

Trippi, Sean

From: Marisela Sanchez <marisan1001@gmail.com>
Sent: Thursday, June 26, 2014 3:18 PM
To: Trippi, Sean; tkscottco@aol.com; heather@vinehillranch.com; mattpope384@gmail.com; mbasayne@sbcglobal.net; fidd@comcast.net
Subject: Yountville Hill Winery

To: Napa Planning Commission
Re: Yountville Hill Winery

I respect those that are passionate about wanting to slow, stop or control growth in Napa Valley. Looking at this project, and others like it, becomes an easy target as the place to start. And there lies my concern, and also disagreement: When to start reviewing potential changes to the Winery Definition Ordinance or WDO.

As much as I sympathize with the slow growth or no growth groups, I feel that their energy is being misdirected. We have laws and ordinances on the books, regulations that many of our neighbors have met to make substantial investments in Napa Valley who are already in various stages of approval. Are we now to say "Just joking" to these business owners and make them start over following an entirely new set of guidelines after making major investments based on the existing WDO? For sure, a lot of lawyers in the Valley would love the resulting new business.

Instead of fighting upstream against what is in the pipeline today, and protected by our existing laws, lets focus on the larger, more long term opportunity to review the existing WDO and make future modifications through existing channels.

In doing some homework and looking at the details for this winery, I feel that this is a project that will benefit our Ag preserve and be a welcomed quality addition to our valley.

Please pass the Yountville Hill Winery.

Marisela Sanchez
Yountville Ca

Trippi, Sean

Subject: FW: Yountville Hill Winery's Impact on Napa Valley

From: Yountville Hill Neighbors [<mailto:tmostero=dominusestate.com@mail180.wdc02.mcdlv.net>] **On Behalf Of**
Yountville Hill Neighbors

Sent: Wednesday, June 25, 2014 5:40 PM

To: Morrison, David

Subject: Yountville Hill Winery's Impact on Napa Valley

Use this area to offer a short preview of your email's content.

[View this email in your browser](#)

In order to provide the most accurate information, we are resending the letter of Friday, June 20 with modifications in bold below.

Dear Fellow Napa Valley Vintners,

Eric Sklar recently sent out an email inviting your support for the proposed Yountville Hill Winery. We are writing to be sure you understand exactly what this project entails and how it would impact not only the immediate Yountville Hills area but the Napa Valley as a whole.

In brief:

- The 100,000 gallon winery project is located on a steep (30-50% grades), 10.9-acre parcel, in full view of an extremely busy part of Highway 29, just across from Mustards restaurant.
- **The mostly vertical site requires an exception to the County conservation regulations for construction on steep slopes and three variances from the County property line setback requirements.**
- When completed, the project site would include just 2.5 acres of grapes.
- The new road requires extensive cut and fill and must be supported by massive retaining walls that wind up to the reception and visitor centers at the middle and top of the hill.
- **37 parking spaces are planned, 19 of which would be used by staff. During 30 days, a mobile bottling line will encumber one of the three parking lots. Delivery trucks, caterers, shuttle buses, limos, and visitor cars will share the remaining 9 spaces. The application requests up to 285 visitors a day.**
- The extremely aggressive marketing plan requests nearly 62,000 visitors a year for daily appointments and special events – this means tens of thousands of additional cars in this already heavily congested area of Hwy 29.
- The hillside will be topped by a 12,800+ sq ft cantilevered, glass and concrete visitors' center, which will be very visible, especially when lit up at night. The proposed visitors' center is three times the size of the Castle in the Clouds Inn currently on the site.
- The 1,200 sq ft reception building located half-way up the hill must be supported by a 16 ft. retaining wall below, 9 ft additional benching and topped by another 28 ft retaining wall above – making this area of construction the equivalent height of a 5-story building.
- **0.9 million gallons of wastewater annually will be handled by a package plant draining onto 2.5 acres of the only flat land on the property, which is traversed by a tributary of the**

Our mailing address is:

Yountville Hill Neighbors

Hwy 29

Yountville, CA 94599

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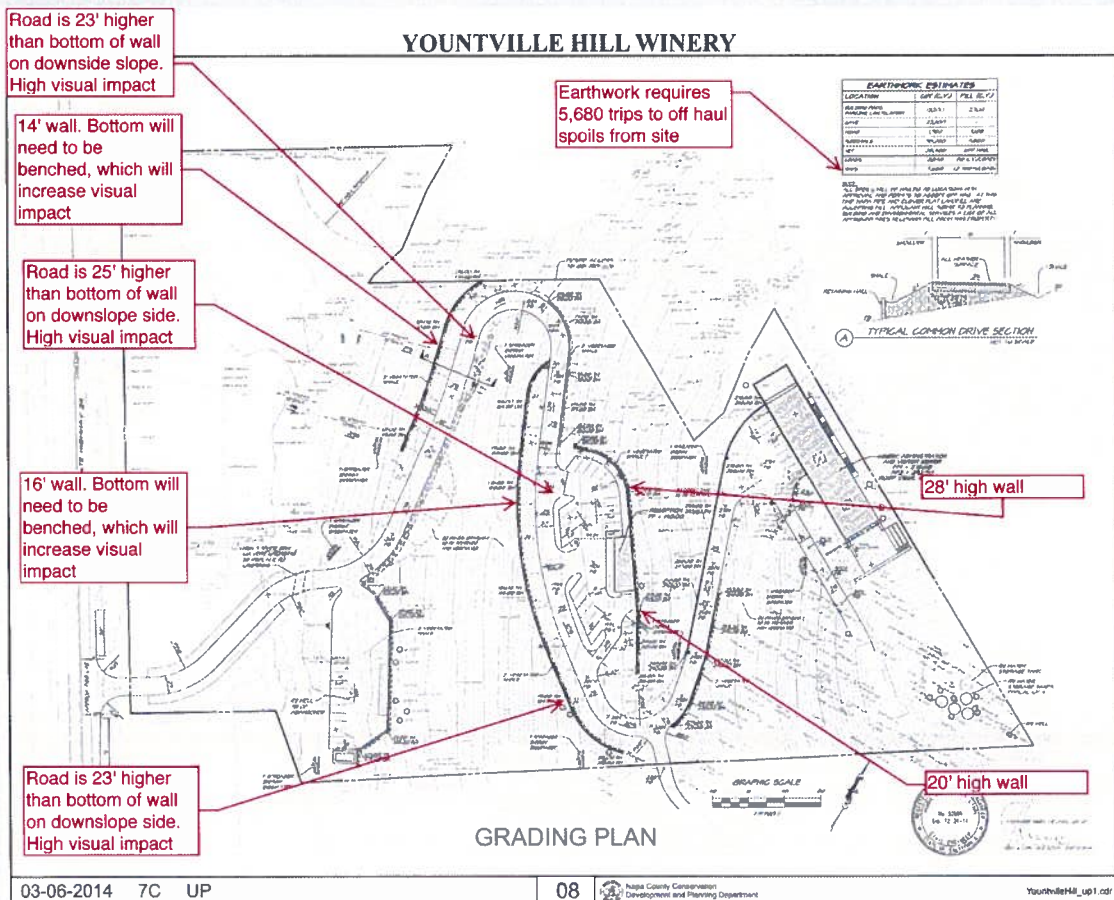
Napa River.

This project pushes hard against the guiding principles of the Ag Preserve and has raised concerns County-wide over the interpretation and application of the WDO. We ask that you carefully consider its far-reaching impacts before endorsing the project. In fact, we believe the Napa County Planning Commission should deny all of the requested variances. More than 500 people have signed a petition to that effect so far. For more information, visit www.yountville-hill-neighbors.org, where you will find links to the application and a comprehensive list of the impacts of the project. If you too are concerned about the implications of this project, we urge you to contact Sean Trippi, lead Planner for the County, or members of the Planning Commission. The project is scheduled to come before the Planning Commission on July 2.

Thank you for your consideration.

Very truly yours,

Ren Harris, Paradigm Winery
Dennis Groth, Groth Vineyards and Winery
Dirk Hampson, Far Niente and Nickel & Nickel
Christian Moueix, Dominus Estate



Warren Winiarski
Arcadia Vineyards, LLC
PO Box 3327
Yountville, CA 94599

June 24, 2014

Mr. Sean Trippi
Principal Planner
Napa County Department of Conservation, Development & Planning
1195 Third Street
Napa, CA 94559

Dear Mr. Trippi,

I am not in favor of the Yountville Hill Winery Project as proposed.

The variances requested by the project are contrary to the community values and appear to be an effort to undo and undermine those values as they are expressed in many regulations of the County. Among some of the most worrisome effects of the proposed project are:

- Too large a project for the location and parcel both from a design perspective and limitations on sourcing of Napa Valley fruit;
- The steep hillside development and current proposed design will negatively affect the view shed and character of the Napa Valley;
- 65,000 proposed visitors will have significant impact on traffic at this site and the environment on an already heavy traffic risk impacted three-lane roadway;
- Disregard of the Agricultural Preserve's fundamental principal of subordination of hospitality and entertainment to agriculture.

We request that you uphold the existing values of the community and the existing development guidelines and regulations and deny the proposed variance requests for the Yountville Hill Project.

Sincerely,



Warren Winiarski
Founder of Stag's Leap Wine Cellars, Owner of Arcadia Vineyard
Member of the Steering Committee for the establishment of the Agricultural Preserve in 1968

Trippi, Sean

From: Terry Pilch <terry.pilch@gmail.com>
Sent: Wednesday, June 25, 2014 12:35 PM
To: Trippi, Sean; fidd@comcast.net; tkscottco@aol.com; heather@vinehillranch.com; mattpope384@gmail.com; mbasayne@sbcglobal.net
Subject: Yountville Hill Winery

We fully appreciate the arguments that thoughtful people are stating about tourism versus our rural lifestyle.

Having lived in Napa Valley for 24 years, we've watched the explosive growth of wineries, restaurants, tasting rooms and yes, traffic.

We need a debate on all of it. But it wouldn't be fair to penalize the wineries that have submitted their application for permit based on the laws in effect at that time.

Any suggestion to change the Winery Definition Ordinance because of a perceived "monster facility" on Yountville Hill should not be debated as part of Yountville Hill Winery or any other current winery permit process.

All applications currently submitted to the Planning Commission should be given full and fair process within the current laws.

Sincerely,

Terry and Laura Pilch

Yountville, CA

Trippi, Sean

From: Gallina, Charlene
Sent: Wednesday, June 25, 2014 12:13 PM
To: Trippi, Sean
Subject: FW: documents for Planning Commission packet 7-2-14 meeting
Attachments: YHW_Traffic_Study_Comments_6-10-14.pdf; Dan Smith traffic engineer resume.pdf

From: Maryann Moffitt [<mailto:maryann.moffitt@sbcglobal.net>]
Sent: Wednesday, June 25, 2014 12:05 PM
To: Gallina, Charlene
Cc: Mary Ann Moffitt
Subject: documents for Planning Commission packet 7-2-14 meeting

Hi Charlene,
Here are two documents that we would like included in the Planning Commission packet. I still have a letter that I am writing but if necessary I will submit it before or at the meeting.
If you have any questions, please don't hesitate to contact me.
Thanks,
Mary Ann

From: "Gallina, Charlene" <Charlene.Gallina@countyofnapa.org>
Date: Tuesday, June 24, 2014 at 1:33 PM
To: Mary Ann Moffitt <maryann.moffitt@sbcglobal.net>
Subject: RE: date for YHW PC hearing?

Hi Mary Ann,

This project is definitely scheduled for the July 2nd Planning Commission Meeting. So, to get your comments into the staff report we will need them tomorrow by noon in case Sean needs to add discussion to his report. Please note that the packet will go into production soon after completion and will be sent out on Thursday to the Commission and posted on the County's website Thursday afternoon. After the packet goes out, folks can still send in their comments and we will e-mail out to the Commission. So if you can't meet our deadline, you still have plenty of time to send in your comments. Let me know if you have any additional questions.

Charlene Gallina
Supervising Planner
Napa County Planning, Building, & Environmental Services Department
(707) 299-1355

From: Maryann Moffitt [<mailto:maryann.moffitt@sbcglobal.net>]
Sent: Monday, June 23, 2014 6:35 PM
To: Gallina, Charlene
Subject: date for YHW PC hearing?

Hi Charlene,

Do you have a feeling yet whether or not the July 2 Planning Commission hearing is definite? You thought it was possible that it might go to the 14th.

If it is on for the 2nd, what is the deadline for getting documents to you?

Thanks,
Mary Ann



June 10, 2014

Ms. Julia Levitan
Dominus Estate
2570 Napanook Road
Yountville, CA 94599

Subject: Yountville Hill Winery Project

P14005

Dear Ms. Levitan:

At your request, I have reviewed the traffic report prepared in support of the Yountville Hill Winery project (the "Project") application. The traffic report was prepared by Omni Means Ltd. Engineers and Planners and is dated September 19, 2013. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, 45 years of professional consulting practice in the field of traffic and transportation engineering and both preparation and review of the traffic and transportation components of numerous environmental documents. My professional resume is attached.

My technical comments are as follows.

The Traffic Report Underestimates the Potential Traffic Generation of the Project

There are a number of ways in which the traffic report makes assumptions understating Project traffic. Here we summarize several.

The report underestimates weekday pm peak hour trips. Napa County guidelines for traffic assumptions in Use Permit Applications indicate that winery average weekday roadway peak hour traffic totals 38 percent of the winery's daily total. Table 3 (page 13) of the traffic report estimates the Project's weekday peak hour traffic at only 27 percent of its daily total. It also unrealistically estimates that almost as many peak hour trips would be inbound as outbound when common

sense indicates that in that time period the vast majority of trips would be outbound from the winery.

For the weekend (Saturday) peak hour, County guidelines indicate that 57 percent of total daily weekend trips at wineries occur. Traffic report Table 3 indicates only 26 percent of total Saturday trips would take place in the peak hour (only 59 of 224 trips versus 128 by County guidelines). This is a vast difference that could change the outcome of the traffic analysis.

The traffic report estimates for truck traffic on days in the harvest crush are inconsistent. The text on page 11 says that there would be, on the average, 4 to 5 grape deliveries per day over the 36-day harvest season, or in other words, 4 to 5 trucks entering and 4 to 5 departing on the average day of harvest. This reflects fair assumptions regarding relationships between gallonage of wine, tons of grapes required to produce that gallonage and truckloads required to import that tonnage. But there are two problems with this. First, this 4 to 5 truck deliveries per day estimate in the narrative is inconsistent with Table 3, Peak Hour and Daily Trip Generation on page 13, which says there would be only one daily truck trip on harvest season Saturdays.

Second and more importantly, the traffic report makes the unrealistic assumption that an individual winery's harvest would be evenly spread over the nominal 36-day harvest season. Grapes ripen at different times depending on numerous factors including the location of the vineyard, type of grapes, character of the individual vines, weather pattern for that particular vintage year and particular weather pattern leading into the harvest season. When the grapes ripen, they are harvested and crushed immediately. So although the harvest season nominally extends over a 6-week season, because of the variability factors of grape ripening, it is commonplace for a winery to have 50 to 60 or more percent of its grapes come in within a single week. When this happens, the proposed Project could have about 14 to 17 or more loads of grapes inbound daily (that is 14 to 17 trucks in, 14 to 17 trucks out) each day for a week.

This is considerably more traffic than Table 3, Peak Hour and Daily Trip Generation on page 13 indicates for harvest season Saturdays. (We note here that for Harvest Saturdays, Table 3 improperly totals the harvest Saturday trips it does identify - the total of trips indicated on this section of the table is 236 daily trips instead of the 55 reported.) Even with the trip numbers totaled properly, the potential 17 more trips in, 17 more out, is 14 percent more than the as-corrected total on the table and, particularly because long and slow-accelerating vehicles are involved, this could affect aspects of the traffic operational analysis. But perhaps more importantly, because of the limited size and layout of the site, there is insufficient space to stage on site the numbers of trucks that could arrive

at overlapping times. This could lead to trucks staging on the shoulders of SR 29, an undesirable situation from operational and safety considerations.

Cumulatively, the traffic report's assumptions, which all minimize and understate the Project's traffic, invalidate the traffic report's conclusions and give evidence that the subject report does not reflect the good faith effort to disclose impact that the California Environmental Quality Act (CEQA) demands. The traffic report should be redone under more realistic assumptions.

The Traffic Report Fails to Appropriately Address Traffic Operations/Safety Issues Related to the Proximity of the Project's Proposed Driveway to the Driveway of the Existing Mustard's Restaurant

The existing driveway to the proposed Project site is separated from the driveway to Mustard's Grill on the opposite side of SR 29 by only about 25 feet. The proposed Project site plan proposes to relocate this driveway to the south, which would increase the separation distance between the driveways to about 135 feet. The applicant's traffic report evaluates the interaction between the driveways solely in terms of whether left turn queues from one would extend across the other driveway. It shows they would not, although considering the traffic understatement described in the section above, the analysis should be redone under more reasonable traffic generation assumptions.

But what is more important is the lack of consideration of how driveway separation affects highway safety dynamics on rural high speed highways such as SR 29 in the Project vicinity. The purpose of left turn pockets and two-way left turn lanes on high speed rural conventional highways such as SR 29 is not just to provide the left-turning vehicle with a safe spot to await the opportunity for a turn and to let traffic past the turning vehicle. The intent is to also provide the turning vehicle with the opportunity to decelerate to a stop *after leaving the through lane* as provided in California Highway Design Manual section 405.2 (2) (d). The Highway Design Manual Table 405.2B indicates that deceleration lane length for a design speed of 50 miles per hour is 435 feet and that for a design speed of 60 mph is 530 feet (hence by interpolation, for a design speed of 55 mph the deceleration lane length would be about 480 feet). With the 85th percentile speeds reported on page 6 of the applicant's traffic report a 55 mile per hour design speed deceleration lane appears appropriate. Since the proposed Project driveway and the existing one at Mustard's would be separated by only about 135 feet, if a vehicle is already attempting to turn left either into the Project or to Mustard's, a vehicle in the opposite direction intending to turn left into the other facility would need to accomplish 395 feet of its deceleration within the through lane. This situation creates significantly increased risk of a serious high-speed-differential overtaking collision.

Ms. Julia Levitan
June 10, 2014
Page 4

Three solutions to this are possible. One is for the Napa County Planning Commission to deny the Project and suggest that the applicant develop the site in a low traffic volume use similar to the prior one. A second is for Caltrans to deny the encroachment permit which will be necessary for the applicant to relocate the driveway, which would have the same probable consequence of inducing the applicant to develop the property in a low traffic volume use that can operate on the existing driveway. A third is for the applicant to, instead of relocating the driveway south, relocate it to the north opposite Mustard's driveway so that the two driveways operate as a single intersection with SR 29.

Conclusion:

Given the foregoing, the Project traffic analysis must be redone. Moreover, there is evidence of fair argument that the Project's traffic would have significant impact. Consequently, the Project's traffic component should be subjected to performance of a focused EIR.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President



SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr. **President**

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

Trippi, Sean

From: Stephen Ramsay <steveramsay11@gmail.com>
Sent: Wednesday, June 25, 2014 10:16 AM
To: Trippi, Sean; fidd@comcast.net; tkscottco@aol.com; heather@vinehillranch.com; mattpope384@gmail.com; mbasayne@sbcglobal.net
Subject: Yountville Hill Winery

Napa County Planning Commissioners

Transmitted via E-mail

June 24, 2014

RE: An open letter in support of Yountville Hill Winery

Dear Commissioners:

Last week my wife and I availed our selves of the opportunity to visit the site of the proposed Yountville Hill Winery. Unlike many, and perhaps most of those who oppose the redevelopment of Yountville Hill, we actually walked the grounds and viewed the extremely detailed architectural renderings and site improvement plans for the proposed winery. Likewise, we received a thorough briefing on winery operations and event planning that in our minds, thoughtfully mitigated opponents concerns for night lighting during a limited number of winery events.

Our visit and the detailed briefings we received served to convince us unequivocally that the proposal pending before your Commission represents the best use of the property for a variety of reasons.

First and foremost, it eliminates a vacant, unproductive eyesore that resembles a haunted house and replaces it with a low-profile, revenue and tax producing property that will offer employment opportunities to our residents.

Secondarily, but equally important, the proposed development is environmentally sensitive and ecologically important because the plans call for almost doubling the plantings of native trees and shrubs that might be lost during the process and unknown to many, includes plans for the restoration of the creek that runs through the property.

Lastly, we found the traffic and safety issues raised by those opposed to the redevelopment of Yountville Hill to be both spurious and illogical. Highway 29 already incorporates a turn lane that will safely accommodate traffic into and out of the property. Likewise, the very thought that any single winery will actually result in even a minor increase in visitor traffic to the Valley is ridiculous. Pure logic suggests that it will only give our visitors one more place to stop and spend their money.

It is with these first hand thoughts and observations that we and everyone we have spoken with regarding this issue, strongly encourage you to vote for and support the proposed development of Yountville Hill Winery.

Sincerely,

Stephen G. Ramsay
Kathryn E. Cole

3314 Brittany Circle
Napa, CA 94558

Trippi, Sean

From: Laura Madonna <laura@gallegosvineyards.com>
Sent: Monday, June 23, 2014 5:52 PM
To: Trippi, Sean; fidd@comcast.net; tkscottco@aol.com; heather@vinehillranch.com; mattpope384@gmail.com; mbasayne@sbcglobal.net
Subject: Yountville Hill Winery Project

To: Napa Planning Commission

Re: Say Yes to Yountville Hill Winery

My family has lived and farmed grapes in the Napa Valley for more than 50 years. As a 3rd generation grower, I've watched growers become vintners and vintners build wineries.

Napa Valley's ability to produce world class wine is about grapes, but I feel that visionary wineries are needed to fuel competition and growth. Whether its architecture or vineyard sustainability or a great story, new and exciting wineries attract visitors and that helps all of us to be successful. I feel that Yountville Hill Winery falls into this category.

My family just released our first wines and like many vintners, we have learned more about selling wine direct to consumers. Attractive tasting rooms and visitor centers with events are a big part of that.

I understand that two floors of production space at Yountville Hill Winery is below ground and is about three times larger than the combined visitor and administration area that is above ground. I think that type of building will actually improve the view shed as it will be hidden mostly by trees and the slope of the hill.

And the top floor of the visitor center enclosed in non reflective glass will add to a memorable visiting experience.

The owners of this new project have experience building Alpha Omega Winery into a very successful winery. I'm sure their business experience will make this winery a success while enhancing the site.

Best regards,

Eric Gallegos

Napa, CA

Great wines begin in the vineyard. Three generations of family farming brought to you in a bottle. Gallegos Wines.

Trippi, Sean

From: Steven Burgess <steve@burgesscellars.com>
Sent: Monday, June 23, 2014 5:36 PM
To: Eric Sklar
Cc: Trippi, Sean; heather@vinehillranch.com; napacommissioner@yahoo.com; fidd@comcast.com; tkscottco@aol.com; mattpope384@gmail.com
Subject: Re: Great New Winery Project

Hi Eric,

Thank you for reaching out, however, I am compelled to respond.

Having been here for five decades, I have seen a lot of changes to the Napa Valley. People come and go, but changes to the valley's landscape and character stick around and are essentially irreversible. A development of this scale is clearly inappropriate for this once pastoral and now borderline "commercial" valley. It's just too much to add another large burden on our roads, ecosystem, and populace.

Since statehood in 1850, the Napa Valley has seen some ups and downs. The boom in the late 19th Century was only rivaled by the development in the late 20th Century. This is when the pendulum swung too far... In fact, the NVV even has 500 members now! Absurd! This hyper-competitive excess only hurts both Napa Valley and Napa's existing businesses. There is NO upside for the community from your project... there are already too many "projects!"

That said, I truly appreciate your enthusiasm and drive, but it is misdirected. The development scheme would be welcome in a larger area with freeways, an abundance of housing, more water and sewer, etc. We already have enough touristy stuff here; for the small size of Napa Valley this is inappropriate. In summary, if you want lights, noise, traffic, crowds, boisterous activity- you move to the city. If you want to get up early, work on a passion all day, respect the land and the future of the land, then clock out at 5 to be with family and friends, you move to the country. This project is an attempt to bring the Hollywood Hills and the drone of "the 101" to our dusty little valley... Think about it: Why would we even have tourists if we resemble the big city they live in already!?

Steven Burgess
President Burgess Cellars
Napa Valley's "Class of '72"

On Jun 16, 2014, at 8:39 AM, Eric Sklar wrote:

Dear friends,

Please help me open up for all of us, one of the most spectacular views of Napa Valley that has been unavailable for too many years.

I am excited about my new winery project and hope you will be also. I would be deeply grateful if you would sign the petition in support of my project.

Just go to: <http://www.restore-yountvillehill.com>

Best

Eric Sklar

<http://www.restore-yountvillehill.com>

Eric Sklar

CS2 Wines, LLC

eric@preslarventures.com

707-484-8656 (M)



June 19, 2014

Napa County Planning Commission
195 Third Street Suite 210
Napa CA 94559
RE: Yountville Hill Winery

Dear Mr. Trippi:

The Yountville Hill Winery project is true to both the letter and the intent of the AG Preserve and the WDO. Approval of this winery plan does not set any no new precedents in the County.

The project is consistent with the Winery Definition Ordinance and it improves the View Shed of the Hill. It puts most of its' built space underground and out of sight. The project covers only 16% of the property when 25% is allowed. It exceeds the 51% hidden requirement and calls for the addition of vineyards and an increase in the number of native trees on the hillside.

First, it calls for the removal of a four story eyesore that is not compatible with the View Shed Ordinance and will be replaced with a two story building, thirty feet lower than the current building at the same location. Most of the building is 13 feet below what is now allowed under the Ordinance.

The new building will be on already fully developed un-plantable land. It is hidden on most sides by the trees and the slope of the hill with the exposed portion of the building being mainly non-reflective glass. The main building is partially underground, set into the hillside and designed to blend in with the hillside itself. All parking will be hidden from view with setbacks and foliage.

Only two variances are required; both are routine and are mainly of concern for adjoining property owners, who are in support of the project. One variance is to allow for the driveway, which is shared by a neighbor, to be less than 300 feet from the winery. The reduced driveway slope will make the drive less viable than the existing drive. The other is to allow for a retaining wall within the rear-yard setback. The project takes not one square inch out of grape land.

There are a number of Napa wineries, including Cosentino, Napa Cellars and Alpha Omega, with permits of 100,000 gallons or more. Some of them are on parcels of 10 acres or less.

In regard to night lighting, with a closing time of 6:00 pm and 4:00 during winter months, over 350 days per year, the lights will be out before dark. Of the remaining days per year, it will only be lit for a maximum of 4 hours after dark.

The winery will have one of the earliest winter closing hours of tasting rooms in the Valley. Only eight or so indoor events will take place during the winter months.

As a result, the building will rarely be lit after dark. Most of the driveway lighting has been eliminated and all other outdoor lighting will be controlled by motion sensors that will shut off upon closing the Winery. This lighting will be installed facing the hillside.

All winery production will take place inside the cave, very much limiting the amount of noise generated by the winery. Most events will be conducted indoors. Studies and experimentation, show that the neighbors will not be affected by any noise generated by the winery.

From a production standpoint, the application requests the same production volume be granted as has been granted to Dominus, Consentino, Napa Cellars, Groth and many others. The WDO does not and was never intended to establish a metric for relating production volume to parcel size.

A Water Well Output Study was conducted. It included tests on two monitoring wells, showing there is ample water supply without impacting neighboring wells. A new well was drilled at the top of the Hill at the request of neighbors, despite the higher cost. The County has indicated there is no water problem on the Valley floor.

Waste water generated by production will be treated using a proven system to process and dispose of the effluent waste water. The property has more than sufficient land to disperse of the highly treated wastewater. Eric has been a pioneer in implementing new and much more environmentally positive treatment systems for wineries in the Napa Valley.

Studies by the preeminent traffic for the County has shown an insignificant impact on traffic. The extended slow down lane and middle turn lane make all movements safer and less disruptive to the flow of traffic. The new building will be less noticeable, and less of a distraction to drivers. The project lies on one of the safest sections of Highway 29. Actually, new trips on 29 will be less than .03% on weekends and only .01% on weekdays.

The Yountville Hill Winery is not a tourist winery. Assuming that every weekend is as busy as the permit allows and that visitor buys an average of one bottle of wine, only 12% of wine produced will be sold to visitors. The wine production space is 2.7 times larger than the combined visitor and administration space.

The project is and will be supported by grape land owned by the owners of the winery. Putting the winery at this location avoids taking vineyard land out of production on other properties. Over 95% of the grapes processed will be from the Napa Valley.

Eric and Erica Sklar have a strong record of working to preserve the agriculture and the agricultural community of the Napa Valley. The Sklar family has been growing grapes in Oakville for over 35 years.

Eric has been deeply involved in creating and defending agricultural zoning production in the City of St. Helena. He has also been deeply involved in creating and defending agricultural zoning protections for over 15 years. He actively supported the extension of Measure J and has worked tirelessly to ensure that housing and other commercial growth occurs in the Cities. He designed this project with a keen eye to the value of agricultural preservation.

Erica has been working tirelessly on behalf of the lower wage workers who are the backbone of the grape growing and wine making community. She is responsible for the construction of dozens of units of farm worker and affordable housing in the Valley. She has been the Executive Director of the Calistoga Affordable Housing effort and Project Manager at Napa Valley Community Housing.

I was first introduced to Eric's father, Richard, in the early 1980's. He brought new ideas and innovation with various pieces of equipment used in underground construction. A true professional.

In closing, we support the construction of the Yountville Hill Winery. We believe it will be a fantastic addition to the wine culture in the Napa Valley.

**Very Truly Yours:
ALF BURTLESON CONSTRUCTION
Jim Curry
President**

15 Del Rio Court
St. Helena, CA 94574

June 18, 2014

Napa County Planning Commission

Re: The Yountville Hill Winery Project

Dear Commissioners:

We urge you to approve the above project as proposed by Eric Sklar. This project has many pluses.

1. The winery will replace a run-down four-story building with a two-story winery, 30 feet lower than the current building. It is located at the top of the hill, on un-plantable land, and no current vineyards will be taken out of production. The owners currently own their own vineyards.
2. Studies by the preeminent traffic engineer for Napa County show an insignificant effect on traffic, with an extended slow lane and a middle turn lane for more traffic safety on Rte. 29.
3. The proposed owner, Eric Sklar, has long been a responsible leader of our community as a council member who respects county laws.
4. He has previously owned a successful winery, Alpha Omega, and is very knowledgeable of regulations pertaining to wineries.
5. This winery will be an attractive improvement to the community, without causing any loss of vineyard land or exceptions to current regulations.

We urge your support of the Yountville Hill Winery Project.

Sincerely yours,

Don and Mary Lou Peterson

June 18, 2014

Planning Commission
County of Napa

Dear Planning Commissioners,

I am writing to express my enthusiastic support for the proposed Yountville Hill Winery. I have reviewed the proposal and fully support its components and urge the Commission to do so as well. A winery of this size and in this location is appropriate. The proposed two (2) story building replaces a four story eyesore that is incompatible with the view shed ordinance.

This kind of land use not only enhances revenue for the County in a manner consistent with our agricultural and wine making heritage it will also create an aesthetically pleasing addition to the view shed. This project is a perfect example of an applicant that is informed on and believes in the intent of the AG Preserve and the Winery Definition Ordinance.

If you approve this project it will set no precedents, it will not use one inch of plantable land and it adds a vineyard to the existing property. Over 95% of the grapes used will come from Napa County. The traffic report show an insignificant impact on traffic on Highway 29 and the tests performed on monitoring two wells shows there is sufficient water available for the project without any effect on neighboring wells.

I have known the Sklar family since I moved into the Valley in 2000. I find that they are excellent stewards of the land, love the Valley and have been very active in the community in which they live.

This project is a win win situation for the County and therefore I ask that you approve the project.

Best Regards,
Grace D Kistner

St. Helena

June 17, 2014

Dear Planning Commissioners Basayne, Phillips, Pope, Scott and Fiddaman,

This letter is in support of the Yountville Hill Winery. It will be good to see the eyesore that is now on that hill replaced with a modern, less obtrusive building. The replacement will be a 2 story building that is considerably lower and hidden by landscape and the slope of the hill. I really like the idea of a parking lot at a lower level with an elevator to take guest up to the winery. This is truly an exciting project that I am anxious to see completed.

The winery is in keeping with both the Winery Definition Ordinance and the Agricultural Preserve. Over 95% of the grapes used to make wine are from the Napa Valley. Studies show the well at the top of the hill will provide adequate water for the project without affecting the wells of surrounding neighbors.

I am aware that there is some discussion in Napa County about limiting new wineries. Perhaps it is time to have this discussion. However, until it takes place and the issue is thoroughly studied including public hearings there is inadequate reasons to deny this business from going forward. I have known one of the partners, Eric Sklar, for fourteen years and find him to be an excellent businessman, devoted and generous to the community in which he lives including Napa County. Please allow this project to go forward to completion.

Sincerely,

Priscilla J. Dell

St. Helena

Trippi, Sean

From: McDowell, John
Sent: Monday, June 16, 2014 7:40 AM
To: 'peter marshall'; Trippi, Sean
Subject: RE: Yountville Hill

Mr. Marshall,

Thank you for your inquiry. I am including Sean Trippi in this response who is managing the project processing and can provide you with details and status on the proposal. Please be aware that this project takes access from Highway 29. Yount Mill Road is located roughly a 1/3 of a mile north of the project. The project is located on the hill above (and to the south) of the Del Dotto winery currently under construction that is closer to Yount Mill Road's northern connection with Hwy 29.

The project is subject to review by the Napa County Planning Commission. Sean and I are paid County Staff and our role is to evaluate the project for consistency with County codes and to perform an environmental impact analysis, which Sean can direct you to.

Thank you,

John

John McDowell
Deputy Planning Director
Napa County Planning, Building and Environmental Services Department
(707) 299-1354

-----Original Message-----

From: peter marshall [<mailto:p.m.marshall@comcast.net>]
Sent: Sunday, June 15, 2014 11:33 AM
To: McDowell, John
Subject: Yountville Hill

Hi John,

My name is Peter Marshall. My wife Danette and I live at 6950 Yount Street, Yountville. I am writing to ask for your support in stopping the approval of the development of the proposed wine facility on Yountville Hill. This sacred piece of land is home to wildlife that includes: Golden Eagles; Bobcats; Boar; Turkeys just to name just a few. It is also enjoyed daily (by way of Yount Mill road) by numerous visitors and locals who cycle and stroll. With the sharp/blind corners the and anticipated heavy increase in vehicle traffic, it will become a hazard. If allowed, we will quickly lose a valued Napa Valley landmark where visitors are sent for a very rare and peaceful valley floor experience. Please Let my wife and I know what more we have to do to stop this development.

Thank You!

Peter & Danette Marshall
6950 Yount Street
Yountville, CA 94599
(916) 719-3775 cell

(707) 947-7238 hm

Trippi, Sean

From: Steve Carlin <scarlin@carlincompanyllc.com>
Sent: Wednesday, June 11, 2014 8:41 AM
To: Trippi, Sean
Cc: Eric Sklar
Subject: Letter of Support

June 11, 2014

Dear Napa County Planning Commissioners:

I am writing in support of Yountville Hill Winery and Eric Sklar. I have known Eric (and his family) for many years and have always admired his leadership, public service commitment, business judgment, and sense of place as it relates to living and working here in the Napa Valley.

I believe his new project is consistent with the General Plan and true to both the letter and intent of the agricultural preserve as it sets no new precedents and doesn't take any grape land out of circulation. The new building is on fully developed and un-plantable land and the project only adds vineyards to the existing property. Additionally, he has confirmed that over 95% of the grapes processed will be from Napa Valley. These are all important considerations for you in evaluating this project.

It seems Yountville Hill Winery will improve, not hinder, the view shed as it locates most of its' built out space underground and out of sight and removes an existing four-story eyesore, which is already incompatible with the view-shed ordinance. The new building is designed to be a desirable 2-story building, 30 feet lower than the current building at the same location.

Furthermore, my understanding from Eric is that this project will result in more native trees on the hillside and while it will have a modest visitor component, it should have an insignificant impact on traffic. I do not object to the size of the winery and based on his track record, the wines produced there will be high quality and a positive reflection on the Napa Valley.

Based on my understanding, access to water, wastewater, tourism controls, noise, lighting, and traffic have all been more than adequately addressed. It seems he has met all the standards to successfully pursue this endeavor. I urge you to support this application and allow the project to move forward.

Thank you for your consideration and support of this winery permit.

Sincerely,

Steve Carlin

1410 Adams Street, St. Helena, CA 94574

Steve Carlin
415-793-3974
www.carlincompanyllc.com
www.oxbowpublicmarket.com

Trippi, Sean

From: Maria Lorraine Binchet <mariabinchet@gmail.com>
Sent: Tuesday, June 10, 2014 4:29 PM
To: Trippi, Sean
Subject: Comment on Yountville Hills winery, project by Eric Sklar

Good afternoon,

I live in Yountville and frequently drive by the area where this winery is proposed. I'm also a 23-year veteran of the wine industry.

I'm concerned about this winery. The proposal seems inappropriate for the land, the steepness of the terrain and the experience of the partners.

In short,

- * The size of the winery is too large for the topology of the hill and its steep ascent.
- * Making the drive up to the winery less dangerous would require too much grading of the hill.
- * The drive up the steep hill would be precarious for trucks and visitors.
- * The turnoff from the highway for the winery on busy Highway 29 would be dangerous and cause accidents.
- * The turnoff for the winery would further slow down traffic on Highway 29.
- * I understand the partners of the proposed winery have some winery experience. But the size of the proposed winery is too large for the amount of experience the partners have. Eric Sklar's track record (Alpha Omega, etc) is not great enough to tackle a project this size. The proposed winery is too large a project given the partners' past winery management experience. It's too big a next step for these particular industry folks.
- * Financial worry: The size of the winery is too large in general for this economy, even given the recent growth in the wine industry. There is far too much competition now to justify launching a new brand this large, given the partners' past brand experience.

I hope my comments will be helpful in evaluating the project.

Maria Lorraine Binchet
Project Lead: Sensory Chemistry, Wine Chemistry Author, Instructor P.O. Box 2415 Yountville, CA 94599
Telephone: 707-942-2200



Martha's Vineyard

June 9, 2014

Bob Fiddaman, Chairman
Planning Commission
County of Napa
1195 Third Street, Suite 210
Napa, CA 94559

RE: Yountville Hill Winery Application #P13-00279

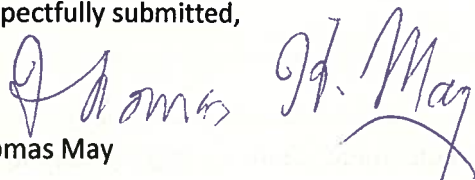
Dear Chair Fiddaman and Members of the Commission,

Yountville Hill Winery's nearest winery neighbors are Cosentino and Napa Cellars (both pre-WDO with 30,000 and 50,000 gallon permits, respectively), and Ca'Nani, currently under construction, with a 48,000 gallon permit. The annual visitation of these three wineries combined is less than the 61,620 visitors requested by Mr. Sklar.

At the June 4, 2014 Planning Commission meeting, only two weeks ago, you were ready to tentatively approve (had it not been for variances that you would not grant) a 100,000 gallon winery on the valley floor for Longmeadow Ranch – a company with long and deep ties to agriculture, and significant land owners. In addition to annual marketing events totaling 1,400 visitors, Longmeadow Ranch requested 50 visitors per day, a maximum of 300 per week. The commission felt that 50 visitors a day was too many, and asked that visitation be reduced to 30 visitors a day on weekdays, for a maximum of 270 visitors per week.

So, with this new standard set, Yountville Hill Winery should expect 270 visitors/week. There are no post-WDO wineries granted the unreasonable visitation numbers requested by Mr. Sklar.

Respectfully submitted,


Thomas May

RECEIVED

JUN 10 2014

Napa County Planning Building
& Environmental Services

Trippi, Sean

From: McDowell, John
Sent: Wednesday, June 04, 2014 7:40 AM
To: Frost, Melissa; Trippi, Sean
Cc: Gallina, Charlene
Subject: FW: Letter to Commissioners

[Correspondence on Yountville Hill Winery.](#)

From: Bob Russell [<mailto:brassoc@hotmail.com>]
Sent: Wednesday, June 04, 2014 7:26 AM
To: McDowell, John
Subject: Letter to Commissioners

Hi John,

Can you please forward this letter to each of the Planning Commissioners.

Thanks,

Bob Russell

Yountville Hill Winery Will Be a Welcome Addition

The proposed Yountville Hill Winery will be a dramatic improvement to the current land use on the property. It removes a four story eyesore that is incompatible with the view-shed ordinance, and replaces it with a 2 story building 30 feet lower than the current building at the same location. The new building is on already fully developed, unplatable land.

It will be supported by grape land owned by the owners of the winery, and over 95% of the grapes processed will be from Napa Valley.

Traffic, noise and water issues have been carefully addressed to insure that the project is in conformance with the letter and intent of the Ag Preserve and the Winery Definition Ordinance.

The project director, Eric Sklar, has been deeply involved in creating and defending agricultural zoning protections for many years. His family has been growing grapes in Oakville for over 35 years, and his previous winery, Alpha Omega, is a certified participant in the Napa Valley Vintners Napa Green Land and Napa Green Winery programs.

I urge the Planning Commission to move forward with this impressive project.

Bob Russell
Napa

Bob Russell
1315 Banks Avenue
Napa, CA 94559
707, 251-9428 (home and office)
brassoc@hotmail.com

Trippi, Sean

From: Eric Sklar <ericlsklar@gmail.com>
Sent: Tuesday, May 13, 2014 1:07 PM
To: 'Tod M'
Cc: Trippi, Sean; heather@vinehillranch.com; napacommissioner@yahoo.com; fidd@comcast.com; tkscottco@aol.com; mattpope384@gmail.com; 'Mary Ann Moffitt'; 'Dave Moffitt'; 'Julia Levitan'; Gallina, Charlene; McDowell, John
Subject: RE: Yountville Hill Winery Follow-Up

Dear Todd,

Thanks for your email.

It seems very clear from your last email (dated 4/15) that you and your company would be opposing my project no matter what I was able to show you. In other words, although you are interested in information, you seem to have no interest in a mutual effort to resolve the issues and concerns you have articulated.

Nevertheless, we are working diligently to address issues and concerns expressed by you and others. We will be making significant additional submissions to the County in advance of the hearing on June 18th and would be happy to provide everything we give the County at the same time.

Best regards,

Eric

From: Tod M [mailto:todmostero@gmail.com]
Sent: Thursday, May 08, 2014 11:52 AM
To: Eric Sklar
Cc: sean.trippi@countyofnapa.org; heather@vinehillranch.com; napacommissioner@yahoo.com; fidd@comcast.com; tkscottco@aol.com; mattpope384@gmail.com; Mary Ann Moffitt; Dave Moffitt; Julia Levitan; charlene.gallina@countyofnapa.org; John.McDowell@countyofnapa.org
Subject: Yountville Hill Winery Follow-Up

Dear Eric,

Following our last meeting on March 28 with you, Julia Levitan, Mary Ann and Dave Moffitt, we have not received any additional information from you regarding the Yountville Hill Winery project. I am reaching out to you again to request an update on any progress you may have made in addressing the concerns we discussed.

It is our understanding that you agreed to provide the following:

- story poles marking height and length of visitor center and reception
- clear markings of the 116 trees slated for removal
- a night rendering of visitor center and hillside lighting
- a noise study
- a clearer depiction (possibly including a model) of the hillside after construction (with roads, retaining walls, three parking lots, reception area, visitor center)

We understand that the following documents are required by the county and/or [SFBRWQCB](#), but we have not yet seen them in your application:

- a stormwater run-off plan,
- an erosion control plan due to slopes greater than 30%,
- a study addressing the impact on the waterway at the base of the site.

As we come to understand the project more clearly, we would also appreciate reviewing:

- a well drilling report,
- a study confirming that the site can absorb the entire volume of treated wastewater.

It is difficult to ascertain the exact height of the retaining walls. Could you confirm the height of the highest retaining wall, in particular the wall behind the reception area on the level 2 parking lot? A simple section of the site through the highest retaining walls with heights indicated would be very helpful and should be very quick and easy to produce.

We also have questions concerning the viability of plantings of the vertical west-facing walls. Are there any precedents in the valley for this kind of planting? Our experience is that west-facing slopes, much less west-facing walls, are exposed to intense heat late in the summer, making it very difficult to maintain vegetation. The Vacas Range is a good example of how sparse the growth of vegetation on west-facing slopes can be.

Thank you for working to provide us with this additional information. It would be very helpful to be able to review this information with as much lead time as possible before the June 18th hearing.

We look forward to hearing from you.

Best,

Tod

----- Forwarded message -----

From: **Tod M** <todmostero@gmail.com>
Date: Tue, Apr 15, 2014 at 5:43 PM
Subject: Re: Very Disappointing
To: Eric Sklar <eric@preslarventures.com>
Cc: pjensen@napanews.com

Eric,

I am sorry you misunderstood our last meeting: I have studied your project and am clearly opposed to the proposed design. It is over-scaled and unsuitable for the hillside.

I have seen a copy of your email sent on 3/13 to Mary Ann Moffitt, another neighbor who opposes your project. We have repeated our requests for a more complete application during our several meetings, asking you to provide information which more accurately represents the construction. The renderings you have supplied are unclear and misleading and the data provided in several reports is incomplete.

If you choose to move forward with the use permit application despite the obvious impacts and neighbors' concerns, it is your responsibility to provide information that depicts the veritable nature of the project. A model of the entire hillside project would undoubtedly reveal many of the actual impacts. This, along with the

other elements requested when we met, should supply the planning commission with the necessary elements to make an informed decision.

You will find a list of neighbors and their contact information on the letter sent to Bob Fiddaman on 3/18, copied to you by email on the same date.

Best,

Tod Mostero

On Tue, Apr 15, 2014 at 7:35 AM, Eric Sklar <eric@preslarventures.com> wrote:

Dear Todd,

I was very disappointed to learn on Friday that you had reached out to the Napa Register to try and get them to write an article about my winery project. The reporter's statements to me clearly suggested that you had made inflammatory and misleading comments about the project. I certainly hope that is not true.

I have sought to work with you to understand your concerns and am endeavoring, at great expense and time, to provide you with a comprehensive response. I have met with you and or Julia three times but have not yet received an answer to my email of 3/13, asking you to confirm the list I compiled of your concerns. Neither have I received a response to several emails asking for a complete contact list for your group so that I can distribute information to everyone at the same time.

In the past month, in response to comments from neighbors and others, I have signed extended or new scopes of works with multiple professional consultants, including an acoustical engineer, a lighting consultant, and a hydrologist.

To put it simply, your call to the Register suggests you are not interested in learning more about the project, or how it will or will not affect yourself or any other neighbors. It seems you have made up your mind for reasons quite different from what you have said - I can think of no other reason you would be so disinterested in my efforts to address your concerns. I am very disappointed.

Eric Sklar
CS2 Wines, LLC
eric@preslarventures.com
[707-484-8656](tel:707-484-8656) (M)

Trippi, Sean

From: George Vierra <gjvnapa@sbcglobal.net>
Sent: Saturday, May 03, 2014 8:08 AM
To: Trippi, Sean
Cc: lester@lhardy.com; Eric Sklar
Subject: Yountville Hill Winery
Attachments: Letter to NCPC re Yountville Hill Winery.pdf

3 May 2014

Sean Trippi, Principal Planner
Napa County Planning, Building and Environmental Services
1195 Third Street, Suite 210
Napa, CA 94559

Re: Yountville Hill Winery
Use Permit & Exception to the Conservation Regulations (P13-00279),
Variance (P13-00417)
and Viewshed (P13-00416)
7400 St. Helena Highway
APN: #031-130-028 & 029

Dear Mr. Trippi,

The article in Wines & Vines magazine of March 27, 2014, titled "Winery Proposed Atop Yountville Hills" caught my attention. In 1984 I sold Vichon Winery on the Oakville Grade. I planned on starting a new winery.

Early in 1985, the late Andy Pelissa and I agreed to build a winery on the Yountville Hill saddle owned by Mr. Pelissa. This is the hill just north of the Grgich-Hills vineyard. We got so far that I did a winery design and had architectural drawings made. It was designed to produce 40,000 cases (100,000 gallons) of wine.

I had started Vichon Winery by remodeling the Ehlers Winery on Ehlers Lane north of St. Helena. We had to plan, work with contractors and architects and work with The Napa County Planning Commission (NCPC) in order to crush grapes in 1980. We followed that with construction of Vichon Winery on the Oakville Grade for the 1982 crush. Again, all the design works was done and the necessary work with the NCPC.

In 1985, our idea to build on the Pelissa Hill saddle did not come to fruition, even though we were both excited. We didn't get far enough to submit our plans to the NCPC.

In reading the article in Wines & Vines, I sent Eric Sklar and Prescott Ashe an email applauding their plan.

Mr. Sklar responded and asked if I wanted to see their drawings and I said yes. So, we met on the hill and spent time discussing the idea and looking at the plans and the site. Mr. Sklar reiterated the reported winery resistance as was mentioned in the aforementioned article.

I later went to the Napa County Planning Commission website and downloaded the posted information. I read the Napa County Planning Commission, Board Agenda Letter written by you on 3/19/14, the comments of Jeannette Doss, Engineering and Conservation Division, Kim Withrow, Environmental Health Supervisor, Pete Muñoa, Fire Department, Annamaria Martinez, Assistant Engineer, Conservation Development and Planning Department, the Mitigations, the Findings, Conditions of Approval and the Correspondence. I read the letters from Eric Alm and Sandra Finegan of the California Department of Transportation and William B. Hurley of the San Francisco Bay Regional Water Quality Control Board. I looked at the drawings. I also received other comments through Melissa Frost of the Napa County Planning, Building & Environmental Services.

Reading the analysis of the Napa County departments that have studied and reported on this project, I feel they have done a very good job on setting guidelines and checkpoints to be sure the winery is a well-designed and sound operation. I remember the same kinds of things from my past experience. I have been through about a half dozen of these Planning Commission processes in the past 40 years. I appreciate what Mr. Sklar and Prescott are going through.

In reading the comments opposed to this project, I'd like to give my opinions. These opinions are about wineries in general.

First, I have modified, rehabbed, designed and built several wineries in Napa County. I have done similar work in Woodbridge, Temecula and on the Olympic Peninsula. I have also designed a winery in the middle of the Peoples Republic of China.

The major concern of wineries is water; acquiring it, using it, recycling it and disposing of it. The majority of my work preserves water with proper design of floors, grounds, wall and roof materials and juxtaposition, cleaning tools and procedures, production equipment and procedures and staff training.

The best example of a well-designed and operated winery can we found at the University of California at Davis. The entire building was designed and constructed to meet the highest environmental standards, as prescribed by the Leadership in Energy and Environmental Design certification program. The things I mentioned above are incorporated in the facility. It is not just about "green" design and operation; it's also about preservation of resources. (I recommend your department members take a tour of the facility. It would give good perspective on all your planning considerations.)

In examining the plans of the proposed winery, they are on the correct path to solving this major problem. The other concerns addressed are important, but I believe, as mentioned above, the Napa County Planning Commission has done a very good job on setting guidelines and checkpoints to be sure the winery is a well-designed and sound operation.

When I arrived in St. Helena in 1971, there were about 15 wineries in the Napa Valley selling cork-finished wines. The whole Bay Area had about 30. We all were struggling to be successful. We all sold our wines at about the same price.

According to the Terri Baston, Program Analyst at the National Revenue Center in the Alcohol and Tobacco Tax and Trade Bureau, by 2013, California had about 4,000 bonded wineries and bonded wine cellars. Napa County had 930. (23% of all in the state)

Nobody likes to be awakened by wind machines, the heavy traffic and all the tourists and innumerable events. The painful marketing and sales are important.

My winery profile studies at Napa Valley College have shown that V Sattui Winery in St. Helena has about 350,000 visitors a year. According to North Bay Business Journal (April 25, 2013), "Napa Valley hosted 2.94 million visitors in 2012, generating \$1.4 billion in direct tourism spending, and more than three-quarters of them come for dining and wine tasting, according to results from two studies."

According to the 2013 California Grape Crush Report the following grape prices were reported:

	Ave. \$/ton	Ave. \$/ton	Ave. \$/ton
	Napa	Sonoma	California
All Grapes	\$3,690	\$2,249	\$ 706
Cabernet Sauvignon	\$5,498	\$2,500	\$1,334

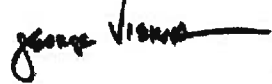
Labor, barrels, packaging materials, infrastructure costs are about the same throughout the state. So, grape price is the best measure of an AVA value. In 1971, all Bay Area wineries were the same. In 2013, Napa grapes average cost was 64% greater than the Sonoma average. In 2013, Napa Cabernet Sauvignon average cost was 120% greater than the Sonoma average. Sonoma ranks second in the state in both these price schedules. That didn't happen with smoke and mirrors. Good wine and good marketing and sales.

The Napa Valley AVA is still the most valued. Nothing else is close. "Twenty per cent of the value of all California's wine comes from the Napa Valley – from only 4% of its volume."

The World Atlas of Wine Hugh Johnson and Jancis Robinson

I support this planned winery and vineyard operation.

Regards,



George Vierra
296 South Crane Avenue
St. Helena, CA 94574

cc: Eric Sklar
Lester Hardy



RECEIVED

APR 28 2014

Napa County Planning, Building
& Environmental Services

April 25, 2014

Mr. Sean Trippi
Mr. Bob Fiddaman
Napa County Planning Commission
1195 Third Street, Suite 305
Napa, CA 94559

RE: Yountville Hill Winery/CS2 Wines, LLC

Dear Mr. Trippi,
Dear Mr. Fiddaman,

With a combined international experience of over 60 years in vineyard management and winemaking, we are writing to express our opposition to the Yountville Hill Winery proposal. As winemakers, we would like to highlight the technical flaws we have discovered as we studied the winery use permit application.

Our position

We have always been reluctant to criticize a winery project in the Napa Valley. However, the Yountville Hill Winery is so egregious in its disregard for the standards of the Winery Definition Ordinance, Viewshed Ordinance and setbacks that it will significantly impact not just its neighbors but all those coming to Napa Valley.

We own and operate Dominus Estate in Yountville and the Schmidt Ranch in Oakville, producing approximately 75,000 gallons of wine per year from two ranches which represent 160 acres. We do not purchase grapes. We have a 125,000 gallon use permit and have built a facility of 30,000 square feet in the middle of our Napanook Vineyard. We have gone to great efforts to construct a winery hidden from view and have enhanced the natural landscape through the restoration of the Hopper Creek, a model for creek restoration in Napa Valley.

We are closed to the public and receive each month a handful of distributors and retailers who sell our wine. To date, we have no direct sales. We sell 100% of our wine to distributors who resell our wine to restaurants and retailers, so our marketing and sales activities occur away from the winery and outside of the Napa Valley.

Grape Sourcing

It will take over 600 tons of grapes to produce 100,000 gallons of wine, the majority of which will need to come from the already oversubscribed annual Napa County crop. Finding adequate sources for Napa Valley fruit will be difficult, but even if a sufficient quantity of grapes is contracted, how can the 75% rule be maintained when the number of winery use permits already outweighs the grape sourcing of Napa Valley four fold? Where are the vineyards and/or grape purchase contracts for this proposed winery to sustain the rule?



If more than 95% of the necessary grapes are being sourced off-site, upward of sixty (60) trucks would be required to haul fruit during the peak harvest traffic period, further straining an already unbearable situation on a congested part of Highway 29.

Grape Transport

We understand very clearly the danger of transporting grapes on Highway 29. Each year at Highway 29 and Madison Street, even though there is a traffic light, there are several accidents involving trucks and trailers filled with grapes.

From personal experience, we can attest to the **danger of transporting grapes** on Highway 29. During our very first harvest at the Schmidt Ranch in 2008, the first load of grapes that we transported to Dominus Estate (1 mile south) spilled onto the highway as the driver turned and accelerated from the driveway in an effort to squeeze into traffic. Ever since, we have had to find an arrangement with neighbors to drive on private roads to avoid Highway 29.

With multiple trucks of grapes circulating to and from the Yountville Hill Winery, there will certainly be conflicts between visitors and the grape deliveries. When coupled with the limited space available for crushing and the conflicts between tourist and technical vehicles, the grape-delivery logistics will be mind-boggling.

Crush

If the harvest spans 20 days, this means a delivery of 30 tons a day with peaks of 50 tons and over. There will be excessive traffic congestion on the crush pad between trucks, forklifts, bin circulation, disposal of stems and workers. The confined grape reception area which doubles as a parking lot is **a dead end** and a sure formula for serious accidents. There is no way to guarantee that grape deliveries will occur before visitors arrive on peak days.

Fermentation

We understand that in the caves where fermentation will take place, an extremely powerful, sophisticated and expensive system of CO2 evacuation might work to remove this toxic gas. Any temporary failure of the system would represent a **deadly risk to workers**.

Bottling

It is the applicant's intention to realize bottling on-site utilizing a mobile unit. The huge trucks necessary will not be able to maneuver on the narrow platform at the entrance to the caves. The presence of the bottling truck during thirty days of the year will also effectively eliminate the eleven parking spaces located on the first level, exacerbating the already difficult parking situation. It is unclear how delivery trucks filled with dry goods such as glass, corks and cases will be able to access the production platform when a bottling truck is stationed there. It is also unclear where this material will be stored as the interior storage rooms are insufficient.



Please imagine an 18-wheel truck going up the slope and trying to maneuver.

The bottling is also an extremely noisy operation. With the variance to the setback allowing for a reduced distance of 300 feet from Highway 29, noise contamination due to technical activities will certainly be a disruption to neighbors.

Water

A well with a capacity of 20 gallons per minute will be grossly insufficient to meet the needs for a vineyard, winery and sizable visitor traffic, particularly during the peak demands at harvest.

There are no reports regarding availability, quantities and quality of water on the site or the potential depletion of the aquifer water level during the valley's growing drought conditions. It is our experience that a well of **at least 250 gallons per minute** would be necessary to provide sufficient water for a project of this scale.

Wastewater

Wastewater disposal will be a significant issue. Even if the wastewater treatment system proposed generates water which is clean enough to be used for above-ground irrigation, the quantity of water generated will be greater than the capacity of the vineyard and landscaping to absorb it.

In addition, we question what measures will be taken to **protect the creek** which runs at the foot of the hillside and which eventually flows into the Napa River. With a setback of only 300 feet from Highway 29, the primary access to the caves is within a few yards of this creek and water used to rinse the harvest crush and fermentation equipment will most certainly run directly into this natural waterway.

Parking

We have calculated that on a typical weekend during harvest, a minimum of 50 parking spaces will be required to satisfy the requirements of 19 full-time permanent employees plus temporary crush workers and 285 visitors per day. This project only allows for 37 parking spaces, less eleven spaces lost when there is technical activity (bottling, crush...) at the lower level, leaving only 26 actual spaces on the site. This will certainly lead to traffic backing up on Highway 29 from the south, and cars "parked" in the center turn lane from the north.

The **vastly insufficient parking** for special events will require valet parking or shuttle vans from another property. While this may temporarily resolve parking issues on the project site, it will generate back and forth traffic. We question the sustainability of encumbering a separate site that may not forever be available for this project's surplus vehicles.

Another important problem may be the delivery trucks which arrive during the night before the opening of the winery. What solution besides parking along Highway 29 does this project provide?

Small Vertical Site

The size and vertical nature of the site magnifies many of the technical issues of a production facility.

Everyday circulation of employees, visitors, delivery trucks and material transport is rendered extremely complicated and dangerous by the winding, sloped hillside road which increases the risk of accidents. Since visitors will be drinking on-site, maneuvering the winding access road will be even more difficult. **A fall from the vertical retaining walls would be fatal.**

The construction on steep slopes presents the deadly **risk of landslides**, even when all the foreseeable precautions are taken.

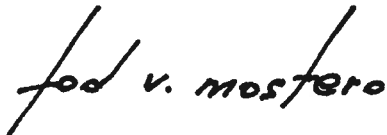
An Ill-conceived Project on an Unsuitable Site

Given the above technical concerns – grape sourcing, the transport of grapes during crush, the dangers of fermentation in enclosed caves, the insufficient parking, water availability, wastewater disposal, the problems associated with a limited vertical site – coupled with the greater issues such as traffic, especially during rainy conditions, night-lighting, noise from operations and events, conservation and viewshed concerns, it is clear that the Yountville Hill Winery project, as proposed, is ill-conceived and completely unsuitable for the site.

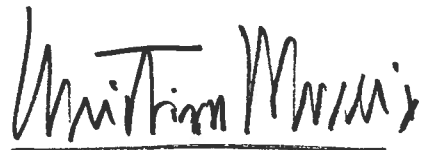
It seems clear as well that 7400 Saint Helena Highway, with the particular constraints of a small vertical parcel, is not an appropriate address for a commercial winery, much less a visitor center welcoming thousands of visitors.

We urge the Napa County Planning Commission to **DENY the approval of this project** and to safeguard Napa Valley as a sustainable place for growing grapes and producing wines of integrity for many years to come.

With respectful regards,



Tod Mostero
Technical Director
Winemaker



Christian Moueix
President

Trippi, Sean

From: Dennis Groth <DGroth@growthwines.com>
Sent: Thursday, April 17, 2014 4:58 PM
To: Trippi, Sean
Cc: Eric Sklar (eric@preslarventures.com); Joyce Stavert (joyce@oakvillewinegrowers.com); Tod Mostero (tmostero@dominusestate.com); Ren Harris (rjh@paradigmwinery.com); Dillon, Diane; Dodd, Bill; Luce, Mark; Wagenknecht, Brad
Subject: Yountville Hill Winery Project
Attachments: Yountville Hill letter to Planning.docx

Dear Mr. Trippi,

Attached is my letter outlining our concerns at Groth Vineyards and Winery with this project. I will forward a formal letter to the Planning Department to follow up.

Also, I have copied certain members of the Board of Supervisors on this letter. I have met with Eric Sklar, one of the owners of this project to express my concerns directly.

In short, you will see in more detail in my letter; 1. We believe that the Project is too large for the site, 2. The marketing plan is aggressive tourism, 3. The project contradicts the principles of the WDO.

I have not criticized other winery projects before, but I felt compelled to weigh in on this project because I believe that we are seeing too many projects that are heavily reliant on tourism and visitation.

The cumulative impact of this trend is too make Napa less and agricultural community in our Agricultural Preserve.

Sincerely,

Dennis Groth
707-944-0290
dgroth@growthwines.com

Groth

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APR 15 2014

Napa County Planning, Building
& Environmental Services

Sean Trippi
Principal Planner
Napa County Department of Conservation
Development and Planning
1195 Third St.
Napa, CA 94559

Dear Mr. Trippi:

I have recently become aware of a project that has been referred to as the Yountville Hill Winery Project. This project requests Napa County to issue a use permit to produce 100,000 gallons of wine annually on ten acre parcel that fronts Highway 29 across from Mustards Restaurant.

I have major concerns that I wish to express about this project.

1. THIS PROJECT IS TOO LARGE FOR THE SITE.

The annual production level of 100,000 gallons seems to be too large for a facility located on a parcel that barely meets the minimum parcel size of 10 acres for projects located in the Agricultural Preserve area of the County. When you consider that most of the site is steeply sloped hillside and that only about 2 acres of vineyard exist on the site, the size is disproportionate. I understand that the owners of the parcel have other vineyards to source approximately 600 tons that would be required to make 100,000 gallons of wine. I believe that projects approved in our County should be more appropriately sized. We need to remember that individual legal parcels can be sold to other owners who may justify their investment in other ways.

I will leave to your planning department the consideration of difficulties with water sourcing, water waste disposal, truck traffic handling, visitor traffic and accommodation, and other practical problems. However, given the largely vertical parcel, I am sure these problems will be very significant.

2. THE MARKETING PLAN IS AGGRESSIVE TOURISM.

This project has a large visitor center which consists of the maximum allowed of 40% of winery size. The marketing plan is aggressive and requests allowance of many visitors per day, and many larger events per year. The plan is to sell a large share of the production directly from the winery. Location of the project on Highway 29, where most of the visitor traffic flows, is conducive to this marketing plan.

3. **THIS PROJECT CONTRADICTS THE PRINCIPLES OF THE ORDINANCE.**

This project seems to be a contradiction to the principles adopted by our Napa County Winery Definition Ordinance. When that Ordinance was adopted in 1990 we were reminded that uses allowed in the Agricultural Preserve area of the County are primarily farming and facilities needed to support farming. Wineries had stretched the concept of "facilities needed to support farming" because some of the activities such as sale of artwork, food, cookware, and other gift items had become excessive. Some wineries wanted to operate a restaurant and hold public events with fireworks. There was a concern that tourism was excessive at wineries.

This project seems to be oversized to justify a large visitor center and a heavy traffic operation. Because of the steeply sloped hillside, the close proximity to Highway 29, and the heavy reliance on tourism, visitation, and direct sales to consumers, this project seems to be less an agricultural processing facility than a tourist destination.

I have been reluctant to criticize this project because my family owns and operates Groth Vineyards and Winery on the Oakville Crossroad. We have a 200,000 gallon use permit and have built a facility of approximately 50,000 square feet located in the middle of our 121 acres. We conduct tours and tastings approximately six hours per day, six days a week. We know how much visitor traffic, farming traffic, employee traffic, and trucking traffic it takes to produce and sell significant quantities of wine. Visitation to our winery is an important part of establishing and maintaining a wine brand. But, we sell over 95% of our wine to distributors who resell our wine to restaurants and retailers, so most of our marketing and sales activities occur away from the winery and outside of Napa Valley.

I see more and more approval of use permits and winery business plans that emphasize sales directly to visiting consumers. There is a cumulative impact to continuing to approve wineries that are heavily reliant on tourism and visitors. I fear that we may become less and less an agricultural community if we continue approving projects like this. I am not concluding that this project violates the Winery Definition Ordinance. **However, if the County determines that this project is in compliance with that ordinance, I believe that we should revisit the ordinance.**

Sincerely,



Dennis Groth
President

April 15, 2014

Mr. Sean Trippi
Mr. Bob Fiddaman
Napa County Planning Commission
1195 Third Street, Suite 305
Napa, CA 94559

RE: Yountville Hill Winery/CS2 Wines, LLC

Dear Mr. Trippi,
Dear Mr. Fiddaman,

I am writing on behalf of my husband, Christian Moueix, and myself. With our Schmidt Ranch, we are the immediate neighbors to the proposed site for the Yountville Hill Winery as well as neighbors to the south at Dominus Estate.

As we were unable to attend the March 19th meeting and since we will not be at the upcoming meeting on the 18th of June, we thought to outline our concerns in writing.

We are alarmed by Eric Sklar's proposal for a 100,000 gallon winery on a 10.9 acre property (of which 2.5 will be planted with vines), receiving up to 285 visitors daily (but also hosting up to 58 special events a year), all on a steep hillside requiring Mr. Sklar to ask for variances to the property line, winery setbacks and exceptions to the conservation and viewshed regulations. We believe the project to be both wrong-headed and unrealistic, constituting a dangerous precedent for future large-scale winery projects on unsuitable sites.

A separate letter from my husband will address the feasibility of making wines in such a winery. Here are some immediate concerns that we have:

Traffic

Traffic studies with their hypothetical scenarios belie the real-life experience of those who live and work along this particular stretch of Highway 29. And while traffic reports speak of daily bottlenecks and jams, they fail to note the high number of near-accidents.

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info@autresrivages.com

AUTRES ■ RIVAGES

Along that juncture, each of us has had a close brush or near-miss and the Yountville Hill Winery's present plans will only worsen an already treacherous hotspot for drivers.

The insufficient parking for special events will entail valet parking or shuttle vans from another property. While this may temporarily resolve parking issues on the Yountville Hill Winery site, this certainly does not address the back and forth traffic generated by this imprudent solution. We also question the sustainability of encumbering a separate site that may not forever be available for Yountville Hill's surplus vehicles.

We submit to you that 7400 St. Helena Highway would be a poor location to situate an additional business opened to the public, particularly out-of-town tourists, who may be distracted by the high visibility winery appearing on the horizon.

Water

Our concerns regarding water usage and disposal are multiple:

- The calculations showing a well pumping 20 gallons per minute will surely be insufficient to meet the needs for a vineyard, winery and sizable visitor traffic, particularly during the peak demands at harvest.
- There are currently no reports on the availability, quantities and quality of water at that site.
- It is important to address concerns regarding any depletion of the aquifer water level and the valley's growing drought conditions.
- At this point, it is unclear how wastewater will be treated and disposed.
- What measures will be taken to protect the creek which runs at the foot of the hillside and eventually goes into the Napa River?

Conservation and Viewshed

This project flies in the face of present regulations on conservation: cutting down 116 existing trees (including coast live oaks), hauling off 28,000 cubic yards of dirt, making cuts of over 13,000 cubic yards for the building pad, roads and landscape, all which ignore the guidelines for development set forth in the viewshed

ordinance. If this type of project were permitted, it would set an unparalleled precedent for hillside construction throughout the valley.

The environmental effects will have dramatic consequences. A mudslide during construction in such a location could pose serious safety risks and contaminate waterways. Before permitting, a well-adapted erosion control plan should be submitted and approved.

Once construction is completed, over 61,000 visitors a year will be drawn to the highly visible winery. Assured otherwise, we have not yet been given accurate images of how the property, road, parking, light fixtures, etc. will appear from the highway. A model would help to understand the visual impacts. Additional information on the outdoor lighting, a site plan with existing and proposed elements, and story poles with flags are all needed for evaluation.

Moreover, there are concerns regarding noise. Anyone living in this corner of the valley knows all too well how sounds reverberate from one hill to the other. Many of the Yountville Hill Winery's events will take place after 6:30pm. Noise will travel across the valley without significant sound barriers.

Setting a Precedent

Looking at the larger picture, we question the sustainability of this type of permitting.

If each of the 389 parcels in unincorporated Napa Valley between 9.9 and 11 acres were developed in such a way, the very nature of the Valley would be transformed, marring the scenic landscapes and hillsides that make this place so exceptional. Already there are presently 13 potentially developable parcels of 10+ acres on Yountville Hill. Would the planning commission be willing to approve a 100,000 gallon winery on each of these parcels?

The precedent-setting nature of this over-scaled project requires a more in-depth review. We respectfully urge you to DENY the numerous variances and exceptions requested for the Yountville Hill Winery.

Cherise Moueix

Cherise Moueix

Christian Moueix

Christian Moueix

Trippi, Sean

From: McDowell, John
Sent: Tuesday, April 15, 2014 7:56 AM
To: 'Carmine Indindoli'
Cc: Trippi, Sean
Subject: RE: Yountville Inn winery proposal

Mr. Indindoli,

Thank you for your comments. I am forwarding them to Sean Trippi who is overseeing the processing of the project for us and he is far more familiar with the project details than I.

We will forward this comment or any other comment you may have to the Planning Commission for their consideration. The Commission encourages public testimony as well, but please be aware that the hearing schedule for tomorrow is being continued until June at the developers request.

Thank you,

John

John McDowell
Deputy Planning Director
Napa County Planning, Building and Environmental Services Department
(707) 299-1354

-----Original Message-----

From: Carmine Indindoli [<mailto:ifvines@me.com>]
Sent: Monday, April 14, 2014 8:32 PM
To: McDowell, John
Subject: Yountville Inn winery proposal

Dear John McDowell,

I saw the note about the proposed winery development at the Yountville site of the Castle in the Clouds. Please accept my note as relevant to the permitting issue.

I have been assisting the owners of the property just above the "Castle" for many years. Mostly doing some dirt moving, some flower bed planting, work on irrigation for the lawn and garden. I come from North on Hwy 29. I need to tell you that turning onto the driveway from the North or exiting the driveway to the South is the most dangerous driving situation I have experienced in all of my 37 years as a North Coast resident. I dread having to go there to help my fiends, the owners of the topmost property on the driveway. I have been driving that section of highway since 1972, I am fully aware of the hazard that section possesses. I can imagine some new to the area people looking for the driveway, looking for a winery sign, slowing down to have a better look, with a car coming from either direction, and a car from Mustard's closing in on that long straight-a- way plowing into each other. Please, please, please if you need my presence at a hearing I would gladly be there. I don't want to read about a traffic fatality at that spot knowing full well from many years of making that turn in and turn out how extremely dangerous that driveway is.

Carmine Indindoli
cindindoli@gmail.com
707-481-3486
