



## COUNTY OF SONOMA PERMIT AND RESOURCE MANAGEMENT DEPARTMENT

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

To: Interested Agencies

June 16, 2016

The following (REVISED) 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:** (REVISED MAY 2016) The details of the latest proposal include:

- 6 employees Monday – Thursday, 9 employees on Friday, and 16 employees on Saturday and Sunday.
- Use of the outdoor patio dining, pizza oven, barbecue, and commercial kitchen on a daily basis.
- Food and wine pairings in the tasting room and outdoor patio dining.
- Removal of the right turn lane requirement on Shaw Avenue tied to special events.
- Removal of parking on Shaw 50 foot back from the highway 12 intersection as formerly agreed.
- Removal of the left turn lane on Highway 12 tied to special events.
- Widening the Highway 12 shoulder 100 feet north and south of Shaw Avenue to allow Highway 12 through traffic to pass on shoulder when left turn stacking occurs.
- Participation in two industry wide events and wine maker dinners during expanded hours.
- Expanded hours from 10-4 to 10-6 daily, and 10-9 Saturday and Sunday May – October.
- Use of Maple Avenue driveway ingress and egress.
- Adding 19 on-site parking spaces by adjusting septic reserve and removing vineyards.
- No longer proposing off site weekend valet parking at church property across Highway 12 (six spaces). (Still includes off site weekend valet parking at dentist property two blocks north (12 spaces)).
- Still includes weekend shuttling employees to/from Belmonte's Wellington property 2 miles south on Dunbar Road.
- Now includes proposed use of a residentially designated property at 98 Shaw Avenue (the northeast corner of Shaw and Clyde) for a commercial parking lot (30-35 spaces) subject to a separate Zone Change and General Plan Amendment application

We are submitting the above application for your review and recommendation. Additional information is on file in the PRMD 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 7, 2016 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. Native American tribes receiving this Referral have 30 days to request a tribal consultation under the guidelines governing AB 52.

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

PRMD Management Group  
 PRMD County Surveyor  
 Health Specialist  
 Sanitation  
 Grading and Storm Water  
 SUSMP

Building Inspection  
 Code Enforcement  
 Road Naming  
 So. Co. Environmental Health  
 Community Development Commission  
 DTPW, Land Development

- DTPW, Drainage
- Ag Commissioner
- Regional Parks Dept
- Fire and Emergency Services
- Local Fire District -
- Treasurer/Special Assessment
- Assessor
- Economic Development Board
- Transit/BPAC
- SCTA/RCPA
- Communications
- Landmarks Commission
- Sheriff Community Service Officer
- LAFCO
- ALUC/CLUP
- BOS Dist \_\_\_\_ Director and Commissioners
- SVCAC
- Valley of the Moon Alliance and Kenwood Press
- NW Information Center, S.S.U.
- North Bay Corporation (Disposal)
- U.S. Army Corps of Engineers
- State Coastal Commission - Appealable Yes / No
- State Dept of Transportation (Caltrans)
- State Dept of Fish and Wildlife
- State Dept of Forestry
- State Dept of Water Resources Control Board
- State Parks and Recreation-Duncans Mills Office
- Regional Water QCB: North Coast / SF Bay
- Cathy Fletcher
- Sonoma MOAG
- Apple Roots Group
- Tribal Consultation

# Planning Application

PJR-001

File#: PLP 05-0009

**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 |  |
| <input type="checkbox"/> Design Review Admin.         | <input type="checkbox"/> Major Subdivision         | <input type="checkbox"/> Use Permit                   |  |

**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 (as) 60 Shaw Ave 950-275-028 City/Town Kenwood  
 Assessor's Parcel Number(s) \_\_\_\_\_ Acreage \_\_\_\_\_  
 Project Description: VJB Cellars is a tasting room and dell and marketplace and cafe with Pizzeria + BBQ

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)

Sldg. 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 HUNSPRGER Date 7/11/14

**Sonoma County Permit and Resource Management Department**  
 2550 Ventura Avenue + Santa Rosa, CA + 95403-2829 + (707) 566-1900 + Fax (707) 566-1103

## Supplemental Application Information

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

Acreage: 1.89

Existing structures on property:

Tasting Room + Cafe with outdoor dining  
Misc. retail uses

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: 6 Part time: 10 Seasonal: \_\_\_\_\_

Operating days: monday-sunday Hours of operation: 10-6 daily, except 10-9

Sat. + Sun. May-Oct.

Number of vehicles per day: Passenger: \_\_\_\_\_ Trucks: \_\_\_\_\_

Water source: Kenwood Water Co Sewage disposal: \_\_\_\_\_

Provider, if applicable: Kenwood Water Co Provider, if applicable: \_\_\_\_\_

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

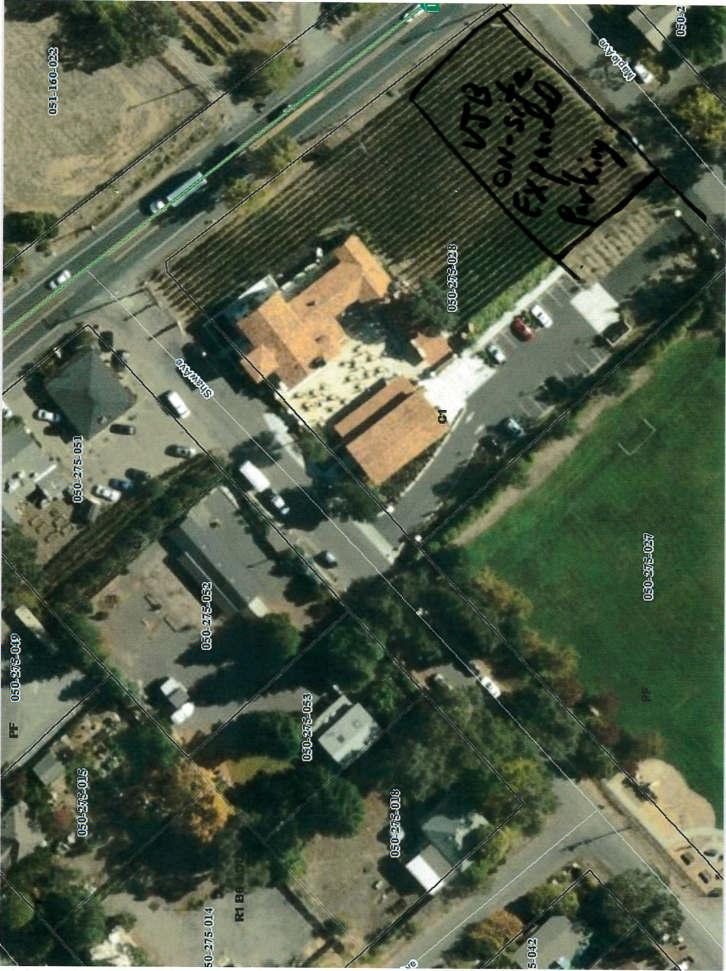
PLP-05-0009

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) 586-1900 ♦ Fax (707) 586-1103



051-160-023

050-275-051

S 16th St

050-275-053

PF 050-275-019

050-275-015

050-275-014

RT 1600

050-275-033

050-275-018

050-275-028

CT

S

S-012

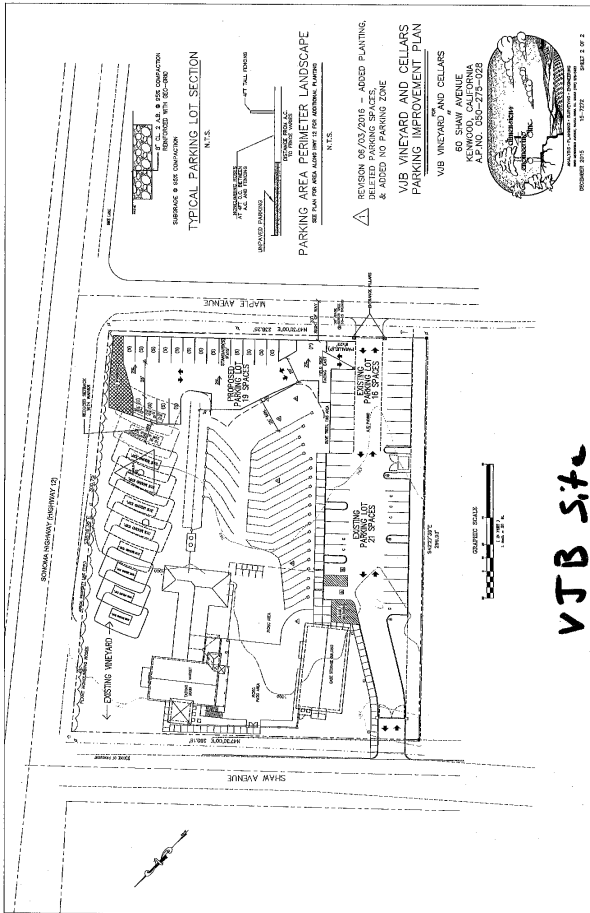
050-275-027

050-275-027

050-275-028

VSB on-site Expanded Parking





TYPICAL PARKING LOT SECTION  
 N.T.S.  
 SURFACE - 4" ASPHALT  
 REINFORCED WITH 300-080  
 CONCRETE SLAB - 4" THICK  
 REINFORCED WITH 300-080



PARKING AREA PERIMETER LANDSCAPE  
 ALL PLAN FOR THIS AREA IS FOR AESTHETIC PURPOSES  
 N.T.S.

△ REVISION 06/03/2016 - ADDED PLANTING,  
 DELETED PARKING SPACES,  
 & ADDED NO PARKING ZONE

VJB VINEYARD AND CELLARS  
 PARKING IMPROVEMENT PLAN

VJB VINEYARD AND CELLARS  
 60 SHAW AVENUE  
 KENWOOD, CALIFORNIA  
 A.P. NO. C80-275-028



VJB Site  
 9126 Hwy 12.



89 Shaw

**PRELIMINARY**  
SUBJECT TO REVISION  
DATE 5/24/71

**CONCEPTUAL PARKING PLAN**

VIB VINEYARD AND CELLARS  
88 SHAW AVENUE  
KENWOOD, CALIFORNIA  
A.P. NO. 050-275-018

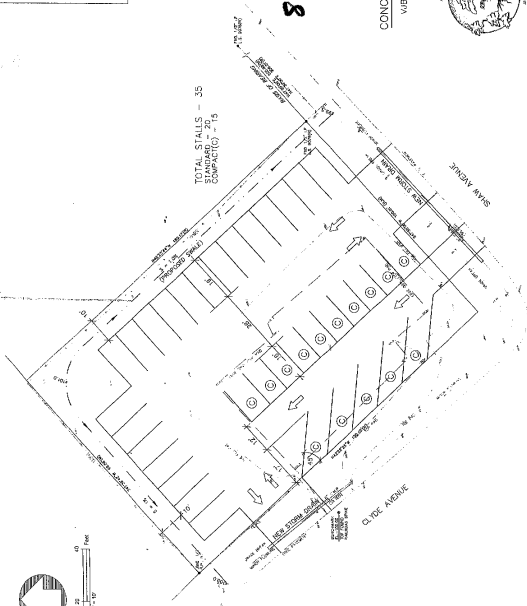


DATE: 5/24/71  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: 1/8" = 1'-0"



LOCATION MAP  
N 13

TOTAL STALLS - 35  
STANDARD - 20  
COMPACT(C) - 15



- BASIS OF BEARINGS**  
 1. ALL BEARINGS TO BE TAKEN FROM THE  
 2. STATE PLAT MAP OF 1968
- LEGEND**
- 1. EXISTING DRIVE
  - 2. EXISTING DRIVE
  - 3. EXISTING DRIVE
  - 4. EXISTING DRIVE
  - 5. EXISTING DRIVE
  - 6. EXISTING DRIVE
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  - 31. EXISTING DRIVE
  - 32. EXISTING DRIVE
  - 33. EXISTING DRIVE
  - 34. EXISTING DRIVE
  - 35. EXISTING DRIVE
- REFERENCES**  
 1. STATE PLAT MAP OF 1968



**J. Kapolchok**  
**+ Associates**

Land Use Planning  
Urban Design

May 30, 2016

Blake Hillegas  
Project Planner  
Permit and Resource Management Department  
County of Sonoma  
2550 Ventura Avenue  
Santa Rosa, CA 95403

**RE: VJB Vineyards and Cellars Use Permit Modification: Response to PRMD letter of April 20, 2016**

Dear Blake,

The following addresses all issues and concerns raised in your April 20, 2016 letter. I have retained the categories as they appear in your letter for ease of reference. Once you have had the opportunity to review our responses and the enclosed technical reports and revised plans, we would like the opportunity to meet with you to answer any questions you may have.

**Recommendations**

Your letter contains the following recommendations; we offer the following in responses:

- Eliminate Event reservations from the VJB website.
  - Response: "Event Reservations" is a place on VJB web page where people can make reservations for gatherings, such as, a birthday party for 6 persons or an anniversary celebration for 10. These activities occur during normal business hours. This web feature is simply an electronic means of reserving tables.
- Eliminate the request to participate in industry-wide events and wine maker dinners.
  - Response: Industry-wide events and wine maker dinners were permitted as part of the Use Permit, which was approved in 2007. Please refer to the "Existing Uses" section of the Proposal Statement. These events will take place during business hours.
- Graphically demonstrate the feasibility of installing a northbound Highway 12 left turn lane.
  - Response: A graphic has not been developed. However, a report that analyzes the feasibility of installing a left-hand turn lane on this section of State Highway

843 Second Street  
Santa Rosa, CA 95404  
TEL: 707.526.8939  
FAX: 707.526.8985  
eMAIL: jkapolchok@sbcglobal.net

12 was prepared by Dimensions 4 Engineering. This report, dated May 26, 2016, is included for your review.

- Offer off-site van/bus and valet parking service anytime the on-site parking lot is at capacity (not just on weekends).
  - Response: The dentist office property will be used for off-site employee parking during weekends and holidays. The offer to provide van/bus and valet parking has been replaced by a new, 35 stall, parking lot at 89 Shaw Avenue. This parking lot is within 240 ft. from the VJB Vineyards and Cellars. Bus parking will occur at the Wellington property.
- Eliminate the request for using Maple Avenue driveway for ingress.
  - Response: The ingress/egress from Maple Avenue was a recommendation of the Sonoma County Fire Marshall. We wish to keep the proposal as is.
- Conduct van and bus loading/unloading on-site.
  - Response: This can be accommodated.
- Remove the two temporary free standing signs that are not permitted.
  - Response: So noted.

#### **Responses to Summary of March 14, 2016 PRMD/Applicant Meeting**

- On-site parking layout.
  - Response: A revised parking layout consistent with the Zoning Code requirements and screening along State Highway 12 is enclosed.
- Parking demand/Dining
  - Response: A detailed dining area report and map dated January 5, 2016 prepared by Dimensions 4 Engineering was submitted with the application materials as part of the revised Use Permit request. The analysis shows the need for 65 parking spaces. The revised parking layout shows a total of 55 on-site spaces. When added to the new off-site parking lot, a total of 90 spaces are now available. Additionally employee parking during the weekend and bus parking will take place off-site.
- Timing of Off-Site Parking
  - Response: Property acquired, single family residence demolished; parking lot layout designed and enclosed.
- Alternative to Highway 12 Left-hand turn lane
  - Response: A report has been prepared by W-Trans that discusses the feasibility of providing an alternative improvement that would achieve the desired result of providing space so that following vehicles could pass around a left-turning vehicle, if necessary. This alternative to the left-hand turn lane has been allowed by the County on a number of occasions. It is believed that by providing this alternative to the left-hand turn lane, the hours of operations can be expanded. Additionally, regardless of the positive traffic circulation benefit engendered by this improvement, the project proponent has removed the vested right to host the 15 day/evening special events permitted under the Use Permit.

#### **Completeness**

- Updated traffic circulation analysis and graphic.

- Response: An updated traffic and circulation analysis has been prepared by W-Trans and is included in the re-submittal documents. The report is descriptive of the alternative improvement based on Cal-Trans standards. A graphic has not been included.
- Address Becky VerMeer's comments regarding septic capacity.
  - Response: A detailed letter report prepared by Dimensions 4, dated January 5, 2016, has been provided. This reports provides a detail accounting of use and employees, as requested, as well as monitoring data. Per the report, the system has never exceeded 50% of its design capacity.
- Off site van and valet parking agreements
  - Response: The dentist parking lot will be used for employee parking. A copy of the agreement is enclosed. The Wellington property will be used for bus parking.
- Provide a license agreement for the church property.
  - Response: Given the new 35 stall parking at 89 Shaw Avenue, the off-site parking at the church is no longer necessary.

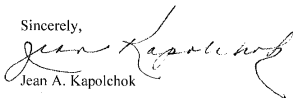
#### **Clarifications**

Please see the revised Proposal Statement

Hopefully, this letter and the enclosed have addressed all concerns, questions and requirements contained in your letter of April 20, 2016. We look forward to your review and comments.

Thank you.

Sincerely,



Jean A. Kapolchok

Cc Tennis Wick



**J. Kapolchok  
+ Associates**

Land Use Planning  
Urban Design

**VJB Vineyard and Cellars  
Proposal Statement  
Modified Use Permit**

May 2016

Owner/Applicant:	Vittorio and Henry Belmonte VJB Cellars 60 Shaw Avenue Kenwood, CA
Engineer:	Dimensions 4 Engineering, Inc. 2952 Mendocino Avenue, Suite C Santa Rosa, CA
Legal Counsel	Stephen K. Butler Clement Fitzpatrick & Kenworthy 3333 Mendocino Avenue Santa Rosa, CA
Land Use Consultant	J. Kapolchok & Associates 843 Second Street Santa Rosa, CA 95404
Traffic Engineer	Dalene Whitlock PE, PTOE W-Trans Transportation Engineers 490 Mendocino Avenue Santa Rosa, CA
Location:	60 Shaw Avenue Kenwood, CA 95441
APN:	050-275-028
Site Size:	± 1.52 acres
General Plan:	Limited Commercial

843 Second Street  
Santa Rosa, CA 95404  
TEL: 707.526.8939  
FAX: 707.526.8985  
EMAIL: jkapolchok@sbcglobal.net

Area Plan:	North Sonoma Valley Area Plan
Zoning:	CI-SR
Proposal:	The request is for a modification to an existing Use Permit in order to update the existing uses of the property, including the acknowledgement of uses approved administratively; and to modify and update project conditions in accordance with existing uses of the property.

## **PROJECT DESCRIPTION**

### **Request:**

VJB Vineyards and Cellars requests a modification to an existing Use Permit to acknowledge the outdoor seating area and outdoor kitchen (BBQ), the non-necessity of a right-hand turn-lane, the opening of Maple Avenue for ingress and egress, the reduction of off-site parking along Shaw Avenue, the increase of on-site parking, the addition of an off-site parking lot at 89 Shaw Avenue, the securing of off-site parking for staff at the dentist parking lot, the availability of bus and van parking at the Wellington property, the inclusion of an alternative improvement to the left-hand turn lane on State Highway 12, the modification to hours of operation, the deletion of the right to 15 evening special events of 100 guests, and the modification to conditions, as appropriate, to reflect changes in the project, which have occurred over time and by this request.

### **Location:**

The ± 1.52-acre site (APN 050-275-028) lies southeast of the intersection of State Highway 12 and Shaw Avenue.

The project address is 60 Shaw Avenue, Kenwood CA.

**Background:**

On October 9, 2007 by Resolution No. 07-0846, the Board of Supervisors overturned the appeal of Samuel K. McHenry and approved a Use Permit for Vittorio and Henry Belmonte on property identified as APN 050-275-028. The Use Permit granted conditional approval for a 3,342 sq. ft. market place, wine tasting room, and associated offices; construction of an 1,800 sq. ft. wine case storage building, and the designation of an existing residence as a residence secondary to a commercial use. Prior to construction of a left-hand turn-lane onto Shaw Avenue, hours of operation for the market and tasting room are restricted to 10am to 4pm, seven days per week. After construction of a left turn lane onto Shaw Avenue, the permitted hours of operation are seven days per week, from 8am to 5pm for the market place and 11am to 5 pm for the wine tasting room. A maximum of 15 special events per year with a maximum attendance of 100 persons are permitted after construction of the left turn lane. The end time for events is 10pm. With the exception of barbequed food, only catered food may be offered to the guests at special events. No commercial kitchen was permitted. Participation in valley-wide wine events and small evening winemaker dinners and other promotional wine tastings for groups not to exceed 25 attendees were not considered special events and are therefore permitted. Hours of operation for these non-special events must comply with the hours of operation per the Use Permit.

**Existing Uses:**

The property is developed with the uses as approved under the approved Use Permit (PLP05-0009). Included in the uses are the outdoor pizza oven and barbeque, permitted under PRMD review and building permit; outdoor picnic/dining area per proposal statement; food and wine pairing, permitted as part of the "visitor serving uses" under a C-1 district (restaurant serving alcohol – see staff report, dated March 8, 2007, p. 3); small (under 25 persons) wine promotional gatherings and participation in industry-wide Sonoma Valley events (proposal statement and 2007 staff report p. 5), retail store, gelato shop and office (conversion of existing residence – permitted uses under the C-1 district); 36 space paved parking lot;

landscaping; and, the paving of 50 ft. from the Stop Sign towards the project entrance along Shaw Avenue.

**Requested Project Modifications:**

VJB Vineyard and Cellars requests a modification to an existing Use Permit for the:

- Recognition of the outdoor open and partially enclosed picnic/patio/dining areas and partially enclosed outdoor commercial kitchen (BBQ and Pizza oven). Square footages of the dining areas are described in a letter report regarding parking and septic calculations and site graphic prepared by Dimensions 4 Engineering, Inc. The report is dated January 5, 2016, and the graphic is dated December 2015. Both are included as attachments.
- Clarification that the preparation and self-service (no wait staff) of cooked food from the barbeque and pizza oven in the outdoor picnic/patio/dining areas can occur on a daily basis.
- Recognition that food and wine pairing in the tasting room and the outdoor picnic/patio/dining areas is a permitted use. These areas are detailed on the graphic prepared by Dimensions 4, entitled "Dining Area Map" dated December 2015.
- The removal of the requirement for a right-hand turn-lane.
- The opening of Maple Avenue for ingress and egress, per Sonoma County Fire Marshall.
- The reduction of off-site parking along Shaw Avenue through paving of the east side of Shaw Avenue back 50 ft. from the Stop Sign to the entrance and signage as outlined in the conditions of approval.
- Increase the number of on-site parking from 36 to xx. Construction of additional paved parking spaces will result in the removal of some of the vineyard. Landscape screening along State Highway 12 and Maple Avenue will be provided.
- The development of an off-site parking lot, providing 35 spaces, at 89 Shaw Avenue for the exclusive use of VJB Vineyards & Cellars.



- Securing of the dentist office parking lot at 8855 Sonoma Highway, Kenwood for employee parking. The off-site parking area is secured by a license agreement for weekends and holidays.
- The securing of the Wellington parking area at 11600 Dunbar Road, Glen Ellen for bus parking.
- A maximum of 6 employees Monday through Thursday; 9 employees on Friday and 16 employees Saturday and Sunday.
- Hours of Operation:
  - 10am to 6pm daily, excepting
  - 10am to 9pm Saturdays and Sundays from May 1<sup>st</sup> through October 31<sup>st</sup>

#### **CEQA Baseline**

The CEQA baseline for the requested modifications is the conditions as they presently exist on the property, with the exception of the removal of a small area of decorative vineyards to accommodate additional on-site parking.

#### **Requested Condition Modifications:**

The applicant requests modification of the following Conditions of Approval placed on PLP05-0009 by Board of Supervisors' Resolution No. 07-0846, adopted October 9, 2007. The reason for the request is to bring PLP05-0009 into conformity with actual practices at the project site which resulted from past administrative authorization from the County Fire Marshal, Sonoma County Department of Transportation and Public Works and PRMD.

**Condition 41a.** – This condition required the developer to construct or install improvements to create a right-hand turn pocket for eastbound traffic on Shaw Avenue, at the intersection with Highway 12. Construction of the right-hand turn lane would necessitate the relocation of power poles, both to the east and west side of Highway 12. Subsequent to the approval of the use permit, the applicant's traffic engineer submitted a report to Jason Nutt, then director of the County's Department of Transportation and Public Works. On July 10, 2014, Mr. Nutt sent to the project applicant a response to the

April 3, 2014 “Focused Traffic Analysis for the VJB Marketplace Modification” prepared by W-Trans and stated that the construction of a right-hand turn lane from Shaw Avenue to Highway 12 was not required based on the minor use permit modifications described in the April 3, 2014, report. In accordance with that understanding, the right-hand turn lane was not installed, due in part to the fact that it was not warranted and the unanticipated cost of having to relocate power poles in connection with construction of the right-hand turn lane. The applicant requests that Condition 41a. be amended to read as follows:

**41a.** Remove striping of the first two parking spaces on the east side of Shaw Avenue in order to create additional room for cars turning right on Shaw Avenue from eastbound Highway 12. Install “No Parking” signs in the area in which the two parking spaces are removed. The eventual construction of the right-hand turn lane will be coordinated with the implementation of a Highway 12 left turn lane onto Shaw Avenue, if CalTrans pursues a Regional Kenwood Village Implementation Plan with the applicant paying its fair share of required road improvements.

**Conditions 41c., d. and e.**– The applicant requests the deletion of Conditions 41c. and d. and the Mitigation Monitoring under Condition 41e.

As discussed later herein in connection with Conditions 80 and 86, PRMD is authorized to modify the Conditions of Use Permit Approval for minor adjustments to respond to unforeseen field constraints provided that the goals of these conditions can be safely achieved in some other manner. The applicant has been advised by its consulting engineer and traffic engineer (see enclosed reports) that construction of the left turn lanes anticipated by Conditions 41c., d. and e. will necessitate the movement of at least six power poles. The consulting engineer advised the applicant that there is insufficient CalTrans right-of-way in order to do the scope of the improvements anticipated by Conditions 41c., d. and e. and to relocate the existing utilities out of the CalTrans right-of-way and onto adjacent real property. Accordingly, it appears to the applicant that fulfillment of the obligation to construct the left-hand turn lanes is legally impossible without obtaining additional right-of-way from adjoining property owners. The applicant has no authority or power to accomplish this requirement. Pursuant to Condition No. 86, the applicant, as substitute measures; a) proposes to widen the shoulder on the northeast

side of the roadway a minimum of 8 ft. for a total distance of 200 ft.; 100 ft. on each side of the centerline of Shaw Avenue and b) delete from the prior project description the right to conduct a maximum of 15 special events annually with a maximum attendance of 100 persons. With the improvement described in a) above, the applicant requests an adjustment to the hours of operation from those currently permitted (10am to 4pm) to 10am to 6pm and 10am to 9pm Saturdays and Sundays from May 1<sup>st</sup> to October 31<sup>st</sup>. Since the left-hand turn pockets were required as a safety measure to address the conduct of special events up to 100 persons and extension of the hours of operation into the evening peak hours, the applicant believes that the need for Conditions 41c., d. and e. are obviated by deleting vested rights to conduct 15 special events with a maximum attendance of 100 persons and providing an alternative safety measure improvement, which would allow the requested expansion to the hours of operation.

In addition to the deletion of previously granted rights to events, the applicant also offers to dedicate to CalTrans an additional easement along the project's frontage on Highway 12 to accommodate a one-half section of left-hand turn lane should CalTrans, at some point in the future, choose to improve the entirety of Highway 12 through Kenwood with three lanes.

**Condition 47** – Condition No. 47 required the developer to have an improvement plan for Maple Avenue emergency vehicle access prepared and submitted for approval by the County Fire Chief. In accordance with direction given by the County Fire Chief, the improvements to allow access through the project site onto Maple Avenue were made, but the Fire Chief believed that the Maple Avenue access should not only be open to EVA traffic, but also patrons egressing the property onto Maple Avenue. The applicant requests that Condition 47 be modified to read as follows:

The developer shall improve the access onto Maple Avenue in order to allow both emergency vehicle access and an egress only exit for patrons entering the project site from Shaw Avenue and exiting the project site onto Maple Avenue. Signs shall be posted along the Maple Avenue frontage to indicate that no passenger loading or unloading is allowed on Maple Avenue.

**Condition 49c.** – Condition 49c. required the developer to install signage along the developer’s frontage with both Shaw Avenue and Maple Avenue indicating that no vehicle parking would be permitted. The applicant requests modification of Condition 49c to read as follows:

The developer shall install signage indicating that no vehicle parking will be permitted along the developer’s frontage with Maple Avenue. The developer shall install signage indicating that no vehicle parking will be allowed in the first two spaces along the frontage of the project site with Shaw Avenue. For remainder of the frontage with Shaw Avenue, signage will be posted indicating that no passenger loading or unloading may take place on Shaw Avenue. The applicant shall, on weekends, provide an employee to advise individuals attempting to load or unload passengers on both Shaw and Maple Avenues that no passenger loading or unloading is authorized in those areas.

**Condition 57** – Condition 57 required the developer to construct public improvements or enter into an improvement agreement and post acceptable security with the County. Improvements were required to be completed prior to occupancy or commencement of the approved activity. The applicant requests modification of Condition No. 57 to read as follows:

To the extent that required public improvements have not yet been completed, the developer shall complete construction of all the required public improvements or enter into an Improvement Agreement and post acceptable security with the County of Sonoma, agreeing to complete the required construction within 24 months. Included in this Improvement Agreement shall be a requirement that the developer enter into an Improvement Maintenance Agreement and post security with the County of Sonoma, to guarantee the improvements for a period of one (1) year after acceptance of the improvements as being complete by the County.

**Condition 58** – Describes the uses permitted, required improvements and hours of operation. The applicant requests modification of Condition No. 58 to read as follows:

This Use Permit and Design Review allows the construction of a 3,342 square foot marketplace, outdoor dining/picnicking (no wait staff) with wine tasting room and associated offices, and construction of an 1,800 square foot wine case storage building. Prior to construction of the alternative Highway 12 improvement (widen the shoulder by 8 ft. on the northeastern side of Highway 12

for a distance of 200 ft.; 100 ft. on each side of Shaw Avenue) is constructed hours of operation for the market and tasting room are 10am to 4pm., seven days a week. After the alternative improvement is constructed, hours of operation for the marketplace and tasting room are from 10am to 6pm and from 10am to 9pm Saturdays and Sundays from May 1<sup>st</sup> to October 31<sup>st</sup>. The previously vested 15 events have been voluntarily removed. The use shall be operated in accordance with the modified proposal statement (May 2016) and site plans located in File No. PLP05-0009 as modified by these conditions.

**Condition 59** – The applicant requests deletion of several sentences in Condition 59. This request is made for at least two reasons. The first is that the withdrawal of the right to conduct a maximum of 15 special events annually with a maximum attendance of 100 persons is being surrendered by the applicant. This makes much of Condition 59 superfluous. The second reason for this request is that Condition 59 specifically anticipated barbequed food. Construction of the barbeque, pizza oven and related facilities took place in accordance with Building Permit BLD11-4212 dated September 29, 2011. That building permit was subsequently finalized. PRMD approval of final occupancy occurred on August 7, 2012. Since the improvements have been constructed, to the extent that the barbeque and pizza and their related preparation area constitute a commercial kitchen, the improvements are already in place and have been finalized and cleared for occupancy. The applicant wishes to bring Condition 59 into conformance with actual improvements now located on the project site. The applicant requests that Condition No. 59 be amended to read as follows:

With the exception of barbequed food and sandwiches, only catered food may be offered to guests purchasing food at the deli, pizza or barbeque areas.

**Condition 62** – Condition 62 indicated that the Maple Avenue driveway can only be used as an emergency vehicle access. Modification of this condition is requested to conform to modified Condition No. 47, above.

**Condition 63** – Condition 63 stated that no pedestrian connections to Shaw Avenue were permitted except for the one immediately adjacent to the project entry drive on Shaw Avenue. The condition called for removing the gate in the stucco wall adjacent to the patio area. Pursuant to direction of the Fire Marshal, the gate and the stucco wall

remained in order to allow additional ingress and egress from the project site for fire safety purposes. The applicant requests deletion of Condition No. 63.

**Conditions 82 and 83** – The applicant requests deletion of Conditions 82 and 83 due to its surrender of its right to conduct 15 special events per year with a maximum attendance of 100 persons.

**Conditions 80 and 86** – Conditions 80 and 86 authorized PRMD to modify the Use Permit Conditions of Approval for minor adjustments to respond to unforeseen field constraints provided that the goals of the conditions can be safely achieved in some other manner. A number of the conditions were administratively modified and actual operation of the project site at this time conforms to authorization or direction received from County officials in the past in connection with the use permit.

**Additional Conditions of Approval**

The applicant requests that the following additional Conditions of Approval be imposed upon the use permit:

1. The applicant shall construct an off-site parking lot for the exclusive use of VJB Vineyards & Cellars on property located at 89 Shaw Avenue; further described as APN: 050-275-018. Said off-site parking lot shall contain 35 spaces or as many as is reasonably feasible.
2. The applicant shall construct an alternative to the Highway 12 left-hand turn lane. Said improvement shall be as described in the May 27, 2016 letter report prepared by W-Trans.
3. Employee parking shall not occur on the project site during weekebds and holidays, nor in areas in the vicinity of the Kenwood Village. Employees shall park at dentist office located at 8855 Sonoma Highway, Kenwood during the weekends and holidays. The applicant has entered into an agreement with the owner of the dentist office property to allow employee

parking to continue at the dentist office so long as the use permit is in effect. Bus parking shall occur at the Wellington property located at 11600 Dunbar Road, Glen Ellen.

May 27, 2016

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

## Updated Access Analysis for VJB Marketplace

Dear Mr. Belmonte;

As requested, W-Trans has again reviewed the need for a left-turn lane to serve traffic entering Shaw Avenue to reach the VJB Marketplace located at 60 Shaw Avenue in the community of Kenwood in the County of Sonoma. Additionally, pedestrian access to the site from surrounding streets and off-site parking was addressed.

### Left-turn Lane Analysis

#### Background

In October of 2007 the VJB Marketplace project was approved to include a marketplace, wine tasting room, and associated offices as well as construction of a wine case storage building. Because it was determined that a left-turn pocket was warranted on Highway 12 at Shaw Avenue under existing volumes and the project would increase the volumes of left turns, the project was conditioned to close at 4:00 p.m., with operating hours to be extended to 5:00 p.m. once the left-turn lane could be constructed. Further, the approval included the addition of events at the marketplace once the turn lane was constructed.

It is noted that the need for a left-turn lane was established based on the volume warrant alone. A review of the collision history at the intersection of Highway 12/Shaw Avenue submitted on July 24, 2015, indicated that there is not a safety problem at the intersection hence there is not a demonstrated need for the left-turn lane. Collision records were again reviewed for a ten-year period between March 1, 2005, and February 28, 2015, and during this time there were two collisions of a type that might be corrected through installation of a left-turn pocket, with the most recent having been in July 2012. The collision data continues to indicate the lack of a safety concern that would warrant installation of a left-turn pocket.

#### Construction Constraints

In order to meet the Condition of Approval that a left-turn lane be installed prior to expanding operation at the marketplace, design work was initiated to determine if it is feasible to construct the necessary improvements. It is noted that some of the width needed was previously constructed in order to install a left-turn pocket at Randolph Avenue; however, the width is inadequate to provide storage space for vehicles turning left into Shaw Avenue, and given the limited width, the area is currently barrier striped with double-double yellow centerline striping.

Application of Caltrans standards indicate that to install a 12-foot wide left-turn lane in the middle of the existing right-of-way, the roadway would need to be widened for a total length of about 815 feet, while the length of the widening would increase to approximately 1,085 feet if all of the pavement were to be added on one side of the roadway. The majority of this widening needs to take place to the southeast to accommodate a turn lane that is long enough to allow vehicles to decelerate outside the through travel lane. The shorter of these options would require widening on both sides of Highway 12 for almost the entire length between the end of the bay taper at the



turn pocket for Randolph Avenue and Cypress Avenue, with six feet of pavement added on each side for a distance of approximately 500 feet, tapering back to the existing edge of pavement to the southeast.

However, to gain the six feet needed along the much of the project-site frontage and beyond, the existing utility poles would need to be relocated. This constraint makes it difficult to widen a relatively short segment of Highway 12. Further, it is understood from the project's civil engineers that the existing right-of-way is of insufficient width to accommodate the widening that would be needed, including shoulders and drainage facilities, while maintaining adequate clearance from the utility poles. These constraints make it infeasible for a private party to construct a left-turn pocket given the unknown willingness and costs associated with acquiring the necessary right of way and the cost of relocating the utility poles.

### **Alternative Improvements**

In light of the above findings, County staff suggested an alternative improvement that would achieve the desired result of providing space so that following vehicles could pass around a left-turning vehicle if necessary, especially in the case of an inattentive driver approaching a vehicle stopped and waiting to turn left having insufficient time to avoid colliding with the stopped vehicle. The County has, on numerous occasions, placed a condition that applicants construct a wider shoulder on the opposite side of the street from their driveway, or in this case a side street, so that approaching drivers have adequate space to move around the vehicle stopped before turning left. This alternative improvement has been applied in other places along state highways, including Highways 116 and 121. Under this alternative the shoulder on the northeast side of the roadway would need to be widened to a minimum of eight feet for a total distance of 200 feet: 100 feet on each side of the centerline of Shaw Avenue. The widening of the shoulder results in conditions that are an improvement over existing conditions, leading to better operation with the project than without it and therefore a less-than-significant impact due to the project.

### **Pedestrian Access**

In order to provide adequate parking for the uses at the site and avoid use of street parking, it is understood that the parcel at 89 Shaw Avenue has been purchased, and the plan is to use the vacant lot for parking. Concern was expressed by County staff regarding pedestrian access between this off-site parking and the project site.

Shaw Avenue has a paved width of about 25 feet and narrow shoulders on one or both sides that are used for parking and pedestrian travel. Bushes that previously existed along the frontage of 89 Shaw Avenue and blocked use of the shoulder have already been removed for construction of the parking lot, creating a clearer pathway for pedestrian access. From the parking area to the entrance to the piazza at VJB is a distance of about 240 feet, a distance that most pedestrians can cover in about one minute. Through this distance there is some shoulder space that can be used by pedestrians, though in general pedestrians would need to walk along the roadway.

Counts performed in 2013 at the intersection of SR 12/Shaw Avenue indicate that the daily volume on Shaw Avenue at that time was about 250 trips per day. The project is expected to add 74 daily trips during typical operation. Even with traffic, the average daily traffic volume on Shaw Avenue would remain below 400 vehicles per day, a volume that is considered "very low" by the American Association of State Highway and Transportation Officials (AASHTO). At this low volume there is limited potential for vehicles to be traveling in opposing directions at the same time as a pedestrian is walking in the roadway. The speed limit on this short road segment is 25 mph, and field observations indicate that drivers are traveling at or below this speed. Given that sight distance is adequate to allow sufficient visibility between motorists and pedestrians, drivers can be expected to pass around pedestrians using the roadway, if necessary. Given the very low volume of traffic and limited distance through which pedestrians may need to share the roadway, the potential for conflict between pedestrians and vehicles is expected to be minimal and consistent with the expectations of both the drivers and the pedestrians given the somewhat rural nature of the setting.

Mr. Henry R. Belmonte

Page 3

May 27, 2016

We hope this information addresses the questions and concerns as raised by County and Caltrans staff.

Sincerely,

Dalene J. Whitlock, PE, PTOE  
Principal

DJWidjwSOX227.L3



ANALYSIS  
PLANNING  
SURVEYING  
ENGINEERING

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Henry Belmonte  
9077 St Hwy 12  
Kenwood, CA 95452

May 26, 2016

Dear Mr. Belmonte:

Pursuant to your request, Dimensions 4 Engineering Inc. has reviewed the feasibility for plan development and construction of a west bound turn lane, shoulder widening, drainage improvements and multiple power pole relocations within the existing State Route 12 right of way at Shaw Avenue in Kenwood, California. In addition, we reviewed the feasibility of developing a Shaw Avenue east bound right turn lane at the Route 12 intersection as part of the widening.

The current existing right of way is 60 feet at the subject location.

Based on an assumption of three 12 feet wide lanes (two thru lanes and a left turn lane) and two eight foot shoulders; and the Caltrans intersection merge lane requirements, the existing drainage features on the northerly side of Route 12 and the requirement for 7-10 feet clearance to upright rigid objects as stated below, the improvements do not appear to be feasible.

The current edition of the AASHTO *Roadside Design Guide* presents information on the latest state-of-the-practice in roadside safety. It presents procedures to determine a recommended minimum clear zone on tangent sections of roadway with variable side slopes and adjustments for horizontal curvature.

The AASHTO *A Policy on Geometric Design of Highways and Streets* (Green Book) enumerates a clear zone value for two functional classes of highway. For local roads and streets, a minimum clear zone of 7 to 10 feet is considered desirable on sections without curb. In the discussion on collectors without curbs, a 10-foot minimum clear zone is recommended. The general discussion on Cross-section Elements also indicates a clear zone of 10 ft. for low-speed rural collectors and rural local roads should be provided.

#### **What is the definition of horizontal clearance?**

**Horizontal clearance** is the lateral offset distance from the edge of the traveled way, shoulder or other designated point to a vertical roadside element. These dimensional values are not calculated, and are not intended to constitute a clear zone. They are intended to provide a roadside environment that is not likely to have an adverse affect on motorists' using the roadway. These lateral offsets provide clearance for mirrors on trucks and buses that are in the extreme right lane of a facility and for opening curbside doors of parked vehicles, as two examples.

#### **What are some examples of roadside elements requiring horizontal clearance?**

Curbs, walls, barriers, piers, sign and signal supports, mature trees, landscaping items, and power poles are primary examples of the type of features that can affect a driver's speed or lane position if located too close to the roadway edge. Other specific examples can be found in the Cross Section Elements, Local Roads and Streets, Collector Roads and Streets, Rural and Urban Arterials, Freeways, and Intersections chapters of the Green Book.

Green Book—A Policy on Geometric Design of Highways and Streets, AASHTO, 2004.

[https://bookstore.transportation.org/item\\_details.aspx?id=110](https://bookstore.transportation.org/item_details.aspx?id=110) This edition enumerates a clear zone value for two functional classes of highway. For local roads and streets, a minimum clear zone of 7 to 10 feet is considered desirable on sections without curb. In the discussion on collectors without curbs, a 10-foot minimum clear zone is recommended. The general discussion on cross section elements also indicates a clear zone of 10 feet for low-speed rural collectors and rural local roads should be provided.

Determination of Safe/Cost Effective Roadside Slopes and Associated Clear Distances. (See the first and third citations, respectively, in the following section.)

NCHRP Safe and Aesthetic Design of Urban Roadside Treatments, NCHRP Report 612, 2008.

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_612.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_612.pdf) This report develops design guidelines for safe and aesthetic roadside treatments in urban areas, and a toolbox of effective roadside treatments that can balance the safety and mobility of pedestrians, bicyclists and motorists, and accommodate community values. The guidelines are based on an evaluation of the effects of roadside treatments


such as trees, landscaping and other features on vehicle speed and overall safety. The guidelines generally focus on arterial and collector-type facilities in urban areas with speed limits between 40 and 80 km/h (25 and 50 mph).

Roadside configurations most commonly associated with fixed-object crashes include: • Obstacles in close lateral proximity to the curb face or lane edge. • Roadside objects placed near lane merge points. • Lateral offsets not appropriately adjusted for auxiliary lane treatments. • Objects placed inappropriately in sidewalk buffer treatments. • Driveways that interrupt positive guidance and have objects placed near them. • Three kinds of fixed-object placement at intersections. • Unique roadside configurations associated with high crash occurrence. • Roadside configurations commonly known to be hazardous.

General recommendations (page 49) include: • Avoiding locating rigid obstacles in close proximity to a curb face or lane edge (at curb locations where it is possible, increase the lateral offset to rigid objects to 1.8 m [6 ft] from the face of the curb and do not allow the distance of this offset to be less than 1.2 m [4 ft]). • Restricting the placement of rigid objects at lane merge locations (avoid placing rigid objects within 3.0 m [10 ft] longitudinally of the taper point, which will provide a 6.1-m [20-ft], object-free length). • Maintaining offsets at selected higher speed auxiliary lane locations, such as extended-length, right-turn lanes (maintain the lateral offset from the curb face at these locations). • Maintaining careful object placement within the sidewalk buffer treatment (avoid rigid objects in buffers 0.9 m [3 ft] in width or less and strategically position objects in wider buffers). • Avoiding placing rigid objects in the proximity of driveways (avoid placing rigid objects on the immediate far side of the driveway and do not place any objects within the required sight triangle for the driveway).

Please feel free to contact me if you have any questions regarding this report.

Thank you.



Doug Donmon, President.  
Dimensions 4 Engineering

CC. File



January 5, 2016

**Subject: VJB Cellars  
60 Shaw Avenue  
Kenwood, CA**

Dear Mr. Henry Belmonte

Per your request, I am providing this revised parking and dining area findings report along with subsequent septic findings report for the subject property.

**Parking Findings:**

The square footage of the dining area has been calculated per your request. The total dining area calculates to 3,174sqft which includes the main picnic area, bar area, covered area adjacent to the wine cellar, and the area in front of the gelato bar. With the requirement of 1 parking stall per 60sqft of dining area, along with tasting room, market, office and retail space, the parking requirement is 65 stalls. By utilizing the area previously reserved for mound expansions (to be relocated to the northwest pending grease trap permit application SEP15-0421 submitted 7/6/15), the total available on lot parking spaces is proposed to be increased to a total of 60, an increase of 23 spaces from the existing layout currently at 37 total spaces. See figures below and attached map. There can be 60 total on-lot and there is a contract with a local dental office for an additional 12, contract completed. There is also a minimum of 6 spots granted from the church, contract forthcoming. Thus there is a total commitment of 78 spaces. Please note that valet service has been in place since March of 2015 and would allow for an additional 50 spaces.

**FIGURE 1. DINING AND USE AREAS TOTALS**

Location	Dimensions	Area/sq. ft.	Code: space/sq. ft.	Required Parking
Main picnic area	57'x30'	1710	60	29.00
Bar Area	27'x20'	540	60	9.00
Covered Area	60'x13'	780	60	13.00
Area in front of gelato	12'x12'	144	60	2.40
Tasting Room	20'x24'	480	60	8.00
Market	17'x25'	425	200	2.12
Office #1	13.7'x12'	164.4	250	.65
Office #2	12'x10'	120	250	.48
Tommy Bahama	10'x13'	130	250	.52
		<b>Total</b>		<b>65.00</b>

Additionally, VJB has arranged to have the use of an overflow parking area at a nearby winery. The winery is Wellington Winery located at 11524 Dunbar Road, Glen Ellen, Ca. located 2.4 miles from the VJB site. Wellington Winery is a small winery facility encompassing approximately 865 square feet and requires 5 spaces for visitors and a single employee. The site has an open graded parking area that covers approximately 30,000 square feet. This area provides parking space for approximately 40 or more vehicles or 35 more spaces than required.

It is the intent of VJB to park their 6 employees at Wellington and arrange an Employee shuttle for each of the three work shifts. This will alleviate employees from parking in 6 of the visitor parking spaces through each work day and create more parking spaces for visitors.

#### Septic Findings:

As stated earlier in our findings report, the Class 1 PD system is designed for a maximum flow of 607 gallons per day. This number was originally based on 7 employees at 15gal/day and 100 guests at 5gal/customer. This system is only used by guests and kitchen waste. Thus it is proposed that this system be officially declared only for the 100 guests and kitchen waste. Usage data for the past few years show that the septic system was on average utilized less than 50% of maximum capacity. Even with conservative calculations, the daily flow calculates to 300 gallons per day, which is just under half of what the system is designed for. All kitchen waste and guest restroom use goes to this system. The addition of a grease trap to the pressure distributed system ensures that the strength of the kitchen waste flow will be mitigated and periodic pumping will ensure none of that waste can reach the disposal field. The three functions of the PD system are the wine tasting room, the short order deli, and the BBQ/pizza grill. All of these functions are very low water usage which is shown by the documented usage rates of the past 2 years. For all intents and purposes, the three food prep areas are all service for the same dining area. The space (square footage) and number of seats dictates the total number of guests that can be patrons for any of the food or drink services.

The existing class III standard system is utilized only by the employees and office staff with no kitchen waste entering it. This system is currently designed for a maximum capacity of 300 gallons per day, which at 15gal/day equates to 20 employees. The office space, tasting room, deli, gelato bar, BBQ bar area, and the Tommy Bahama store consists of 11 total employees, underutilizing the system to approximately half capacity. There is extensive information and empirical evidence that the current system is working satisfactory and water usage is well below average.

**Figure 2. Septic Monitoring Information On File at PRMD**

Date	Dose Counter Reading	Number of Doses	Days Between Dose Check	Doses Per Day	Gallons Per Day	Percentage of System Designed Usage
5/9/2012	131					
6/11/2013	906	775	395	1.96	200	33%
3/12/2014	1578	672	281	2.39	244	40%
10/11/2014	2126	548	190	2.88	294	48%
3/11/2015	2432	306	150	2.04	208	34%

**Figure 3. Kenwood Water Company Water usage data**

VJB Total Water Usage Including Irrigation of Vegetation				
Total Property Rated for 907 gal/day				
	2014	FT^3	Gal/month	Gal/day(30days)
Feb		1969	14728	491
March		2397	17930	598
April		2745	20533	684
May		2967	22193	740
June		2871	21475	716
July		3357	25110	837
August		2878	21527	718
Sept		3605	26965	899
Oct		3034	22694	756
Nov		2483	18573	619
Dec		2449	18319	611

In summary, the proposed grease trap addition to the class I PD system will serve to mitigate the strength of the kitchen waste. There is no doubt that the system is fully functioning with no issues. The mound relocation will serve to allow for the addition parking required to suit the needs of the square footage of the dining area. This will alleviate the concerns of the neighbors and ensure a safer traffic flow. During the October 29<sup>th</sup> meeting, Mario Kalson and Gabriel Felix had stated that an administrative waiver would be granted to allow for a decreased setback to the mound expansion area from 25feet to 15feet allowing for the additional required parking.

Sincerely,

DIMENSIONS 4 ENGINEERING, INC.

By: \_\_\_\_\_  
Sam Edwards, EIT

By: \_\_\_\_\_  
Dan Wright, RCE

cc: File