guest stemming from a "restaurant" with wasteflow calculations beginning with a meal served. An average patron at VJB does not come for meals but rather for wine tasting with food as a secondary option. For example, a bar can serve burgers and a burger joint serve beer, but to say those two are the same would be an error. Customers come to VJB to taste wine and might order food. Food can range from something as simple as a bag of chips to charcuterie and pizza, but to say every customer should be calculated at 13 gallons would be irresponsible. Guest receipts on a busy summer weekend showed that, on average, less than half of customers ordered any type of food. Using an extremely conservative approach as shown on our report dated 8/8/19, current water usage puts water usage at approximately 1 gallon per guest.

The "worst case scenario", peak usage was brought up multiple times during the meeting at PRMD on 9/17/19. We do understand that there can be heavier than usual traffic with more people ordering food than a typical day. Section 11.4: Flow Equalization of the OWTS manual touches on this topic and the operations at VJB seem very applicable to this method of calculation. VJB sees a sharp increase in traffic on Friday-Sunday, with traffic peaking on the 2 weekend days. This number drops significantly on the weekdays and is regular and predictable. The 5,000 gallon septic tank along with the 2,500 gallon grease trap has enough capacity to hold close to 5 days' worth of maximum daily flow. With the dispersal area designed for the full 1500 gallons per day, the advanced pretreatment system can dose on a time and/or demand basis to account for any surges during peak hours.

Lastly, Section 11.1 states that a "Commercial OWTS that **EXCEED** the 1500-gallons per day flow criteria of this section are subject to the requirements of section 14, or section 11.5. As we are not proposing to exceed the 1500 gallon flow, VJB should be exempt from having to file any application with the San Francisco Bay Regional Water Quality Control Board.

As shown on our 8/8/19 report, we are proposing a 313 guest capacity with 16 employees under the proposed 1500 gallon septic system. As our calculations were done in a conservative manner, we believe the proposed system will have no issues processing the septic loads required for all operations at VJB Vineyard & Cellars, 60 Shaw Ave.

Sincerely,

DIMENSIONS 4 ENGINEERING, INC.

By: _____
Seung Jun Park (Ted), RCE 89409

cc: File
Henry Belmonte

dimensions 4 engineering inc

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2952 Mendocino Avenue, Suite C
Santa Rosa, California 95403

(Office) 707-578-3433
(Fax) 707-526-3433

August 8, 2019

County of Sonoma
Department of Permit and Resource Management
2550 Ventura Avenue
Santa Rosa, Ca 95403

Subject: Septic System and Water Usage Observations

Worksite: VJB Vineyard & Cellars
60 Shaw Ave., Kenwood, CA
APN 050-275-028

Henry and Vittorio,

Per your request, Dimensions 4 Engineering has reviewed the water usage based on water meter readings from the Kenwood Water Company. We have compared the water usage to the proposed 1500 gallons per day capacity of the new subsurface drip system. Our finding and conclusions are as follows:

The property and facilities are currently being served by two septic systems with a total capacity of 840 gallons per day. The previous water meter usage report showed a peak monthly usage of 3577 gallons between the periods of April 2012 and January 2014.

The proposed subsurface drip system will have a capacity of 1500 gallons per day, an increase in capacity of 79% over the existing systems. An updated report for the time period of January 2018 to June 2019 shows a peak usage of 4039 gallons occurring in July 2018 with an average of 3045 gallons per month. Using the peak value, flows average out to approximately 950 gallons per week or 135 gallons per day. Taking a conservative approach by assuming all the flow is concentrated over the weekend days (Fri, Sat, and Sun) still only equates to approximately 320 gallons per day.

Using this extremely conservative approach, VJB Vineyard & Cellars will only be using 22% of their total septic capacity daily. In addition, this peak value only accounts for 38% of the currently existing 840 gallons septic capacity. Interpolating the peak monthly flow of 4039 gallons over 30 days results in an average daily flow of 135 gallons, less than 10% of the new proposed septic system.

The proposed subsurface drip system will consist of three main tank components; main septic tank, grease trap, and an Orenco AX-MAX75 pretreatment unit. The proposed 5000 gallon septic tank alone will be able to hold over 3 days of the maximum calculated 1500 gallons per day flow. This provides VJB Vineyard and Cellars ample time to address any septic issues that may arise during operations without posing as an environmental hazard to its surroundings.

Customers partake mainly in wine tasting with an option to order food items from a limited menu. Due to the pre-prepped nature of the food served from their facilities and the usage of disposable utensils, we believe a 5 gallons per day per customers ordering food is more than adequate for septic usage calculations. Looking through sales records and receipts on their busiest days of the season (early September) we concluded that less than half the guests order prepared food. The rest of the guests are there strictly for wine tasting which is calculated at 3 gallons per day. With a peak employee count of 16 calculated at 15 gallons per day (240 gallons total), 1260 gallons remain for customer use. With assumptions of 160 guests ordering food (800 gallons) and 153 guests strictly wine tasting (460 gallons), we conservatively calculated that the facilities will be able to serve a total of 313 guests per day.

The business hours for VJB are from 10AM -4PM daily, for a total of 6 hours per day. We can interpolate the daily guest capacity of 313 guests to approximately 52 guests per hour over the 6 hour window. The 87 parking spaces in the proposed parking expansion and existing parking lot is fully capable of providing parking spaces for guests at any given time. Assuming 2 guests to a car, the 87 spaces should provide enough parking spaces for 174 guests at any given time to account for any potential surges during peak hours.

The proposed septic upgrades should be more than adequate to handle current loads and operations with enough capacity to absorb any additional loads and demands should it be necessary in the future.

Sincerely,

DIMENSIONS 4 ENGINEERING, INC.

By: _____
Seung Jun Park (Ted), RCE 89409

cc: File

dimensions 4 engineering inc

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2952 Mendocino Avenue, Suite C
Santa Rosa, California 95403

(Office) 707-578-3433
(Fax) 707-526-3433

January 5, 2016

Subject: VJB Cellars
60 Shaw Avenue
Kenwood, CA

Dear Mr. Henry Belmonte

Per your request, I am providing this revised parking and dining area findings report along with subsequent septic findings report for the subject property.

Parking Findings:
The square footage of the dining area has been calculated per your request. The total dining area calculates to 3,174sqft which includes the main picnic area, bar area, covered area adjacent to the wine cellar, and the area in front of the gelato bar. With the requirement of 1 parking stall per 60sqft of dining area, along with tasting room, market, office and retail space, the parking requirement is 65 stalls. By utilizing the area previously reserved for mound expansions(to be relocated to the northwest pending grease trap permit application SEP15-0421 submitted 7/6/15), the total available on lot parking spaces is proposed to be increased to a total of 60, an increase of 23 spaces from the existing layout currently at 37 total spaces. See figures below and attached map. There can be 60 total on-lot and there is a contract with a local dental office for an additional 12, contract completed. There is also a minimum of 6 spots granted from the church, contract forthcoming. Thus there is a total commitment of 78 spaces. Please note that valet service has been in place since March of 2015 and would allow for an additional 50 spaces.

FIGURE 1. DINING AND USE AREAS TOTALS

Location	Dimensions	Area/sq. ft.	Code: space/sq. ft.	Required Parking
Main picnic area	57'x30'	1710	60	29.00
Bar Area	27'x20'	540	60	9.00
Covered Area	60'x13'	780	60	13.00
Area in front of gelato	12'x12'	144	60	2.40
Tasting Room	20'x24'	480	60	8.00
Market	17'x25'	425	200	2.12
Office #1	13.7'x12'	164.4	250	.65
Office #2	12'x10'	120	250	.48
Tommy Bahama	10'x13'	130	250	.52
		Total		**65.00**

Additionally, VJB has arranged to have the use of an overflow parking area at a nearby winery. The winery is Wellington Winery located at 11524 Dunbar Road, Glen Ellen, Ca. located 2.4 miles from the VJB site. Wellington Winery is a small winery facility encompassing approximately 865 square feet and requires 5 spaces for visitors and a single employee. The site has an open graded parking area that covers approximately 30,000 square feet. This area provides parking space for approximately 40 or more vehicles or 35 more spaces than required.

It is the intent of VJB to park their 6 employees at Wellington and arrange an Employee shuttle for each of the three work shifts. This will alleviate employees from parking in 6 of the visitor parking spaces through each work day and create more parking spaces for visitors.

Septic Findings:
As stated earlier in our findings report, the Class 1 PD system is designed for a maximum flow of 607 gallons per day. This number was originally based on 7 employees at 15gal/day and 100 guests at 5gal/customer. This system is only used by guests and kitchen waste. Thus it is proposed that this system be officially declared only for the 100 guests and kitchen waste. Usage data for the past few years show that the septic system was on average utilized less than 50% of maximum capacity. Even with conservative calculations, the daily flow calculates to 300 gallons per day, which is just under half of what the system is designed for. All kitchen waste and guest restroom use goes to this system. The addition of a grease trap to the pressure distributed system ensures that the strength of the kitchen waste flow will be mitigated and periodic pumping will ensure none of that waste can reach the disposal field. The three functions of the PD system are the wine tasting room, the short order deli, and the BBQ/pizza grill. All of these functions are very low water usage which is shown by the documented usage rates of the past 2 years. For all intents and purposes, the three food prep areas are all service for the same dining area. The space (square footage) and number of seats dictates the total number of guests that can be patrons for any of the food or drink services.

The existing class III standard system is utilized only by the employees and office staff with no kitchen waste entering it. This system is currently designed for a maximum capacity of 300 gallons per day, which at 15gal/day equates to 20 employees. The office space, tasting room, deli, gelato bar, BBQ bar area, and the Tommy Bahama store consists of 11 total employees, underutilizing the system to approximately half capacity. There is extensive information and empirical evidence that the current system is working satisfactory and water usage is well below average.

Figure 2. Septic Monitoring Information On File at PRMD

Date	Dose Counter Reading	Number of Doses	Days Between Dose Check	Doses Per Day	Gallons Per Day	Percentage of System Designed Usage
5/9/2012	131					
6/11/2013	906	775	395	1.96	200	33%
3/12/2014	1578	672	281	2.39	244	40%
10/11/2014	2126	548	190	2.88	294	48%
3/11/2015	2432	306	150	2.04	208	34%

Figure 3. Kenwood Water Company Water usage data

VJB Total Water Usage **Including Irrigation of Vegetation**			
Total Property Rated for 907 gal/day			
2014	FT^3	Gal/month	Gal/day(30days)
Feb	1969	14728	491
March	2397	17930	598
April	2745	20533	684
May	2967	22193	740
June	2871	21475	716
July	3357	25110	837
August	2878	21527	718
Sept	3605	26965	899
Oct	3034	22694	756
Nov	2483	18573	619
Dec	2449	18319	611

In summary, the proposed grease trap addition to the class I PD system will serve to mitigate the strength of the kitchen waste. There is no doubt that the system is fully functioning with no issues. The mound relocation will serve to allow for the addition parking required to suit the needs of the square footage of the dining area. This will alleviate the concerns of the neighbors and ensure a safer traffic flow. During the October 29th meeting, Mario Kalson and Gabriel Felix had stated that an administrative waiver would be granted to allow for a decreased setback to the mound expansion area from 25feet to 15feet allowing for the additional required parking.

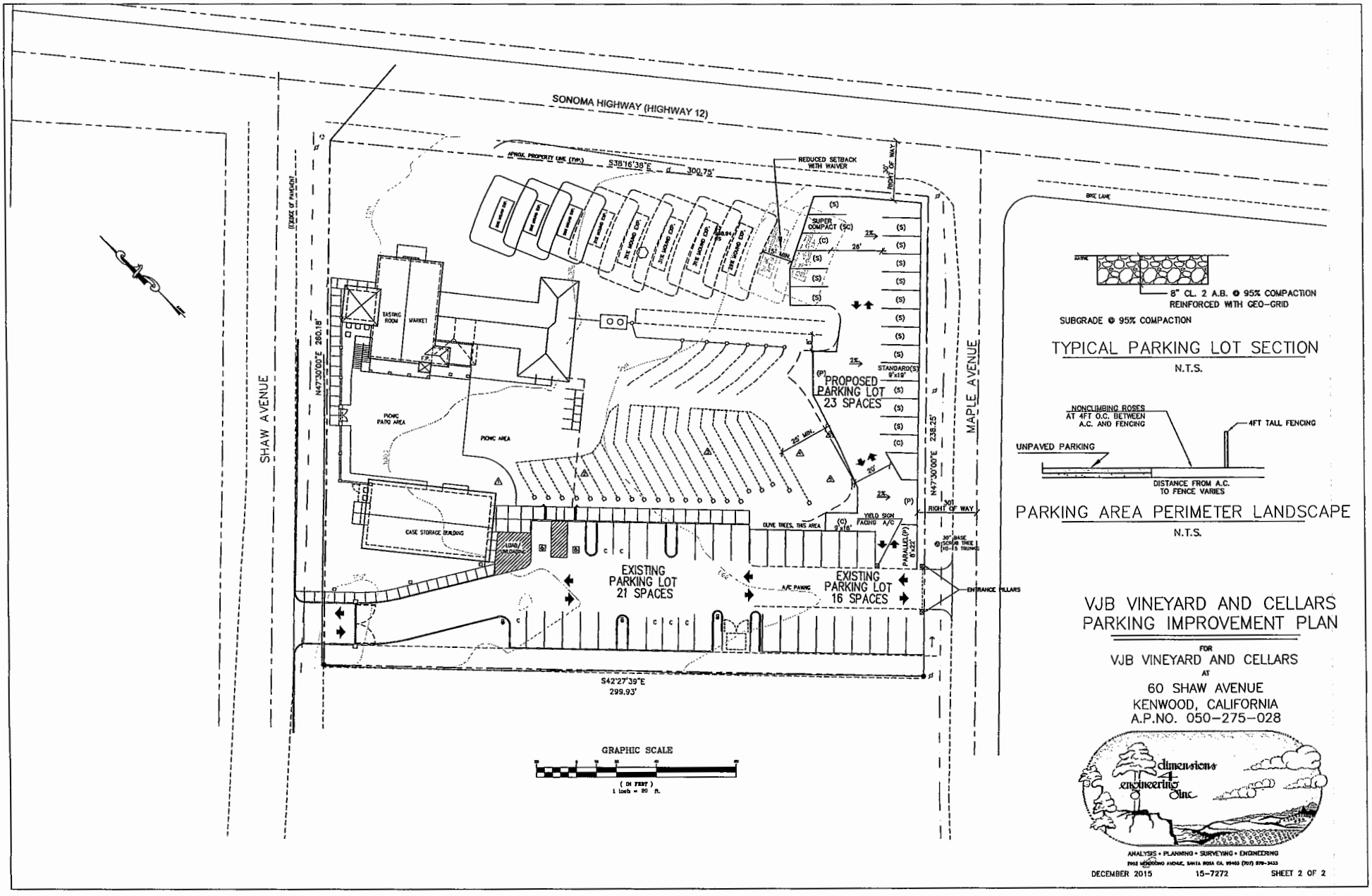
Sincerely,

DIMENSIONS 4 ENGINEERING, INC.

By: _____
Sam Edwards, EIT

By: _____
Dan Wright, RCE

cc: File



TYPICAL PARKING LOT SECTION

N.T.S.

PARKING AREA PERIMETER LANDSCAPE

N.T.S.

VJB VINEYARD AND CELLARS PARKING IMPROVEMENT PLAN

FOR

VJB VINEYARD AND CELLARS

AT

60 SHAW AVENUE

KENWOOD, CALIFORNIA

A.P.NO. 050-275-028

dimensions 4 engineering inc

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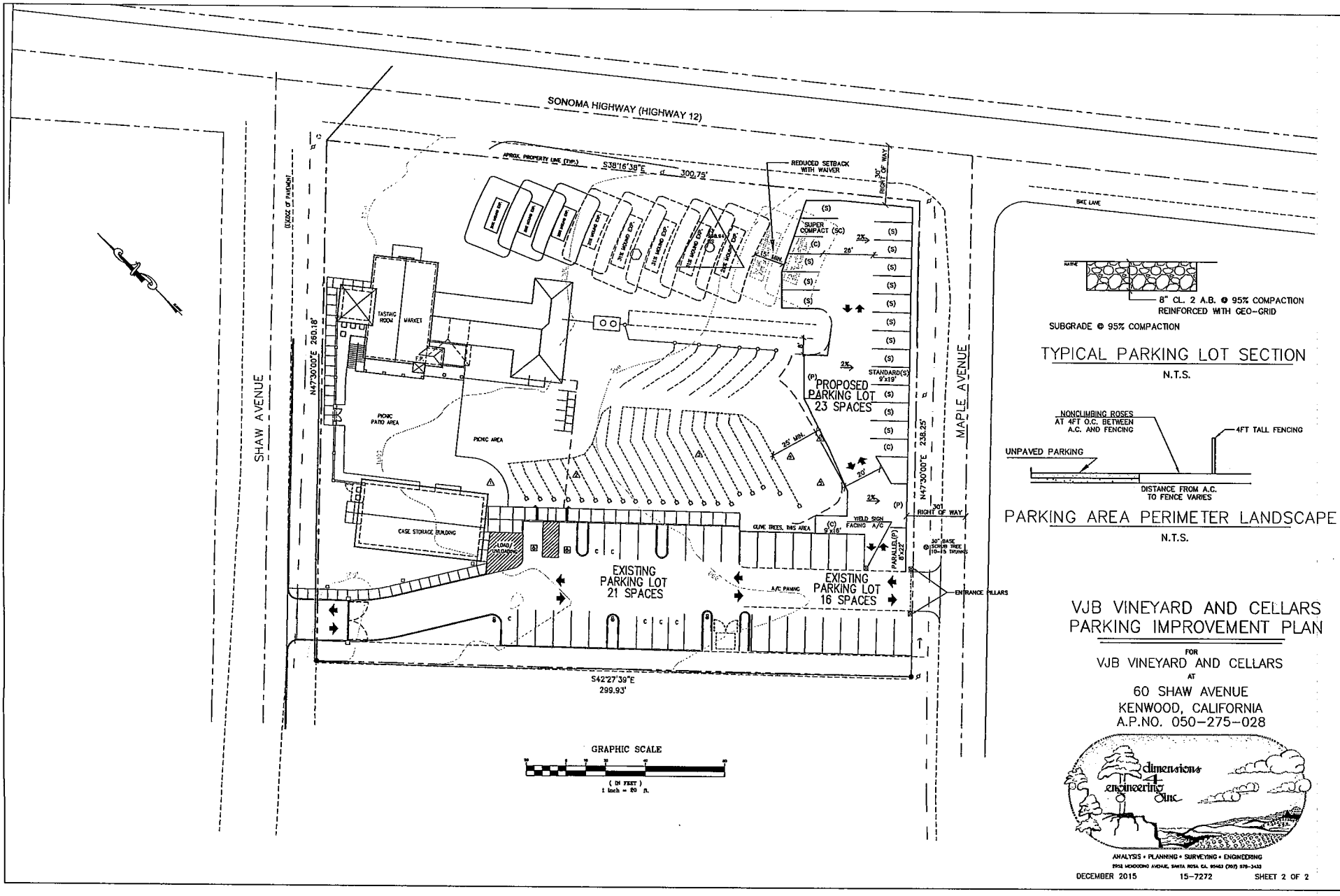

TYPICAL PARKING LOT SECTION

N.T.S.

PARKING AREA PERIMETER LANDSCAPE

N.T.S.

VJB VINEYARD AND CELLARS PARKING IMPROVEMENT PLAN

FOR

VJB VINEYARD AND CELLARS

AT

60 SHAW AVENUE
KENWOOD, CALIFORNIA
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