

“E”

Applicant Responses to Comments

From: [Jackie Fribley](#)
To: [Gallina, Charlene](#)
Cc: dboldford@aol.com; [Sherratt Reicher](#)
Subject: Scarlett Winery Signed Document
Date: Wednesday, January 8, 2020 4:00:30 PM
Attachments: [Scarlett Winery Signed Document.pdf](#)

Hi Charlene,

Please see the attached document signed by Sherratt Reicher.

Thank you,

Jackie Fribley
Assistant to Sherratt Reicher
3200 Danville Blvd., Suite 100
Alamo, CA 94507
925.895.4025

Ms. Charlene Gallina
Supervising Planner
Napa County Dept. of Planning, Building & Environmental Services
1195 Third Street, Suite 210
Napa, CA 94559

RE: SCARLETT WINERY USE PERMIT APPLICATION

Dear Ms. Gallina:

I have been asked to respond personally to the question of whether the applicant would consider an alternative access at the far southeast side of my property and with a Silverado Trail access. As you know, this is not the site we are proposing for the winery, nor are we desirous of creating an entirely new access for our winery and vineyards. The location and Ponti Road access for this project were thoughtfully examined and chosen based on respect for our vineyard, respect for natural water flow on our property, soil evaluations and septic placement as well as safety for winery visitors and travelers on Silverado Trail. There are many operational and financial reasons for this, as follows.

Operational: My family owns vineyards on both sides of Ponti Road and the fruit for our wine will be made from both vineyards. The reason for having an on-site winery is to maximize the quality in our winemaking. So the winery in its present proposed location makes sense for accomplishing that objective. My family has lived and farmed on Ponti Lane for over 30 years. The winery's current location and legal access will allow me to walk from the house to the winery. The alternative involves automobile trips.

Cost Prohibitive: I am advised that this alternative will add approximately one million dollars (or more) to the present cost of building my winery, one that is not insignificant. A Silverado Trail access will involve the necessity of building a left-turn lane, elevating the winery access road so that it meets Silverado Trail, constructing the road a minimum of 600 feet off Silverado Trail (due to the WDO road setback), and constructing acceleration/deceleration lanes on the west side of Silverado Trail where the right-of-way would have to come from my property. This would involve relocation of power lines, avoiding drainage ditches, and removal of mature trees there.

Unnecessary Vineyard Removal: The Silverado Trail alternative access would require a loss of another approximately two acres of mature vineyard, above the vineyard removal associated with the winery in its current location. It is my understanding that the County *General Plan* discourages unnecessary removal of producing vineyards, especially the case in the area identified as the Agricultural Preserve.

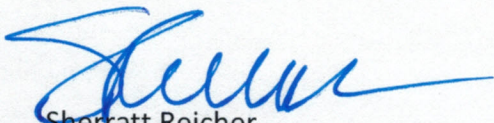
Necessity of Redesign and Reprocessing of the Winery Use Permit: The Silverado Trail access implies a completely different winery than the one we have designed. In order to satisfy this request from the neighbors, we would have to begin our process anew, redesigning the winery and all the infrastructure associated with it. This has been done at a cost that already exceeds \$225 thousand and we have waited for more than four years to get our application to a public hearing. It would require not only redesigning the winery, but doing new environmental studies such as archeology, wastewater treatment feasibility, and traffic. And then waiting for an undetermined period of time to get to a hearing again.

In short, this is an ambitious undertaking that is not necessary or reasonable, especially when we already have a legal access that can accommodate a winery access road. Ponti Road is currently used for agricultural operations, as all the vineyards along the road use it for their workers to access the vineyards and for the gathering of fruit from those vineyards during harvest. The winery should have proximity to the vineyards and to my home which is after all, the closest residence to the winery.

Expert Advice on Road and Traffic: My family and staff have relied on the advice of an entire team of winery planning and design experts to develop and refine our application. We believe that the winery in its current location represents the most reasonable solution. We will have our civil engineer, Paul Bartelt at the hearing to speak to the issues of civil engineering of the neighbors' requested access alternative versus what we are proposing. We will also have our traffic engineering consultant attend the hearing to respond to any questions related to the traffic counts, scope of work and potential traffic impacts associated with the proposed project. I defer to their expertise on these technical matters.

Thank you for carefully considering my operational and financial concerns related to this matter.

Sincerely,



Sherratt Reicher
Scarlett Wines

Gallina, Charlene

From: DONNA OLDFORD <dboldford@aol.com>
Sent: Friday, November 15, 2019 10:11 AM
To: Gallina, Charlene
Subject: Fwd: outreach letter
Attachments: Scarlett Winery Neighbor Outreach Letter.doc

Please see attached (second send). Wanted to make sure you had this in your packet for the Commission. The meeting is set for November 20, and four neighbors say they will attend.

Best,

Donna
Plans4Wine

Sent from my iPhone

Begin forwarded message:

From: Mattie Cooper <mcooper@scarlettwinest.com>
Date: November 15, 2019 at 9:48:13 AM PST
To: DONNA OLDFORD <dboldford@aol.com>
Subject: FW: outreach letter

From: Mattie Cooper <mcooper@scarlettwinest.com>
Sent: Tuesday, October 29, 2019 5:11 PM
To: Donna <dboldford@aol.com>; DONNA OLDFORD <dboldford@icloud.com>
Subject: FW: outreach letter

Sent from Mail for Windows 10

From: Mattie Cooper
Sent: Monday, October 7, 2019 1:31:31 PM
To: Jackie Fribley <JFribley@hudsonco.com>
Subject: outreach letter

Mattie Cooper

President, Scarlett Wines
mcooper@scarlettwinest.com
o 925-314-0193

c 925-67-3300
f 925-314-0411

From: [Donna Oldford](#)
To: [Gallina, Charlene](#); [Bordona, Brian](#); [Anderson, Laura](#)
Subject: Scarlett Winery - Response Letter and Arborist Report
Date: Friday, November 15, 2019 2:52:58 PM
Attachments: [BarteltEng-CalTLCTree AssessmenReport11.11.19.pdf](#)
[2019 11 15 13 49 59.pdf](#)
[2019 11 15 13 53 43.pdf](#)
[2019 11 15 14 49 19.pdf](#)

Charlene, Brian and Laura,

Please see the attachments for the following:

- (1) CalTLC Arborist Report
- (2) My response letter addressing issues from the Oct. 2 hearing
- (3) Crane Transportation Group letter re: Silverado Trail access and memo addressing traffic numbers consistency
- (4) Bartelt Engineering letter re: civil issues related to Ponti Road improvements and Silverado Trail access alternative
(I am waiting for Paul to submit this on his letterhead. He provided the information summarized in my letter.)

I hope that provides answers for the questions you had, ones that were raised in the first hearing. I am available to answer any further questions, as it our entire team.

Please note our request (in letter) that the Arborist Report be provided to Shute Mihaly for the neighbors' review before the Nov. 20 neighbor meeting. I understand from Charlene that Mr. Montgomery has requested that any interface with him should be via their attorney and we wish to respect that.

Thank you,
Donna
Plans4Wine



November 15, 2019

Ms. Charlene Gallina
Supervising Planner
Napa County Dept. of Planning, Building & Environmental Services
1195 Third Street, Suite 210
Napa, CA 94559

RE: SCARLETT WINERY USE PERMIT (O16-00428-UP) and (APN 030-280-010)

Dear Charlene:

This letter represents the applicant's response to information requested by the County as relates to testimony and correspondence from the initial hearing date of October 2, 2019. This information is to assist with preparation of the updated staff report for a continued hearing scheduled for December 4, 2019.

Arborist Report for Ponti Road Trees: Attached is a copy of an arborist report prepared by Denise Britton, consulting arborist with California Tree and Landscape Consulting, Inc. We asked Denise Britton to make a site visit with our civil engineer and then advise as to the condition and health of the mature English walnut trees and to make recommendations about the effect that road improvements would have on the trees. Due to the large demand for arborists services related to the wildfire, we were not able to get the arborist out to the site until November 5 and received her report the following week.

As stated in the report, the English walnut trees are neither a native species nor are many of them in good health due to age. The trees have sustained damage as a result of being stuck by large vehicles, not having been regularly pruned, and the experience of dehydration and sunburn resulting from a lack of irrigation. In fact, the allee of trees is probably a remnant of an old English walnut orchard in that location, all of them reaching the end of their likely lifespan. The arborist recommended removing the trees and possibly replanting an allee outside the right-of-way, with a species more appropriate to the location and conditions than English walnuts are.

I would venture that no one is opposed to these trees being allowed to live out the remainder of their natural lifespan, as opposed to moving them. The only way this can be achieved, according to the arborist, is by minimizing the extent of roadway improvement/construction and minimizing the pruning necessary to allow safety related to large vehicle passage and power lines that currently go through the trees.

To that end, we propose that the road be repaved at its existing width with a chip-seal surface, which does not require the deeper cuts that a standard road base or road widening would. Two-foot shoulders could be added on either side of the existing road without unnecessarily jeopardizing the remaining life of the trees. The arborist report provides recommendations for such construction and also for how the trees might be pruned to avoid damage. The road is a straight and short segment between Skellenger Lane and the proposed winery entry, and sight distance is excellent on either side of the road. There is hardpack dirt on either side of the road which is dry during the periods of the year when the road is used by farming operations of both the Reicher family and Beckstoffer Vineyards.

Alternative Silverado Trail Access: Please see separate letter from Bartelt Engineering on the reasons this alternative is not feasible. The applicant will also provide a personal statement as to why this alternative does not work from an operational standpoint and will expand upon the financial infeasibility of this alternative. It would add more than \$1 million in project costs.

It is important to note that this alternative would also involve completely redesigning the winery, drafting new technical reports, and filing a new application. This application has been on file with the County for four years now. A new filing would incur the costs of an entirely new use permit effort, not to mention another lengthy period of processing of a new application.

It is also worth noting there there is no precedent in Napa County whereby an applicant has been required to create a new access point when there is an existing legal access point providing winery access.

See Bartelt Engineering letter for more specific engineering information.

Traffic Study: The *Cumulative Traffic Analysis* prepared by Crane Transportation Group was done utilizing a scope of work approved by Napa County Transportation Engineering, as all winery traffic studies are. During the course of planning and various iterations of a project as it involves, traffic generation numbers can change. In some instances, the numbers change in an effort to reduce potential impact or to avoid triggering thresholds for things like public water company requirements or left-turn lane requirements, or simply to reflect a rethinking of the applicant's marketing plans relative to days of the week or hours of the day. But the traffic study itself is predicated on the traffic generation numbers submitted as part of the use permit application.

Mark Crane evaluated this project as directed by the application and by County Engineering, and his report was used for the County's CEQA document. The report found that there was no potentially significant impact related to traffic generation. Subsequent to the preparation of the traffic report and for purposes of a timely CEQA evaluation, County Planning asked for an evaluation of the traffic based on a far more ambitious peak-hour methodology currently being considered. The result of that evaluation was also---no potentially significant impact. So this may be the basis for Griffen Cove Traffic Consultants comment about the traffic numbers being inconsistent.

See Crane Transportation Group letter elaborating on this and Mark Crane will be available to answer questions at the hearing on December 4, 2019.

Shuttle Buses for Larger Marketing Events: The applicant has offered the use of shuttle buses for some of the visitors at the larger marketing events. We envision this as being any of the events for 75 persons or larger. The shuttles may operate from different venues at various times, based on the type and size of the event, as well as where visitors will originate from. In some cases, shuttle buses may take visitors from their hotel(s) to the winery. In other cases, such as with the Auction-related event, shuttle buses may operate from legal parking areas (commercial lots, other wineries, school or church parking lots, etc.) and shuttle visitors from their cars at those locations to the winery. As with the Napa Valley Auction, these locations change from year to year. The applicant envisions using smaller HOV buses for some of the service and larger shuttle buses for larger events. We do not envision having the very large buses, however. The size of events does not predicate that.

Neighborhood Meeting: The applicant sent an invitation to all neighbors on the noticing list and those who presented written testimony at the October 2, 2019 hearing. Two possible hearing dates were provided and the date chosen was November 20, 2019. To date, four persons have responded that they will attend the meeting. We have provided the County with a copy of the letter of invitation to neighbors and will advise County staff after the meeting.

We envision this as a meeting of the neighbors, so consultants will not be in attendance. However, we would like to make sure that neighbors receive a copy of the arborist report in advance of that meeting. Since the County has been corresponding with the Montgomery family through their attorney, possibly you can provide Shute Mihaly with a copy of the arborist report as soon as possible.

A.B. 2004 Permit on Winery Outdoor Terrace: The applicant proposes to remove the A.B. 2004 designation from the terrace on the west side of the winery, which is closest to the road (300 feet away as per the WDO setback) and is closest to the Montgomery residential access on Ponti Road.

The purpose of the west terrace is to provide an outdoor experience for visitors after they have enjoyed a wine tasting inside the winery. During temperate weather, the winery may host some of their food-and-wine pairing luncheons there. And visitors would be allowed on the terrace for larger events, which occur only several times per year. There will be some outdoor furniture on the terrace (a settee and coffee table, for example) for visitor comfort. But there will be no "picnics" or wedding parties or events of a nature not specifically provided for in the use permit. As per the standard condition for wineries, there will be no outdoor amplified music.

Noise associated with production and crush should be minimal to non-existent, as the winery is designed for the crush area to be fully contained within the winery structure. That portion of the winery is located further from Ponti Road and from the other residences on the road.

It is important to note that the applicant has a residence on the same parcel with the winery, so they are the closest neighboring residence. The applicant is firmly committed to the quality of life and a peaceful existence for everyone on Ponti Road.

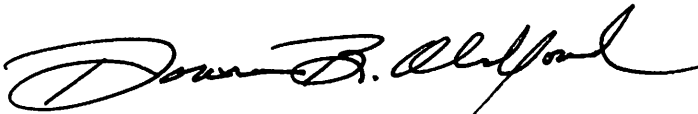
SUMMARY

In summary, we believe that this proposal for an almost entirely estate-grown winery is completely consistent with the goals of the *Napa Valley General Plan* and the AP (Agricultural Preserve) Zoning District, both of which are for the purpose of protecting the viability of agriculture in the Napa Valley. This is a small family winery of only 30,000 gallons per year of production. The tours/tastings and Winery Marketing Plan is consistent with other similarly-sized wineries, as indicated in the staff report. The winery has no variance or exception requests and there are no compliance issues on this parcel.

We believe that agriculture, wineries and residential uses can co-exist in the Ag Preserve. They have for decades. We further believe that these interests are not mutually exclusive.

Thank you for your careful consideration of this project, a small family winery with a preponderance of estate-grown grapes in the heart of the Ag Preserve. My client is committed to the protection of quality of life for all residents on Ponti Road and also for the protection of his vineyard and winemaking livelihood.

Sincerely,



Donna B. Oldford
Plans4Wine

cc: Ms. Mattie Cooper, Scarlett Wine

Enclosures: Arborist Report
Bartelt Engineering letter
Crane Transportation Group letter



California Tree and Landscape Consulting, Inc.

11/11/2019

Paul N. Bartelt, P.E.
Bartelt Engineering
1303 Jefferson Street, 200 B
Napa, CA 94559

ASSIGNMENT

Denice Britton of CalTLC was contacted by Paul Bartelt to provide an assessment of trees growing along Ponti Road near Rutherford, CA, in Napa County. I was asked to inspect the trees and prepare a letter of my findings regarding the trees' health, structural integrity and useful lifespan. Mr. Bartelt asked if I could express my opinion as to whether the trees could sustain the impacts of adding a 2-foot-wide gravel shoulder to either side of the road and pruning to provide adequate clearance above foliage that grows over the road.

The purpose of the work described above is to provide access to the proposed Scarlett Winery, to be located at 1052 Ponti Road, Napa, CA 94558.

OBSERVATIONS

Ponti Lane is an improved, paved road, approximately 15' to 18' wide. There are English walnut (*Juglans regia x hindsii*) growing along with side of the road. These trees are located 10' to 13' from the edge of the pavement and are mostly spaced anywhere from 20' to 40' apart. Most of the trees are 10" up to 20" in diameter at breast height.¹

Photo 1. Close to the south end of the road, looking north toward the first vineyard building, which can be seen on the left.



¹ Diameter at Breast Height, or DBH, is measured at the standard height of 4.5' above the ground.

Photo 2. The trees provide shade and esthetic value to the road, although they are in varying stages of health, vigor and structural integrity.



Most of the trees are in fair to poor condition, with extensive trunk injuries either from previous tractor or vehicle injuries, or from sunburn.

Photo 3. Additionally, the trees on the east side have high voltage lines (Yellow arrow) over them, requiring pruning by PG&E to maintain 15' of clearance away from the foliage. Note the dead branches and injury on the lower trunk of this tree (Red arrows).



Photo 4. Some of the trees are in good condition, especially those on the east side of the road, near residences where soil moisture is more optimal.



Photo 5. *Foliage of some of the trees is growing over the road, and can present a problem for large trucks, and delivery vehicles. County and State regulations generally require trees to be shaped and elevated to provide 15' of clearance for this reason.*

The soil is compacted along the edge of the road, and for the most part it is kept dry around the trees.

Photo 6. *A few trees have been replaced with a species I could not identify as being walnut, since they have an opposite branching habit. These trees range from 6" to 8" diameter and are about 10 years old. They each have sunburn injuries on the west side, which is a symptom of lack of adequate water while the trees were being established (inset, red arrow).*



CONCLUSIONS

While some of the trees along the road are in good condition, most have injuries and health concerns that will limit their longevity. These are likely remnant trees from an old orchard and are therefore nearing the end of their normal lifespan. Their lack of vigor and adequate irrigation make them particularly susceptible to cankers or sunburn when injured or severely pruned.

The more vigorous trees that are growing out over the road, and therefore need to be pruned for clearance, should be able to respond normally to clearance pruning. If done correctly, by removing whole branches back to the parent stem, the pruning should last for several years.



One part of the proposal is to chip seal the road, and line it with 2' of gravel road base to provide a shoulder for vehicles to safely pass each other. This would require a cut next to the edge of the pavement and one 2' off the pavement. Such a cut could have an impact on some of the trees whose canopy extends out over the pavement. To avoid a significant impact, the cut should not be any deeper than 6", and any roots encountered need to be cleanly cut during the excavation, which should take place from the road, not from the shoulder. This is to avoid tearing the roots by grabbing them with a backhoe. One way to reduce the damage to a minimum is to use a sharp cutting tool along each edge of the cut to 6" deep, and then carefully remove any roots within the area that gravel will be placed.

FURTHER RECOMMENDATIONS

Pruning work should be done during a dry spell in the middle of winter, or in the summer months, when they are in leaf, so the trees will be less subject to problems. Avoid the time just before leaf break, as some bleeding may occur in this species. The work should be completed by a Certified Arborist, and not agricultural workers.

Keep the depth of the cut to 6" or less to reduce any root cutting underneath the tree canopies. Compact the rock, but not the soil beneath it. The easiest way to do this is to use a geo-textile fabric to line the area to be filled.

A phased replacement program with a more desirable tree species that is adequately irrigated could greatly benefit the aesthetic appearance of the trees along the road.

Please feel free to call should you have any questions or wish to discuss my findings further.

Prepared by:



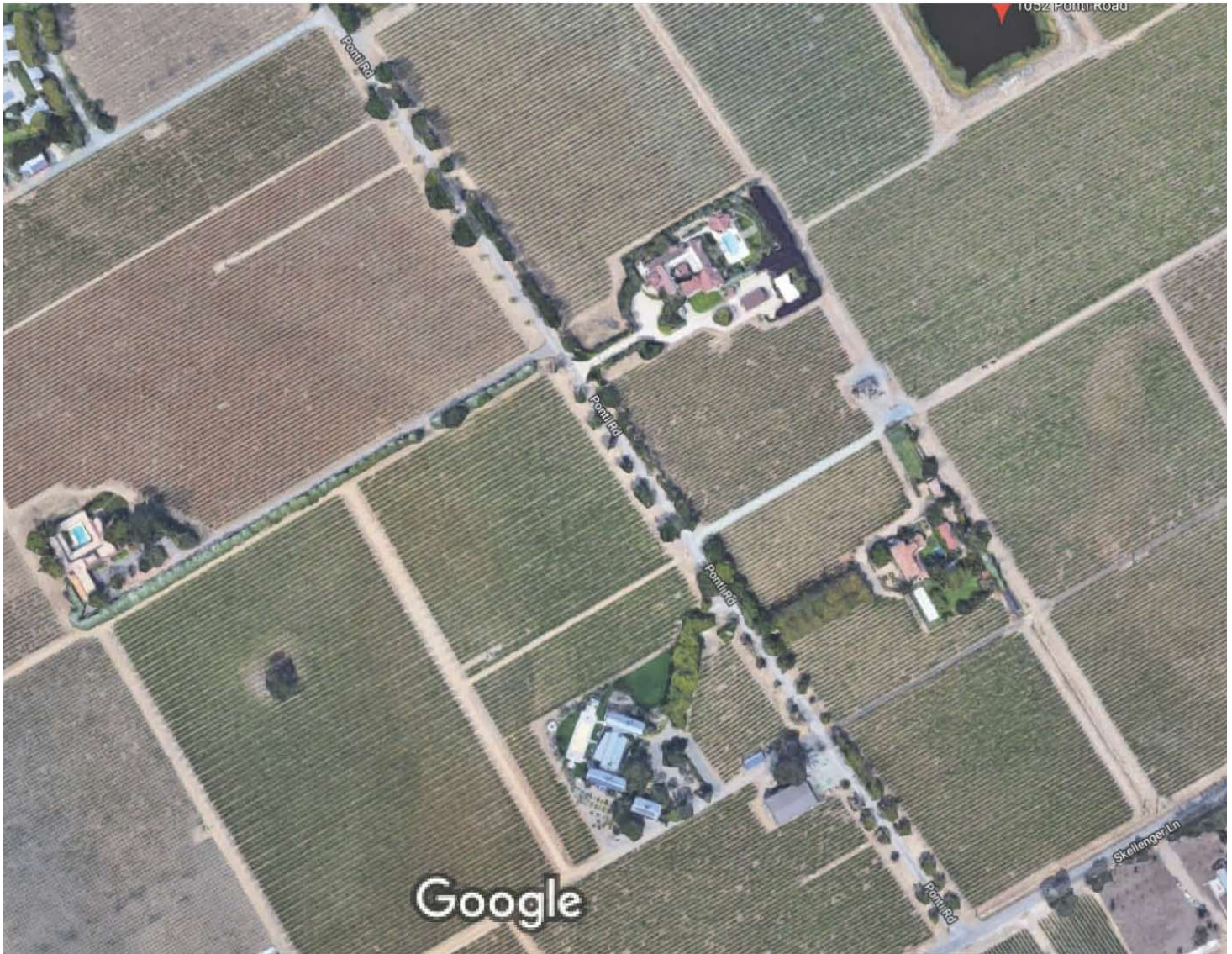
Denice Britton
Registered Consulting Arborist #296



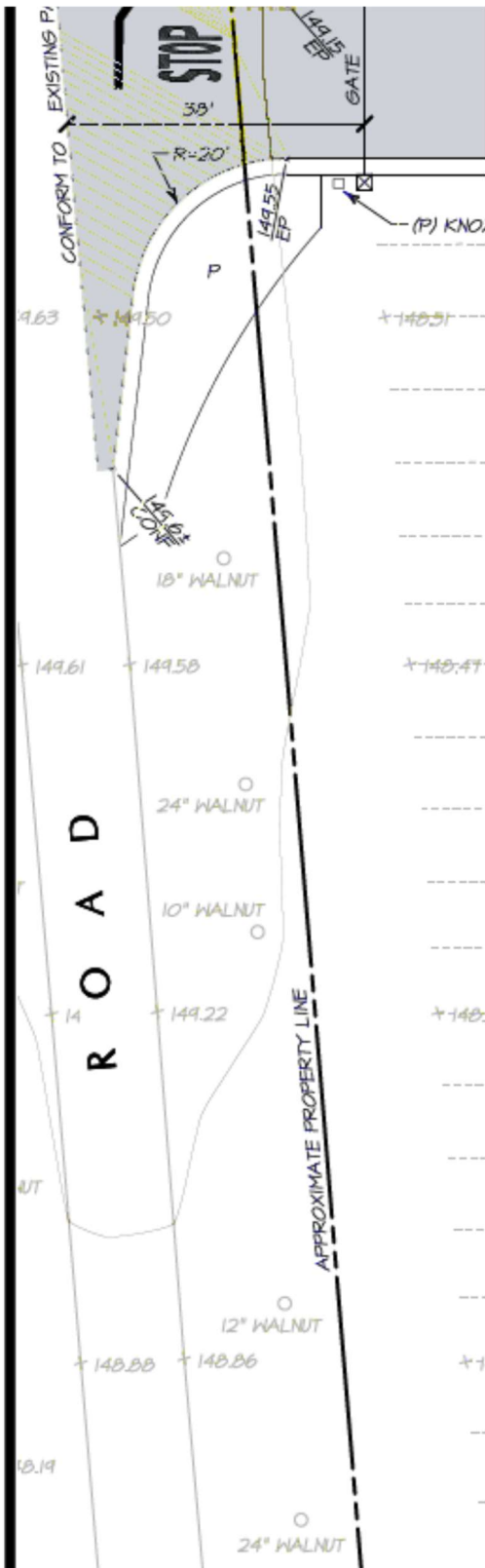
ATTACHMENTS:

Maps of the site
Qualifications of the Consultant

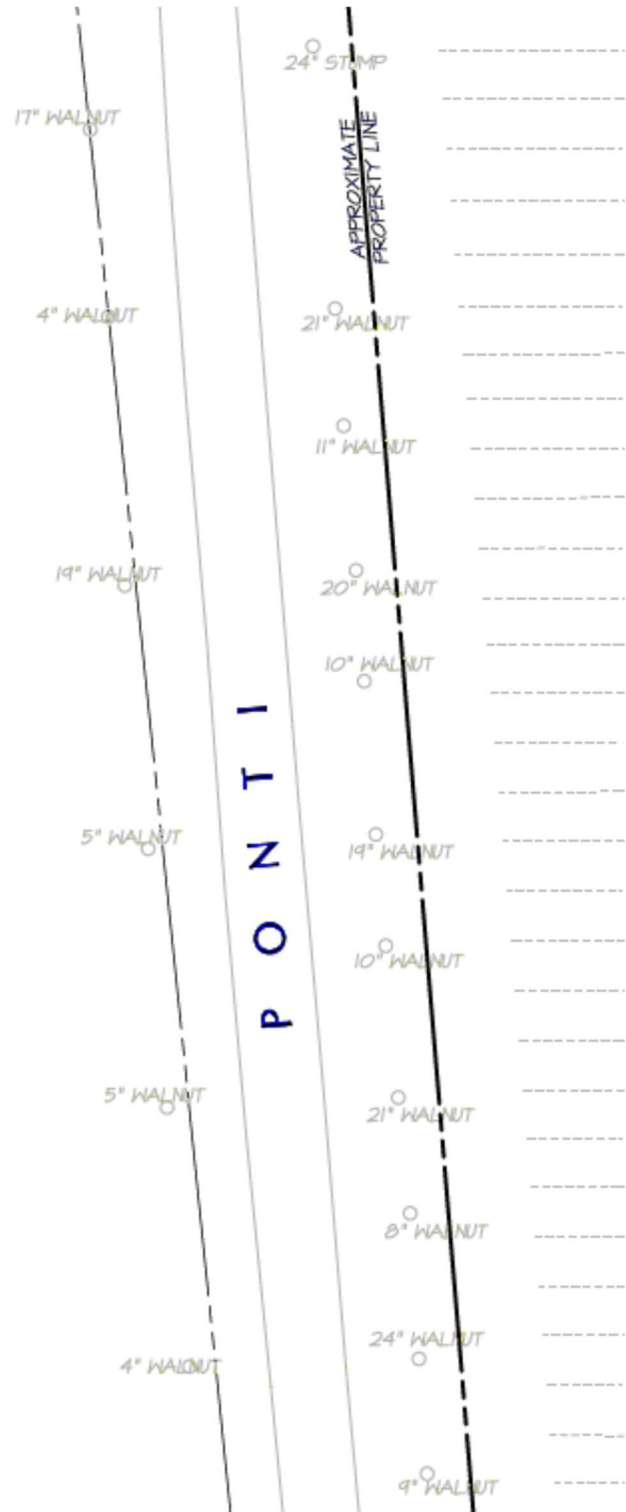
ATTACHMENT 1 - AERIAL PHOTO OF THE SITE



This aerial view shows the Vineyard Road and location of the proposed winery at the top center of the photo, and Skellenger Lane in the lower right corner. The varying condition of the trees and their relative sizes can clearly be seen here.



Two cross sections of the road, from the proposed site plan drawings. These show the juxtaposition of the walnuts to the road. The shoulder would be a small strip alongside the edge of the road.



APPENDIX 2 – QUALIFICATIONS OF THE CONSULTANT**DENICE BRITTON****EDUCATION AND QUALIFICATIONS**

- 1979 Bachelor of Science, Biology of Natural Resources, with emphasis in Plant Pathology, University of California, Berkeley. *Summa cum Laude*.
- 1981 Master of Science, Wildland Resource Sciences, with emphasis in Urban Forestry, University of California, Berkeley. *Magna cum Laude*.
- 1984 California Community Colleges Instructor Credential for Ornamental Horticulture, Credential No. 15 2 Fro 001 (#304717).
- 1984 Certified as an Arborist, WE-0108A, by the International Society of Arboriculture (ISA).
- 2013 ISA Qualified Tree Risk Assessor #1842
- 1989 Registered Consulting Arborist #296, American Society of Consulting Arborists (ASCA).
- 1995 Graduate, ASCA Arboricultural Consulting Academy.
- 2018 ASCA Tree and Plant Appraisal Qualified and Instructor
- 2006 Certified as an Urban Forester by the California Urban Forests Council (CaUFC)

**PROFESSIONAL EXPERIENCE**

July 2016 – present -**CALIFORNIA TREE AND LANDSCAPE CONSULTING, INC. Vice President and Consulting Arborist.** Providing consultation to private and public clients in health and structure analysis, management planning for the care of trees, tree appraisal, and risk assessment.

July 2013-July 2016 -**CONSULTING ARBORIST**

Provide consultation to private and public clients in management planning for the care of trees, tree appraisal, risk assessment, and expert witness services regarding tree issues.

2006-2013 -**CITY OF CHICO, CA. Urban Forest Manager.**

Manage street and park trees for the continuation of Chico's urban forest, including species selection, planting, pruning and removal. Oversee contract(s) for maintenance of public landscapes. Assist in planning review of new development projects. Review plans for tree preservation and landscape designs

1984-2006 -**BRITTON TREE SERVICES, INC. ST. HELENA, CA.**

Consulting Arborist. Evaluate trees on client estates, and for public agencies, to develop maintenance programs. Consultation regarding the care of trees in the landscape, hazard evaluation, mitigating construction damage and improving cultural conditions around trees. 1985-2001: Co-owner and General Manager.

1981-84 -**UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, Berkeley.**

Urban Forestry Specialist.

Develop an Urban Forestry outreach program to assist municipal foresters and arborists in setting up tree management programs. Provide technical expertise to University and Extension personnel regarding tree problems.



PROFESSIONAL AFFILIATIONS

- 1981-2018 - **Member, International Society of Arboriculture**
Certification Examination Committee, 1988-92
- 2002 **Honorary Life Membership** – In recognition of material and substantial contribution to the progress of arboriculture and having given unselfishly to support arboriculture.
- 1981-2018 **Western Chapter ISA, President, 1990-1991**
Representative to the International Society of Arboriculture, 2015-present
Board of Directors, 1986-90
Chairman, Regional Meetings Committee, 1981-88
Chairman, Certification Committee, 1982-87
Member, Certification Committee, 1987-92
- 1985 and 2018 **Award of Merit.** In recognition of outstanding meritorious service in advancing the principles, ideals and practices of arboriculture.
- 1983-2013 -**Member, California Arborists Association**
Secretary-Treasurer, Napa Valley Chapter, 1986-87, 1992-93
- 1989-2018 - **Member, American Society of Consulting Arborists**
President, 1998
President-Elect, 1997
Vice President, 1996
Secretary-Treasurer, 1995
Board of Directors, 1992-94 and 2017
- 1985-2006 -**Member, Tree Care Industry, previously National Arborists Association**
- 1986-93 -**Trustee, St. Helena Beautification Foundation**
- 1991 -**Member, California Urban Forest Advisory Council** to the California Department of Forestry regarding expenditure of funds allocated by the **America The Beautiful** program to the US Forest Service.
- 1981-2013 **Member, California Urban Forests Council**
Elected to Board of Directors, 2003
Treasurer, 2004-2006

PUBLICATIONS AND LECTURES

Ms. Britton has authored several publications on the care, appraisal and maintenance of trees. Her work has been published by the University of California Cooperative Extension Service, and in the *Journal of Arboriculture*, *Journal of Urban Ecology* and in the trade magazines *Arbor Age* and *California Oaks*. She wrote and published a quarterly newsletter, *Out on a Limb*, for clients and associates of Britton Tree Services, Inc., from 1991 to 2005.

Denice Britton presents at numerous professional association meetings on the successful care and maintenance of trees. Since 1995, she has taught a course on tree pruning for the University of California Extension at UC Davis, which has recently been presented nationally.



CRANE TRANSPORTATION GROUP

Central Valley Office:
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406 *phone*
(916) 647-3408 *fax*

San Francisco Bay Area Office:
6220 Bay View Avenue
San Pablo, CA 94806
(510) 236-9375 *phone*
(510) 236-1091 *fax*

MEMORANDUM

TO: Donna Oldford (dboldford@aol.com)

FROM: Mark Crane, P.E. (cranetransgroup@gmail.com)

DATE: November 15, 2019

RE: **SCARLETT FAMILY WINERY - TRIP GENERATION PROJECTIONS**

Donna:

You have requested that I comment on the two different sets of trip generation projections that have been developed for the proposed Scarlett Family Winery. The first set was developed in 2017 by Crane Transportation Group under direction and approval of the County Public Works Department. It was based upon a realistic projection of the number of employees and guests by appointment expected at the winery on a harvest Friday or Saturday and reflected the percent of daily traffic typically occurring during the peak traffic hours of the afternoon. The second set was generated by County staff in the fall of 2019 based upon the County of Napa Winery Traffic Information/Trip Generation Sheet and projects that from 38-57% of all winery daily traffic will occur during a single hour during the day - namely during the ambient peak traffic hour on the local roadway system. This second method produces higher projections than the first.

Based upon work by the County's Traffic Committee (of which I am one of the 5 members), both methodologies are now acceptable for use to estimate trip generation from new or expanding wineries. As shown in the transportation discussion of the County's Staff report (pages 24 & 25 of 29) no significant off-site circulation impacts result with either set of traffic projections.

Mark Crane, P.E.

RECEIVED

BARTELT
ENGINEERING

Transmittal NOV 20 2019

Napa County Planning, Building
& Environmental Services

To: Charlene Gallina
Napa County Planning, Building,
& Environmental Services Department
1195 Third Street, Second Floor
Napa, CA 94559

Re: Scarlett Winery
Date: November 20, 2019
Job No.: 15-02
APN: 030-280-010

Sets	Sheets	Item
1	3	Letter to Charlene Gallina at Napa County regarding Scarlett Winery prepared by Bartelt Engineering dated November 20, 2019.

Notes: For your use and review. Please feel free to call me at (707) 258-1301 if you have any questions.

Paul N. Bartelt by sd
Paul N. Bartelt, P.E.
Principal Engineer

November 20, 2019
Job No. 15-02



Charlene Gallina, Supervising Planner
Napa County Planning, Building
& Environmental Services Department
1195 Third Street, Second Floor
Napa, CA 94559

Re: Scarlett Winery, UP16-00428, 1052 Ponti Road, Napa County, CA, APN 030-280-010

Dear Ms. Gallina:

At the request of Laura Anderson, Napa County Deputy Counsel, Bartelt Engineering has reviewed the feasibility of widening Ponti Road from Skellenger Lane northerly to the proposed Scarlett Winery entrance along the northerly line of the aforementioned parcel as well as reviewed the feasibility of constructing a new driveway access to the proposed winery from Silverado Trail. In addition to Ms. Anderson's request, Bartelt Engineering was tasked by Ms. Donna Oldford of Plans4Wine with reviewing the feasibility of upgrading Ponti Road to accommodate the increase in traffic from the winery yet maintain its current agricultural feel. After reviewing the three alternatives mentioned above, Bartelt Engineering has determined that each alternative is feasible to accomplish from an engineering standpoint. The following is a brief discussion of the suggested alternatives outlining various design assumptions and/or requirements for each of the solutions.

Silverado Trail Access Driveway Alternative

Bartelt Engineering reviewed the feasibility of moving the proposed winery access road from Ponti Road to Silverado Trail. The relocation of the access driveway to a point along Silverado Trail would necessitate the installation of a left turn lane on Silverado Trail and widening of Silverado Trail to accommodate the left turn lane. A review of Silverado Trail along the frontage of the Scarlett Winery parcel suggests that the most appropriate access point for a new driveway would be immediately across from the existing Pina Winery driveway access. This location would align access points into logical traffic turn movements as well as locate the access road at a point on Silverado Trail that affords the best site distance in both the north bound and south bound directions.

In order to construct a left turn lane to Napa County Standards at this location, Silverado Trail would need to be widened on the south bound side of Silverado Trail along the Scarlett Winery parcel due to the fact that the topography on the north bound side of Silverado Trail consists of steep slopes and limited right-of-way availability. Construction of a left turn lane in this area would require the removal of two mature Eucalyptus trees, the relocation of one joint utility pole and one guy pole, the extension and/or relocation of two 36 inch storm drain culverts flowing under Silverado Trail, the construction of roadway embankments ranging from 4 feet to 8 feet in height, as well as the relocation of approximately 700 lineal feet of overhead electrical and telephone lines.

It is assumed that the left turn lane would extend 500 feet in both directions from the new access point leading to the winery. The south bound widening along Silverado Trail may require widening and right-of-way dedication along the parcel south of the Scarlett Winery parcel. It is unknown at this time if the adjacent property owner would be in a position to offer additional right-of-way to accommodate widening in this location. The cost to construct a left turn lane along Silverado Trail given the above mentioned design constraints would be approximately \$1,000,000.00.

It has also been assumed that as part of a Silverado Trail access point that the location of the proposed Scarlett Winery would be relocated to the southeasterly portion of the Scarlett Winery property. Relocation of the winery to a new location in the area of Silverado Trail would require the construction of a 600± lineal foot driveway from Silverado Trail to the relocated winery due to the setback requirements from Silverado Trail. The current winery location only requires a 300± lineal foot driveway because of the reduced setback requirements from Ponti Road.

The winery location near Ponti Road will require the removal of approximately two (2) acres of existing vineyard. The relocation of the winery near Silverado Trail would require the removal of approximately three (3) acres of vineyard to accommodate the winery, access driveway, and left turn lane widening.

Ponti Road Widening

Bartelt Engineering also studied the feasibility of widening Ponti Road to a minimum paved width of 20 feet with two (2) foot shoulders on each side of the roadway. Ponti Road currently consists of a paved roadway varying in width from 13.5 feet to 17 feet with an average width of approximately 15 feet. The exact right-of-way width of Ponti Road from Skellenger Lane to the project site appears to vary in width as shown on the Napa County Assessor's Plats. For the purpose of this study it was assumed that any widening of Ponti Road from Skellenger Lane to the proposed Scarlett Winery would require additional right-of-way acquisition to accommodate the widening. Widening of Ponti Road has also been assumed to occur on the east side of the road due to the existing P.G.&E. utility poles along the west side of the road.

It is highly likely 52 existing English walnut trees along the east side of the road would need to be removed to accommodate the widening of the road from Skellenger Lane to the proposed winery site. The cost to widen Ponti Road from Skellenger Lane to the proposed Scarlett Winery driveway would be approximately \$500,000.00.

Suggested Ponti Road Improvements

As discussed above, it is entirely feasible to widen Ponti Road to the Napa County Standard of a 20 foot paved surface with two (2) foot shoulders on each side of the roadway. As stated above, this widening may require removal of most, if not all, of the existing English walnut trees that line both sides of Ponti Road. It is our understanding that the Applicant, as well as many of the neighbors living on Ponti Road, currently enjoy the look and feel of the English walnut trees along the road. To accommodate the desire of the Applicant and the neighbors to keep the trees, Bartelt Engineering contracted with Denise Britton, a Registered Consulting

November 20, 2019
Job No. 15-02

Arborist, to review the condition of the existing walnut trees. Based on the Arborist Report prepared by Ms. Britton, any widening other than the installation of two (2) foot gravel shoulders on each side of the existing paved road would have a detrimental effect on the already poor health of the trees.

It is our suggestion that a two (2) foot gravel shoulder be installed on both sides of Ponti Road and that the existing trees be pruned back to accommodate large trucks that currently use the road. The cost to install the two (2) foot gravel shoulders and prune the trees from Skellenger Lane to the Scarlett Winery driveway would be approximately \$150,000.00.

The above opinions have been derived from field observations made in October and November 2019 as well as our general professional knowledge and standard of practices within Napa County regarding road construction and left turn requirements on Silverado Trail. In order to fully determine the exact impact and/or construction costs for the three (3) scenarios outlined above, it would be necessary to have topographic mapping of existing features, the location of exact property lines as well as full construction documents for the preferred alternatives.

If you have any questions or comments regarding the information provided above, please feel free to contact me at your earliest convenience at (707) 258-1301.

Sincerely,



Paul N. Bartelt, P.E.
Principal Engineer

PNB:sd

cc: Mattie Cooper, Scarlett Winery
Donna Oldford, Plans4Wine

CRANE TRANSPORTATION GROUP

Central Valley Office:
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406 *phone*
(916) 647-3408 *fax*

San Francisco Bay Area Office:
6220 Bay View Avenue
San Pablo, CA 94806
(510) 236-9375 *phone*
(510) 236-1091 *fax*

MEMORANDUM

TO: Donna Oldford
FROM: Mark D. Crane, P.E.
DATE: October 14, 2019
RE: **ISSUES WITH SCARLETT FAMILY WINERY DIRECT ACCESS TO SILVERADO TRAIL**

Donna:

A question has been raised regarding the possibility of direct driveway access to the proposed Scarlett Family Winery from Silverado Trail rather than Ponti Road. The connection would be about 900 to 1,000 feet north of the Skellenger Lane intersection. This memo details the two primary negative impacts of Silverado Trail direct access.

1. Both Caltrans and County of Napa Public Works prefer to limit driveway connections along high speed high volume roadways, such as Silverado Trail or State Route 29, assuming there is an alternative access route to a property. The fewer the driveway connections, the fewer the potential locations for vehicle conflicts or disruptions to traffic flow. It would be preferable to direct all Scarlett Family Winery turn movements to/from Silverado Trail at the existing Skellenger Lane intersection.
2. A direct driveway connection to the Scarlett Family Winery from Silverado Trail would warrant provision of a left turn lane on the northbound Silverado Trail driveway approach. This design would require integrating access to the Pina Napa Valley Winery driveway on the opposite side of the roadway. In addition, there may be conflicts between turn movements to/from each driveway depending upon the location of the Scarlett access.

Based upon these major drawbacks, from a traffic operations standpoint it would be preferred that the proposed Scarlett Family Winery gain access to Silverado Trail via Skellenger Lane and Ponti Road.

Thank you.

Mark D. Crane, P.E.