

McDowell, John

From: Ed Poole <epoole@adplaw.com>
Sent: Tuesday, June 24, 2014 10:46 AM
To: McDowell, John
Subject: Raymond Vineyards

Dear Mr. McDowell

I own 555 and 515 Wheeler Lane, which reside within Raymond Vineyards, and thus would be one of the most affected residents. I support Raymond Vineyards Modified Use Permit, which is being heard by the Napa County Planning Department on July 16th, 2014

Edward Poole

Edward G. Poole
Anderson & Poole
601 California Street, Suite 1300
San Francisco, CA 94108-2818
(415) 956-6413 ext. 102
(415) 956-6416 - facsimile
epoole@adplaw.com
www.adplaw.com

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McDowell, John

From: Clarence Barker <cwb48@icloud.com>
Sent: Tuesday, July 01, 2014 5:34 PM
To: McDowell, John
Cc: Boisset/Raymond
Subject: Raymond Vineyard and Cellers. Application P11-00156

Dear John McDowell.

Re: Raymond Vineyards and Cellar Use permit major modification.
Application NO. P11-00156

I live at 1500 Wheeler Lane, St Helena. As I am sure you are aware this is the entry road to the subject winery.

I left a phone message for Kirsty Gerosa and some one was kind enough to contact me and let me know that she was on maternity leave and

I should contact you about this application. I did attend the neighborhood meeting and learned that staff conditions of approval were not available. Since I have always been a believer that the devil is in the detail I was hoping to get a copy of the detail conditions being recommended.

In addition I have a few observations, which may already be covered in your conditions.

1. The letter to Kirsty from Raymond's legal council dated January 31,2014 (item #4) stated that all parking would be prohibited on Wheeler Lane.

The Traffic Study of October 5, 2013, which I understand is still being used for this application even though the production increase proposed is not, states that valet parking will be allowed on Wheeler Lane. I assume the conditions will clarify.

2. Using the October traffic study it is impossible for a lay person,like me, to separate the impact of the marketing/ hospitality trips from production increases.

Therefore it is not possible for me to tell what impact there will be on the Zinfandel HWY 29 intersection relating to this modified application. Certain movements there have a LOS E&F or basically failing which brings me to the matter of how can any trip increases be allowed until a solution is at hand for that intersection. There is a statement in the traffic study (for increased production and marketing) that says " LOS on SR 29 would remain unchanged from existing conditions, continuing to operate at LOS 'E'-'F'" (page 22) as if no change is good. Failure to perform at adequate standard for the health and welfare of the public can get worse as the intersection is allowed to deteriorate with additional trips even though there is no rating level below 'F'. If staff has traffic information where the requested change for marketing has been evaluated separately and the results are indifferent to the currently approved marketing plan then that would be helpful to know.

3. Another question about the October traffic study. On page 8 under the section "Existing Winery Traffic generation: winery truck trips" it states:

The winery has stated that production levels have varied historically, which necessarily influence truck trips generated. For this study, the County has asked for the truck trips to be evaluated v winery production activity. The winery has provided the following annual truck trip generation with just under 1,500,000 gallons produced in year 2012:

This is concerning since the current production level approved is 750,000 gallons per year as average over any consecutive three year period not to exceed 900,000 gallons in any given year. The interesting thing is at the previous hearing the Chair of the County Planning Commission ask Raymond what was their current production levels and did not get an answer. I also asked and did not get an answer. This stated level of 1,500,000 gallons produced in year 2012 raises questions. How could Raymond provide accurate truck trip information for the traffic report if the production number used were wrong or has the production actually been that high. Probably a question that should have been asked at the time of the traffic report was prepared.

4. There is a comment in the traffic report about the possibility of Traffic Mitigation Fees to be used to help improve the Zinfandel/SR29 intersection. It is stated that fair share is determined by dividing the the trips generated by the changed uses by the total trips. I am not sure that is fair share of the problem created, since the intersection was originally constructed at an acceptable operating standard. It would seem that the new trips generated by any proposed use divided by the total trips that are over the acceptable operating standard would be a fair share for fixing the problem and not diluting the amount by trips that were acceptable and paid for with the original improvements.

5. Thoughts on conditions.

-Limits on height of vineyard platform.

-Provide shuttle from off-site parking location for 500 person events should be changed to be for any event with greater than 250 guest.

-Posted speed limit on Wheeler Lane

-conditions on outdoor events?

-limits on how many of the 50 events could be day time or evening

Finally it is probably more of a policy issue, but with all the wineries approved on Zinfandel Lane, is there a relationship between production and allowed marketing/hospitality events and are all the activities in a specific zone looked at when approving incremental amounts?

These issues are mine relative to the proximity of living next to Raymond. It is not a reflection on the people that I have met there who have been nothing but professional.

I am copying Tom Blackwood of Raymond on this email so he is aware of my concerns and questions.

Thank you for your time and consideration.

Clarence Barker
1500 Wheeler Lane.
St Helena.
949-422-2219

McDowell, John

From: Pat Friday <patfriday@comcast.net>
Sent: Tuesday, May 13, 2014 10:08 AM
To: McDowell, John
Cc: Chris Cordano; Roxanne Prager; paul@pfpelosi.com
Subject: Fwd: Raymond winery expansion, Zinfandel Lane, St. Helena

Dear Mr. McDowell,

I understand that part of my email below to Ms. Sharma should have been directed to you.

Please consider the points below and how the Raymond Expansion and future plans for wineries on Zinfandel Lane will affect the neighbors here the in the Zinfandel Subdivision.

In invite your comments, and let me know if you have any questions.

Regards,
Pat Friday

1390 Garden Avenue
St. Helena CA 94574
707.963.5301 studio, 707.484.4579 cell

Begin forwarded message:

From: "Sharma, Shaveta" <Shaveta.Sharma@countyofnapa.org>
Subject: RE: Raymond winery expansion, Zinfandel Lane, St. Helena
Date: May 13, 2014 8:28:40 AM PDT
To: "'patfriday@comcast.net'" <patfriday@comcast.net>
Cc: "McDowell, John" <John.McDowell@countyofnapa.org>

Good morning Pat,

The areas you mention in your email while not discussed in the Use Permit application will be analyzed by County staff in the Initial Study. If you have further questions regarding Raymond Winery please email John McDowell who is processing the application.

If you have any comments regarding the Castellucci Family Winery please address those to me.

Thanks,

Shaveta Sharma
Napa County
Planning, Building, & Environmental Services
707.299.1358

From: Pat Friday [mailto:patfriday@comcast.net]
Sent: Sunday, May 11, 2014 1:06 AM
To: Sharma, Shaveta
Cc: Chris Cordano; Roxanne Prager; paul@pfpelosi.com
Subject: Raymond winery expansion, Zinfandel Lane, St. Helena

Dear Ms. Sharma,

I own my home at the corner of Garden Avenue and Zinfandel Lane in St. Helena, in the Zinfandel Subdivision, and have some traffic concerns about the proposed expansion of Raymond winery and of the proposed Castellucci winery on Zinfandel Lane.

I appreciate that a traffic impact study is being done on the impact of Castellucci, as I am concerned about additional traffic and particularly trucks on Zinfandel Lane. They have requested a use permit to allow 50 visitors per day and 19 events a year, 7 of those having 50-125 guests each.

And it is in addition to the Raymond request for 500 visitors, 50 marketing events of 50 to 500 people! The combination of these two wineries visitors, employees and production trucks is way too much traffic for our road and our residential neighborhood.

Recently, after much effort by our neighbors, the speed limit was reduced on Zinfandel Lane to 45mph, from 55 mph. This we all appreciate, as often Zinfandel Lane is used as a speedy way to cross the valley from Hwy 29 to the Silverado Trail. But it hasn't slowed the traffic as much as we imagined it would. We have neighbors who walk, run or bicycle on Zinfandel Lane, and the trucks as well as large number of cars is becoming more dangerous.

Right now, and it is not harvest season, the amount of traffic on Zinfandel, and particularly at the intersection of Hwy 29 and Zinfandel, has increased substantially. Not only is the noise more of a problem, but air pollution is now a consideration too.

In the published Raymond Winery Use Permit Major Modification Application #P11-00156-MOD, several areas are not discussed that should be considered:

XII Noise - no mention is made of traffic noise, which has an impact on our neighborhood.

IX Hydrology and Water Quality - no mention is made of increased use of water during drought times, which should be a consideration. This year's drought will not be the only one. Are both Raymond and Castellucci only using their own wells/aquifers that have been evaluated during drought times?

XVI Transportation/Traffic - with the acknowledged increase in daily visitors and event traffic, how can this be evaluated as "less than significant"? In the discussion it is noted for the Raymond project:

Zinfandel Lane has an average Daily Traffic volume of 2,860 during the week and 2,714 during the weekends. Visitors would generate a total of 432 trips and employees would generate approximately 67 trips, making the total trips generated by this project approximately 502.

These numbers do not reflect the increased usage and event traffic, as stated in their project description. See item 8 on your Study Checklist.

I would like to encourage you to consider the impact of the combination of these projects, traffic snarls at the corner of Zinfandel and Hwy 29, increased noisy trucks on Zinfandel, as well as any additional winery application that increases traffic on Zinfandel Lane.

Please limit this traffic for the sake of our residents' safety, health and quality of life.

Thank you,
Pat Friday
1390 Garden Avenue
St. Helena CA 94574