

# Kreuzer / Coombsville Neighborhood Association

Planning Commission Mtg.  
MAR 07 2018  
Agenda Item # 7C

2018-03-05

To the Napa County Planning Commissioners and Planning Staff,

Kreuzer Lane neighbors have had only one weekend to review the W-Trans Traffic Report submitted to the Napa County dated March 1, 2018, that was prepared for Mr. John Caldwell of Caldwell Vineyards & Winery (a cave winery at the terminus of a dead end residential lane in Napa County). Kreuzer Lane neighbors received the Traffic Report on Friday, March 2, 2018.

We are alarmed and confused by errors we found in the report and detail some of them below. As well, we are alarmed and confused that Napa County plans to hold the Caldwell Winery Major Modification hearing anyway, despite the fact that the new traffic report was submitted only one week (only three working days) before the March 7th hearing. Three working days is not enough time to engage and have an available professional traffic study engineer analyze and comment on the newly-submitted Traffic Report.

In short, we ask the Napa County Planning Commission to delay the March 7, 2018 hearing on Caldwell Winery Major Modification (P17-00074-MOD) be delayed until a proper analysis of the Caldwell Winery's latest Traffic Report can be done.

## **A Laymen's Quick Analysis of the March 1, 2018 New Caldwell Traffic Study, from the Kreuzer / Coombsville Neighborhood**

The W-Trans company Traffic Report (March 1, 2018) states that the intersection has a clear view of approaching traffic, of over 275 feet in both directions, from the Kreuzer Lane stop line (at stop sign). This is not true of eastbound 4th avenue from the Kreuzer Lane stop sign (stop line), as we show on page 5 of this document. The true line of sight (LOS), looking west onto 4th Avenue from a passenger car at the Kreuzer Lane stop line (at stop sign), is at most 140 feet, which is not safe line of sight for drivers according to Napa County/W-Trans parameters. This poor line-of-sight ability also significantly affects the dangerous turn that cars have to make when turning left from southbound 4th avenue, onto Kreuzer Lane. Residents and regular winery staff and tour van drivers who travel this intersection daily have learned how to negotiate this dangerous intersection. What will happen once tens of thousands more visitors without experience at this intersection have to negotiate it?

W-Trans concludes in the new March 1 Traffic Report that there's no warrant for an all-way stop. We agree. There is, as we will show here, however, certainly the need for a 2-way stop at the intersection where currently there is only a 1-way stop (at Kreuzer Lane, entering 4th Ave).

There is an over 20-foot dip in 4th Avenue, west of the intersection between Kreuzer Lane and the elbow turn, which would obscure the view of any vehicle in that depression that was less than 25-feet tall, which to our knowledge doesn't exist. (See page 7 for topological data for eastbound 4th Avenue and the intersection).

The Traffic Study's authors say they base their conclusion on Google Earth aerial photography, but their conclusion is incorrect. See page 3 of this doc for an example of Google Earth aerial view, and see page 4 for Google Earth street view. Both of these views flatten the imagery of that road. Overlaying a topo map (such as Mt. George topo 7.5m, or a USGS KMZ) might do a better job of showing the elevations, but most likely this wasn't employed or this conclusion would not have been reached. Again, see page 7 for topological data for eastbound 4th Avenue and the intersection.

See page 6 for images that show the only way to see a passenger vehicle on eastbound 4th Avenue at 275 feet from Kreuzer Lane stop line (at stop sign).

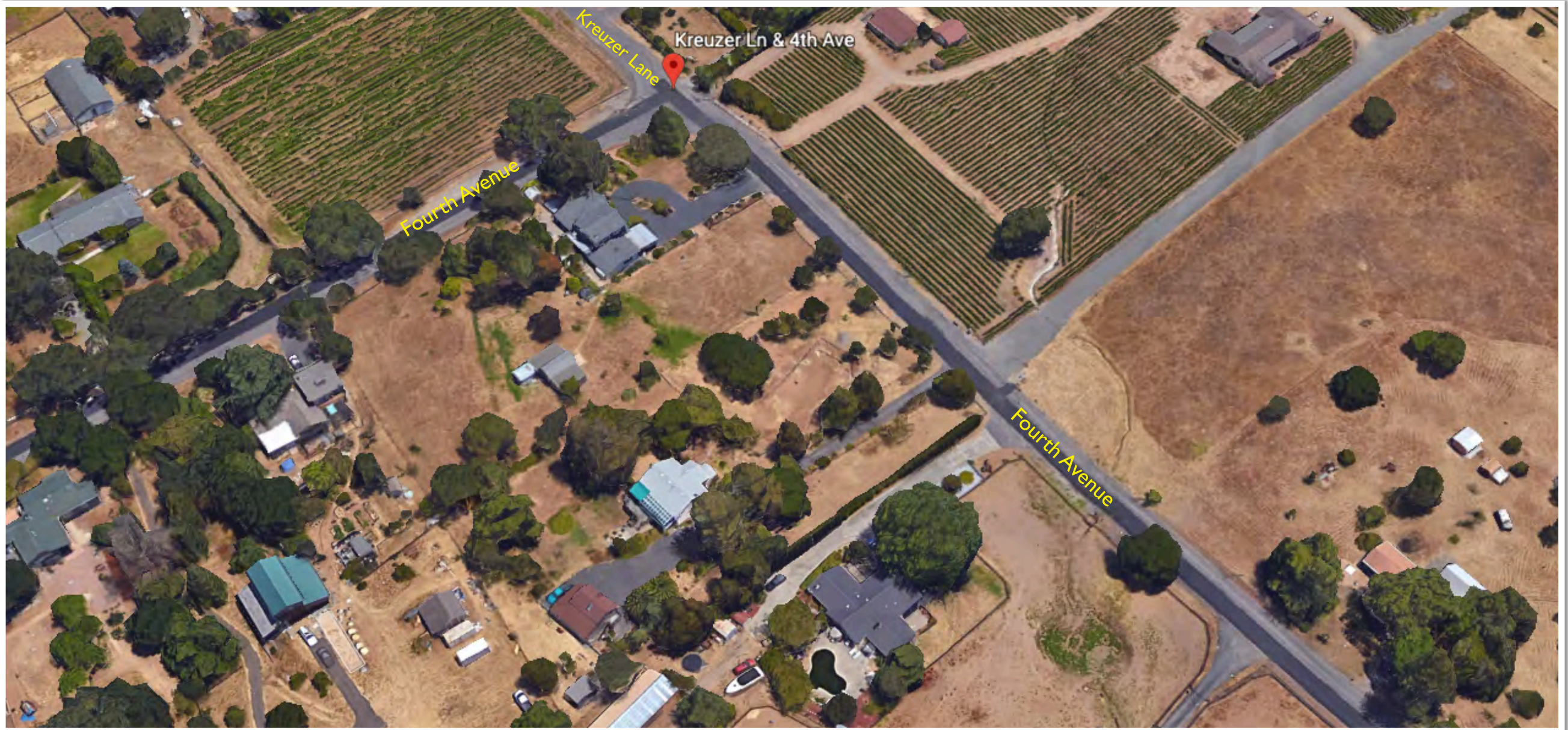
See Page 7 to review some of the other issues we found in the March 1, 2018 Traffic Report.

### **Relevant section to first discussion: From Page 5 / W-Trans Traffic Report for John Caldwell**

*“...The applicable criterion for a public intersection as published by Caltrans in the Highway Design Manual is corner sight distance, and while a lower advisory speed is posted for the corner, a 25-mph design speed was assumed. For this approach speed, sight lines of 275 feet are needed. From Kreuzer Lane along eastbound Fourth Avenue oncoming vehicles can be seen from well in excess of this distance. ...”*

\*[Optional criteria (C): Restricted sight distance to the extent that turns at the intersection are difficult to complete]

**GOOGLE EARTH AERIAL IMAGE shows 4th Avenue segments, west and north of Kreuzer Lane, as flat, which it isn't.**  
The line of sight view of 4th Avenue from Kreuzer Lane looking west is 140 feet, not in excess of 275 feet as claimed by the authors of the Traffic Report.



**GOOGLE EARTH STREET LEVEL IMAGE** view from Kreuzer Lane stop line (at stop sign), looking west at 4th Avenue eastbound approaching traffic. The passenger vehicle in the distance is seen only because the Google car camera is mounted very high on the vehicle. This camera view flattens the road significantly, and shows little of the 20-foot to 30-foot dip in the road that exists there. The only reason that one can see the car at that distance coming toward Kreuzer Lane, is because the camera is mounted high above the passenger vehicle. It is not, however, high enough to view the entire roadway (see page 6).

### WHY CAN'T GOOGLE EARTH BE USED TO DETERMINE LINE-OF-SIGHT?

Using Google Earth (or Google Earth Pro) to research the intersection of 4th Avenue and Kreuzer Lane is not effective because the Google Earth views are flattened and extrapolated. (See also text, upper left).

Further study of topographic maps would make the actual physical characteristics of this area much clearer (see page 7), which is what we neighbors did. We also visited the site itself to do measurements and take photos. The use of Google Earth as a resource for this purpose mistakes the conditions that actually exist at the intersection of 4th Avenue and Kreuzer Lane.

You can't base line of sight data on an overhead view, as the authors say they do, when one can't see real changes in elevation (changes readily apparent to anyone sitting in a passenger vehicle at the stop line (at stop sign) on Kreuzer Lane).

Google Earth does not show the 20-foot to 30-foot dip in 4th Avenue west of Kreuzer Lane that makes a car invisible at greater- than 140 feet to a passenger vehicle at the Kreuzer Lane stop line (at stop sign) waiting to progress forward.

To see a vehicle approaching eastbound on 4th Avenue from the intersection at 275 feet, a 6-foot tall person would have to stand on top of an 8-foot tall ladder. (See page 6)



See the images on next page to see the same view from the perspective of the driver's seat of a passenger vehicle at the Kreuzer Lane stop line (at stop sign) looking west.

**PHYSICAL CAMERA IMAGES Weekend of March 3, 2018**

Perspective images from the top of the steering wheel of the driver's seat of a passenger vehicle at the Kreuzer Lane stop line (at stop sign) looking west.



Visible Line of Sight is 140 feet from the Kreuzer Lane stop sign (at stop line). In image above, a car can be seen in the far distance, but will shortly disappear into the dip in the road and then reappear at 140 feet.

The yellow arrow (above left image) indicates the point at which a vehicle would be able to be seen from the traffic stop line (at stop sign) on Kreuzer Lane. The new March 1 Traffic Report says that there is in excess of 275-foot viewable distance. This is incorrect. The viewable distance at this point from a passenger vehicle at the Kreuzer Lane stop sign (and stop line on the road) is 140 feet. The same lack of line-of-sight exists for any passenger vehicle turning left from southbound 4th Avenue into Kreuzer Lane, as any resident can attest.

**W-Trans concludes in the new March 1 Traffic Report that there's no warrant for an all-way stop. We agree. There is, however, certainly the need for a 2-way stop at the intersection where currently there is only a 1-way stop (at Kreuzer Lane, entering 4th Ave).**

An observer sitting in a vehicle at the intersection stop line (at stop sign) of Kreuzer Lane, will find it readily apparent that a stop sign on 4th Avenue eastbound would be a tremendous improvement to traffic safety, and certainly a good mitigation move if 20,000 more people will be visiting Caldwell Winery (the applicant) as the winery's major modification application requests.

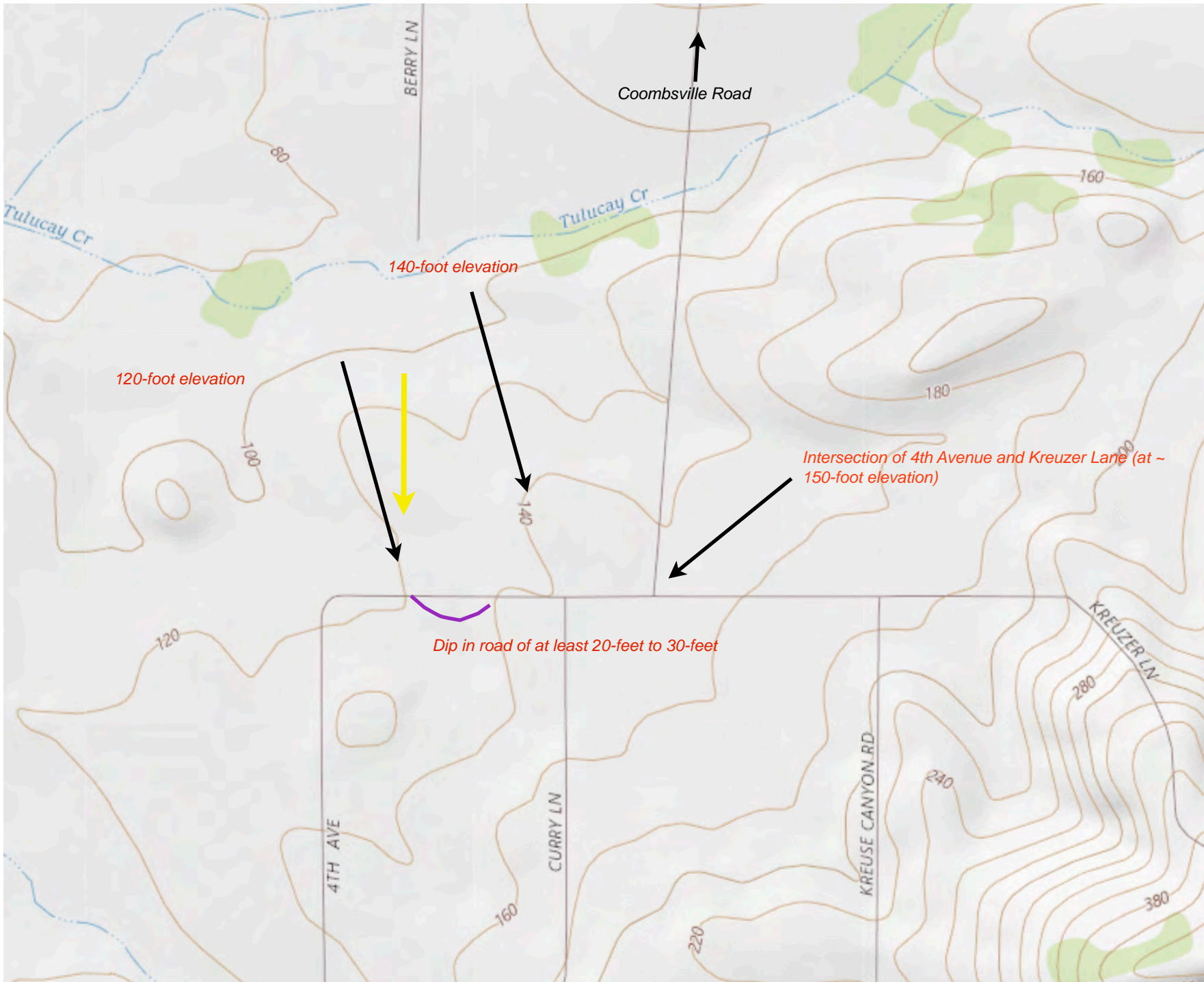
This page shows that a 275-foot marker is only visible from Kreuzer Lane looking west, from atop an 8-foot ladder at the Kreuzer Lane stop sign. The new March 1 Traffic Report says that there is in excess of 275-foot viewable distance.



The W-Trans company Traffic Report (March 1, 2018) states that there's line of sight of oncoming traffic of at least 275 feet from Kreuzer Lane at the intersection. This is incorrect. In order to see the 275-foot marker (under yellow arrow) placed at car window height on eastbound 4th Avenue, a 6-foot tall person stood on top of an 8-foot tall ladder. There is a 20-foot to 30-foot dip on this segment of 4th Avenue, unseen if only using Google Earth as a resource, but certainly apparent to anyone at the stop sign on Kreuzer Lane. Note: The image at left was taken from the ladder. The lower image shows the set up. The same truck appears in both images.

**Conclusion:** The intersection is dangerous for drivers exiting Kreuzer Lane either traveling west (straight), and dangerous as well for drivers of cars southbound on 4th Avenue turning left onto Kreuzer Lane.





### Topographical Map of Area

This USGS Topo Map shows the long 20- to 30-foot-deep swale on 4th Avenue between Kreuzer Lane and the first sharp turn west of Kreuzer Lane, which is apparent to anyone driving on that road. The 120-foot and 140-foot topo elevation lines cut across 4th Avenue between Kreuzer Lane and the first sharp turn west of Kreuzer Lane. The Kreuzer Lane stop line (and stop sign) are at about a 150-foot elevation.

It is impossible to see a passenger vehicle on 4th avenue traveling east toward Kreuzer Lane until it is closer than 140-foot distance.

The same elevations also cut a long 20- to 30-foot-deep swale on 4th Avenue between Kreuzer Lane and Coombsville Road but it's much further away from Kreuzer Lane.

It is impossible to sit in a passenger vehicle and turn from southbound 4th avenue onto Kreuzer Lane and see an oncoming vehicle traveling west into the intersection until it is at 140 feet.

The new Caldwell Winery Traffic Report of March 1, 2018, by the company W-trans, states that there is a greater than 275-foot line of sight in both directions from the Kreuzer Lane stop sign. That is only true for a view of approaching southbound 4th Avenue traffic north of Kreuzer Lane—hence the need for a stop sign at 4th Avenue facing eastbound traffic.

**Page 1: The March 1, 2018 W-Trans Traffic Report notes that property damage collisions often are not reported and are ignored for this traffic report.**

The vineyard fence on the NE corner of Kreuzer Lane and 4th Avenue, according to neighbors living adjacent, has been crashed into and knocked down by speeding vehicles that failed to make the 90-degree turn on eastbound 4th Avenue at Kreuzer Lane more than five times according to the homeowner. Nearly all of these accidents have been hit and run and all were caused by vehicles failing to slow down adequately to make the 90-degree sharp left turn at that intersection. As noted, these types of accidents are not reported to CHP, nor often to local authorities.

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**Page 2 : The March 1, 2018 W-Trans Traffic Report notes that the assumed speed limit on Kreuzer Lane is 25 MPH, but not posted.**

The speed limit should be posted, not just assumed, especially when 23,000 visitors will be visiting the Caldwell Winery if the major modification is approved, many of whom will have been tasting wines. Please note that neighbors on site over the weekend of March 3, 2018 witnessed many vehicles approached that intersection at high speeds.

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**Page 2: The March 1, 2018 W-Trans Traffic Report first paragraph has an incorrect description of 4th Avenue. It states: “There is a posted speed limit of 40 mph on Fourth Avenue and the roadway is generally straight with rolling terrain.”**

4th Avenue has four very sharp 90-degree turns, including the turn where 4th Avenue turns into Imola Avenue at the Skyline Park entrance.

The road also has several dips/swales of 20 to 30-foot elevations. The most dangerous turn, because of reduced line of sight in two directions, is at Kreuzer Lane. Increased traffic turning into Kreuzer Lane will render this intersection much more dangerous.

The road is unsafe as it exists now but logic dictates that an intersection that will experience the result of a winery’s visitor increase per year of 773% and an event increase of 225% will cause a substantial increase in traffic and risk. Significantly, another winery has been permitted by Napa County to have a ingress/egress onto 4th Avenue as well, to the west of Kreuzer Lane, which will also have an effect.

**Page 2 / Trip Generation**

**W-Trans uses Sonoma County traffic data, saying data they need isn’t available for Napa County.**

*“The County’s form does not include guidance on inbound versus outbound trips or peak hour trips for the weekday a.m. peak, so based on extensive data collected at a tasting facility in Sonoma County, it was assumed that two-thirds of trips at the winery would be outbound during the weekday p.m. peak hour as employees and customers leave at closure of the winery; for the weekend midday peak hour it was assumed that inbound and outbound trips would be evenly split.”*

We find it odd that the new March 1 Traffic Report must rely on traffic data from Sonoma County because Napa County does not have “guidance” (data) on “inbound versus outbound trips or peak hour trips for the weekday a.m. peak.” As Napa County has significantly more wineries than Sonoma County, Napa County should have it’s own complete data set, or if does already exist, should make it available to traffic engineers so that proper analysis can be done.

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**Page 3: Table 3 “Trip Generation for 200-Person Event” lists numbers for a 150-Person Event.**

Confusing and incorrect. The Traffic Report’s section title says “for 200-Person Event,” but the numbers shown are for a 150-Person event. Which is it?

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**Page 3. Table 4 “Existing and Existing plus Project Segment Volumes” Table and Summary**

Table: It seems incorrect to assume that all traffic will ingress and egress via 4th avenue, west of Kreuzer Lane, for purposes of this study. A real-world scenario would better suit the analysis. Certainly the ingress via 4th Ave west of Kreuzer Lane is the least dangerous of the two possible route options into Kreuzer Lane. Egress via the same route is the more dangerous of the two options.

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**Page 4: Existing plus Project Conditions**

According to this Traffic Report, “Under existing volumes without project-generated traffic, the study roadways operate acceptably at LOS C [line of sight C] or better in all directions.” We have proven this isn’t true.

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This Traffic Report seems to have been rushed through. The planner’s recommendation to the planning commission to accept this report, and the statement that the department of public works has “

**Regarding the planner’s Memorandum to Napa County Commissioners of February 28, 2018**

We are confused that the memorandum to Commissioners is dated February 28, but the “supplemental Traffic Analysis” contained within is dated March 1, 2018.

Additionally, the Napa County planner writes that “The Report was reviewed by the Department of Public Works, who have advised that the report addresses the information requested, and has no further comments.” We wonder whether the Department had adequate time to evaluate the report.

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We laymen neighbors doing this quick research are concerned that the issues outlined in the document may not be the only ones that exist. We ask Napa County to delay the March 7, 2018 Planning Commission hearing on Caldwell Winery until a proper analysis of the New traffic report can be done and neighbors/assigns have enough time to review it.

We won’t belabor the fact here that Kreuzer Lane is a dead end rural lane, and such a major, major modification should not be approved as requested. The traffic issues at the intersection will certainly heighten and worsen with a significant increase in traffic. Therefore, traffic counter measures should be in force before any new Use by the Caldwell Winery is approved.



**From:** [Bruce R. Wilson](#)  
**To:** [Balcher, Wyntress](#)  
**Subject:** Caldwell Expansion  
**Date:** Monday, March 05, 2018 8:36:49 AM

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Unreasonable expansion of traffic on Kreuzer lane is one of our biggest concerns regarding Caldwell winery plans.

We received a new traffic report from Caldwell Vineyards on March 1. We feel that this does not give us time to properly review the new traffic report, and especially does not give us the chance to have this reviewed by a professional traffic engineer.

We are asking for a continuous to give us time to properly react to the information.

Sincerely,

Bruce and Kathy Wilson

**From:** [Robert Martin](#)  
**To:** [Balcher, Wyntress](#)  
**Subject:** Kreuzer Ln meeting request  
**Date:** Monday, March 05, 2018 8:21:55 AM

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Ms Wyntress,

I am a resident on Kreuzer Ln. I've just become aware of a new traffic study presented March 1st(last Thursday), by Caldwell. Having lived on this street for 25 years and known him almost as long, I've learned to take careful measure of anything he says. PLEASE continue the meeting so that we can look at the report with the eyes of another traffic engineer first.

Thanks, Bob Martin

**From:** [Lorenzo Mills](#)  
**To:** [Balcher, Wyntress](#)  
**Subject:** traffic study on Kreuzer Lane  
**Date:** Monday, March 05, 2018 1:45:13 PM

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Wyntress Balcher, Planner  
Planning, Building, Environmental Services  
1195 Third Street Suite 210  
Napa, CA 94559  
D. 707. 299.1351  
F. 707. 299.4094

Dear Ms. Balcher:

Please add the weight of my concern to that of our neighbors on Kreuzer Lane re the traffic report sponsored by Caldwell Winery.

The conclusion of no concern re the intersection of 4th Avenue and Kreuzer Lane flies in the face of the experiences and concern universally and without exception felt by the residents of this street. In view of that, the report requires a careful dissection which is not possible between the release of the report March 2 and the Planning Commission hearing on March 7.

In view of that, it seems appropriate to continue the hearing to a later date.

thank you,

Lorenzo Mills  
187 Kreuzer Lane

**From:** [Matt Sabella](#)  
**To:** [Balcher, Wyntress](#)  
**Subject:** Request for a continuance  
**Date:** Monday, March 05, 2018 8:36:23 AM

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Good morning Wyntress:

As you know, Caldwell Winery has produced a new traffic study. This was conveyed to us on 2 March.

Our next time in front of the planning commission is 7 March. Having received the traffic report on 2 March (a Friday), we do not have enough time to properly review the report, and no time to have it reviewed by a professional traffic engineer.

It is patently unfair not to allow us time to have the new report reviewed. I therefore request a continuance.

Best Regards,

Matt Sabella

203-770-0144

**From:** [Sandra Buckley](#)  
**To:** [Balcher, Wyntress](#)  
**Cc:** [peter@menzelphoto.com](mailto:peter@menzelphoto.com)  
**Subject:** Caldwell expansion  
**Date:** Monday, March 05, 2018 12:38:48 PM

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I am requesting a continece of the March 7 hearing as our neighborhood group has not been allotted enough time to review the latest traffic document. Traffic issues are of primary concern to me and I am appalled that the county would support such a huge increase in traffic, for the expansion of a private enterprise, in our small neighborhood. Please reconsider the timeline for the hearing, as well as, the approval of the entire expansion, as it is proposed. I see it as a blight to my neighborhood, not an enhancement and resent that my family and I , who have lived here many years, will now have to contend with traffic, safety issues, noise, and more pesticides, all for the benefit of one business.

Sandra Buckley

Sent from my iPhone

**From:** [David Rude](#)  
**To:** [Smith, Vincent \(PBES\)](#)  
**Cc:** [Gallina, Charlene](#); [Balcher, Wyntress](#)  
**Subject:** FW: Caldwell Winery Planning Commission Meeting  
**Date:** Monday, March 05, 2018 6:02:31 AM  
**Attachments:** [Caulwell Winery - Staff Memo 030218.pdf](#)  
[Caldwell Winery communications.pdf](#)

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Hello, and thank you for sending us the attached.

My wife Roberta, and myself appreciate the difficulty weighing the positions where two sides are opposed as well appreciate your very high level of professionalism when analyzing the facts and rendering a decision.

As mentioned in our email dated 2/26/18, we are the residential neighbor on Kreuzer Lane closest to the Caldwell Winery. As well we are the residential neighbor with the most Kreuzer Lane road frontage along our property line. We are not full time residents, living mostly out of state. We acquired our Kreuzer Lane house in October 2010 and have grown to greatly respect and admire our residential neighbors we have along Kreuzer Lane. We have great respect as well for our neighbors John and Joy Caldwell, the subject of this controversy. We feel we understand the traffic/noise/environmental concerns of our neighbors.

Background:

1. John & Joy Caldwell are running a business (vineyard/winery). Our residential neighbors are not. Both sides will never be able to "see eye to eye" on all issues.
2. John & Joy, and all Caldwell Winery employees and visitors must be mindful of our residential area the access to the Caldwell Winery requires.
3. All or most Kreuzer Lane residents knew the Caldwell Vineyard and/or Caldwell Winery existed before purchasing their property.
4. Not known to some Kreuzer Lane neighbors is the leading role John Caldwell played in our area being designated the Coombsville AVA a few years ago. I count at least 7 small & large vineyards along Kreuzer Lane that benefit financially from this AVA. The 2017 Napa Valley average price per ton for Cabernet Sauvignon was over \$7,000.00 per ton! And the Coombsville AVA is the new "Hot" AVA in the Napa Valley!
5. Hopefully, we can avoid more confrontation/animosity. We are all neighbors, a fact that goes on past this decision making.
6. This is the Napa Valley. It is beautiful. The Napa Agricultural Preserve is celebrating its 40<sup>th</sup> anniversary! The Cash Crop in Napa Valley is Grapes. Grapes make Wine. Wine has to be sold to consumers. The Direct to Consumer market is growing in the Napa Valley.
7. It is not in anyone's best interest to read the battle stories over the Caldwell Winery expansion in the Napa Valley Register.

Thank you again

As well we look forward to attending the meeting Tuesday and the opportunity to say hello.

David H. Rude, Jr.

United Salt Corp.  
AQUASALT, LLC  
4800 San Felipe  
Houston, TX 77056  
713 877-2616

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**From:** Smith, Vincent (PBES) [<mailto:Vincent.Smith@countyofnapa.org>]  
**Sent:** Friday, March 02, 2018 12:41 PM  
**To:** David Rude  
**Cc:** Balcher, Wyntress; Gallina, Charlene  
**Subject:** Caldwell Winery Planning Commission Meeting

Good morning,

Attached are neighbor communications and our Staff Memo to the Planning Commission. Wyntress will be back in the office on Monday should you have any questions.

Best,

Vin Smith  
**Planning Manager**  
**County of Napa**  
707-259-5934 direct

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THOMAS ADAMS  
tadams@dpf-law.com

March 5, 2018

**VIA EMAIL: [Wyntress.Balcher@countyofnapa.org](mailto:Wyntress.Balcher@countyofnapa.org)**

Wyntress Balcher  
County of Napa Planning Department  
1195 Third Street, Second Floor  
Napa, CA 94559

**Re: Caldwell Winery Comparison Charts**

Dear Wyntress:

We have reviewed the revised winery comparison chart included in the staff report for the March 7, 2018 Planning Commission hearing for the above referenced winery use permit modification and have several comments. While we believe comparing winery proposals with what has been previously approved is useful information, we wanted to point out some inaccuracies in data being presented and provide additional information on relevant winery approvals that we believe the Planning Commission will find informative.

The winery information is taken from the Winery Database Listing chart dated September 2017 prepared by County staff. Presumably a staff member prepared the chart and reviewed the winery use permits to obtain the information, which is fairly simple when it comes to factors such as building size and production capacity. However, many older winery use permits did not specify visitation numbers the way they are today in terms of maximum visitors per day and week. In those cases, the staff member attempts to estimate what the numbers would be if extrapolated into today's parameters. In some cases these estimates may not be accurate. For example, we know of several wineries whose older use permits included a limit on the number of vehicles that could come on any given day, week or month, which does not provide a specific number of persons, yet the database chart includes a maximum number of daily and weekly visitors.

There are other errors in the database that were used in calculating the averages stated in the Staff Report comparisons. For example, the Davis Estates winery was approved to have 34 visitors per day in 2013, not zero as shown on the chart (and included in the averaging). The comparison chart should have included Joseph Cellars, a winery approved for 30,000 gallons production, 75 visitors per day and 525 visitors per week. It should also be recognized that the comparison chart also includes many wineries with older use permits approved during a very different time when direct to consumer sales was not as important to a winery's success as it is today. The average age of the use permits in the staff report chart is over 13 years old with the oldest being 26 years old.



March 5, 2018  
Page 2

Based on these issues and our desire for the Planning Commission to have a more complete picture of relevant use permit approvals, we have prepared a comparison chart that includes wineries with between 30 and 50 thousand gallons of production with similar visitation numbers as the current proposal. We believe this winery comparison chart provides relevant information necessary to accurately evaluate the Caldwell Winery project with other wineries in the County that face similar needs related to direct to consumer marketing.

Sincerely,

DICKENSON, PEATMAN & FOGARTY

A handwritten signature in black ink, appearing to read 'T. Adams', written over a horizontal line.

Tom Adams

TSA:bab  
Enclosure

cc: David Morrison  
Vincent Smith  
Joelle Gallagher, Planning Commissioner District 1  
Michael Basayne, Planning Commissioner District 2  
Anne Cottrell, Planning Commissioner District 3  
Terry Scott, Planning Commissioner District 4  
Jeri Gill, Planning Commissioner District 5

**Napa County Wineries with 30 to 50K Production<sup>1</sup>**

<b>Winery</b>	<b>Year</b>	<b>Production (1000 gallons)</b>	<b>Daily visitors</b>	<b>Weekly</b>
Vine Cliff	2018	48	50	350
B Cellars	2017	45	80	450
Regusci	2017	50	150	400
Reynolds Family	2017	40	40	280
Titus	2017	48	60	350
Beautiful Day	2017	30	55	385
Flynville	2017	40	25	175
Baldacci	2017	40	100	700
Castellucci	2014	30	50	210
Palmaz	2001	35	50	350
Goosecross	2014	30	50	350
Joseph Cellars	2013	30	75	525
Average		39	65	348
Caldwell		35	60	420

<sup>1</sup> Source: Winery Database Listing, County of Napa, September 2017