

SONOMA VALLEY CITIZENS ADVISORY COMMISSION

**Notice of Meeting and Agenda
Wednesday August 25, 2010 6:30 p.m.
Albert C. Mazza Fire Station
630 Second Street West, Sonoma**

Contact: Jennifer Hainstock at 707-565-2241 or jhainsto@sonoma-county.org

1. Call to Order; Roll Call
2. Approval of Minutes of the July 28, 2010 meeting **Resolution**
3. Public Comment **Receive**
(Limited to items not appearing on the agenda)
4. File Number: PLP10-0040
Applicant Name: Darius Anderson
Owner Name: Darius Anderson
Site Address: 10420 Highway 12, Kenwood
A.P.N. 050-240-039

Request for a Use Permit and Administrative Design review for a new 10,000 case per year winery with public tasting and 25 special events per year on a 24.71 acre parcel.
5. Adjourn to September 22, 2010, if needed, at 6:30 p.m., Albert C. Mazza Fire Station

Materials related to an item on this Agenda submitted to the Sonoma Valley Citizens Advisory Commission after distribution of the agenda packet are available for public inspection in the Board of Supervisors' Office located at 575 Administration Drive, Room 100-A, Santa Rosa, CA, during normal business hours.

Note: Consideration of proposed development projects will proceed as follows:

1. Presentation by project applicant
2. Questions by Commissioners
3. Questions and comments from the public
4. Response by applicant, if required
5. Comments by Commissioners
6. Resolution, if indicated

Web Links:

County of Sonoma: www.sonoma-county.org select Boards and Commissions

City of Sonoma: www.sonomacity.org select Sonoma Valley Citizens Advisory Commission

SONOMA VALLEY CITIZENS ADVISORY COMMISSION

Wednesday, July 28, 2010
Sonoma Fire Station
630 Second Street West, Sonoma

Commissioners Present:

Clarence Jenkins, Mark Bramfitt, Kirsten Lindquist, Jeff Baptista, Garry Baker, Cynthia Wood, Yvonne Bowers, William Pier, T. Patrick Smith, August Sebastiani, Bob Williams, Richard Fogg, Ig Vella

Absent:

Greg Carr, Mark Couchman

Agenda

1. Call to order -- Roll Call
Meeting called to order at **6:35 pm**. Roll call as above.
2. Approval of Minutes from Wednesday, June 23, 2010
Approve as will be amended. Yes.
 - Page 2 – Clarence Jenkins comment. Change from “Yes, it has prior” to “Yes, you’re right.”
 - Request to remove Jennifer Hainstock as a commissioner.
3. Public Comment (Limited to items not appearing on the agenda)
 - None.
4. File Number: PLP04-0108
Applicant Name: Tom Berry
Owner Name: Gilda E. Larbre Trust
Site Address: 18715 Arnold Drive & 1100 Craig Avenue, Sonoma
A.P.N. 052-251-033 and -034

Request for 1) Two conditional Certificates of Compliance; and 2) Two Administrative Certificates of Compliance on 16.91 +/- acres.

Rick Hicks – a lawyer who has lived here for 30 years representing the property – Will outline the application so that it will become apparent to see if the Larbre’s estate plan can come into affect. Spoke of the properties history and transitions. The property, shown on a parcel map, over the course of a number of years was not aware of some of the legality matters. The permits being asked for, such as the lot line adjustment, that should have been asked for in 1972. In 1983, Judge Ryan Jamar issued a decree of

distribution of the estate as to what we call the flat plots – the parcels that are more or less right on Arnold Drive – because they had not been placed into the 1972 Trust. We are trying to clean up the title and legality issues for the property.

Commission Comments & Questions

BOWERS – Lot 13, effectively when they moved the lot line over, that created what looks like lot 31, right? And then lot 31 goes away when you move the lot line back?

HICKS – Actually, no, it's not. Lot 13 used be the entire rectangle – just like lot 18 was its own rectangle. Before the lot line was moved, and actually the movement of the lot line only affects lots 1,2, 3, and 4 – it never affected lot 13. Lot 13 was already a separate lot. Lot 31 was created because it used to be part of lot 13. There was a parcel map in 1970 that was properly processed through the county that split lot 13 in half. We're applying for an Administrative Certificate of Compliance for lot 13 and 18, which basically means we're requesting information from the county confirming that it is a separate legal lot.

PIER – Just for clarification, you are trying to move what is the new line back to the old position to the west?

HICKS – No, we're not trying to move. It has already been moved without legality through two separate trust and two separate beneficiaries. For example, the beneficiaries on the front trust are the children of Joseph and Gilda Larbre. The beneficiaries on the back trust which always was an irrevocable trust, is not only the children, but the grandchildren, so it's different groups of family members that have moved and changed the estate plan, but we need the approval even though in 1972 it was not applied to.

LINDQUIST – How many parcels exist today? In numbers, legally recorded at the county.

HICKS – Unfortunately, the county doesn't recognize these old maps. So we have one parcel, which is assessor parcel #34. And what we're saying and asking for confirmation on is also that lot 13 is a separate legal parcel, but no certificate of compliance has yet been issued, so we're requesting it as a part of our application. So that's 2 lots currently recognized by the county. There are 2 assessor parcels, but that doesn't necessarily mean legal parcels. At the end of this request, there would be a total of 4 recognized parcels.

LINDQUIST – What is the current zoning there?

HICKS – It is 5-acre density. With a 5-acre minimum, lots 3 and 4 combine would be 14.41 acres. Lot 34 in the back is 16.12 acres. So under the zoning it's possible for further applications to be submitted, but we're not submitting those at this time we're just trying to clean up the title.

BAPTISTA – I was just curious as to what Ms. Gallagher said to you?

HICKS – What she recommend, and I agree, was to not go all the way to the California Supreme Court with this. That is why we're not asking for an Administrative Certificate for each individual lot. The family has no interest in this – only to accomplish the estate plan. She also told me, from a legal standpoint, she didn't see any issues with what we were doing. There was one issue with the mobile home care that straddles the property line. This is referenced in my letter.

BRAMFITT – With regard to the conditional certificates of compliance that you're seeking for parcel 34, has the county raised any particular conditions? And in particular, to a potential easement for the extension of Olive Avenue across that parcel.

HICKS – That hasn't come up at all. What they do want to make sure of is that it perks.

BAKER – Based on this draw-up of lots, can the lots in front and back be divided into other legal lots?

HICKS – Yes, on a future application there could be potential for that, but I actually don't have enough information to know if that could be granted or denied.

VELLA – I commend Mr. Hicks for his dissertation on how this came about. He didn't think the first step. The first step is that in 1906, the Southern Pacific Railway was going to develop these 50 by 60 foot lots and so on. And during my terms as Supervisor, we tried to get rid of these things legally and so long that you didn't have a mish mash mess in front of you later on that nobody even knows the beginning of. My suggestion very strongly would be to grant what is in front of you because it's absolutely legal. The Larbre's have done everything they possibly could with that and I can uphold that saying I have know that family all my life. But that's the reason this is sitting in front of you, is because the Board of Supervisors did not act on it in this particular area.

No Public Comment

Return to commission

FOGG – It is clouded how the litigation is handed in this sort of thing. Without the advice of the proper person, the council or anyone else has anything to react to. I would suggest that we pass on it, but if there is interest then Sue Gallagher should come down and give a demonstration.

BAKER – In response it has to do with land use and so we need make a decision.

BRAMFITT – My concern is the extension of Olive Avenue. If the county has a certificate of compliance to split parcel 34 then yes, there would be a concern.

JENKINS – Basically what they are asking for is a settlement of their trust and trying to convey that they thought it was already legal and pass their certificates of compliance. Because of a due error, this is now before us.

LINDQUIST – I don't have any negative thoughts or concerns, but I do wonder if we might not be setting a precedence for others that they have for their wills way back when. We could be creating more parcels... Certificates of compliance are becoming murky.

FOGG – I would be surprised if there were others that have come up.

BAKER – I think people have a right with their property descriptions and they have a right to correct those problems.

** I placed this on the agenda because it is not anything that we can make a decision on and it is a process going to the county and it is important in its size/view etc because the public part of our mission is to make judgments and approval or disapproval. The county is interested in our response and they are interested in cleaning up.

BOWERS – I agree but I am unclear as to why there is anything wrong with correcting the wrong. What is this motion for?

FOGG – This is the appropriate way to do it and put it in the system, it is not the first time that this kind of thing has come up but we would like to see the County get on this and rule as soon as possible.

PIER – Will move to recommend that the County carry out this process, as it should be.

JENKINS – Please repeat.

BRAMFITT – Noting no public opposition to the proposal we recommend that the county adjudicate the certificate of normal procedures to the County and ratify the decision.
Jenkins 2nd.

5. File Number:	CMO10-0001
Applicant Name:	Michael and Mia Pucci
Owner Name:	Michael and Mia Pucci
Site Address:	19469 Franquelin Place, Sonoma
A.P.N.	052-800-016

Request for a certificate of Modification to enlarge the building envelope on Lot #16 of the Franqueline Place Subdivision, File # 160.890 (Recorded in Book 330 of Maps, Page 7 & 8) to allow for construction of an accessory building and include previously approved construction on a .27 acre parcel.

BEBBIN – We want to preserve the yard and property. At the schematic level it was not to scale. It was outside the building envelope and Mr. Ledson built outside of his own envelope that he established. We want to give notification of correcting the rest of the house.

Commission Comments & Questions

LINDQUIST – Did you say that many of the houses on the property exceed the footprint?

BEBBIN – I would not make that blanket statement.

BAKER – As I understand you want to legalize what is standing although it is within standards.

PIER – What is the counties standard?

WILLIAMS – I don't know, but I believe it is a case by case.

SMITH – Have you talked to the neighbors.

BEBBIN – Yes, I have talked to all the neighbors, they have no objection.

Public Comment

None

Commission Comment

BAKER – Every time I go to the County I don't get approval. How can you approve when the envelope was not honored?

** I put on the agenda because I am concerned with people doing things outside the envelope. We are bringing this to the attention of the County so that they are aware of this.

BRAMFITT – Move for approval as recommended. Jenkins 2nd.

- | | |
|-------------------|--------------------------------|
| 6. Project Title: | Giannis Retail-Office Building |
| Project Location: | 405 Fifth Street West, Sonoma |
| A.P.N. | 127-221-007 |
| Project Sponsor: | Demetrois Giannis |

The project involves redeveloping the property with a 7,340 square foot retail-office building and associated 25-stall parking lot.

Mr. Conforte- We had to have a traffic study, which set in motion an environmental development. The final result was that this project added to the future cumulative and only added 1 second to the traffic.

Commission Comments & Questions

PIER – At any time did you ask the south owners if you could use that as an exit driveway?

CONFORTE – We went through several ways to share the driveway. Neighbors had demands for upgrades that took up more space than it does now.

WOOD – We have 2 exits and then there is an exit on West Spain Street?

CONFORTE – There is only 1 and the entrance is on 5th Street West and on Spain, which they saw as a superior design and used that as part of the study. It allows for more circulation on site.

BAKER – On West Spain Street, has it been discussed as a right turn only?

CONFORTE – It did not come up as a problem for both ways.

LINDQUIST – With growing concern with flooding what kind of drainage issues are you addressing?

CONFORTE – City of Sonoma has best management requirement is no more water flowing off at peak rain time and site will have on site storage and slowly drain later after.

LINDQUIST – How does that affect the larger area next door?

CONFORTE – Best management wasn't brought up yet but our engineering will have to research it more.

PIER – Is it possible to create a permeable surface?

CONFORTE – A drainage scheme is being developed and biosells are being created to achieve the requirement that we not have additional flow.

SEBASTIANI – Are there bike racks planned?

CONFORTE – Yes.

SEBASTIANI – Recommendation to pay at signal... Are you committing to offset some of the costs?

CONFORTE – We are not volunteering but we will comply.

Public Comment
None

Commission Comments

JENKINS – Basically I like the idea that the City has the filter strips recommended, we have been working for them and I am thinking they will be great. These filters will remove a lot of the contaminants.

BRAMFITT – Commend the city for recommending the project. I think the proximity and the multiplicity of the driveways bring up brokering the increasing ungreasing of the property I am overall ok with it.

WOOD – It sounds like a nice plan to change this corner, my only concern is that I am uncomfortable with this left turn option.

DAVID GOODISON – The staff's feeling was that it provided more options to avoid the intersection. Traffic on West Spain Street can be heavy but it is also important to point out that 70-80% of the time it is okay to make a left. We are happy to raise that concern with the county

JENKINS – Being a lack of cooperation, it is unfortunate not to tie into the south. If I were the fire chief I would not allow a non-flow through.

BRAMFITT – Final Motion with planning commission to review of Traffic flow and safety. Jenkins 2nd.

- | | |
|-------------------|--|
| 7. Project Title: | Fichtenberg 4-lot Subdivision and Use Permit |
| Project Location: | 20144 Fifth Street East, Sonoma |
| A.P.N. | 128-111-020 |
| Project Sponsor: | Art Fichtenberg |

The proposed project calls for subdividing the lot into four lots, retaining the existing residence (while removing three sheds and a hot tub structure). Lot sizes would range from 9,043 to 11,615 square feet in area. Lot 1 would have frontage on Fifth Street East, while Lots 2, 3, and 4 would have frontage facing the shared driveway to the north

CONFORTE – Includes an annexation to the city and it has been approved with its process. In terms of the site plan we are creating a 4-lot subdivision that is quite substantial and has been remodeled we want to create the lots to maintain its existence. Overall zoning and setbacks are all met but the main house has an exception at the south end and it has an adequate yard to maintain it. There is an existing tree on the neighbors land and we have been asked to move the driveway to allow breathing room. Bringing the driveway outside of the drip line and it would mean removing 2 of the fruit trees, which seem insignificant.

Commission Comments & Questions

WILLIAMS – Since there is no public here for the subject have the neighbors been notified?

CONFORTE – Yes, especially to the North, Art has met with them privately as well and reassured them we will not be overlaying their yards with buildings and such. There was interest in joining the property to the south but that is discussion and their design

** Where is the UGB?

CONFORTE – It goes down the edge of the UGB. The eastern property line of all the parcels

GOODISON – Pre-zoned by city council last year when property was originally brought forward there was no pre-zoning.

FICHTENBERG – The city has already approved the annexation. An issue came up with planning commission move road to south instead of north joint proposal has been asked and nothing has been determined. Lot sizes are about 20% larger and there is a slight miss alignment because of the city laws, which define the narrowest part of the lot. The issue that has been a concern is the oak tree and it is located to the nw corner on the neighboring property and move the road 6 ft away and using best practices to save the tree. Looking at moving the rd further 15-20 ft away and out of the drip line of the tree.

BOWERS - Have the neighbors been generally agreeable with what you want to do?

FICHTENBERG – Don't want to be negative, but we want to show them how we can buffer the existence. I have been unable to get a direct answer. Also, want to acknowledge that there is a good size setback for a two-story building.

JENKINS – This was pre-zoned and they are meeting their requirement. Why is this tree being focused on?

GOODISON – It is important to note that it is on an adjoining property and it is our duty to address that it is being taken care of and addressed. An arborist's report is being developed and composed and will make recommendations to the planning commission. This tree was highlighted in the process.

BAKER – Have you looked at pavement types?

GOODISON – The applicant has suggested permeable asphalt but it is a private drive and must be verified that it will meet that function.

FICHTENBERG – Mike Hogan has presented some methods in protecting root zones and it is not an uncommon problem and can be fixed

BAKER – Is the fence that is there now an existing fence?

FICHTENBERG – Some of the fences are, sorry. And we will have to revisit with neighbors to upgrade

LINDQUIST – How would you describe the architecture?

FICHTENBERG – We don't want to build we want to develop and sell. We have conceived some elevation and usable lots; we have footprints for 1-story elements.

LINDQUIST – Will there be landscaping before?

CONFORTE – We are doing building envelopes. Site plans include things for driveway, fire department and circulation. It defines footprints and building envelopes that meet the City's requirements.

WILLIAMS – CCNR's are requires?

FICHTENBERG – Yes, absolutely. It could vary on different sides.

BOWERS – The scope is you will put in roads and parking and everything, but houses?

FICHTENBERG – We will probably leave part of that because of demolition. This would be all underground - PG&E, etc.

BOWERS – When these lots are purchased does this go back to the planning commission?

GOODISON – It will include restrictions with setbacks and building envelopes. They would not need to go to design review or planning commission. The landscaping might have to be reviewed.

LINDQUIST – When the properties are subdivided will there be any requirements to do so?

FICHTENBERG – No.

JENKINS – Low density and 4 units has been met and the main concern is the tree and because he has approached the concern of the neighbor, we should pass as proposed. Baker 2nd the motion.

BAPTISTA – Special consideration to the tree and has concern exiting on the n corner of the property and some traffic safety.

GOODISON – No one is going to have to back out of this driveway.

Amendment approved by the 2nd

8. Consideration of items for Future Agenda

9. Meeting Adjourned at **8:35 pm.**

Next meeting: Wednesday, August 25, 2010



COUNTY OF SONOMA

PERMIT AND RESOURCE MANAGEMENT DEPARTMENT

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

7/23/2010

To: Interested Agencies

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

File Number: PLP10-0040
Applicant Name: Darius Anderson
Owner Name: Same
Site Address: 10420 HWY 12, Kenwood
APN: 050-240-039

Project Description: Request for a Use Permit and Administrative Design review for a new 10,000 case per year winery with public tasting and 25 special events per year on a 24.71 acre parcel.

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 August 13, 2010, and should be sent to the attention of:

PLP10-0040, Steve Padovan (spadovan@sonoma-county.org). The Project Planner can also be reached at 707-565-1352.

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 checked="" type="checkbox"/> Board of Supervisors Aide to District 1 |
| <input checked="" type="checkbox"/> Health Specialist | <input type="checkbox"/> Aide to Dist 1 Supervisor and SVCAC |
| <input type="checkbox"/> Sanitation | <input type="checkbox"/> Valley of the Moon Alliance and Kenwood Press |
| <input type="checkbox"/> Grading and Storm Water | <input checked="" type="checkbox"/> NW Information Center, S.S.U. |
| <input checked="" type="checkbox"/> SUSMP | <input checked="" type="checkbox"/> Milo Baker Chapter Conservation Committee |
| <input checked="" type="checkbox"/> Building Inspection | <input type="checkbox"/> PG&E |
| <input type="checkbox"/> Code Enforcement | <input type="checkbox"/> Fire District - |
| <input type="checkbox"/> Road Naming | <input type="checkbox"/> School District - |
| <input type="checkbox"/> General Plan Section | <input type="checkbox"/> Water District - |
| <input type="checkbox"/> So County Environmental Health | <input checked="" type="checkbox"/> North Bay Corporation (Disposal) |
| <input checked="" type="checkbox"/> DTPW, Land Development | <input type="checkbox"/> U.S. Army Corps of Engineers |
| <input type="checkbox"/> DTPW, Drainage | <input type="checkbox"/> State Coastal Commission |
| <input checked="" type="checkbox"/> Ag Commissioner | <input checked="" type="checkbox"/> State Dept of Transportation (Caltrans) |
| <input type="checkbox"/> Regional Parks Dept | <input checked="" type="checkbox"/> State Dept of Fish & Game |
| <input checked="" type="checkbox"/> Fire and Emergency Services | <input type="checkbox"/> State Dept of Forestry |
| <input checked="" type="checkbox"/> Treasurer/Special Assessment | <input type="checkbox"/> State Dept of Health |
| <input checked="" type="checkbox"/> Assessor | <input type="checkbox"/> State Parks and Recreation |
| <input type="checkbox"/> Landmarks Commission | <input checked="" type="checkbox"/> State SF Bay / North Coast Regional Water QCB |
| <input type="checkbox"/> Transit | <input type="checkbox"/> Bay Area Air Quality Management |
| <input type="checkbox"/> Communications | <input checked="" type="checkbox"/> SVCAC |
| <input checked="" type="checkbox"/> SCTA/RCPA | <input checked="" type="checkbox"/> Valley of the Moon Alliance |
| <input type="checkbox"/> Sheriff Community Service Officer | <input checked="" type="checkbox"/> Federated Indians of Graton Rancheria |
| <input type="checkbox"/> LAFCO | <input checked="" type="checkbox"/> Kenwood Press |
| <input type="checkbox"/> ALUC/CLUP | <input checked="" type="checkbox"/> Kenwood Community Club |

Planning Application

PJR-001

OK C2 1

File#: PUP10-0040

Type of Application:

- Admin Cert. Compliance
- Ag./Timber Preserve
- Cert. of Compliance
- Cert. of Modification
- Coastal Permit
- Design Review Admin.
- Design Review Comm./Ind.
- Design Review Residential
- Design Review Signs
- General Plan Amendment
- Lot Line Adjustment
- Major Subdivision
- Minor Subdivision
- Mobile Home Zoning Permit
- Ordinance Interpretation
- Second Unit Permit
- Specific/Area Plan Amendment
- Use Permit

PAYMENT REC'D
 \$ Variance
 Zone Change
JUN 24 2010
 PERMIT AND RESOURCE
 MANAGEMENT DEPARTMENT
 COUNTY OF SONOMA

Applicant (Contact Person):

Name: DARIUS ANDERSON
 Mailing Address: 20730 5th Street East
Sonoma CA 95476
 City/Town: Sonoma State: CA Zip: 95476
 Phone: 707-935-7664 Fax:
 email: Sfarrower@vcom.com
 Signature: [Signature] Date: 2/17/10

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: <u>NORM OLIVER</u>	Name: <u>Bill Hecker</u>	Name: _____
Mailing Address: <u>1203 WARM SPRINGS RD</u>	Mailing Address: <u>ONE MARKET ST. # 2550</u>	Mailing Address: _____
City/Town: <u>GLEN ELLEN, CA</u> State: <u>CA</u> Zip: <u>95442</u>	City/Town: <u>SAN FRANCISCO, CA</u> State: <u>CA</u> Zip: <u>94105</u>	City/Town: _____ State: _____ Zip: _____
Title: <u>DESIGNER/ARCHITECT</u>	Title: <u>PRESIDENT KENWOOD INVESTMENTS</u>	Title: _____
Phone: <u>(707) 935-7700</u> Fax: _____	Phone: <u>(510) 410-8550</u> Fax: _____	Phone: _____ Fax: _____
email: _____	email: <u>BHECKER@KENWOODINVESTMENTS.COM</u>	email: _____

Project Information:

Address(es): 10420 Hy 12 City/Town: Kenwood
50-240-039 Acreage: 24.17
 Assessor's Parcel Number(s): _____
 Project Description: Tasting Room

Site Served by Public Water? Yes No Site Served by Public Sewer? Yes No Number of new lots proposed: 0

----- DO NOT WRITE BELOW THIS LINE - To Be Completed by PRMD Staff -----
 Planning Area: 9 Supervisorial District: 1 Current Zoning: LIA 20, SD, SR, VOH General Plan Land Use: LIA 20
 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: _____
 Previous Files: AD01-0087, PUP 08-0094, MNS02-0022
 Application accepted by: YOLANDA SOLANO Date: 6/30/10

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

Supplemental Application Information

Existing use of property: Vacant w/ barn
Acreage: ~~24.71~~ 24.71

Existing structures on property: BARN

Proximity to creeks, waterways and impoundment areas: 1

Vegetation on site: heavily forested north east facing slope

General topography: flat along road, steep hill behind

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

New structures proposed (size, height, type): New tasting Room

Number of employees: Full time: 3 Part time: 2 Seasonal: 3

Operating days: Wed through Sun Hours of operation: 10-6pm

Number of vehicles per day: Passenger: 24 Trucks: 1

Water source: Well Sewage disposal: Septic

Provider, if applicable: _____ Provider, if applicable: _____

New noise sources (compressors, power tools, music, etc.): People, cars, Music

Grading proposed: Amount of cut (cu. yds.): 49 Amount of fill (cu. yds.): _____ 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(aces): _____
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

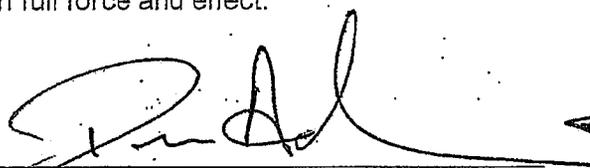
Will the use, storage, or processing of hazardous materials occur on this site in the future if this project is authorized? Yes _____ No X

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

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."

	
Applicant Name	Applicant Signature
<u>DARIUS Anderson</u>	
Owner Name	Owner Signature
<u>2/17/10</u>	<u>PLP10-0040</u>
Date	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

**Proposal Statement
Anderson Property
APN # 50-240-039**

The current use of the Anderson property is residential including personal use and occasional vacation rentals. The 24.71 acre property is located on the west side of State Route 12 south of the community of Kenwood in Sonoma Valley. The proposed use is to build a winery that is used for wine production, public tasting and special events.

The building design considers the integrity and history of the Sonoma Valley. The building will be keeping with the Jack London Wolf House style similar to the look and feel of the Barn that currently exists on the property. The design will integrate Sonoma Field Stone in the building's siding.

The facility will house a tasting room, wine storage and blending activities, and will display items from the life of Jack London. The winery will produce 10,000 cases per year. All crush and bottling activity will take place offsite. Winery production activities will occur between 8:00 AM and 5:00 PM on weekdays only. The tasting room will be open Wednesday through Sundays from 10:00 AM to 6:00 PM. There will be no production activities on weekends at any time during the year. Picnic tables will be placed around the property. Special events will take place at the winery approximately 25 times per year.

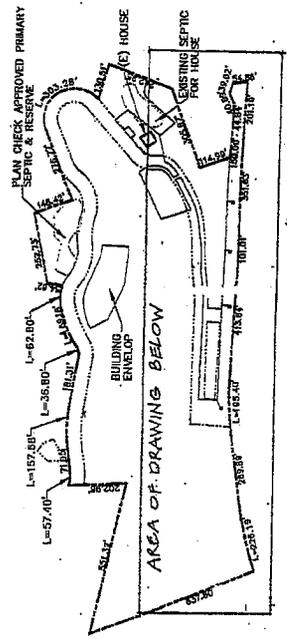
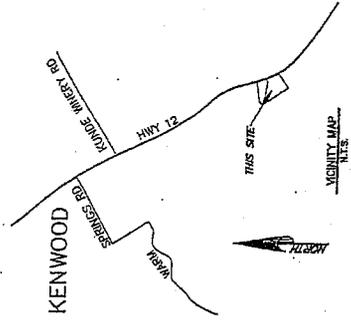
A traffic study has been conducted and is included with this application. The number of employees contemplated ins listed in this study.

REVISIONS BY	

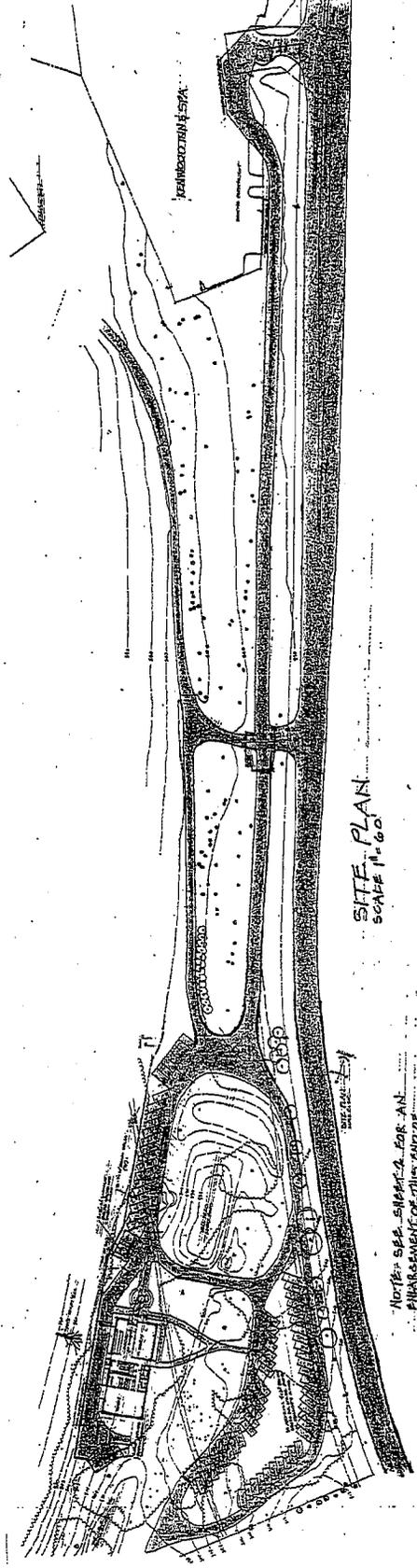
PLANS BY:
 OLIVER AND ROMAN-DESIGN AND ARCHITECTURE
 2403 BARRA SPRINGS RD.
 GLEN ELEN, CA 94022 107-333-7000

PROPOSED LINE TASTING ROOM FOR:
 DARLUS ANDERSON
 SONOMA HIGHLAND
 KENWOOD, CA

Date: 11/10
 Scale: 1"=100'
 Project: 10-10-10
 Job: 10-10-10
 Sheet: 1
 of 1



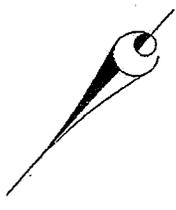
FLOOR PLAN



NOTE: SEE SHEET 2 FOR AN
 ENLARGED VIEW OF THE
 AREA OF THE ABOVE DRAWING

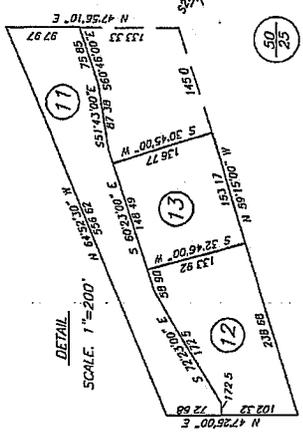
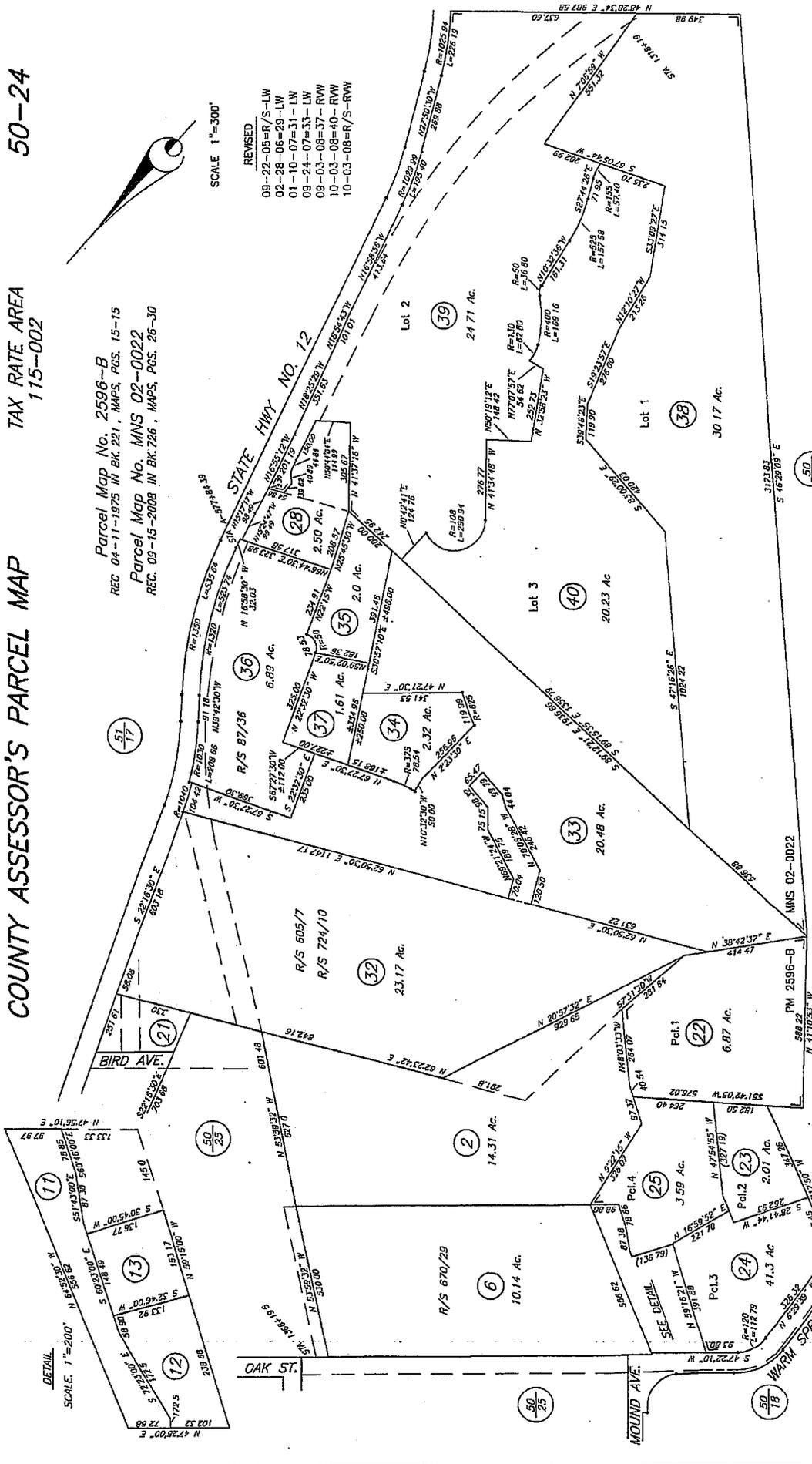
COUNTY ASSESSOR'S PARCEL MAP

Parcel Map No. 2596-B
REC 04-11-1975 IN BK. 221, MAPS, PGS. 15-15
Parcel Map No. MNS 02-0022
REC. 09-15-2008 IN BK. 726, MAPS, PGS. 26-30



SCALE 1"=300'

- REVISED
- 08-22-05=R/S-LW
 - 02-28-06=29-LW
 - 01-10-07=31-LW
 - 09-24-07=33-LW
 - 09-03-08=37-RW
 - 10-03-08=40-RW
 - 10-03-08=R/S-RW



NOTE: This map was prepared for Assessment purposes only and does not constitute a warranty or a valid building site. No liability is assumed for the accuracy of the data delineated on this map. The information shown on this map is based on the information provided by the applicant and is not based on recorded deeds, prior assessment maps, etc.

NOTE: Assessor's parcels do not necessarily constitute legal lots. To verify legal parcel status, check with the appropriate city or county community development or planning division.

Assessor's Map Bk. 50, Pg. 24
Sonoma County, Calif. (ACAD)
KEY 9/25/07 LW

TRAFFIC IMPACT REPORT
PROPOSED ANDERSON WINERY

June 9, 2010

Prepared for: Anderson Winery

Prepared by: Mark D. Crane, P.E.
California Registered Traffic Engineer (#1381)
CRANE TRANSPORTATION GROUP
2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3406

*Copy for
PUBLIC WORKS*

I. INTRODUCTION

This report has been prepared at the request of Sarah and Darius Anderson to detail any circulation-related impacts due to project traffic at its proposed access intersection with the State Route 12 highway (Sonoma Highway). The Anderson Winery will be located along the west side of S.R.12 about one mile south of the community of Kenwood and about a quarter mile south of the Kenwood Inn & Spa. Winery access to the state highway will be provided by the Kenwood Inn & Spa entrance intersection, with a driveway connection running west of and parallel to State Route 12 connecting the Kenwood Inn & Spa property with the winery parking lot. The winery has an easement through the Kenwood Inn & Spa property. Production will be 10,000 cases of finished wine per year. In addition, the winery will be open to the public for tours and tasting from Wednesday through Sunday between 10:00 AM and 6:00 PM. A total of 25 special events will be held during the year, ranging in size from 25 to 200 visitors.

Evaluation has been conducted of winery traffic impacts at the S.R.12/Kenwood Inn & Spa access intersection. March 2010 traffic counts have been conducted at the intersection during Friday AM and PM commute periods as well as during a Saturday afternoon. March counts have then been seasonally adjusted to reflect harvest (peak tourist) conditions and full occupancy of the Kenwood Inn & Spa. Trip generation due to the proposed Anderson Winery has been determined and Base Case (without project) as well as Base Case + Project operating conditions determined on the local circulation network. A determination has then been made whether project traffic would result in any significant impacts at the S.R.12/Kenwood Inn & Spa access intersection as well as at one additional potential driveway connection to S.R.12.

II. SUMMARY OF FINDINGS

1. The project results in no significant circulation impacts and will require no circulation-related mitigation measures.
2. The 29-unit Kenwood Inn & Spa currently generates low levels of traffic during the peak traffic hours along State Route 12.

KENWOOD INN & SPA PROJECTED TRIP GENERATION DURING HOURS OF PEAK TRAFFIC ALONG STATE ROUTE 12 INN AT 100% OCCUPANCY

SEASON	FRIDAY AM PEAK HOUR TRIPS (8:00-9:00)		FRIDAY PM PEAK HOUR TRIPS (4:30-5:30)		SATURDAY AFTERNOON PEAK HOUR TRIPS (2:15-3:15)	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
Harvest	12	8	13	11	12	12

Source: Crane Transportation Group

- The proposed Anderson Winery would be expected to result in the following trip generation during peak traffic hours along State Route 12.

**ANDERSON WINERY
TRIP GENERATION DURING
PEAK TRAFFIC HOURS ALONG STATE ROUTE 12
(WITHOUT SPECIAL EVENT)**

SEASON	FRIDAY AM PEAK HOUR (8:00-9:00)		FRIDAY PM PEAK HOUR (4:30-5:30)		SATURDAY AFTERNOON PEAK HOUR (2:15-3:15)	
	INBOUND	OUTBOUND	INBOUND	OUTBOUND	INBOUND	OUTBOUND
Summer	0	0	3	6	6	6
Harvest	1	1	3	7	7	7

Source: Anderson Winery/Crane Transportation Group

- The S.R.12/Kenwood Inn & Spa access intersection currently operates at good levels of service (levels A or B) during harvest Friday and Saturday peak traffic hours along S.R.12, and should continue to operate acceptably through the year 2012 (without the proposed project).
- The S.R.12/Kenwood Inn & Spa access intersection would continue to operate at good levels of service (levels A or B) in the year 2012 with the addition of project traffic during all Friday and Saturday peak traffic hours on S.R.12.
- The recently constructed 150-foot-long left turn deceleration lane on the northbound S.R.12 approach to Kenwood Inn & Spa access intersection is more than adequate to accommodate the projected 95th percentile queuing demand in 2012 with the addition of project traffic (maximum 1 vehicle demand and 6 to 7 vehicle storage).
- Seventy-five percent of all winery special events will be held during the evening and will not add traffic to S.R.12 during peak traffic conditions. During the ± one time per month when a special event is held on a Saturday or Sunday afternoon, inbound traffic will occur well before peak traffic conditions on S.R.12, and outbound traffic will be accommodated at the S.R.12 project access intersection at an acceptable level of service (level of service B for the largest special event).
- The applicant will be constructing a gate for the private driveway now serving residential units at 10420 Sonoma Highway to preclude use of this driveway connection to S.R.12 by winery staff and visitors. The gate will be closed during winery business hours except for truck deliveries. Use of this gate for truck access to the winery (1 to 2 times per month during non-harvest conditions and 2 times per day for 4 days during harvest) will preclude winery truck traffic traveling through the Kenwood Inn & Spa parking lot.

III. PROJECT DESCRIPTION

The Anderson Winery will be located on the west side of State Route 12 south of the community of Kenwood in Sonoma Valley (about 1 mile south of the signalized Warm Springs Road intersection and about 1,400 feet south of the entrance to the Kenwood Inn & Spa – see **Figure 1.**) Winery access to S.R.12 will be provided via the Kenwood Inn & Spa access intersection. A new driveway will then run parallel to and just west of S.R.12 from the Kenwood Inn property southerly to the winery parking area. Signing will be provided internal to the Kenwood Inn & Spa property directing project traffic to the winery access driveway. S.R.12 has recently been repaved and widened in the project vicinity to provide a 150-foot-long left turn lane on the northbound state highway approach to the Kenwood Inn & Spa access intersection.

The winery driveway running parallel to S.R.12 will cross an existing residential driveway connection between the Kenwood Inn & Spa and the winery (at 10420 Sonoma Highway). This residential driveway is owned by the applicant and will provide a second potential S.R.12 access location for winery staff and visitors. However, the applicant will be constructing a gate for the 10420 Sonoma Highway driveway to be located between S.R.12 and the winery access driveway, which will be closed during winery business hours except to allow truck access (once or twice per month during non-harvest conditions, and up to 8 times during harvest).

A. PRODUCTION LEVEL

The Anderson Winery will produce 10,000 cases of wine per year. All grapes will be crushed off-site during harvest, and all bottling will also be conducted off-site during the year. The winery will be used for wine storage and blending. Winery production activities will occur between 8:00 AM and 5:00 PM on weekdays only. There will be no production activities on weekends any time during the year. There are some vineyards on winery property, and harvested grapes will be sent off site for crushing.

Production staffing will be as follows.

Non-Harvest Employees

Full Time	3
Temporary	2
Vineyard Workers	3

Additional Employees During Harvest

Temporary	1
Vineyard Workers	2

B. VISITOR LEVELS

The winery will be open for tours and tasting by the public from Wednesday to Sunday between 10:00 AM and 6:00 PM.

Visitor staffing and visitor levels will be as follows.

Tasting Room Employees 2-3

Maximum Visitors Per Day

Weekdays 60 (24 visitor vehicles/day)

Saturday/Sunday 150 (60 visitor vehicles/day)

C. TRUCK ACTIVITY

UPS/FedEx/USPS: 1 vehicle/day for each (already on the local roadway system)

Wine Shipments: 1 vehicle/month on a weekday only (between 8:00 AM and 4:00 PM)

Glass Delivery: 1 vehicle/year on a weekday only (between 8:00 AM and 4:00 PM)

Grape trucks (will haul grapes grown on the property to off-site crush during harvest)

Days per year with grape haul activity = 4

Weekdays only

Time of day – between 8:00 AM and noon

Maximum # of trucks/day = 2 in & 2 out

Maximum # of trucks/hour = 1 in & 1 out

D. SPECIAL EVENTS DURING THE YEAR

Up to 25 people: 5 times per year (average 10 vehicles)

Up to 75 people: 10 times per year (average 10 vehicles)

Up to 200 people: 10 times per year (average 80 vehicles)

Start Time of Events

Weekday or weekend evenings: 6:30-7:00 PM

Saturday or Sunday midday: 11:00 AM – Noon

Seventy-five percent of all events will occur during the evening. Only 1 or 2 of the 200-person events will take place during a weekend afternoon.

IV. EXISTING CONDITIONS

A. ROADWAYS

Regional and direct access to the project site is provided by the State Route 12 highway, which is briefly described below. A schematic presentation of the S.R.12/Kenwood Inn & Spa intersection approach lanes and control is presented in **Figure 2**.

State Route 12 (S.R.12) is a two-lane regional arterial roadway with wide paved shoulders and left turn lanes provided at most intersections. It is predominantly level with minor horizontal curves in the project vicinity. A 150-foot-long left turn lane is provided on the northbound S.R.12 approach to the Kenwood Inn & Spa access driveway. The posted speed limit on S.R.12 in the project vicinity is 55 miles per hour.

A driveway connection is also provided on the west side of S.R.12 about 850 feet south of the Kenwood Inn & Spa entrance, but north of the proposed winery site. This driveway provides access to several estate residential units (at 10420 Sonoma Highway) and is gated about 75 feet west of S.R.12. There are no deceleration lanes provided on the S.R.12 approaches to this driveway connection.

B. VOLUMES

Friday AM peak period (7:00-9:00), Friday PM peak period (4:00-6:00) and Saturday afternoon (noon to 6:00) traffic counts were conducted for Crane Transportation Group at the S.R.12/Kenwood Inn & Spa entrance on March 12 & 13, 2010. The weather was clear and mild on both days. The Friday peak hours were determined to be 8:00-9:00 AM and 4:30-5:30 PM, while the Saturday afternoon peak hour was determined to be 2:15-3:15 PM. Resultant March Friday AM and PM peak hour and Saturday afternoon peak hour counts are presented in **Figure 2**.

March counts were seasonally adjusted to reflect peak tourist season harvest (September/October) conditions based upon seasonal traffic count data for S.R.12 from Caltrans. In addition, harvest traffic projections assumed 100 percent occupancy at the 29-unit Kenwood Inn & Spa and were based upon historical hotel trip rate data from the traffic engineering profession's standard source of trip rate data, *Trip Generation*, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008. Resultant Kenwood Inn & Spa trip generation is presented in **Table 1**. Resultant harvest 2010 Friday AM and PM peak hour and Saturday afternoon peak hour volumes are presented in **Figure 3**. Two-way flows on S.R.12 just north of the Kenwood Inn & Spa driveway would be about 1,030 vehicles per hour (VPH) during the Friday AM peak hour, 1,410 VPH during the Friday PM peak hour and 1,260 VPH during the Saturday afternoon peak hour.

C. INTERSECTION LEVEL OF SERVICE

1. Analysis Methodology

Transportation engineers and planners commonly use a grading system called level of service (LOS) to measure and describe the operational status of the local roadway network. LOS is a description of the quality of a roadway facility's operation, ranging from LOS A (indicating free-flow traffic conditions with little or no delay) to LOS F (representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system.

Unsignalized Intersections. For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. For side-street stop-controlled intersections, operations are defined by the level of service and average control delay per vehicle (measured in seconds), with delay typically represented for the stop sign controlled approaches or turn movements. For all-way stop-controlled intersections, operations are defined by the average control delay for the entire intersection (measured in seconds per vehicle). The delay at an unsignalized intersection incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections.

2. Minimum Acceptable Operation

a. County of Sonoma

The County of Sonoma traffic impact threshold standard is LOS D or better.

b. Caltrans

Caltrans' Guide for the Preparation of Traffic Impacts Studies (December 2002) is intended to provide a consistent basis for evaluating traffic impacts to state facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D.¹

3. Existing Operation

Table 3 shows that the Kenwood Inn & Spa stop sign controlled approach to S.R.12 would be operating acceptably at LOS A or B conditions during the harvest Friday and Saturday peak traffic hours.

¹ California Department of Transportation, December 2002, *Caltrans Guide for the Preparation of Traffic Impact Studies*.

V. NEAR TERM HORIZON BASE CASE (WITHOUT PROJECT) CONDITIONS

Evaluation has been conducted of Base Case operating conditions for a 2012 horizon. Year 2012 reflects the likely time horizon of project completion and full operation.

A. YEAR 2012 (NEAR TERM HORIZON)

1. Base Case (Without Project) Volumes

Year 2012 harvest Friday and Saturday Base Case peak hour volumes were determined based upon evaluation of growth trends along S.R.12 over the past six years as well as review of year 2035 projections from the County traffic model. Review of historical Caltrans volumes² indicated that there has been virtually no growth in peak hour traffic over the past six years. However, based upon review of the traffic model projections, weekday peak hour volumes are expected to grow at a rate of about 1 to 2 percent per year (varying by direction and time of day). To provide a conservative evaluation, a 2 percent per year growth rate has been applied to all 2010 peak hour volumes in order to develop year 2012 Base Case (without project) traffic projections. Year 2012 Friday AM & PM peak hour and Saturday afternoon peak hour Base Case (without project) volumes are presented in **Figure 4**.

2. Base Case 2012 Intersection Level of Service

a. Harvest

Table 3 shows that by 2012, the Kenwood Inn & Spa stop sign controlled approach to S.R.12 would continue to operate acceptably at LOS A or B conditions during the harvest Friday and Saturday peak traffic hours.

VI. PROJECT IMPACTS

A. SIGNIFICANCE CRITERIA

According to the County's Traffic Study Guidelines, the project would have a significant impact if:

- A stop sign-controlled turn movement or approach at an unsignalized side street stop sign controlled intersection is operating with Base Case volumes at LOS A, B, C or D and deteriorates to LOS E or F with the addition of project traffic. This criteria applies to all controlled intersections, except for driveways and minor side street approaches with fewer than 30 vehicle trips per hour for the approach or exclusive left turn movement. *(Although the Kenwood Inn & Spa driveway is a private road*

² 2003 to 2008 Traffic Volumes on California State Highways.

and there are less than 30 vehicles on the approach, this criteria has been applied for evaluation purposes in order to provide a conservative analysis.)

- The Base Case (without project) LOS for a signalized intersection is already at LOS E or F (or for a stop sign controlled movement at an unsignalized intersection) and there is an increase in delay of 5 seconds or more due to the addition of project traffic.
- Base Case 95th percentile vehicle queuing is extended beyond available storage in turn lanes or on an intersection approach due to the addition of project traffic – or – if Base Case 95th percentile vehicle queuing already exceeds available storage, any additional queuing is due to the addition of project traffic.

B. PROJECT TRIP GENERATION

Trip generation expected due to the proposed Anderson Winery is detailed in **Table 4** for Friday AM and PM peak hour conditions and in **Table 5** for Saturday afternoon peak hour conditions. Projections have been developed by Anderson Winery management and Crane Transportation Group. Details are summarized below.

HARVEST

- **Friday Ambient AM Peak Traffic Hour (8:00-9:00)**
There would be 1 new inbound and 1 new outbound trip, both due to a grape haul truck. There would be no new visitor trips during this hour, as the tasting room would not open until 10:00 AM. In addition, all employees would be at work before 8:00 AM. There would only be grape haul truck activity 4 days per year.
- **Friday Ambient PM Peak Traffic Hour (4:30-5:30)**
There would be 3 new inbound and 9 new outbound trips; all inbound trips would be visitor vehicles, while 6 of the 9 exiting vehicles would be employees.
- **Saturday Afternoon Ambient Peak Traffic Hour (2:15-3:15)**
There would be 7 new inbound and 7 new outbound trips, all due to visitors.

C. PROJECT TRIP DISTRIBUTION

Project traffic is shown distributed to the local roadway network in **Figure 5**. An approximate 50 percent north/50 percent south distribution was projected for project visitor traffic. However, the majority of employee-related traffic was projected to travel towards Santa Rosa.

Resultant year 2012 Harvest Base Case + Project peak hour traffic is presented in **Figure 6**.

D. YEAR 2012 PROJECT IMPACTS TO S.R.12/KENWOOD INN & SPA ACCESS INTERSECTION

1. Intersection Level of Service

Table 3 shows that at the S.R.12/Kenwood Inn & Spa access intersection, the Kenwood Inn & Spa stop sign controlled approach to S.R.12 would continue to operate at acceptable LOS B conditions with the addition of project traffic during all Friday and Saturday peak traffic hours along S.R.12.

This would be a less-than-significant impact.

2. Vehicle Queuing on Northbound S.R.12 Approach to the Kenwood Inn & Spa Access

Analysis has been conducted of the projected 95th percentile vehicle queuing in the 150-foot-long left turn lane on the northbound S.R.12 approach to the Kenwood Inn & Spa access intersection. Evaluation has utilized formula contained in *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, by John T. Gard, *ITE Journal*, November 2001 (see Appendix).

Table 6 shows that the 95th percentile vehicle queue in the northbound S.R.12 left lane approaching the Kenwood Inn & Spa access intersection with Base Case + Project traffic would be one vehicle during the Friday and Saturday peak traffic hours along S.R.12. A total of 6 to 7 vehicles could be accommodated in the existing 150-foot turn lane.

This would be a less-than-significant impact.

E. SPECIAL EVENT TRAFFIC IMPACTS

The project applicant is requesting 25 special events per year as follows.

Up to 25 people:	5 times per year (10 vehicles)
Up to 75 people:	10 times per year (30 vehicles)
Up to 200 people:	10 times per year (80 vehicles)

About 75 percent of all events would occur during the evening, starting at 6:30-7:00 PM. Only 1 or 2 events per month would occur on a Saturday or Sunday afternoon. Evening events would be adding traffic to S.R.12 only during times of medium to lower traffic flow on the state highway. A special event scheduled for a Saturday afternoon would start about 11:00-11:30 AM and finish about 2:00-3:00 PM, the time of peak weekend traffic along S.R.12. During harvest conditions with a special event ending at 2:00-2:30 PM, Saturday afternoon peak hour operation of the Kenwood Inn & Spa approach to S.R.12 would be acceptable, as shown below.

SPECIAL EVENT ENDING MID SATURDAY AFTERNOON

<u># of Special Event Attendees</u>	<u>Operation of the Kenwood Inn & Spa Approach to S.R.12</u>
75-person event (30 outbound vehicles):	LOS B-11.4 seconds control delay
200-person event (80 outbound vehicles)	LOS B-12.0 seconds control delay

This would be a less-than-significant impact.

F. USE OF PRIVATE DRIVEWAY CONNECTION TO S.R.12 BY WINERY-RELATED TRAFFIC

The proposed Anderson Winery access driveway will extend southward from the Kenwood Inn & Spa property about a quarter mile to the winery parking lot. This driveway will run parallel to and just west of S.R.12. It will intersect the private residence driveway connection to S.R.12 serving several residential units at 10420 Sonoma Highway. A gate and intercom system for the 10420 driveway are now in place about 75 feet west of S.R.12 and to the west of where the 10420 Sonoma Highway driveway will intersect the winery driveway running parallel to S.R.12. While there is currently no gate for the 10420 driveway immediately adjacent to the state highway that would prevent winery employee and visitor traffic from accessing S.R.12, the project applicant has indicated that a gate will be provided for the 10420 driveway between the state highway and the winery access driveway. This second gate will be closed when the winery is open and will preclude use of the 10420 driveway by winery traffic (as well as by residents served by the 10420 driveway) during winery operating hours. All winery and resident access to S.R.12 will be via the Kenwood Inn & Spa driveway. The only exception to the gate closure policy will be for truck access to the winery. To avoid truck maneuvering through the Kenwood Inn & Spa parking lot, the 10420 gate will be opened for the ± once or twice per month truck delivery to the winery and for the ± 8 grape haul trucks during harvest.

This would be a less-than-significant impact.

VII. CONCLUSIONS

- Traffic associated with the proposed Anderson Winery will not result in any significant circulation impacts at the project access intersection along S.R.12 shared with the Kenwood Inn & Spa. Intersection level of service and delay will remain at acceptable levels and the existing 150-foot-long left turn deceleration lane on the northbound S.R.12 intersection approach will provide more than adequate storage.
- A gate provided for the 10420 Sonoma Highway driveway to S.R.12 will be closed during winery business hours to preclude use by any winery vehicles. The only exception to this policy will be for truck access once or twice per month (or 8 times for grape haul trucks during harvest).

- Seventy-five percent of all winery special events will be held during the evening and will not add traffic to S.R.12 during peak traffic conditions. During the ± one time per month when a special event is held on a Saturday or Sunday afternoon, inbound traffic will occur well before peak traffic conditions on S.R.12, and outbound traffic will be accommodated at the S.R.12 project access intersection at an acceptable level of service (level of service B for the largest special event).
- The project results in no significant circulation impacts and will require no circulation-related mitigation measures.

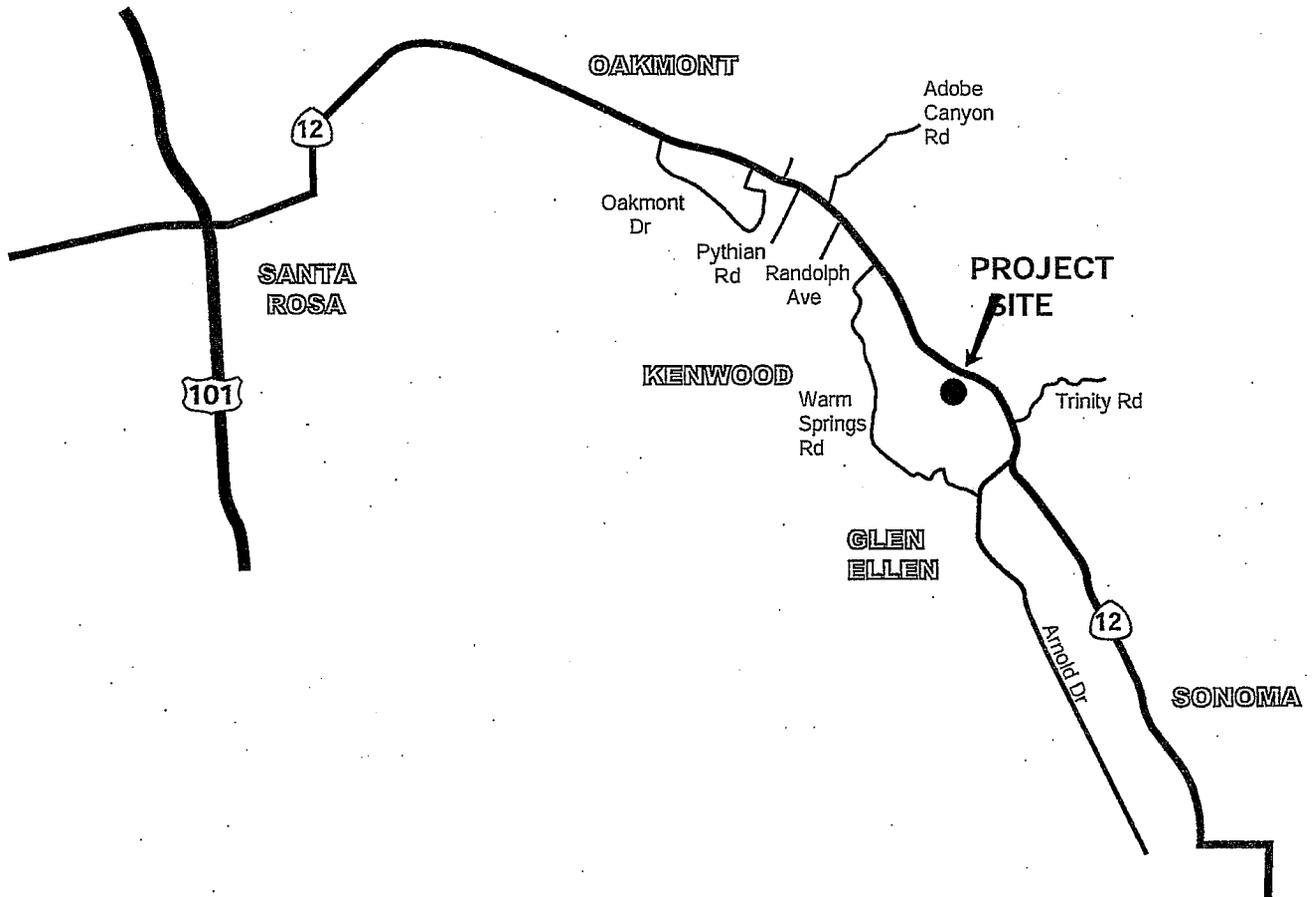
This Report is intended for presentation and use in its entirety, together with all of its supporting exhibits, schedules, and appendices. Crane Transportation Group will have no liability for any use of the Report other than in its entirety, such as providing an excerpt to a third party or quoting a portion of the Report. If you provide a portion of the Report to a third party, you agree to hold CTG harmless against any liability to such third parties based upon their use of or reliance upon a less than complete version of the Report.

Figures

Not To Scale



NORTH



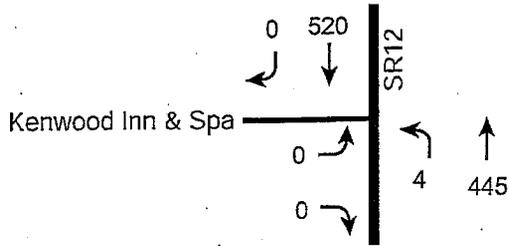
Anderson Winery Traffic Study



CRANE TRANSPORTATION GROUP

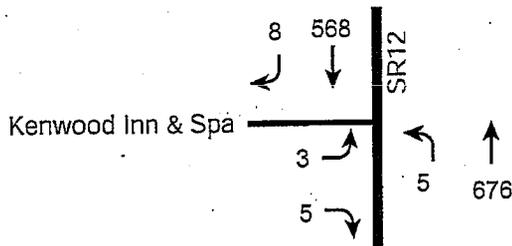
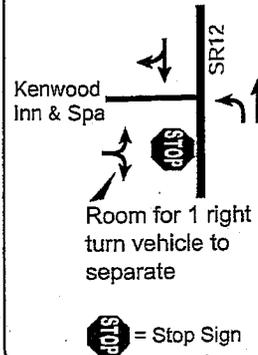
**Figure 1
Area Map**

Not To Scale

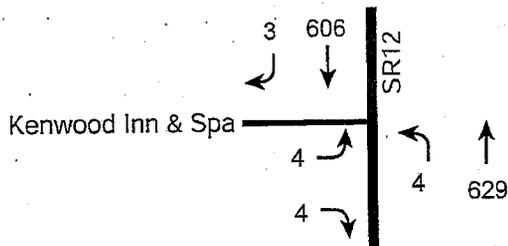


Weekday AM Peak Hour (8:00-9:00)

Lane Geometrics and Intersection Control



Weekday PM Peak Hour (4:30-5:30)



Saturday Afternoon Peak Hour (2:15-3:15)

Anderson Winery Traffic Study

Figure 2

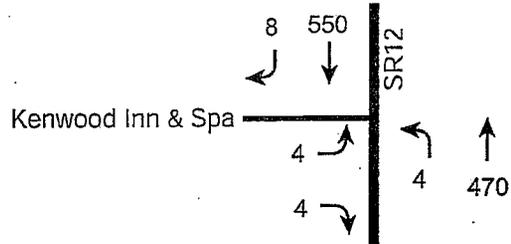
**SR12/Kenwood Inn Intersection
March 2010 Volumes**

Weekday AM & PM and Saturday Afternoon Peak Hours

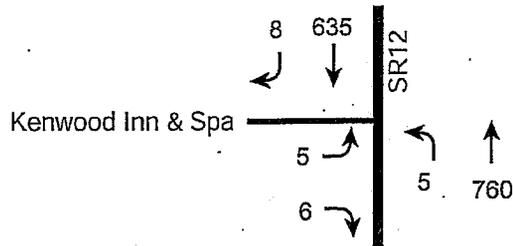


CRANE TRANSPORTATION GROUP

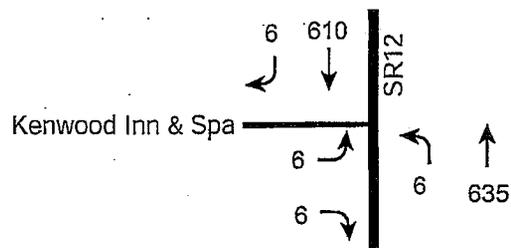
Not To Scale



Weekday AM Peak Hour (8:00-9:00)



Weekday PM Peak Hour (4:30-5:30)



Saturday Afternoon Peak Hour (2:15-3:15)

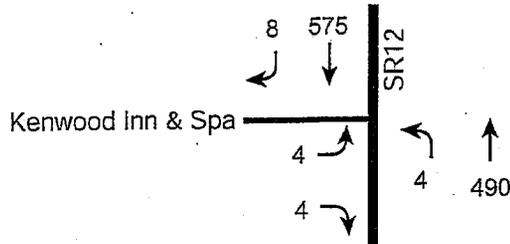
Anderson Winery Traffic Study



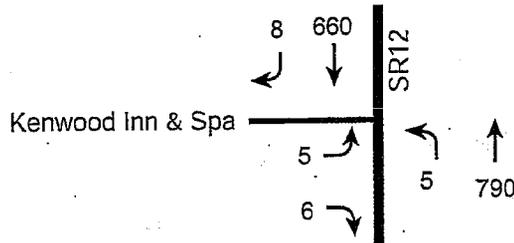
CRANE TRANSPORTATION GROUP

Figure 3
SR12/Kenwood Inn Intersection
Year 2010 Peak Tourist Season Volumes
Weekday AM & PM and Saturday Afternoon Peak Hours

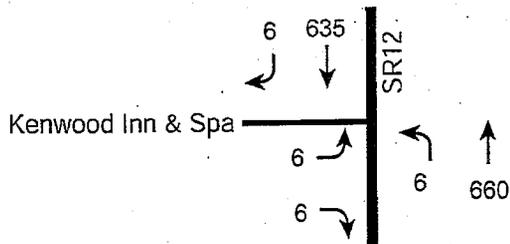
Not To Scale



Weekday AM Peak Hour (8:00-9:00)



Weekday PM Peak Hour (4:30-5:30)



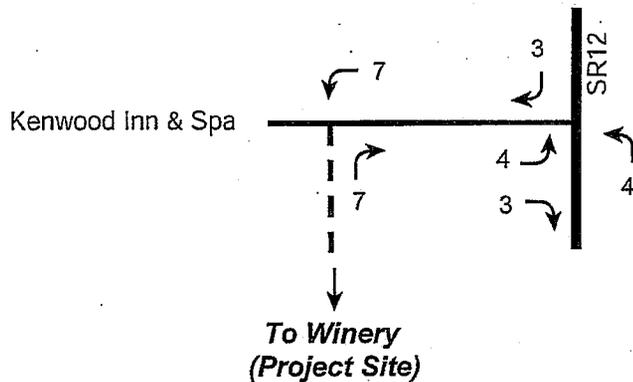
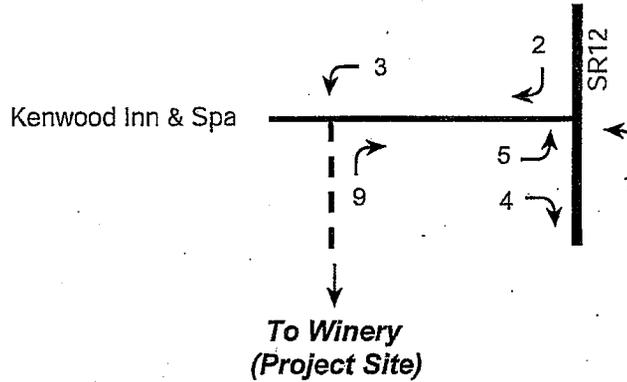
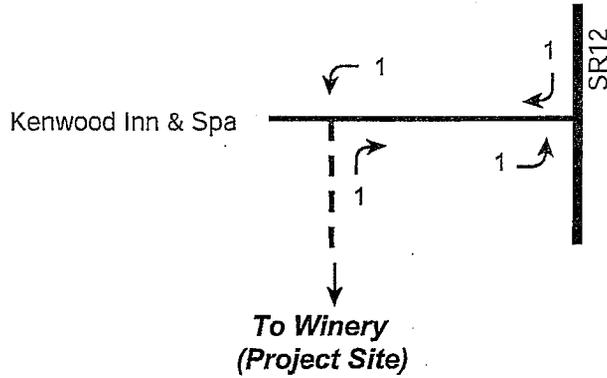
Saturday Afternoon Peak Hour (2:15-3:15)

Anderson Winery Traffic Study



CRANE TRANSPORTATION GROUP

Figure 4
SR12/Kenwood Inn Intersection
Year 2012 Base Case (Without Project) Peak Tourist Season Volumes
Weekday AM & PM and Saturday Afternoon Peak Hours



Anderson Winery Traffic Study



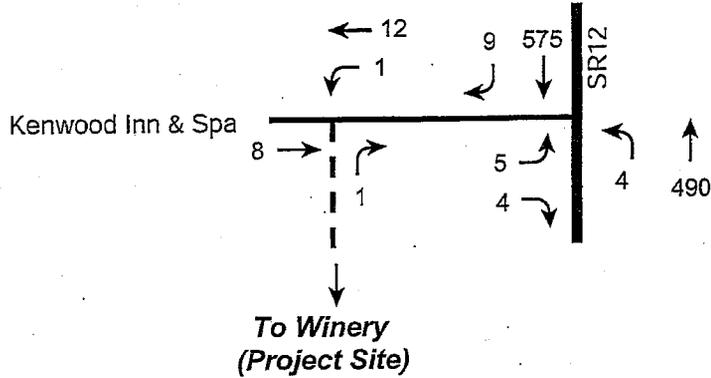
CRANE TRANSPORTATION GROUP

Figure 5
SR12/Kenwood Inn Intersection
Project Increment

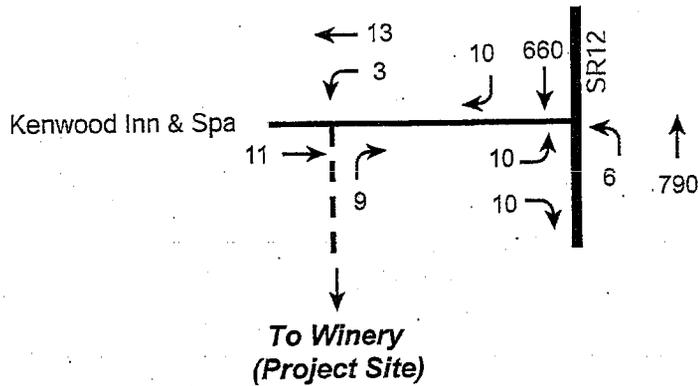
Weekday AM & PM and Saturday Afternoon Peak Hours

Not To Scale

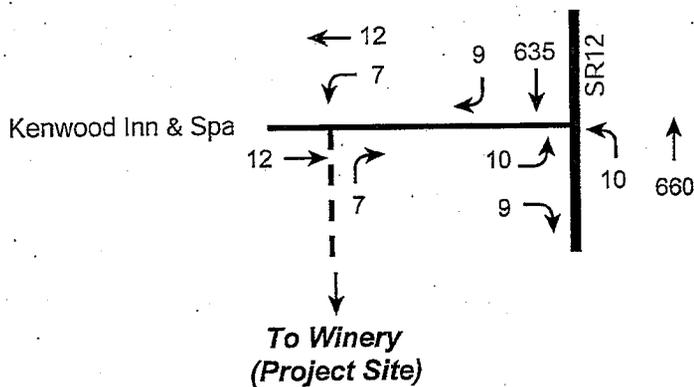
NORTH



Weekday AM Peak Hour (8:00-9:00)



Weekday PM Peak Hour (4:30-5:30)



Saturday Afternoon Peak Hour (2:15-3:15)

Anderson Winery Traffic Study

Figure 6

SR12/Kenwood Inn Intersection

**Year 2012 Base Case + Project Peak Tourist Season Volumes
 Weekday AM & PM and Saturday Afternoon Peak Hours**



CRANE TRANSPORTATION GROUP

Tables

Table 1

**KENWOOD INN & SPA
TRIP GENERATION AT 100% OCCUPANCY**

ROOMS	WEEKDAY AM PEAK HOUR				WEEKDAY PM PEAK HOUR				SATURDAY AFTERNOON PEAK HOUR			
	IN		OUT		IN		OUT		IN		OUT	
	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL	RATE	VOL
29	.39	12	.28	8	.34	10	.36	11	.40	12	.40	12

Trip Rate Source: *Trip Generation*, 8th Edition, by the Institute of Transportation Engineers (ITE) 2008.
Compiled by: Crane Transportation Group

Table 2

UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded (for an all-way stop), or with approach/turn movement capacity exceeded (for a side street stop controlled intersection)	> 50.0

Source: 2000 Highway Capacity Manual (Transportation Research Board).

Table 3

**LEVEL OF SERVICE
STATE ROUTE 12/KENWOOD INN INTERSECTION
HARVEST (FALL) CONDITIONS**

FRIDAY AM PEAK HOUR		FRIDAY PM PEAK HOUR		SATURDAY AFTERNOON PEAK HOUR	
EXISTING (2010)	YEAR 2012	EXISTING (2010)	YEAR 2012	EXISTING (2010)	YEAR 2012
	BASE CASE + PROJECT		BASE CASE + PROJECT		BASE CASE + PROJECT
A-9.0/A-8.6 ⁽¹⁾	A-9.2/A-8.7	B-11.3/A-8.9	B-11.9/A-9.0	B-10.6/A-8.8	B-11.0/A-8.9
	B-10.1/A-8.7		B-12.8/A-9.0		B-11.6/A-9.0

(1) Unsignalized level of service – control delay in seconds. Kenwood Inn & Spa driveway approach to S.R.12/left turn from S.R.12 to Kenwood Inn & Spa driveway.

Year 2000 Highway Capacity Manual analysis methodology.
Source: Crane Transportation Group

Table 4

ANDERSON WINERY
PROJECTED TRIP GENERATION DURING FRIDAY AMBIENT
AM AND PM COMMUTE PEAK TRAFFIC HOURS ON S.R.12

STAFF/VISITOR CATEGORIES	AM PEAK HOUR VEHICLE TRIPS				PM PEAK HOUR VEHICLE TRIPS			
	7:00-8:00		8:00-9:00		4:00-5:00		5:00-6:00	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
SUMMER								
WINERY PRODUCTION STAFF VEHICLES								
Full Time	3	0	0	0	0	0	0	3
Part Time	2	0	0	0	0	0	0	2
VINEYARD WORKERS	0	0	0	0	0	0	0	0
TASTING ROOM STAFF	0	0	0	0	0	0	0	0
VISITOR VEHICLES	0	0	0	0	3	3	3	3
TRUCKS	0	0	0	0	0	0	0	0
SUMMER TOTAL	5	0	0	0	3	3	3	8
HARVEST INCREMENT								
WINERY PRODUCTION STAFF VEHICLES								
Part Time	1	0	0	0	0	0	0	1
VISITOR VEHICLES	0	0	0	0	0	0	0	0
GRAPE HAUL TRUCKS	0	0	1	1	0	0	0	0
HARVEST TOTAL	6	0	1	1	3	3	3	9

Source: Anderson Winery Compiled by: Crane Transportation Group

Table 5

ANDERSON WINERY
PROJECTED TRIP GENERATION DURING A SATURDAY AFTERNOON
HOUR OF PEAK AMBIENT TRAFFIC ON S.R.12 (2:15-3:15)

STAFF/VISITOR CATEGORIES	VEHICLE TRIPS	
	IN	OUT
SUMMER		
WINERY PRODUCTION STAFF VEHICLES		
Full time	0	0
Part Time	0	0
VINEYARD WORKERS	0	0
TASTING ROOM STAFF	0	0
VISITOR VEHICLES	6	6
TRUCKS	0	0
SUMMER TOTAL	6	6
HARVEST INCREMENT		
WINE PRODUCTION STAFF VEHICLES		
VISITOR VEHICLES	1	1
GRAPE HAUL TRUCKS	0	0
HARVEST TOTAL	7	7

Source: Anderson Winery Compiled by: Crane Transportation Group

Table 6

**95TH PERCENTILE VEHICLE QUEUING
S.R.12 NORTHBOUND APPROACH TO
KENWOOD INN & SPA DRIVEWAY**

	NUMBER OF VEHICLES		
	FRIDAY		SATURDAY
	AM	PM	PM
Existing Harvest	1	1	1
2012 Harvest Base Case	1	1	1
2012 Harvest Base Case + Project	1	1	1

Source: Crane Transportation Group; *Estimation of Maximum Queue Lengths at Unsignalized Intersections*, by John T. Gard, ITE Journal, November 2001

Appendix

EQUATIONS TO DETERMINE 95TH PERCENTILE QUEUES AT UNSIGNALIZED INTERSECTIONS

MOVEMENT	CONDITION	EQUATION
Major street left turn	Approach volume # 100 VPH/PHF**	Max. Queue = $-2.042 + 1.167 \ln(\text{AppVol}) + 0.975 * \text{TS}$
	Approach > 100 VPH/PHF	Max. Queue = $4.252 - 1.23 * \text{Lanes} + 0.07996 * \text{Speed} + 1.412 * \text{TS} - 374.028 / \text{AppVol} + 0.00001144 * \text{AppVol} * \text{ConfIVol}$
Minor street left turn	Approach volume # 60 VPH/PHF	Max. Queue = $+0.958 + 0.00111 * (\text{AppVol})^2 + 0.000333 * (\text{ConfIVol})$
	Approach volume > 60 VPH/PHF	Max. Queue = $+6.174 - 2.313 * \text{TS} + 0.03307 * \text{Speed} - 1201.644 / \text{ConfIVol} + 0.00006549 (\text{AppVol})^2$
Minor street right turn	Approach volume # 100 VPH/PHF	Max. Queue = $-19.822 + 0.688 \ln(\text{AppVol}) + 1.886 * \text{TS} + 0.369 * (\text{Lane})^2 + 0.00000288 * (\text{ConfIVol})^2 + 0.401 * \text{Speed}$
	Approach volume > 100 VPH/PHF	Max. Queue = $-26.23 + 0.132 * \text{Speed} + 0.00000603 * (\text{ConfIVol})^2 + 4.909 \ln(\text{AppVol})$
Minor street shared left/through/right	All conditions	Max. Queue = $-12.916 + 3.225 \ln(\text{AppVol}) + 0.00569 * (\text{ConfIVol for LTs \& THs}) - 0.000177 * (\text{ConfIVol for RTs}) - 2.109 * (\text{RT}\%) - 3.157 * \text{TS}$

* VPH = vehicles per hour

** PHF = peak-hour factor

The independent variables included in the regression equations are defined as follows:

- AppVol = hourly traffic volume divided by peak-hour factor (PHF) for subject movement.
- ConfIVol = hourly traffic volume divided by PHF that conflicts with subject movement (refer to the *Highway Capacity Manual* to identify movements that conflict with subject approach).
- TS = a dummy variable with a value of 1% if a traffic signal is located on the major street within one-quarter mile of the subject intersection and 0 otherwise.
- Lanes = number of through lanes occupied by conflicting traffic.
- Speed = posted speed limit on major street (in miles per hour).
- $\text{RT}\%$ = percentage of vehicles on shared left/through/right minor street approach that turn right.

Estimation of Maximum Queue Lengths at Unsignalized Intersections by John T. Gard, ITE Journal, November 2001.

TECHNICAL APPENDIX

Capacity Worksheets

Existing (2010 Peak Tourist) Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gp, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level Of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

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

Existing (2010 Tourist Peak) Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.3]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components like Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns for gap and follow-up times.

Capacity Module: Table with 12 columns for capacity-related metrics like Cnflct Vol, Potent Cap, etc.

Level Of Service Module: Table with 12 columns for LOS metrics like 2Way95thQ, Control Del, etc.

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

Existing (2010 Tourist Peak) Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume components (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for gap components (Critical Gap, FollowUpTim) and 4 columns for North, South, East, West bounds.

Capacity Module: Table with 12 columns for capacity components (Cnflct Vol, Potent Cap., Move Cap., Volume/Cap) and 4 columns for North, South, East, West bounds.

Level Of Service Module: Table with 12 columns for LOS components (2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS) and 4 columns for North, South, East, West bounds.

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

2012 Base Case (W/O Project) Volumes

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.2]

Table with columns: Approach, Movement, Control, Rights, Lanes. Rows: North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module: Table with columns for Critical Gp, FollowUpTim.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

2012 Base Case + Project Volumes

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.1]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing traffic volumes and adjustments for different directions.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up times for each direction.

Capacity Module: Table with 12 columns showing conflict, potent, and move capacities.

Level Of Service Module: Table with 12 columns showing control delay, LOS by move, shared queue, and shared LOS.

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

2012 Base Case (W/O Project) Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B [11.9]

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Lanes. Includes values for Uncontrolled and Stop Sign controls.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume. Includes values for 12 movements.

Critical Gap Module: Table with columns for Critical Gap, FollowUpTim. Includes values for 12 movements.

Capacity Module: Table with columns for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap. Includes values for 12 movements.

Level Of Service Module: Table with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS. Includes values for 12 movements.

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

2012 Base Case + Project Volumes

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[12.8]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Critical Gap Module: Table with 12 columns and 2 rows showing critical gap and follow-up time values.

Capacity Module: Table with 12 columns and 4 rows showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Level of Service Module: Table with 12 columns and 8 rows showing 2Way95thQ, control delay, LOS by move, shared capacity, and shared delay.

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

2012 Base Case (W/O Project) Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume and delay metrics across four approaches.

Critical Gap Module: Table with 12 columns showing critical gap and follow-up time for each approach.

Capacity Module: Table with 12 columns showing capacity metrics like conflict volume and volume/capacity ratio.

Level Of Service Module: Table with 12 columns showing level of service metrics like delay, LOS, and approach delay.

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

2012 Base Case + Project Volumes

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	10	660	0	0	635	9	10	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	660	0	0	635	9	10	0	9	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	660	0	0	635	9	10	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	695	0	0	668	9	11	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	695	0	0	668	9	11	0	9	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	678	xxxx	xxxx	xxxx	xxxx	xxxx	1389	1389	673	xxxx	xxxx	xxxx
Potent Cap.:	919	xxxx	xxxx	xxxx	xxxx	xxxx	159	144	459	xxxx	xxxx	xxxx
Move Cap.:	919	xxxx	xxxx	xxxx	xxxx	xxxx	157	142	459	xxxx	xxxx	xxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx										
Control Del:	9.0	xxxx										
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT									
Shared Cap.:	xxxx	569	xxxx	xxxx	xxxx	xxxx						
SharedQueue:	xxxx	0.1	xxxx	xxxx	xxxx	xxxx						
Shrd ConDel:	xxxx	11.6	xxxx	xxxx	xxxx	xxxx						
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxx			xxxx			11.6			xxxx		
ApproachLOS:	*			*			B			*		

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

2012 70 person special event Volumes
30 outbound

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.4]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different volume types and 12 rows for various metrics like Base Vol, Growth Adj, etc.

Critical Gap Module: Table with 12 columns for gap metrics and 2 rows for Critical Gap and FollowUpTim.

Capacity Module: Table with 12 columns for capacity metrics and 4 rows for Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns for LOS metrics and 10 rows for 2Way95thQ, Control Del, LOS by Move, etc.

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

2012 with 200 Person Event
80 outbound

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 SR12/Project Access

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[12.0]

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns representing different traffic flows. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module: Table with 12 columns. Rows include Critical Gap and FollowUpTime.

Capacity Module: Table with 12 columns. Rows include Conflict Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module: Table with 12 columns. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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