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DISTRICT 4

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June 1, 2018

SCH # 2018052006

GTS # 04-NAP-2018-00114

GTS ID: 10562

PM: NAP – 29 – 24.596

Mr. Jason Hade, Planner III  
Napa County Planning Division  
1195 Third Street, Suite 210  
Napa, CA 94559

**Beaulieu Vineyards Major Modification Use Permit #P17-00192-MOD – Mitigated Negative Declaration (MND)**

Dear Mr. Hade:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Beaulieu Vineyards Major Modification Use Permit #P17-00192-MOD. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the May 3, 2018 MND.

***Project Understanding***

Approval of a Use Permit Major Modification to an existing 1,800,000 gallon-per-year winery to allow the following:

- a) Remove a portion of the 1941 and 1930 additions to the winery; rebuild and preserve portions of the 1880's stone structures; and remove the roof and non-original floor of the 1885 structure; remodel a portion of the 1887 structure to become a private tasting space (735 square feet) with outdoor terrace (1,550 square feet); and remodel an area of the 1930 addition to become barrel storage and production offices. Construct a single-story structure between the 1941 addition and the 1887 structure to house public restrooms and a commercial kitchen (497 square feet). Add two new 30,000 gallon blending tanks to the existing case goods warehouse building and construct a 200-square-foot employee break room within this existing structure;
- b) Construct a new 75 square-foot sign inset to a new stone landscape wall with gate;
- c) Upgrade the existing wastewater system and associated infrastructure consistent with

County Code to include one additional 9,000-gallon septic tank or two additional 5,000-gallon concrete tanks, and the construction of one new well;

- d) Increase daily tours and tastings from 450 persons per day (no appointment required), 3,150 person per week maximum to 550 persons per day (100 visitors by appointment, 450 visitors no appointment required), 3,850 visitors maximum per week;
- e) A Marketing Program to increase events from 3,200 guests per year to 12,850 guests per year to add the following:
  - a. One-hundred (100) annual private promotional tastings with meals for up to 50 guests;
  - b. Thirty (30) annual private promotional tastings with meals for up to 50 guests;
  - c. Twenty (20) annual private promotional tastings with meals for up to 100 guests;
  - d. Fifty (50) annual private food and wine pairing seminars for up to 40 guests;
  - e. Two (2) annual marketing events for up to 250 guests;
  - f. Two (2) annual open houses for up to 300 guests;
  - g. Two (2) wine auction related events per year for up to 250 guests; and
  - h. Inclusion of food and wine pairings as part of tours and tastings.
- f) On-premises consumption of wines produced on site in the tasting areas, outdoor terrace area, and outdoor courtyard in accordance with Business and Professional Code Sections 23358, 23390 and 23396.5;
- g) Increase parking spaces from 80 spaces to 129 spaces via the paving of an existing gravel parking area;
- h) Change the winery's tasting room hours of operation from 10:00 AM to 5:00 PM to 10:00 AM to 6:00 PM (Seven days a week);
- i) Installation of a left-turn lane on State Route (SR) 29 (St. Helena Highway) at the project's new primary access driveway;
- j) Additional Landscaping within the proposed new parking area and throughout the courtyard; and
- k) A lot line adjustment with APN 030-110-028 which would increase the size of the existing winery parcel (APN 030-110-019) from 3.46 acres to 47 acres. No new employees or production increase is requested.

The project site is located at the northeast quadrant of the intersection of State Routes 29 and 128.

***State Route 29:***

The proposed addition of a left-turn lane on SR 29 will impact existing drainage facilities. The impacts as related to State right-of-way (ROW) will require review in the permit phase. Applicant shall provide a detailed Traffic Study and analysis to justify that the left-turn lane is warranted. If warranted, it will be sole responsibility of the applicant to assure adequate ROW will be available for the left-turn lane and new driveway. Changes to the regionally important intersection of SR 29/SR 128 may result in operational issues such as inadequate vehicle storage, queuing, traffic backing up onto the mainline resulting in speed differentials or turning movement conflicts. The Lead Agency should identify any potential for these issues and provide appropriate mitigation. These types of operational issues are not exempt under the California Environmental Quality Act (CEQA).

The driveway and two-way left-turn lane should be designed per Caltrans' *Highway Design Manual* (HDM), particularly sections 201.1, 205.3, 405.1 and 405.2 covering Driveways, Sight distance, Approach taper, Deceleration and Storage length etc. Any nonstandard features must be approved through a design exception fact sheet. Improvements must maintain adequate shoulder width to accommodate Class II bike lanes on SR 29.

Please provide a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified. The plan should show dimensions and configuration for both project access and State Routes 29 and 128, as well as the number and width of travel lanes, shoulder widths, driveway turning radius, 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 Traffic Study and environmental document should include sufficient detail of any recommended improvements to ensure both that they are feasible and that 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.

### ***Special Event Planning***

Travel demand estimates should be supported by documentation that includes assumptions and methodology. Additionally, documentation of existing and planned parking facilities should be provided. This includes graphics that delineate all parking, as well as documentation regarding the specific plans for event shuttles, valet parking, and traffic control for events. The travel demand analysis should evaluate the cumulative impacts associated with events at this and nearby wineries as well as parking accommodations for large events.

Measures should be taken to understand and mitigate cumulative and significant impacts of this and other wineries hosting special events. Examples of these measures include the development of an event traffic control plan and the establishment of a regional body to coordinate and facilitate travel demand reduction measures associated with both regular winery operations and special events. Analysis should identify residual impacts assuming all mitigation and avoidance measures have been applied.

### ***Multimodal Planning***

The *Caltrans District 4 Bike Plan* identifies a planned Class II bike lane for SR 128 adjacent to the project site, furthermore, a segment of the Napa Vine Trail is proposed to be located parallel to SR 29 across from the project site. The NVRTA VINE Transit Route 10 bus serves the project site via SR 29; the northbound stop in front of the Rutherford Grill features a sidewalk, sign, and bench, however the southbound stop located just south of the SR 29/SR 128 intersection consists of a sign located at the shoulder. The project site is also located across from the Napa Valley Wine Train ROW, and historic, but currently defunct Rutherford Station. Caltrans encourages the Lead Agency to work with the project applicant, stakeholders, and major trip generators along the corridor to provide rail shuttle service along this corridor catering to both tourists and

commuters. Please identify project-generated travel demand and estimate the costs of active and 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. The Lead Agency should require the applicant to construct or provide fair share fees toward the construction of the Napa Vine Trail segment across SR 29 from the project site; the Lead Agency should work with the relevant stakeholders to this end and provide a copy of the staff report to Caltrans.

The project's primary and secondary effects on pedestrians, bicyclists, disabled travelers and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches are consistent with MTC's Regional Transportation Plan/Sustainable Community Strategies and would help meet Caltrans Strategic Management targets.

### ***Vehicle Trip Reduction***

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 5b: Rural Settlements and Agricultural Lands** where location efficiency factors, such as community design, are very low and regional accessibility is low. Given the place type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

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Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:  
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

***Lead Agency***

As the Lead Agency, the County of Napa is responsible for all project mitigation, including any needed improvements to the STN. 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 the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Jake Freedman at 510-286-5518 or [jake.freedman@dot.ca.gov](mailto:jake.freedman@dot.ca.gov).

Sincerely,

*for*   
Janelle Ramirez

PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: State Clearinghouse