

Fuller, Lashun

From: Hade, Jason
Sent: Tuesday, January 16, 2018 1:40 PM
To: Fuller, Lashun
Cc: Gallina, Charlene
Subject: FW: Caltrans Comment Letter - Cuvaision Winery Use Permit Major Modification #P16-00146 – Negative Declaration (ND)
Attachments: 04-NAP-2016-00085_Cuvaision Winery Use Permit Major Mod P16-00146_ND_2018JAN16.pdf

Hi Lashun,

Please include this correspondence for tomorrow's hearing.

Thanks!

Jason

From: Freedman, Jake@DOT [mailto:Jake.Freedman@dot.ca.gov]
Sent: Tuesday, January 16, 2018 1:18 PM
To: Hade, Jason <Jason.Hade@countyofnapa.org>
Cc: State.Clearinghouse@opr.ca.gov
Subject: Caltrans Comment Letter - Cuvaision Winery Use Permit Major Modification #P16-00146 – Negative Declaration (ND)

Dear Mr. Hade:

Please find the attached soft copy of the Caltrans comment letter regarding the Cuvaision Winery Use Permit Major Modification #P16-00146 – Negative Declaration (ND). The original letter has been mailed to you at 1195 Third Street, Suite 210, Napa, CA 94559. Thank you for including Caltrans in the environmental review process. Should you have any questions regarding this letter or require any additional information, please feel free to contact me at (510) 286-5518 or Jake.Freedman@dot.ca.gov.

Jake Freedman
Transportation Planner
Local Development – Intergovernmental Review
(510) 286-5518

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DEPARTMENT OF TRANSPORTATION

DISTRICT 4

OFFICE OF TRANSIT AND COMMUNITY PLANNING

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January 16, 2018

SCH # 2017122049

GTS # 04-NAP-2016-00085

GTS ID: 8641

PM:NAP – 121 – 1.985

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

Cuvasion Winery Use Permit Major Modification #P16-00146 – Negative Declaration (ND)

Dear Mr. Hade:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Cuvasion Winery Use Permit Major Modification. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the December 18, 2017 Negative Declaration (ND). Additional comments may be forthcoming pending final review.

Project Understanding

Approval of a Use Permit Major Modification to an existing 340,000 gallon per year winery to allow the following:

- a) Construct a 2,860 square-foot (sf) office within the existing barrel building;
- b) Upgrading of the existing wastewater system and associated infrastructure consistent with County code to include one additional 2,500 gallon septic tank and dispersal field expansion;
- c) Increase daily tours and tastings from 75 persons per day (by appointment only), 525 persons per week maximum to 180 persons per day (by appointment only), 1,260 visitors maximum per week;
- d) A marketing Program to add the following;
 - a. Twenty-four annual events for up to 60 guests;
 - b. Thirteen annual events for up to 200 guests; and
 - c. One wine auction related event per year for up to 200 guests.

- e) On-premises consumption of wines produced on site in the outdoor patio area in accordance with Business and Professions Code Sections 23358, 23390, and 34495.5;
- f) Increase on-site employees from ten full-time employees and 12 harvest season employees to 28 full-time employees and 34 harvest season employees;
- g) Increase parking spaces from 23 spaces to 34 spaces via striping of existing paved parking area;
- h) Change the winery's tasting room hours of operation from 10:00 AM – 4:00 PM to 10:00 AM – 7:00 PM;
- i) Installation of a left-turn lane on Duhig Road at the project's access driveway and paving and striping at the intersection of Duhig Road and State Route (SR) 12/121; and
- j) Deletion of condition of approval (number 2) in previously-approved Major Modification Use Permit modification (P05-0452-MOD), which requires tasting and tours to be completed by 4:00 PM and retail wine sales to be completed by 4:30 PM.

Highway Operations

Please analyze the project's operational impacts to the intersections of SR 12/121 and both Old Sonoma Road, and Duhig Road. Please included details of paving and striping of the intersection of SR 12/121 and Duhig Road proposed in this document. Analysis should include discussion of a left-turn pocket on Duhig Road into the project site; an improvement that may be necessary given the close proximity of SR 12/121. Analysis should also clarify the impact of traffic queues from proposed intensified operations and additional marketing events on existing left-turn storage for traffic turning onto Duhig Road from SR 12/121 northbound.

Multimodal Planning

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

Vehicle Trip Reduction

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

- Project design to encourage walking, bicycling and transit access.
- Collaboration with bus and bicycle tour companies to reduce the share of visitors accessing the winery via private cars.
- Charging stations and designated parking spaces for electric vehicles.

- Carpool and clean-fuel parking spaces.
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- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area.
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

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

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8).

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Special Event Planning

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

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

Mr. Hade, County of Napa
January 16, 2018
Page 4

Transportation Impact Fees

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

Lead Agency

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

Encroachment Permit

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

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

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



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Planning, Building & Environmental Services

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Napa, CA 94559
www.countyofnapa.org

David Morrison
Director

MEMORANDUM

To: Napa County Planning Commission	From: Jason R. Hade, AICP, Planner III
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Date: January 16, 2018	Re: Cuvaison Winery Use Permit Major Modification No. P16-00146-MOD
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Staff received the attached comments from the California Department of Transportation (Caltrans) and the applicant, Thomas Adams, Dickenson, Peatman, and Fogarty, today. Both will be addressed as part of our staff presentation at tomorrow's hearing.

Attachments.

DEPARTMENT OF TRANSPORTATION

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Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Hade, Jason

From: Thomas Adams <tadams@dpf-law.com>
Sent: Tuesday, January 16, 2018 2:06 PM
To: Hade, Jason
Cc: anne.cottrell@lucene.com; joellePC@gmail.com; JeriGillPC@outlook.com; Terry Scott; mikebasayne@gmail.com
Subject: Cuvaision Hearing
Attachments: winery chart large south county wineries (ta)(2).doc
Importance: High

Jason,

Hope you had an enjoyable long weekend. Just a couple things on Cuvaision:

1. **Condition of Approval 4.2(c)** needs to be revised to 1,260 per week. It currently states the existing level of tours and tastings of 525.
2. **Condition of Approval 4.20(b)** as currently drafted will not allow the "new" employees to work at the winery until after the left turn lane is completed. As you are aware, we previously filed an appeal of the requirement for a left turn lane, this appeal was withdrawn. During the discussions that led up to the appeal being withdrawn we had reached an understanding that Public Works would be granting an exception to the left turn lane but ultimately Public Works was not willing to do so. However, our position that a left turn lane is not appropriate has not changed and we feel that the additions of left and right turning lanes at the corner of Duhig and SR 12-121 are better options. That said, we understand that whether to grant an exception to the Road and Street Standards for improvements within the public right of way is not a decision for the Planning Commission but rather it rests with the Director of Public Works, which can be appealed to the Board subsequent to the Planning Commission taking action on our project. However, we would like to respectfully request that this condition of approval be modified to allow the employees to work at the winery prior to the left turn lane being installed. The left turn lane is an expensive and time consuming improvement and the employees only represent a small percentage of the increased traffic. Enabling these employees to work at the winery while this issue is being resolved is important to ongoing operations of the winery and could impact the ability to retain these employees. Prior to the completion of the office improvements the new employees offices would be located in a temporary trailer. Septic system improvements would be completed prior to new employees working at site.
3. **Winery Comparison Chart** has been attached for distribution to the Planning Commission. This version utilizes the data available on the County's Winery Database Listing dated September 2017 and includes larger wineries located in the vicinity of the project. The typical radius of one mile failed to reflect comparable wineries located in this area of the County.

Please let me know if you have any questions or concerns.

Regards,

Tom

THOMAS S. ADAMS, ESQ.
DICKENSON, PEATMAN & FOGARTY
1455 FIRST STREET, SUITE 301
T: 707.252.7122 | F: 707.255.6876

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