



COUNTY OF SONOMA

PERMIT AND RESOURCE MANAGEMENT DEPARTMENT

2550 Ventura Avenue, Santa Rosa, CA 95403
(707) 565-1900 FAX (707) 565-1103

June 24, 2015

To: Interested Agencies

The following application has been filed with the Sonoma County Permit and Resource Management Department.

File Number: PLP05-0009
Applicant Name: Henry Belmonte
Owner Name: Vittorio and Henry Belmonte
Site Address: 9125 Highway 12, Kenwood
APN: 050-272-028

Project Description: Request to modify a previously approved Use Permit to change hours of operation, for the marketplace to allow it to be open from 6:00 a.m. to 5:00 p.m. Saturday through Thursday and 6:00 a.m. to 7:00 p.m. on Fridays, and expand food service to allow sit down restaurant service. The use also includes a coffee shop and gellatto shop.

We are submitting the above application for your review and recommendation. Additional information is on file in this office.

Responses to referrals should include: (1) statement of any environmental concerns or uncertainties your agency may have with the project; (2) any comments you wish to make regarding the merits of the project; and (3) your proposed conditions and mitigations for this project. Responsible agencies under CEQA are requested to indicate whether permits will be required for this project.

Your comments will be appreciated by July 16, 2015 and should be sent to the attention of:

PLP05-0009, Blake Hillegas (Blake.Hillegas@sonoma-county.org). The Project Planner can also be reached at 707-565-1392.

Please send a copy of your comments to the applicant(s) or their representatives as indicated on the attached Planning Application.

- | | |
|---|---|
| <input type="checkbox"/> PRMD County Surveyor | <input type="checkbox"/> ALUC/CLUP |
| <input type="checkbox"/> Health Specialist | <input type="checkbox"/> BOS Dist ____ Director and Commissioners |
| <input type="checkbox"/> Sanitation | <input type="checkbox"/> SVCAC |
| <input type="checkbox"/> Grading and Storm Water | <input type="checkbox"/> Valley of the Moon Alliance and Kenwood Press |
| <input type="checkbox"/> SUSMP | <input type="checkbox"/> NW Information Center, S.S.U. |
| <input type="checkbox"/> Building Inspection | <input type="checkbox"/> Milo Baker Chapter Conservation Committee |
| <input type="checkbox"/> Code Enforcement | <input type="checkbox"/> PG&E |
| <input type="checkbox"/> Road Naming | <input type="checkbox"/> School District - |
| <input type="checkbox"/> So. Co. Environmental Health | <input type="checkbox"/> Water District - |
| <input checked="" type="checkbox"/> DTPW, Land Development | <input checked="" type="checkbox"/> North Bay Corporation (Disposal) |
| <input type="checkbox"/> DTPW, Drainage | <input type="checkbox"/> U.S. Army Corps of Engineers |
| <input type="checkbox"/> Ag Commissioner | <input type="checkbox"/> State Coastal Commission - Appealable Yes / No |
| <input checked="" type="checkbox"/> Regional Parks Dept | <input checked="" type="checkbox"/> State Dept of Transportation (Caltrans) |
| <input checked="" type="checkbox"/> Fire and Emergency Services | <input type="checkbox"/> State Dept of Fish and Wildlife |
| <input checked="" type="checkbox"/> Local Fire District - | <input type="checkbox"/> State Dept of Forestry |
| <input type="checkbox"/> Treasurer/Special Assessment | <input checked="" type="checkbox"/> State Dept of Water Resources Control Board |
| <input type="checkbox"/> Assessor | <input checked="" type="checkbox"/> State Parks and Recreation-Duncans Mills Office |
| <input checked="" type="checkbox"/> Economic Development Board | <input checked="" type="checkbox"/> Sonoma MOAG |
| <input checked="" type="checkbox"/> Transit/BPAC | <input checked="" type="checkbox"/> Apple Roots Group |
| <input checked="" type="checkbox"/> SCTA/RCPA | <input checked="" type="checkbox"/> Cloverdale Rancheria Band of Pomo Indians |
| <input type="checkbox"/> Communications | <input checked="" type="checkbox"/> Mishewal Wappo Tribe |
| <input type="checkbox"/> Landmarks Commission | <input checked="" type="checkbox"/> Lytton Band of Pomo Indians |
| <input type="checkbox"/> Sheriff Community Service Officer | |
| <input type="checkbox"/> LAFCO | |

Planning Application


PJR-001

File#: _____

Type of Application:

- | | | | |
|---|--|---|--|
| <input type="checkbox"/> Admin Cert. Compliance | <input type="checkbox"/> Design Review Comm./Ind. | <input type="checkbox"/> Minor Subdivision | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Ag./Timber Preserve/Contract | <input type="checkbox"/> Design Review Residential | <input type="checkbox"/> Mobile Home Zoning Permit | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Cert. of Compliance | <input type="checkbox"/> Design Review Signs | <input type="checkbox"/> Ordinance Interpretation | <input checked="" type="checkbox"/> Other: |
| <input type="checkbox"/> Cert. of Modification | <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Second Unit Permit | |
| <input type="checkbox"/> Coastal Permit | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Specific/Area Plan Amendment | USE PERMIT |
| <input type="checkbox"/> Design Review Admin. | <input type="checkbox"/> Major Subdivision | <input type="checkbox"/> Use Permit | MODIFICATION |

Applicant (Contact Person):

Henry Belmonte
Name
Henry Belmonte
Mailing Address
60 Shaw Ave **Ca** **95452**
City/Town State Zip
Kenwood
Phone Fax
707-833-2300 707-975-3991
Signature  Date **6/25/14**

Owner, if other than Applicant:

Name
Mailing Address
City/Town State Zip
Phone Fax
email
Signature Date

Other Persons to be Notified: (Specify: Other Owner(s), Agent, Lender, Architect, Engineer, Surveyor)

| | | |
|---------------------|---------------------|---------------------|
| Name | Name | Name |
| Mailing Address | Mailing Address | Mailing Address |
| City/Town State Zip | City/Town State Zip | City/Town State Zip |
| Title | Title | Title |
| Phone Fax | Phone Fax | Phone Fax |
| email | email | email |

Project Information:

VJB Vineyards and Cellars
Address(es) **60 Shaw Ave** **050-275-020** City/Town **Kenwood**
Assessor's Parcel Number(s) Acreage
Project Description: **VJB Cellars is a tasting room and deli and marketplace**
Site Served by Public Water? Yes No Site Served by Public Sewer? Yes No Number of new lots proposed **n/a**

DO NOT WRITE BELOW THIS LINE - To Be Completed by PRMD Staff

Planning Area: **9** Supervisorial District: **1** Current Zoning: **C1, SR** General Plan Land Use:
Specific Plan: **North Sonoma Valley** S.P. Land Use: Needs CEQA Review? yes no

Commercial/Industrial Uses: (Enter numbers where applicable)

Bldg. sq. ft. Existing: Proposed: Existing Employees: New Employees:
New Manufactured Homes: New Units For Sale: New Units For Rent: Density Bonus Units:
Violation? yes no; Application resolve planning violation? yes no; Penalty applicable? yes no; Civil Penalty Factor **N/A**
Previous Files:
Application accepted by **SCOTT HUNSPERGER** Date **7/11/14**

Sonoma County Permit and Resource Management Department

2550 Ventura Avenue * Santa Rosa, CA * 95403-2629 * (707) 565-1900 * Fax (707) 565-1103

Supplemental Application Information

Existing use of property: Winery tasting room, deli and marketplace

Acreage: 1.89

Existing structures on property: 4 existing dwellings that were permitted with construction permits.

Proximity to creeks, waterways and impoundment areas: none

Vegetation on site: vineyards

General topography: commercial, ag

Surrounding uses to (Note: An adjoining road is not a use.)
North: vineyards and businesses South: vineyards and businesses
East: residential West: vineyards and businesses

New structures proposed (size, height, type): to comply with department of health, our outdoor pizza and bbq area must be closed in "temporarily; only when prepping of food is taking place".

Number of employees: Full time: _____ Part time: _____ Seasonal: _____

Operating days: monday-sunday Hours of operation: 10am-4pm 6am-5pm

Number of vehicles per day: Passenger: _____ Trucks: Sat- Thurs.

Water source: Kenwood Water Co Sewage disposal: 6am-7pm.

Provider, if applicable: Kenwood Water Co Provider, if applicable: Fri.

New noise sources (compressors, power tools, music, etc.): none

Grading proposed: Amount of cut (cu. yds.): na Amount of fill (cu. yds.): na Will more than one acre be disturbed by construction of access roads, site preparation and clearing, fill or excavation, building removal, building construction, equipment staging and maintenance, or other activities? Yes _____ No X If Yes, indicate area of disturbance(acres): _____
Identify method of site drainage (sheet flow, storm drain, outflow to creek or ditch, detention area, etc.): _____

Vegetation to be removed: none

Will proposal require annexation to a district in order to obtain public services: Yes _____ No X

Are there currently any hazardous materials (chemicals, oils, gasoline, etc.) stored, used or processed on this site? Yes _____ No X

Will the use, storage, or processing of hazardous materials occur on this site in the future if this project is authorized? Yes _____ No X

Fire safety information (existing/proposed water tanks, hydrants, emergency access and turnaround, building materials, etc): n/a

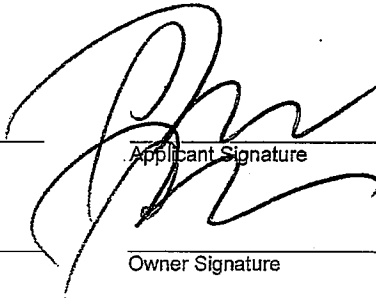
Indemnification Agreement

PJR-011

"As part of this application, applicant agrees to defend, indemnify, release and hold harmless the County, its agents, officers, attorneys, employees, boards and commissions from any claim, action or proceeding brought against any of the foregoing individuals or entities, the purpose of which is to attack, set aside, void or annul the approval of this application or the adoption of the environmental document which accompanies it. This indemnification shall include, but not be limited to, damages, costs, expenses, attorney fees or expert witness fees that may be asserted by any person or entity, including the applicant, arising out of or in conjunction with the approval of this application, whether or not there is concurrent passive or active negligence on the part of the County. If, for any reason any portion of this indemnification agreement is held to be void or unenforceable by a court of competent jurisdiction, the remainder of the agreement shall remain in full force and effect."

Henry Belmonte

Applicant Name



Applicant Signature

Henry Belmonte

Owner Name

Owner Signature

June 25, 2014

Date

PLP-05-0009

File No.

NOTE: The purpose of the Indemnification Agreement is to allow the County to be held harmless in terms of potential legal costs and liabilities in conjunction with permit processing and approval.

Sonoma County Permit and Resource Management Department
2550 Ventura Avenue ❖ Santa Rosa, CA ❖ 95403-2829 ❖ (707) 565-1900 ❖ Fax (707) 565-1103



VJB

Vineyards & Cellars

"Quality above all else, tradition and family history will always prevail"

- Victor Joseph Belmonte

June 25th 2014

Dean Parsons

Project Review Manager
Sonoma County PRMD

Re: PLP05-0009 VJB Cellars and Marketplace-application for use permit modification

Dean,

Please find our proposed use permit modification statement per your email dated June 24th.

Food Service-Per our use permit we are permitted to have a marketplace and bbq offerings. **This has not changed.** We respectfully request the ability to offer pizzas from the wood burning oven (constructed with building permits) daily in conjunction with bbq food and the marketplace. Salumi and cheese boards are offered in the form of wine tasting as are all of our menu items. We have a number of different wine tasting scenarios that include food. I am including the "original" marketplace menu, that has NOT changed since final approval was given.

Food pairings and non-food pairings (such as guests buying just the salumi boards/cheese(s) or bbq items can enjoy them on the patio/piazza. We do not have "waiters/waitresses". Everything food related is self-serve unless a wine food pairing is taking place.

We are not conducting special events, there for no catered food is being offered.

Public Health-the Public Health Department has issued our facility the highest graded permit. They are also requiring that the outdoor bbq and pizza area be enclosed "when prepping of food takes place", **only when prepping of food takes place**, therefor when there is just bbq taking place, they can be opened again as we also do wine tasting at this outdoor bar area. We have proposed screens that can be adjusted automatically and can be placed so that when prepping of food is being conducted the screens can be lowered per the requirement of the Public Health and reopened when the process is finished to maintain the ecstastic integrity of the space.

Special Events-We understand and accept that special events cannot take place until the left hand turn lane is installed on Sonoma Hwy. There for until the left hand turn lane is installed we will not be holding special events. The traffic study submitted April 3, 2014 and reviewed that last time we met at Susan Gorin's office supports the that right hand turn lane is "not warranted". Jason Nutt of Public Works agreed and there for we will be relieved of that obligation.

Hours of Operation- The traffic study submitted April 3, 2014 supports that the tasting room continue to operate as indicated in our use permit from 10 am to 4 pm every day. This will not change.

We request a modification for the market place to be open until 5pm every day. The traffic study submitted April 3, 2014 supports this.

We request a modification for the market place to be open until 7pm on Friday. The traffic study submitted April 3, 2014 supports this.

Septic System-Dimension 4 submitted the analysis on April 25th 2014. I have included that again for your review. Essentially our system has been "over built", simply stated we aren't anywhere close to or might ever get to where the system becomes an issue given any usage of the property. The analysis also supports the new proposed hours of operation.

Parking Analysis-It has been determined and agreed that the Maple Street Gate being opened to existing traffic as evidenced in the traffic study submitted April 3, 2014 will assist our project with traffic flow. The ability to park on Shaw Ave adjacent to our project will also assist with our project as agreed upon by Public Works. Our current employees are parking at Wellington Winery, which we recently purchased approx. two miles away and are carpooling to the VJB location. The original use permit allowed for valet parking within vineyard rows, since we are not conducting special events these rows now(in between olive trees) have been converted to 11 additional hardscape customer parking stalls to assist with onsite parking.

I have also enclosed again the site plan developed by Fifth Resources.

June 23, 2015

Mr. Henry R. Belmonte
VJB Vineyards & Cellars
60 Shaw Avenue
Kenwood, CA 95452



Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500
fax 707.542.9590
web www.w-trans.com

Updated Traffic and Parking Analysis for the VJB Marketplace Modification

Dear Mr. Belmonte;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has performed further analysis to address the County's concerns about the adequacy of the trip generation estimates for the project compared to the actual demand based on the uses constructed, as well as the proposed changes to the Use Permit for VJB Marketplace located at 60 Shaw Avenue in the Kenwood area of the County of Sonoma. The study of weekday a.m. and p.m. peak period traffic impacts was completed in accordance with standard criteria, and is consistent with previous analyses and standard traffic engineering techniques.

Trip Generation

In the study previously performed the project as evaluated was essentially a request to modify the hours of operation to allow the marketplace/deli to remain open until 5:00 p.m. on weekdays except that it would remain open until 7:00 p.m. on Fridays. Ongoing operations have included an exterior "piazza," takeout food service, food/wine pairing, and retail gelato. Further, operating hours include the morning peak, during which time coffee is sold. Since these uses were not specifically included in the previous study, counts were conducted to determine the site's actual trip generation compared to the projected volumes.

In a letter dated April 3, 2014, the project trip generation was indicated at 17 p.m. peak hour trips (12 in, 5 out); no estimate was made of morning peak hour counts. Counts were performed on December 9, 2014, between 4:00 and 6:00 p.m., that indicated that the project as constructed, including all food service (inside and on the exterior "piazza," takeout food service, food/wine pairing, and retail gelato) generates 5 trips, which is less than one-third the number of trips projected for the use based on standard trip generation rates. Additional counts were performed during this time period on April 21, 2015, in response to County comments asking for volumes for representative of summer months, and these counts showed a total of 10 p.m. peak hour trips generated at the site, which is still substantially less than the trip generation as projected and evaluated in the 2014 traffic study.

While the previous analysis did not estimate morning peak hour trips, the counts performed on April 21, 2015, indicate that the site generated 9 trips during the morning peak hour, which occurs between 7:00 and 9:00 a.m. Based on the directionality of the trips, it appears that at least 4 of these 9 trips were pass-by trips, or those drawn from traffic passing the site on either SR 12 or Shaw Avenue. The remaining five trips would reasonably be expected to have a less-than-significant impact on traffic operation. Further, the evening peak period has higher volumes and typically represents the worst-case conditions, so if the impact is less-than-significant during the evening peak hour, evening based on the higher volumes used for the traffic analysis in 2014, it is reasonable to assume that impacts during the morning peak hour, during which volumes are lower and the trip generation is also lower, would also be less-than-significant.

The additional food service and expanded hours therefore appear not to have resulted in any increase in trip generation potential for the project compared to what was assumed for the 2014 analysis. The conclusions reached in the April 3, 2014 traffic study therefore remain valid. Specifically, the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue operate acceptably with project traffic added, so left-turn lanes, while warranted based on the volumes on SR 12, are not yet necessary to achieve acceptable operation with traffic from all aspects of the Marketplace operation included. Similarly, right-turn lanes would remain unwarranted.

Consideration was also given to the collision history for the intersection. Data was obtained from the SWITRS database for the five-year period of January 1, 2009, through December 31, 2013, (the most recent data available). During this time only one collision of a type that might be prevented by installing a turn lane occurred. The lack of a pattern of preventable collisions further indicates that a left-turn lane is not currently warranted.

Parking Study

Parking Occupancy Counts

The existing parking supply at VJB Marketplace consists of 19 regular and 2 disabled accessible spaces in Lot A and 13 regular spaces in Lot B, which is unpaved. These lots are shown on the enclosed aerial. The two lots combine for a total supply of 34 parking spaces.

Parking occupancy counts were recorded on Saturday, December 13, 2014, and again on Saturday, April 18, 2015, between noon and 5:00 p.m. It is noted that the weather was clear on both days, with the first being during the peak of holiday shopping and the second during the spring, so patronage would be reflective of reasonably busy conditions.

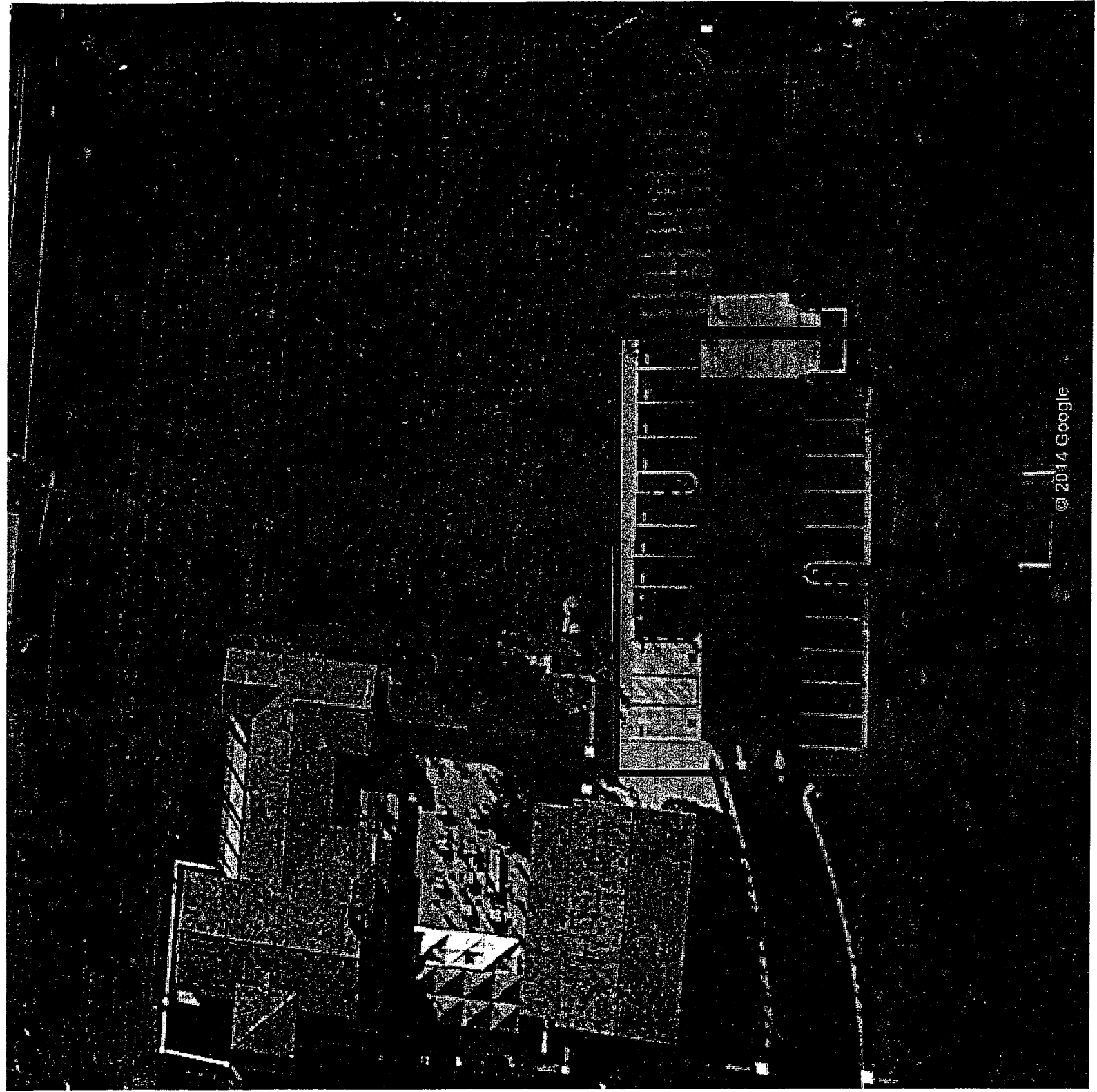
The observations indicate that the peak hour of parking was between 2:00 and 3:00 p.m. with a maximum of 28 spaces, or 82 percent of the supply, occupied during any of the counts taken at 15-minute increments, with six vacant spaces, two of which are designated for vehicles displaying the disabled placard. The occupancies for the two counts conducted were compared and the higher of the peak 15-minute occupancies for each hour are indicated in Table I.

Table I
Parking Study

| Time | Lot A (21 spaces) | | Lot B (13 spaces) | | Total (34 spaces) | |
|--------------|----------------------|-----------|----------------------|-----------|----------------------|-----------|
| | No. Occupied | Occupancy | No. Occupied | Occupancy | No. Occupied | Occupancy |
| 12:00 – 1:00 | 16 | 76% | 3* | 23% | 19* | 56% |
| 1:00 – 2:00 | 19* | 90% | 7* | 54% | 26* | 76% |
| 2:00 – 3:00 | 19** | 90% | 9* | 69% | 28* | 82% |
| 3:00 – 4:00 | 14 | 67% | 7* | 54% | 21* | 62% |
| 4:00 – 5:00 | 15* | 71% | 1** | 8% | 16* | 47% |

Notes: *Data obtained from the April 2015 Parking Study

**Both December and April had the same number of occupied spaces



1-16-15



January 13, 2015

Mr. Henry R. Belmonte
VJB Vineyards & Cellars
60 Shaw Avenue
Kenwood, CA 95452

Whitlock & Weinberger
Transportation, Inc.
490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401
voice 707.542.9500
fax 707.542.9590
web www.w-trans.com

Traffic and Parking Analysis for the VJB Marketplace Modification

Dear Mr. Belmonte;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has performed an updated focused traffic analysis to address the County's concerns about the adequacy of the trip generation estimates for the project compared to the actual demand based on the uses constructed, as well as the proposed changes to the Use Permit for VJB Marketplace located at 60 Shaw Avenue in the Kenwood area of the County of Sonoma. The study of weekday p.m. peak period traffic impacts was completed in accordance with standard criteria, and is consistent with previous analyses and standard traffic engineering techniques.

Trip Generation

In the study previously performed the project as evaluated was essentially a request to modify the hours of operation to allow the marketplace/deli to remain open until 5:00 p.m. on weekdays except that it would remain open until 7:00 p.m. on Fridays. Ongoing operations have included an exterior "piazza," takeout food service, food/wine pairing, and retail gelato. Since these uses were not specifically included in the previous study, counts were conducted to determine the site's actual trip generation compared to the projected volumes.

In a letter dated April 3, 2014, the project trip generation was indicated at 17 p.m. peak hour trips (12 in, 5 out). Counts performed on December 9, 2014, between 4:00 and 6:00 p.m., indicate that the project as constructed, including all food service (inside and on the exterior "piazza," takeout food service, food/wine pairing, and retail gelato) is generating 5 trips, which is less than one-third the number of trips projected for the use based on standard trip generation rates.

Although the counts were obtained in December, even if increased to reflect peak, summer month volumes, the project would still be expected to generate fewer trips than were assumed for purposes of the traffic study, which is actually based on average operation and not peak operation. The additional food service therefore appears not to have resulted in any increase in trip generation potential for the project compared to what was assumed for the most recent analysis. The conclusions reached in the April 3, 2014 traffic study therefore remain valid. Specifically, the intersections of SR 12/Shaw Avenue and SR 12/Maple Avenue operate acceptably with project traffic added, so left-turn lanes, while warranted based on the volumes on SR 12, are not yet necessary to achieve acceptable operation with traffic from all aspects of the Marketplace operation included. Similarly, right-turn lanes would remain unwarranted.

Parking Study

The existing parking supply at VJB Marketplace consists of 19 regular and 2 disabled accessible spaces in Lot A and 13 regular spaces in Lot B, which is unpaved. These lots are shown on the enclosed aerial. The two lots combine for a total supply of 34 parking spaces. Parking occupancy counts were recorded on

VJB Marketplace

Saturday, December 13, 2014

Sonoma County

| | Inventory | 1200 | 1215 | 1230 | 1245 |
|--------------|-----------|------|------|------|------|
| LOT A | | | | | |
| Regular | 19 | 8 | 13 | 15 | 16 |
| Handicap | 2 | 0 | 0 | 0 | 0 |
| LOT B | | | | | |
| Regular | 13 | 0 | 1 | 1 | 1 |

| | Inventory | 1300 | 1315 | 1330 | 1345 |
|--------------|-----------|------|------|------|------|
| LOT | | | | | |
| Regular | 19 | 17 | 16 | 16 | 18 |
| Handicap | 2 | 0 | 0 | 0 | 0 |
| LOT B | | | | | |
| Regular | 13 | 1 | 1 | 1 | 1 |

| | Inventory | 1400 | 1415 | 1430 | 1445 |
|--------------|-----------|------|------|------|------|
| LOT | | | | | |
| Regular | 19 | 19 | 19 | 17 | 15 |
| Handicap | 2 | 0 | 0 | 0 | 0 |
| LOT B | | | | | |
| Regular | 13 | 2 | 2 | 1 | 1 |

| | Inventory | 1500 | 1515 | 1530 | 1545 |
|--------------|-----------|------|------|------|------|
| LOT | | | | | |
| Regular | 19 | 14 | 11 | 12 | 9 |
| Handicap | 2 | 0 | 0 | 0 | 0 |
| LOT B | | | | | |
| Regular | 13 | 1 | 0 | 0 | 1 |

| | Inventory | 1600 | 1615 | 1630 | 1645 |
|--------------|-----------|------|------|------|------|
| LOT | | | | | |
| Regular | 19 | 9 | 8 | 5 | 2 |
| Handicap | 2 | 0 | 0 | 0 | 0 |
| LOT B | | | | | |
| Regular | 13 | 1 | 0 | 0 | 0 |



April 3, 2014

Mr. Henry R. Belmonte
VJB Vineyards & Cellars
60 Shaw Avenue
Kenwood, CA 95452

Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500
fax 707.542.9590
web www.wtrans.com

Focused Traffic Analysis for the VJB Marketplace Modification

Dear Mr. Belmonte;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has performed a focused traffic analysis that addresses the proposed changes to the Use Permit for VJB Marketplace located at 60 Shaw Avenue in the Kenwood area of the County of Sonoma. The study of weekday p.m. peak period traffic impacts was completed in accordance with standard criteria, and is consistent with previous analyses and standard traffic engineering techniques.

Proposed Use Permit

VJB Marketplace is located at 60 Shaw Avenue near its intersection with State Route 12 (SR 12). Access to the winery, tasting room and marketplace/deli is provided via a driveway on Shaw Avenue, approximately 250 feet west of SR 12. The site is served by a parking lot with 19 spaces plus two ADA-compliant spaces. There is a secondary access with a locked gate at Maple Avenue, approximately 250 feet west of SR 12.

The project is a proposed change to the Use Permit which would include the following:

- Marketplace/deli hours which currently end at 4:00 would be extended to 5:00 p.m. all week except that on Fridays it would remain open until 7:00 p.m.
- Tasting Room hours which currently end at 4:00 would maintain the same operating hours.
- The vehicle gate at Maple Avenue would be opened.
- Payment would be made to the Sonoma County Transportation & Public Works Department for contribution towards installation of a left-turn lane on SR 12.

Study Area

The study area includes the two intersections on SR 12 at Shaw Avenue and Maple Avenue.

- SR 12/Shaw Avenue
- SR 12/Maple Avenue

Report No. 279, Transportation Research Board, 1985. Considering existing traffic volumes, left-turn lanes are warranted at both Shaw Avenue and Maple Avenue, although the volume of left-turn movements during the p.m. peak hour is only six vehicles and two vehicles, respectively. A right-turn lane on SR 12 was not found to be warranted at either location. Copies of the spreadsheets indicating the turn lane warrants are enclosed. It should be noted that the need for additional turn lanes on the Shaw Avenue and Maple Avenue approaches to SR 12 are assessed based on level of service conditions rather than these warrants.

Project Traffic

Although the Marketplace and Tasting Room at VJB are currently in operation, both uses close at 4:00 p.m. so do not impact traffic conditions during the traditional weekday p.m. peak hour. In order to assess the impacts of extending the hours of both of these uses, new vehicle trips were estimated. For the purpose of estimating the number of new trips which the proposed project can be expected to generate, *Trip Generation Manual*, 9th Edition, Institute of Transportation Engineers, 2012, was used. For the tasting room, the ITE rate for a "drinking place" was used. For the marketplace/deli, the ITE rate for a "Quality Restaurant" was used.

As shown in Table 2, the proposed change to the use permit is expected to generate an average of 17 new vehicle trips during the p.m. peak hour.

Table 2
Trip Generation Summary

| Land Use | Units | PM Peak | | |
|------------------------|---------|---------|-----------|----------------|
| | | Rate | Trips | In Out |
| Tasting Room | 0.9 ksf | 7.48 | 10 | 7 3 |
| Marketplace (ITE #150) | 0.9 ksf | 5.02 | 7 | 5 2 |
| Total | | | 17 | 12 5 |

Note: ksf = thousand square feet

Existing plus Project Conditions

Intersection Level of Service

With the addition of project trips, both intersections would continue to operate acceptably at LOS A overall. Both side street approaches on Shaw Avenue and Maple Avenue would continue to operate at LOS D and C, respectively, representing an acceptable impact. These acceptable level of service conditions indicate that no turn lane expansions are necessary on the Shaw Avenue and Maple Avenue approaches to SR 12. Results are shown in Table 1 and the calculations are attached.

Turn Lane Warrants

The need for right-turn lanes on SR 12 was evaluated for Existing plus Project conditions. Left-turn lanes are currently warranted at both SR 12/Shaw Avenue and SR 12/Maple Avenue. A right-turn lane on SR 12 will not be warranted with the addition of the project traffic volumes. Copies of the spreadsheets indicating the turn lane warrants are enclosed.

PM Peak Hour - Existing Conditions
Traffic Study for the VJB Marketplace Project
County of Sonoma

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 SR 12/Shaw Ave

Average Delay (sec/veh): 0.3 Worst Case Level of Service: D [26.0]

Street Name: SR 12 North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2013 << 4:15 - 5:15 pm

Base Vol: 6 891 0 0 633 4 6 0 0 7
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 891 0 0 633 4 6 0 0 7
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 6 954 0 0 678 4 6 0 0 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
FinalVolume: 6 954 0 0 678 4 6 0 0 7

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 682 xxxxx xxxxx xxxxx xxxxx 1647 1647 680 xxxxx xxxxx xxxxx
Potential Cap.: 920 xxxxx xxxxx xxxxx xxxxx 110 100 455 xxxxx xxxxx xxxxx
Move Cap.: 920 xxxxx xxxxx xxxxx xxxxx 110 100 455 xxxxx xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx 0.06 0.00 0.02 xxxxx xxxxx xxxxx

Level of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 8.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 186 xxxxx xxxxx xxxxx
SharedQueue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Shrd ConDel: 8.9 xxxxx xxxxx xxxxx xxxxx xxxxx 26.0 xxxxx xxxxx xxxxx
Shared LOS: A * * * * *
ApproachDel: xxxxx * * * * *
ApproachLOS: * * * * *
D D

Note: Queue reported is the number of cars per lane.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

PM Peak Hour - Existing Conditions
Traffic Study for the VJB Marketplace Project
County of Sonoma

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 SR 12/Maple Ave

Average Delay (sec/veh): 0.1 Worst Case Level of Service: C [24.5]

Street Name: SR 12 North Bound South Bound East Bound West Bound
Approach: L - T - R L - T - R L - T - R L - T - R
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2013 << 4:15 - 5:15 pm

Base Vol: 2 897 0 0 640 12 3 0 0 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 2 897 0 0 640 12 3 0 0 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 2 960 0 0 685 13 3 0 0 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0
FinalVolume: 2 960 0 0 685 13 3 0 0 4

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 698 xxxxx xxxxx xxxxx xxxxx 1656 1656 692 xxxxx xxxxx xxxxx
Potential Cap.: 908 xxxxx xxxxx xxxxx xxxxx 109 99 448 xxxxx xxxxx xxxxx
Move Cap.: 908 xxxxx xxxxx xxxxx xxxxx 109 99 448 xxxxx xxxxx xxxxx
Volume/Cap: 0.00 xxxxx xxxxx xxxxx xxxxx 0.03 0.00 0.01 xxxxx xxxxx xxxxx

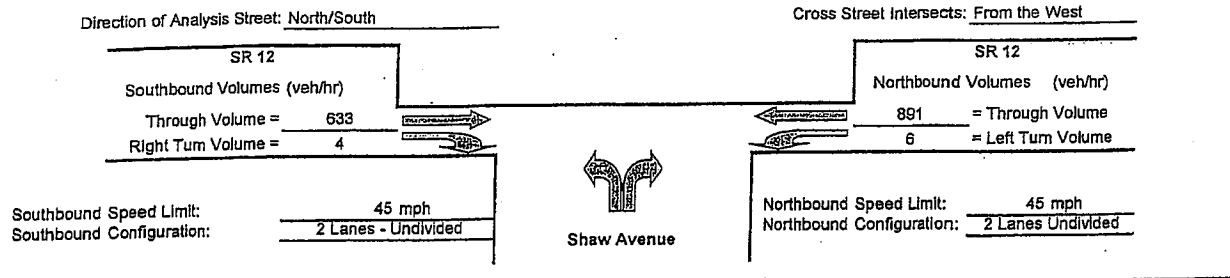
Level of Service Module:
2Way95thQ: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 192 xxxxx xxxxx xxxxx
SharedQueue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Shrd ConDel: 9.0 xxxxx xxxxx xxxxx xxxxx xxxxx 24.5 xxxxx xxxxx xxxxx
Shared LOS: A * * * * *
ApproachDel: xxxxx * * * * *
ApproachLOS: * * * * *
C C

Note: Queue reported is the number of cars per lane.

Traffic 8.0.0715 (c) 2008 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 12/Shaw Avenue
 Study Scenario: Existing PM Peak Hour



Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED: Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

| | | |
|----------------------------|------|-----|
| Advancing Volume Threshold | AV = | - |
| Advancing Volume | Va = | 637 |

If $AV < Va$ then warrant is met

Right Turn Lane Warranted: NO

Southbound Right Turn Taper Warrants
 (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

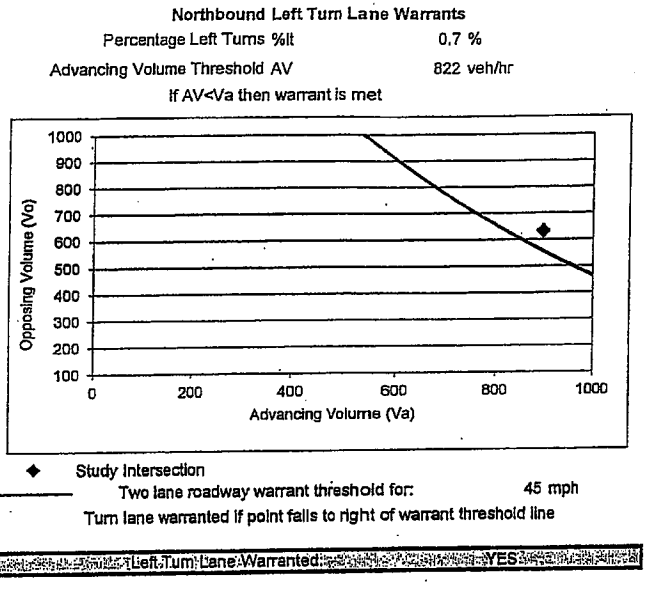
NOT WARRANTED: Less than 20 vehicles

2. Check advance volume threshold criteria for taper

| | | |
|----------------------------|------|-----|
| Advancing Volume Threshold | AV = | - |
| Advancing Volume | Va = | 637 |

If $AV < Va$ then warrant is met

Right Turn Taper Warranted: NO



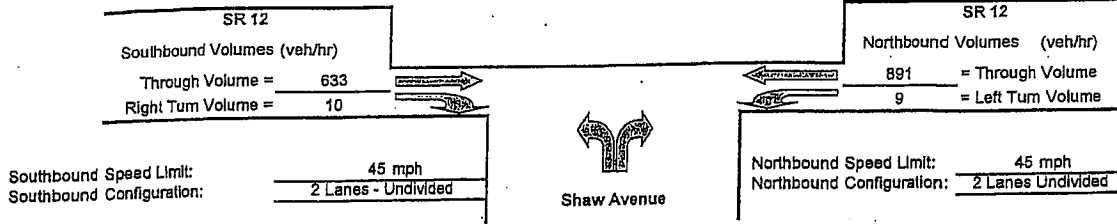
Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.
 The right turn lane and taper analysis is based on work conducted by Cottrill in 1981.
 The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: SR 12/Shaw Avenue
 Study Scenario: Existing plus Project PM Peak Hour

Direction of Analysis Street: North/South

Cross Street Intersects: From the West



Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED: Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = -
 Advancing Volume Va = 643
 If $AV < Va$ then warrant is met -

Right Turn Lane Warranted: NO

Southbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

NOT WARRANTED: Less than 20 vehicles

2. Check advance volume threshold criteria for taper

Advancing Volume Threshold AV = -
 Advancing Volume Va = 643
 If $AV < Va$ then warrant is met -

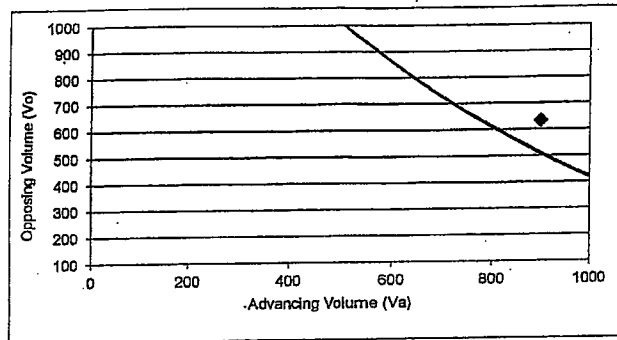
Right Turn Taper Warranted: NO

Northbound Left Turn Lane Warrants

Percentage Left Turns %lt 1.0 %

Advancing Volume Threshold AV 780 veh/hr

If $AV < Va$ then warrant is met



◆ Study Intersection
 Two lane roadway warrant threshold for: 45 mph
 Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: YES

Methodology based on Washington State Transportation Center Research Report, *Method For Prioritizing Intersection Improvements*, January 1997.
 The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
 The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.



August 15, 2005

Mr. Jim Ford
The Fifth Resource Group
P.O. Box 30
Cotati, CA 94931

Whitlock & Weinberger
Transportation, Inc.

490 Mendocino Avenue
Suite 201
Santa Rosa, CA 95401

voice 707.542.9500
fax 707.542.9590
web www.w-trans.com

Focused Traffic Impact Study for VJB Vineyards & Cellars

Dear Mr. Ford;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has performed a focused traffic analysis that addresses the potential traffic impacts associated with a proposed site redevelopment on State Route (SR) 12 in the community of Kenwood in the County of Sonoma. The site is located on Shaw Avenue and is currently occupied by one single family dwelling. The study of weekday a.m. and p.m. peak period traffic impacts was completed in accordance with standard criteria, and is consistent with previous analyses and standard traffic engineering techniques.

Proposed Project

The proposed project involves the conversion of an existing single family dwelling into a 1,286 square foot bed and breakfast as well as the construction of a 3,342 square foot building that would contain a market place, tasting room, offices, and a 1,800 square foot wine case storage building. The project would be located on the west side of SR 12 and the primary access would be via a driveway on Shaw Avenue. A secondary access driveway would be located on Maple Avenue.

Existing Conditions

The community of Kenwood is located approximately 10 miles east of the City of Santa Rosa on SR 12. In the vicinity of the proposed project SR 12 is a 2-lane road running in a north-south alignment with narrow shoulders and a posted speed limit of 45 miles per hour. Machine counts taken on SR 12 near Shaw Avenue from Thursday, June 23, 2005, to Sunday, June 26, 2005, indicate an average daily volume of approximately 19,300 vehicles. Shaw Avenue and Maple Avenue have posted speed limits of 25 miles per hour and are unimproved residential 2-lane roads with limited room for parking on the shoulders.

Collision History

The collision history on SR 12 near Shaw Avenue and Maple Avenue was reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on records for 2000 through 2003 obtained through the California Highway Patrol and published in their Statewide Integrated Traffic Records System (SWITRS) reports. Over the 4-year period there were 13 collisions recorded along the study segment of SR 12 with five collisions each at the two intersections with Shaw Avenue and Maple Avenue.

Special Event Traffic

VJB Vineyards & Cellars expects to host private events such as small catered evening winemaker dinners and other promotional wine tastings with groups not to exceed 25 people. In addition, wedding receptions and corporate meetings that would not exceed 100 people would be hosted at the site. These larger events would be limited to twelve per year. Assuming an average of 2.5 guests per vehicle, 80 additional daily trips would be expected to be made by guests during a 100 guest special event. Additionally, staffing equivalent to about 5 percent of the guest level, or two to five persons, would be expected to arrive in advance of or depart after the event guests. Although these trips would occur outside the peak hour for guest traffic, a volume based on one vehicle per employee was included in the daily totals. In order to obtain a worst case scenario, it was assumed that special event trips entering the site would occur during the p.m. peak period along with traffic associated with normal daily operations.

As shown in Table 1, with the addition of special event traffic, the proposed project would be expected to generate an average of 164 new weekday vehicle trips and 170 new weekend vehicle trips, including 54 new trips during the p.m. peak hour.

Trip Distribution

For the purpose of this report it was assumed that all trips would be via SR 12, with trips evenly divided between the driveways on Shaw Avenue and Maple Avenue. Using the 2000 census as a general guide and then examining existing patterns of traffic it was determined that of trips originating at VJB Vineyards & Cellars, approximately 51 percent would be oriented to the south on SR 12 and 49 percent would be oriented to the north on SR 12.

Left-Turn Lane Warrant

The need for left-turn channelization on SR 12 at the project entrance was assessed based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which is referenced in Section 405.2, Left-turn Channelization, of the Caltrans *Highway Design Manual*.

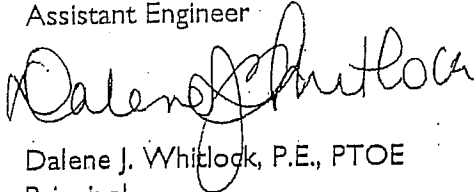
An iterative process was applied to determine that a left-turn lane would be warranted on SR 12 at Shaw Avenue when two or more vehicles make a left-turn from SR 12 to Shaw Avenue during the weekday p.m. peak hour. Under existing conditions seven vehicles make this left-turn during the peak hour, so a left-turn lane is already warranted. The project would be expected to add three additional left-turns under normal a.m. peak hour operating conditions and two during the p.m. peak hour. Up to 27 additional left-turns are projected for a special event, however, events would not all be expected to occur during periods of peak traffic flow, so these turns would rarely affect peak hour conditions.

Thank you for asking us to provide these traffic engineering services. We hope this information has adequately addressed any concerns or questions that might be raised relative to the potential traffic impacts of the proposed VJB Vineyards and Cellars project, however, please feel free to call if you have any questions.

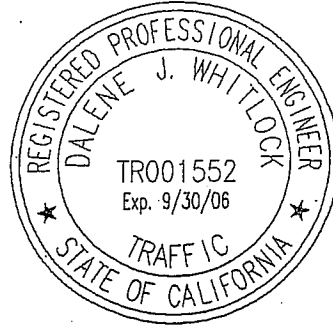
Sincerely,



Scott Robertson, EIT
Assistant Engineer



Dalene J. Whitlock, P.E., PTOE
Principal



DJW/sr/SOX227L2-3.wpd