

Draft Initial Study/Mitigated Negative Declaration
(Responses to Comments Received and Changes to the July 31st 2015 Public Review Initial Study)
for the

Tesla Winery Project

SCH#2015082022

**Tesla Road
Winery
ALAMEDA COUNTY
CALIFORNIA**

Prepared for:



ALAMEDA COUNTY
Community Development Agency
Alameda County CDA
Planning Division

Prepared by:



Denise Duffy & Associates
Contact: Denise Duffy
947 Cass St. Suite 5
Monterey, California 93940

January 8, 2016

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1.0 INTRODUCTION

1.1 BACKGROUND

This document, together with the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND), constitutes the Final Initial Study/Mitigated Negative Declaration (Final IS/MND) for the Tesla Winery Project. The Final IS/MND consists of an introduction, comment letters received during the 30-day public review period, responses to comments, and revisions to the Draft IS/MND, if deemed applicable. The County of Alameda is the lead agency for the project.

The Draft IS/MND was prepared to inform the public of the potential environmental effects of the project and identify possible ways to minimize project related impacts.

1.2 PUBLIC PARTICIPATION

Pursuant to Section 15073(a), the proposed Draft IS/MND was circulated for a 30-day review period on August 10, 2015 during which comments were received. The review period ended on September 8, 2015.

2.0 RESPONSES TO COMMENTS

2.1 INTRODUCTION

This section provides responses to comments on the Draft IS/MND. This section contains all information available in the public record related to the Draft IS/MND as of July 31, 2015, and responds to comments received during and after the review period.

2.2 LIST OF COMMENT LETTERS

The following is a list of comment letters received on the Draft IS/MND and the dates these letters were received:

Agencies	Date
A. State Clearinghouse, Office of Planning and Research	Sept. 9, 2015
B. Caltrans Department of Transportation	Aug. 31, 2015

Comments Received after the Close of the Review Period:

C. City of Livermore, Community and Economic Development Department.....	Oct. 6, 2015
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2.3 RESPONSES TO COMMENTS

Each letter received on the Draft IS/MND is presented in this chapter, as identified in Section 2.2 above. Individual comments in each letter are numbered. Correspondingly numbered responses to each comment are provided in the discussion following the comment letter.

If comments raised environmental issues that required additions or deletions to the text, tables, or figures in the Draft IS/MND, a brief description of the change is provided and the reader is directed to Section 3.0, Revisions to the Draft IS/MND.

The comments received on the Draft IS/MND did not result in a "substantial revision" of the negative declaration, as defined by CEQA Guidelines Section 15073.5, and the new information added to the negative declaration merely clarifies, amplifies, or makes insignificant modifications to the Draft IS/MND. No new, avoidable significant effects were identified since the commencement of the public review period that would require mitigation measures or project revisions to be added in order to reduce the effects to insignificant.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 9, 2015

Damien Curry
Alameda County
224 W. Winton Avenue, Room 111
Hayward, CA 94544

Subject: Tesla Road Winery
SCH#: 2015082022

Dear Damien Curry:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 8, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015082022
Project Title Tesla Road Winery
Lead Agency Alameda County

Type MND Mitigated Negative Declaration
Description Construction of a 19,944 sf multi-use wine facility.

Lead Agency Contact

Name Damien Curry
Agency Alameda County
Phone 510 670 6684 **Fax**
email
Address 224 W. Winton Avenue, Room 111
City Hayward **State** CA **Zip** 94544

Project Location

County Alameda
City Livermore
Region
Lat / Long 37.665466° N / 121.696146° W
Cross Streets Greenville Road & Tesla Road
Parcel No. 99A-1625-17
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Large Parcel Agriculture/Planned Development 2055 Zoning Unit

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Public Services; Traffic/Circulation; Water Quality; Wildlife

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 4; Department of Food and Agriculture; Air Resources Board; Regional Water Quality Control Board, Region 2; Native American Heritage Commission

Date Received 08/10/2015 **Start of Review** 08/10/2015 **End of Review** 09/08/2015

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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*clear
9/8/15
E*



*Serious Drought.
Help save water!*

August 31, 2015



ALA580888
ALA-580-R 8.27
SCH# 2015082022

Mr. Damien Curry
Planning Division
Alameda County Community Development Agency
224 W. Winton Ave, Room 111
Hayward, CA 94544

Tesla Road Winery – Mitigated Negative Declaration

Dear Mr. Curry:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. We have reviewed the Draft Mitigated Negative Declaration (MND) and have the following comments to offer.

Project Understanding

The proposed project includes approximately two acres of developed land that is planned for a multi-purpose winery facility and associated parking and driveways. The remaining 18 acres of the parcel are expected to be utilized for wine grapes. Primary access to the Project's parking lot, containing a total of 113 spaces, is proposed from Tesla Road with an additional access drive from Greenville Road. Interstate 580 provides direct regional access from ramps at Altamont Pass/N. Greenville Road located further north of the project site.

Mitigation Responsibility

As the lead agency, the County of Alameda (County) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Transportation Operations

Please clarify the project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the MND and

Mr. Damien Curry, County of Alameda

August 31, 2015

Page 2

supported with appropriate documentation. The expected vehicular volumes during special events should also be included in the analysis to identify any impacts to State facilities.

Transportation Impact Fees

Please identify the Transportation Impact Fees associated with this proposed project. We encourage a sufficient allocation of fair share contributions toward multi-modal improvements and regional transportation projects in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce vehicle miles traveled (VMT) and to increase sustainable mode shares.

Vehicle Trip Reduction

The Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Community Strategy identifies transportation system performance targets including the increase of non-auto mode share by 10 percentage points and a decrease of VMT per capita by 10 percent. Caltrans' main concern is the reduction of VMT from cars and light duty truck trips on the State Highway System and minimizing growth per capita.

Consider Transportation Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, dedicated carpool or car-sharing parking, bicycle parking for visitors and employees, and providing transit passes to employees, among others. For information about parking ratios, see the Caltrans funded Metropolitan Transportation Commission (MTC) study *Reforming Parking Policies to Support Smart Growth* at the following webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf.

Should you have any questions regarding this letter or seek additional information, please contact Sherie George at (510) 286-5535 or sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

LETTER A: State Clearinghouse, Office of Planning and Research OPR

A-1: The letter states the State Clearinghouse submitted the Draft IS/MND to selected state agencies for review, and identified two letters of comment that the State Clearinghouse received during the public review period.

The letter from Caltrans is addressed under responses to Letter B. The other letter received through OPR was from the Regional Quality Control Board. The letter was in response to the application to the Regional Water Quality Control Board and is part of a permit application process. The letter does not contain comments on the CEQA Initial Study or process.

The County of Alameda has complied with the State Clearinghouse review requirements as required pursuant to CEQA. This procedural comment does not require a response as it does not raise an environmental issue relevant to the Draft IS/MND. No further response is required.

DEPARTMENT OF TRANSPORTATION

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*Serious Drought.
Help save water!*

August 31, 2015

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SCH# 2015082022

Mr. Damien Curry
Planning Division
Alameda County Community Development Agency
224 W. Winton Ave, Room 111
Hayward, CA 94544

Tesla Road Winery – Mitigated Negative Declaration

Dear Mr. Curry:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. We have reviewed the Draft Mitigated Negative Declaration (MND) and have the following comments to offer.

Project Understanding

The proposed project includes approximately two acres of developed land that is planned for a multi-purpose winery facility and associated parking and driveways. The remaining 18 acres of the parcel are expected to be utilized for wine grapes. Primary access to the Project's parking lot, containing a total of 113 spaces, is proposed from Tesla Road with an additional access drive from Greenville Road. Interstate 580 provides direct regional access from ramps at Altamont Pass/N. Greenville Road located further north of the project site.

Mitigation Responsibility

As the lead agency, the County of Alameda (County) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Transportation Operations

Please clarify the project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the MND and

Mr. Damien Curry, County of Alameda
August 31, 2015
Page 2

supported with appropriate documentation. The expected vehicular volumes during special events should also be included in the analysis to identify any impacts to State facilities.

Transportation Impact Fees

Please identify the Transportation Impact Fees associated with this proposed project. We encourage a sufficient allocation of fair share contributions toward multi-modal improvements and regional transportation projects in order to better mitigate and plan for the impact of future cumulative growth on the regional transportation system. We support projects and measures to reduce vehicle miles traveled (VMT) and to increase sustainable mode shares.

Vehicle Trip Reduction

The Metropolitan Transportation Commission's Regional Transportation Plan/Sustainable Community Strategy identifies transportation system performance targets including the increase of non-auto mode share by 10 percentage points and a decrease of VMT per capita by 10 percent. Caltrans' main concern is the reduction of VMT from cars and light duty truck trips on the State Highway System and minimizing growth per capita.

Consider Transportation Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, dedicated carpool or car-sharing parking, bicycle parking for visitors and employees, and providing transit passes to employees, among others. For information about parking ratios, see the Caltrans funded Metropolitan Transportation Commission (MTC) study *Reforming Parking Policies to Support Smart Growth* at the following webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/parking_seminar/Toolbox-Handbook.pdf.

Should you have any questions regarding this letter or seek additional information, please contact Sherie George at (510) 286-5535 or sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

LETTER B: Caltrans Department of Transportation

- B-1:** The comment letter identifies “Mitigation Responsibility” and notes, as the lead agency, the County of Alameda (County) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Comment noted.
- B-2:** The comment letter outlines the role of the lead agency, the County of Alameda, for project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. No specific comment is raised on mitigation measures but this comment letter provides guidance to the County on addressing mitigation. No response is necessary to the comment. The Lead Agency will consider this information during the permitting and implementation of the project.
- B-3:** The comment letter requests clarification on the project-related trip generation, distribution, and assignment. The letter requests the assumptions and methodologies be detailed in the IS/MND and supported with appropriate documentation. The additional discussion and data including methodology, traffic assumptions, distribution and assignment and expected special event traffic volumes as requested by the comment are presented in the Chapter 3.0 of this report as well as in Appendix E. Tesla Winery Project Traffic Data and Assumptions. The following briefly outlines this information:

The traffic section analysis in this IS/MND relies on the following sources:

1. Greenville Road and Concannon Vineyard Initial Studies
2. County of Alameda Planning Documents, including East County Area Plan, revised 2000 and South Livermore Valley Area Plan.
3. Tesla Road Safety Study, May 2015

The Tesla Road Safety Study includes an accident history collision study of selected Tesla Road, wine country road and primary access to the site, prepared by traffic engineers under contract to the Public Works Department and dated May, 2015. The IS/MND also utilizes information from a traffic study completed by Dowling Associates for the Greenville Subdivision located in close proximity to the Proposed Project. The Concannon Vineyard Initial Study was used as a source for construction-related traffic and Tesla Road traffic counts. Additionally, traffic generation in environmental documents for similar projects was reviewed where applicable.

Additional sources consulted for project-trip assumptions include a study of winery traffic generation conducted by TJKM Traffic consultants, titled Assumptions Used to Develop Winery Trip Generation Curves, and available at <http://www.sonoma-county.org/prmd/docs/wineryevents/TJKM-Assumptions-Develop-Winery-Trip-Generation-Curves-dated-08-03-1998-20150812.pdf>. Napa County provides assumptions for winery traffic based upon the specific study above. This information was used to derive specific traffic estimates for operational traffic from the project.

The traffic discussion in the Draft IS/MND is amplified in this document to specify traffic distribution and assignment. The Draft IS/MND identified the primary and only intersection that will be used to gain access to the Tesla Winery, at Greenville and Tesla Roads. The IS/MND noted that both Greenville and Tesla connect to Interstate 580 through two separate interchanges (See Draft IS/MND Figure 8, Transportation Network). Access to the Tesla Winery can also be through

Tesla Road from westbound traffic coming from City of Livermore and from Greenville Road from the south. However, other than these roadways, there are no or limited alternative routes to gain access to the site and the distribution and assignment uses these roadways. The additional clarification of the project distribution and assignment as requested by the comment is provided in Chapter 3.0 of this report.

The IS/MND concluded that the project's contribution of additional trips on the area's roadways would not generate significant project-specific traffic impacts. The methodology for development of traffic generation and expected vehicular volumes during operations and special events are included in the IS/MND and this document. The additional information provides documentation to support the conclusion in the Initial Study that the resulting traffic impacts from this project will be less than significant.

- B-4:** The comment letter requests that Transportation Impact Fees associated with this Proposed Project be identified. This request is referred to the County as it does not raise an environmental issue from the Draft IS/MND. The Lead Agency will consider this information during the permitting and implementation of the project.
- B-5:** The comment letter encourages consideration of Transportation Demand Management (TDM) strategies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, dedicated carpool or car-sharing parking, bicycle parking for visitors and employees, and providing transit passes to employees, among others.

The Project site is located in a rural area, and is consistent with applicable plans and policies for land use and transportation in this area of Alameda County. The Proposed Project would not conflict with any adopted policies, plans, or programs supporting alternative transportation. The IS/MND found that there would be no impact with regard to conflicts with adopted plans and policies or programs related to public transit, bicycle or pedestrian facilities. The suggestion to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System is referred to decision makers.



October 6, 2015

Damien Curry
Alameda County Community Development Agency
224 West Winton Avenue, Room 111
Hayward, CA 94544

Subject: Initial Study/Mitigated Negative Declaration for Tesla Road Winery

Dear Mr. Curry:

Thank you for the opportunity to provide comments on the Initial Study/Mitigated Negative Declaration for the Tesla Winery located at the intersection of Greenville Road and Tesla Road in South Livermore. Staff has reviewed the information you provided and has the following comments and recommendations:

Project Description

1. Please clarify the size of the multi-purpose facility. Throughout the document the project is cited as 19,944 square feet or 23,081 square feet.
2. A segment of the planned Brushy Peak to Del Valle Regional Trail aligns through the western portion of the project site adjacent and parallel to Greenville Road. The City of Livermore 2003-2025 General Plan and Bikeways and Trails Master Plan, the 2008 Livermore Area Recreation and Park District Master Plan, and the 2013 East Bay Regional Park District Master Plan identify this trail at this location. The development of this site with a commercial use provides an opportunity to secure a portion of the trail through right of way dedication consistent with the goals of the South Livermore Valley Area Plan (Area Plan) to encourage tourist attractions and supporting uses such as bicycle and equestrian facilities. Adding to the extensive South Livermore Valley trail network will increase regional connectivity and contribute to the wine country experience. We recommend securing a 25-foot wide trail alignment on the western portion of the property adjacent to Greenville Road as part of the conditions of approval for the project and including this in the project description.

Aesthetics

3. The project site is visually prominent. The Area Plan includes a policy for new commercial structures to emphasize the existing visual character of the Vineyard Area, including use of appropriate materials, architectural features and careful siting so that the structures are subordinate to the landscape. The building, as proposed, conveys the blocky architectural form of an urban commercial or industrial building.

The building is not compatible with the architectural styles found in South Livermore.

The project design should reflect the City and County's shared goal to promote South Livermore as a premium wine-producing region and be compatible with the agricultural and rural character of the South Livermore Valley. Chapter 12 of the City's South Livermore Valley Specific Plan (Specific Plan) includes Design Standards and Guidelines that provide direction for site plan, architectural, and landscape revisions. For example, the City recommends the following revisions to gain consistency with the intent of the City's Specific plan and County's Area Plan:

- Utilize an architectural style consistent with the character of South Livermore.
- A change in pitch, break in plane or change in orientation should break the roof form. Flat or mansard roofs are not appropriate to the agricultural character.
- The applicant should use a variety of materials such as stone, wood, and brick to fit appropriately into the wine country character.
- Colors should be natural tones. The roof should be darker in color than the walls.
- The site should have a distinct entryway. The site should clearly define vehicular and pedestrian circulation and transition from parking areas to pedestrian areas and from pedestrian areas to the building.
- The parking lot should include landscaping and shade trees to soften the hard edges. The parking lot should incorporate shade trees every six spaces.
- The site lay out should utilize landscaping to soften the building and to screen mechanical equipment, utility areas, and trash enclosures.

Agriculture

4. Pursuant to the Area Plan and the Specific Plan, planting of grapes or orchards is required in conjunction with an approval for a development application. Please provide a planting and irrigation plan demonstrating compliance with this requirement when evaluating the project proposal. If drought conditions persist, making planting infeasible, we recommend securing a bond to ensure the applicant plants vineyards when conditions are appropriate.
5. The project should be consistent with the Agricultural Conservation Easement encumbering the property. The project proposes parking drive aisles, a fire turn around, commercial infrastructure including septic tanks, grease interceptor, and disposal system, and two new commercial driveways outside of the building envelope and within the conservation easement area. Please confirm with the Tri-

Valley Conservancy that this is consistent with the permitted uses identified in the conservation easement.

Traffic

6. The City of Livermore 2003 General Plan identifies Greenville and Tesla Roads as Major Roads and not as local streets. Both roadways function as regional commuter routes. The Initial Study does not reference or cite a project specific traffic analysis or include one in the Appendices. As such, the Initial Study does not identify how much traffic the project will generate, existing traffic conditions, and resulting volumes and delays. However, the Initial Study states:

“The Proposed Project would generate an incremental increase in trips to and from the site associated with winery operations. Operations, including wine tastings and events at the facility are not anticipated to generate a significant amount of vehicular trips to the site.”

There does not appear to be sufficient data and/or analysis to support this statement. The Initial Study continues:

“Tesla Road and Greenville Road intersection is currently operating at LOS F (Level of Service) during both peak hours, which would exceed Alameda County’s acceptable threshold of LOS D. ... The increase in traffic trips to an intersection on LOS F during peak hour would contribute to the already impacted intersection...”

Given the current roadway conditions, the additional signage and driveway improvements as mitigation seem inadequate. In addition, the Initial Study seems to understate the possible traffic impact and possible conflicts caused by the Project. Adding additional traffic load to the intersection without significant improvements to the intersection would exacerbate an already congested intersection. The City recommends the County conduct a traffic study for the project to determine the existing traffic conditions, project trip generation, and mitigations or traffic controls. Furthermore, The City recommends that the proposed project contribute its fair share toward intersection improvements, including signalization if necessary.

Please continue to notify and include the City of Livermore on subsequent revisions to the project. Please also notify us of your CEQA determination and provide relevant studies

Letter to Damien Curry
October 6, 2015
Page 4

used to evaluate project impacts. If you have any questions, please call me at 925-960-4475.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andy Ross", with a long horizontal flourish extending to the right.

Andy Ross
Assistant Planner
Community and Economic Development Department

cc: Paul Spence, Planning Manager

LETTER C: City of Livermore

- C-1:** The comment letter requests clarification on the size of the multi-purpose facility. The facility is 19,944 square feet, the size of the structure has been made consistent throughout the document and revisions are reflected below in Chapter 3.0.
- C-2:** The comment letter requests securing a 25-foot wide alignment for a segment of the planned Brushy Peak to Del Valle Regional Trail on the western portion of the Proposed Project property adjacent to Greenville Road. This request is referred to the County as it does not raise an environmental issue from the Draft IS/MND. The Lead Agency will consider this information during the permitting and implementation of the project.
- C-3:** The comment letter recommends various revision to the design features of the Proposed Project to ensure consistency with the intent of the City's Specific plan and County's Area Plan including:
- Utilize an architectural style consistent with the character of South Livermore.
 - A change in pitch, break in plan or change in orientation should break the roof form. Flat or mansard roofs are not appropriate to the agricultural character.
 - The applicant should use a variety of materials such as stone, wood, and brick to fit appropriately into the wine county character.
 - Colors should be natural tones. The roof should be darker in color than the walls.
 - The site should have distinct entryway. The site should clearly define vehicular and pedestrian circulation and transition from parking area to pedestrian areas and from pedestrian areas to the building.
 - The parking lot should include landscaping and shade trees to soften the hard edges. The parking lot should incorporate shade trees every six spaces.
 - The site lay out should utilize landscaping to soften the buildings and to screen mechanical equipment, utility areas, and trash enclosures.

This request is referred to the County as the comments are design-related and do not raise an environmental issue from the Draft IS/MND. The Lead Agency will consider this information during the permitting and implementation of the project.

- C-4:** The comment letter requests a planting and irrigation plan in conjunction with an approved development application demonstrating compliance with requirements outlined in the Area Plan and Specific Plan pertaining to planting of grapes or orchards. The Draft IS/MND describes the Proposed Projects irrigation plan in the Project Description and discusses irrigation in Section I. Hydrology and Water Supply and Section Q. Utilities and Service Systems. The Proposed Project will utilize a limited amount of well water for irrigation for surrounding landscape, lawns and vineyards. In addition, the Proposed Project includes the installation of a rainwater catchment and harvesting system for irrigation of the landscaping surrounding the buildings. Irrigation reuse systems will require the use of BMPs and permit approvals from California Regional Water Quality Control Board, San Francisco Bay Region (CRWQCB) and Alameda County Health Department and Zone 7 Water Agency.

In addition, the City requests that if drought conditions persist, the Proposed Project secures a bond to ensure vineyards are planted when conditions are appropriate. These requests are referred to the County. The Lead Agency will consider this information during the permitting and implementation of the project.

- C-5:** The comment letter calls for coordination with the Tri-Valley Conservancy to ensure that components of the Proposed Project within the Agricultural Conservation Easement encumbering

the property are consistent with the permitted uses identified in the easement. This request is referred to the County as it does not raise an environmental issue from the Draft IS/MND. The Lead Agency will consider this information during the permitting and implementation of the project.

- C-6:** The comment letter states that the “City of Livermore 2003 General Plan identified Greenville and Tesla Roads as Major Roads and not as local streets.” The Draft IS/MND refers to Greenville and Tesla Roads as “major local roadways”. The use of “local” in this sentence is to clarify a location and not a roadway classification. The word local has been deleted in this Final IS/MND to clarify the statement.

The City of Livermore 2003 General Plan refers to the Greenville Road and Tesla Roads as Major Roads. However, Figure 5-1 Roadway Classification Figuration identifies the section of Tesla Road directly adjacent to the Proposed Project site as an Intercounty Route and Special Rural Route. In addition, Figure 5-1 Roadway Classification Figuration identifies the sections of Greenville Road directly adjacent to the Proposed Project site as a Special Rural Route. Roadways have been classified correctly throughout the Draft IS/MND with the minor clarification above. The Transportation section of the Draft IS/MND states: Tesla Road is classified as a principal rural arterial.

In addition, the comment letter is concerned with the additional traffic load exacerbating an already congested intersection. The letter requests further traffic analysis, including how much traffic the project will generate, existing traffic conditions, and resulting volumes and delays, to support the mitigation measures outlined in the traffic analysis. Please refer to Revised Transportation Section under Chapter 3.0 of this document and Appendix E.

The Initial Study referenced the Tesla Road Safety Study and the Greenville Subdivision Traffic Study to support the conclusions in the document. In addition, supplementary background and assumptions are provided in Chapter 3.0, below. Please also refer above to response B-3 to the letter submitted by Caltrans Department of Transportation for this information. In addition to the modification and clarifications made to Transportation Section of the Draft IS/MND, refer to Appendix E, Tesla Winery Project Traffic Data and Assumptions. Appendix E provides supplementary information such as project characteristics, assumptions, winery traffic information and a trip generation sheet. These materials support the conclusions in the Draft IS/MND and those outlined in Chapter 3.0 below. The county traffic engineer also reviewed this comment and responses. The County Engineer also responded that traffic on Greenville and Tesla Roads in the area of the intersection will likely be restudied in 1-3 years, at the commencement of work on the Tesla Road Safety Project. Per the County, “The study is unrelated to the proposed project and will not be a project mitigation measure.”

3.0 REVISIONS TO THE DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This following section includes revisions to the text of the Draft IS/MND, in amendment form. The revisions are listed numerically by page number. All additions to the text are shown underlined and all deletions from the text are shown ~~stricken~~.

Chapter 3. Environmental Evaluation

B. Environmental Setting and Surrounding Land Uses:

Page 17, Section A. Aesthetics has been amended as follows:

Less than Significant Impact. The South Livermore Valley Area Plan does not include any specific policies protecting specific viewsheds or scenic vistas. However, it includes specific goals and objectives that include preserving the region's unique rural and scenic qualities. The Project will introduce additional viticulture. The Project's vineyard use supports Livermore Valley Area Plan policies to promote the area as a wine producing region while preserving prominent ridgeline views. The land use section of the East County Area Plan (ECAP) includes a list of visually-sensitive ridgelines to be preserved in Eastern Alameda County. The Project Site is not located on any sensitive ridgelines and the closest to the site are those located above the vineyards south of Livermore. In addition, the Project Site is located on land that is relatively flat so the Project will not obscure views of the ridgelines. While the Project does not involve development on sensitive ridgelines, it would involve the development of a ~~23,081~~ 19,944 square foot two-story facility on vacant land. The proposed building pad and facility would be located a minimum of 100 feet from the roadways in accordance with the site plan (See Figure 3), accessed through driveways. The facilities would be sited approximately 150 feet from the entrance on Tesla Road and the building areas of the approximately 20 acre parcel would be surrounded by vineyards. The overall character of the site would not be substantially different than that found throughout the area. As such, the Project would not have a substantial impact on a scenic vista and this would be a less than significant impact.

Less than Significant Impact. The Proposed Project would alter the existing visual character of the site and its surroundings by developing a multi-use wine facility on undeveloped land in the Livermore Valley. The Project will introduce a ~~23,081~~ 19,944 square foot, maximum 35 foot building and associated structures onto the property (see Figure 3 and 4). While the Project will alter the existing visual character of the undeveloped site, the winery and associated wine operations will be consistent with the surrounding viticulture-related activities that occur in the area. In addition, the Project will be consistent with County policies encouraging viticulture in the South Livermore Valley. Visual effects would be minimized by conformance with the County's design standards and would conform to the rural character of the area. Overall, the Proposed Project would not substantially degrade the existing visual character or quality of the site because it would be developed in a manner consistent with rural character along the Tesla Road corridor and the Livermore Valley. Due to the relatively flat topography within the site and in the surrounding area, views of the facility would be available to travelers along Tesla Road and Greenville Road from north, east and west of the Project Site. Views of the site from eastbound travelers on Tesla Road, west of the Greenville Road intersection would be partially obscured by trees at the Garré Vineyard and Winery until travelers approach the intersection. In addition, views from northbound traffic along Greenville Road, south of the Tesla Road intersection are dominated by views of trees and the Greenville Equestrian Center. The Project would not substantially alter views of the site from offsite areas or block views of surrounding hillside areas including the Altamont Pass.

Page 64, Section P. Transportation and Traffic has been amended as follows:

TRANSPORTATION AND TRAFFIC

P. TRANSPORTATION

Setting

The Project Site is located at northeast corner of the Tesla Road and Greenville Road intersection in unincorporated Alameda County. The site is less than ½ mile southeast of the City of Livermore. Regional access to the site is provided by Interstate 580, an east-west highway that connects eastern Alameda County with the western portion of the county. Greenville Road and Tesla Road are the two major ~~local~~ roadways that provide access to the Project Site.

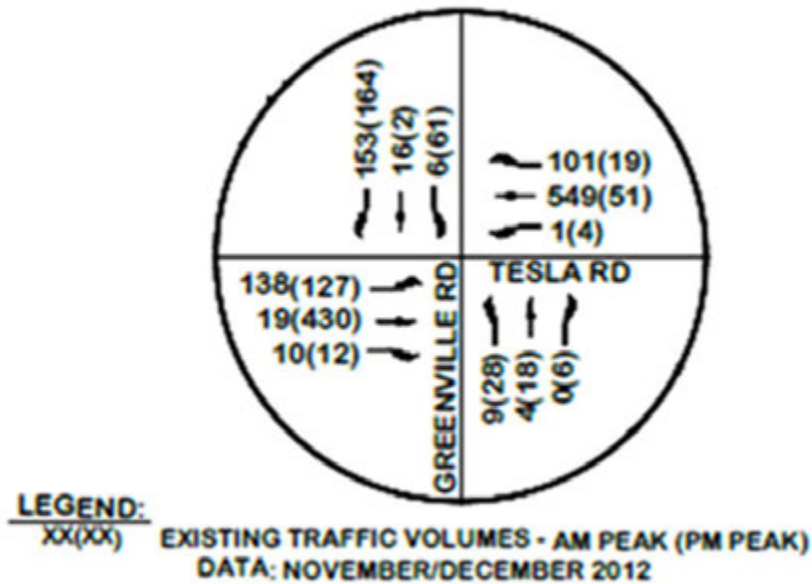
Existing Conditions

Figure 8 provides an overview of the transportation network in the Project Area. Greenville Road is a 2-lane road that becomes 4 lanes north of the site where it eventually connects to I-580. Tesla Road is a 2-lane east-west road that changes into South Livermore Boulevard west of the Project Site. Greenville Road is a 35-mph north-south two-lane road which currently serves several rural homes and small wineries. Greenville Road capacity is approximately 15,000 vehicles per day. Based on observations and consistent with the findings of the Greenville Road Traffic Study, there are low volumes on Greenville Road. Class 2 bike lanes run both northbound and southbound along the length of the Project Site on Greenville Road. Greenville Road northbound and Tesla Road, eastbound from the site, both connect to Interstate 580. Interstate 580, is an eight-lane freeway with average traffic volumes ranging from 117,000 to 184,000 vehicles daily in the vicinity of the City of Livermore (City of Livermore 2004).

Tesla Road is classified as a principal rural arterial. According to the functional classification by Federal Highway Administration (FHWA), arterial roadways serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Arterials are relatively high mobility and high capacity roadways that accommodate intra-community travel and connect the rest of the countywide collector system. In 2014 the Alameda County Public Works Agency (County) conducted a safety study to identify the roadway safety needs on Tesla Road from Greenville Road to the Alameda/San Joaquin County Line, a distance of approximately 9.6 miles.

Tesla Road is rural two lane arterial connecting I-580 near Tracy with the City of Livermore. The roadway is used by residents and by motorists visiting the Livermore wineries, Livermore National Laboratory and the Carnegie State Vehicular Recreation Area. The roadway includes multi-modal traffic uses such as autos, trucks, bicycles, motorcycles, and pedestrians. The collision history on Tesla Road prompted the County to conduct the safety study. The primary goal of the safety study is to identify and prioritize the needed safety measures that will potentially make the roadway safer for the residents along Tesla Road and other road-users (Tesla Road Safety Study, May 2015).

The following graphic illustrates the existing AM and PM peak traffic volumes and turning movements at the Tesla Road and Greenville intersection (Source: Tesla Road Traffic Study).

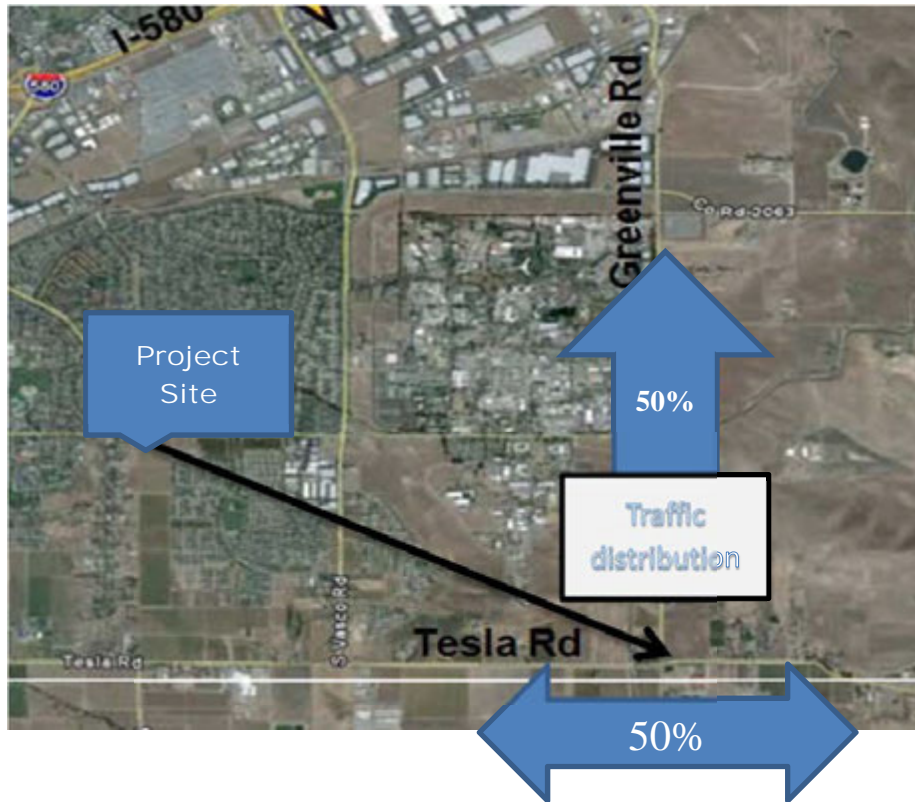


The following graphic illustrates the existing AM and PM peak traffic volumes and turning movements at the Tesla Road and Greenville intersection (Source: Tesla Road Traffic Study). The movements at the AM Peak are highest along Tesla Road in westbound direction which is consistent with AM commuter traffic. The PM Peak is highest along Tesla in eastbound direction with returning commuters.

The following **New Figure 8A** identifies projected traffic distribution patterns for the project based upon the primary use of the site as a winery, major thoroughfares and connections to Interstate 580. The distribution pattern also considered information from the Concannon Initial Study Traffic Assessment and traffic and land use information the County of Alameda General Plan.

As of April 2009, traffic volumes at Tesla Road on South Livermore Avenue were 15,443 average daily trips (ADT). (Bello, pers. comm. 2011 cited in Concannon Initial Study). The Tesla Road Safety Study identified average daily traffic along Tesla Road as shown on **New Figure 8B** below. Between Tesla and Cross Street, ADT was 5,182 in 2012 (Tesla Road Traffic Study, 2015).

Figure 8A
TRAFFIC DISTRIBUTION FOR TESLA WINERY TRAFFIC



Short Term Construction Conditions

Based on the trip generation rates, and estimated construction workers, it is estimated that the number of daily trips to and from the project site during the construction period would be 36. As noted on Page 22 of the Draft IS/MND, temporary construction activities would result in an average employment of 12 construction workers over the 12 month construction period with a maximum of 20 during peak construction. The Project would generate additional employment opportunities and it is anticipated that the site will employ seven full time employees, which would be an increase from the current conditions on the undeveloped site.

The summary of the Project's daily trip generation during site grading and construction of the irrigation ponds is shown in Table 5.

**TABLE 5
DAILY TRIP GENERATION DURING CONSTRUCTION**

Trip Generation	Quantity	Trips	
		Daily	Peak Hour (AM and PM)
Construction Workers	12	36	12

Assumptions:

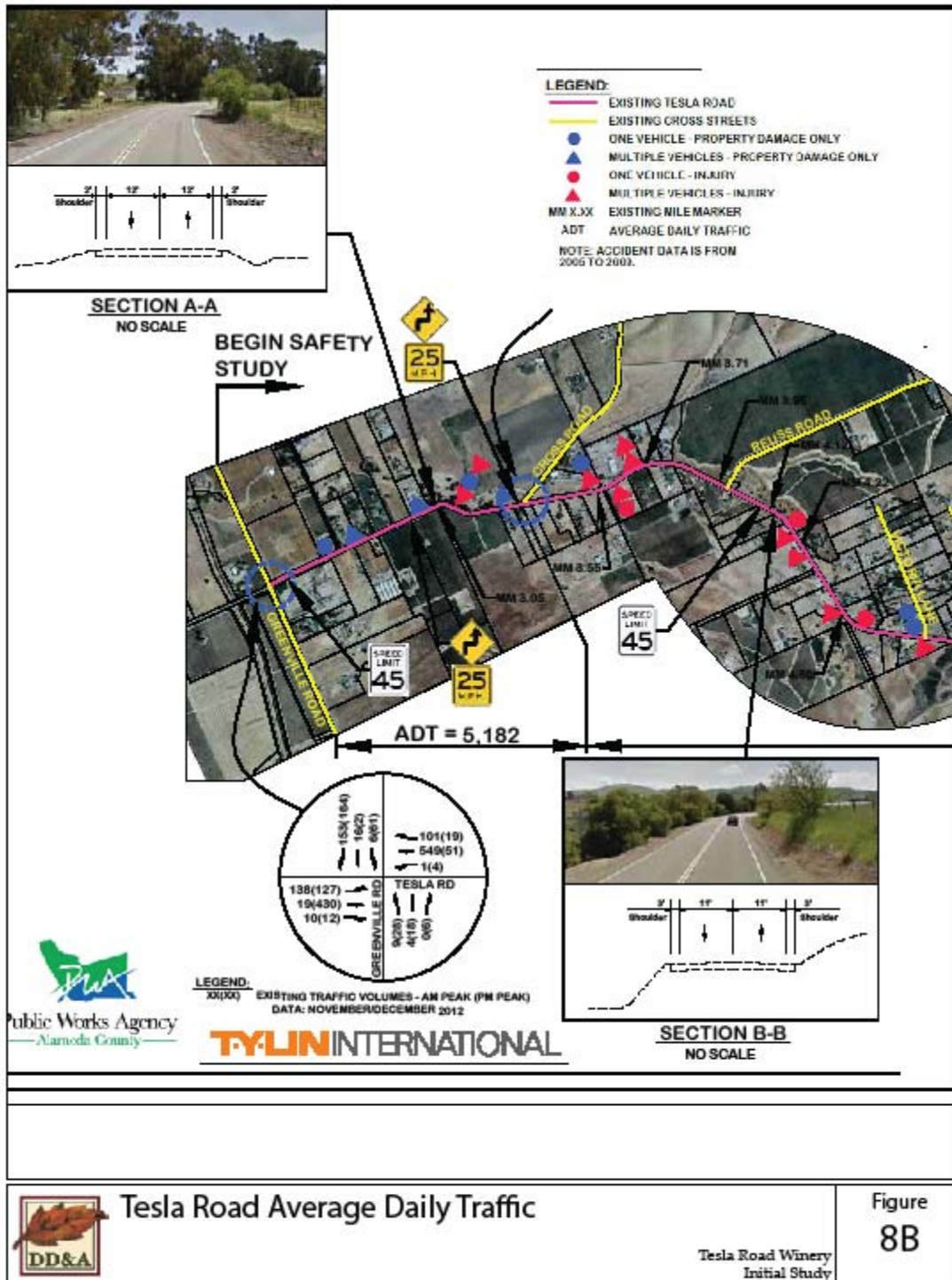
1. Daily trips are estimated on ITE Trip Generation (8th Edition) General Industrial Use (110)
2. Peak hour trips are estimated based on the assumption that all construction workers would drive alone to and from the site

Long Term Operational Conditions:

The Table 6 below, Trip Generation Typical Weekday Tesla Winery, shows winery traffic during typical weekday and peak hour. Figure 8A provides an illustration of Project trip distribution, which was based on a land use analysis of location of area wineries, and review of Greenville Road Traffic Study which used available City of Livermore travel demand model data. Based on the winery trip generation rates, it is estimated that there would be an estimated 54 maximum daily trips during a typical weekday associated with operational conditions of the Proposed Project. Daily trips are calculated based on the assumption of an additional seven full-time employees, three part-time employees, 30 estimated weekday visitors, and one daily truck trip for wine distribution. PM Peak hour would be more significant than AM peak hour as majority of winery guests will arrive between the hours of 3-4PM. During the peak hour the Proposed Project will generate up to 19 additional PM peak trips. Both daily operational trips and PM peak trips would increase from the current conditions on the undeveloped site.

**TABLE 6
Trip Generation Typical Weekday Tesla Winery (See Appendix for source and assumptions)**

Traffic during a Typical Weekday		
Number of FT employees: 7 employees x 3.05 one-way trips per employee		= 21.35 daily trips
Number of PT employees: 3 employees x 1.90 one-way trips per employee		= 6 daily trips
Average number of weekday visitors: 30 estimated visitors /		
2.6 visitors per vehicle x 2 one-way trips		= 22 daily trips
Gallons of production: Up to 25,000 / 1,000		
x .009 truck trips daily ³ x 2 one-way trips		= 1 daily trips
TOTAL		= 54 daily trips
PM PEAK HOUR		
Note: Winery peak hour is 3-4PM; this analysis uses Roadway peak hour of 4-5PM		
Number of total weekday trips x .38	=	19 PM peak trips



Impacts and Mitigation

Thresholds per CEQA Checklist

Would the Project:	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 6, 7, 9
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 6, 7, 9
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 7
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 9, <u>10, 11, 12, 13, 14</u>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 9, 11, 12, 14
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 7, 9

Explanation

- a) **Less than Significant Impact.** The Proposed Project will not conflict with an applicable plan, ordinance or policy establishing measures for of effectiveness for the performance of the circulation system.
- b) **Less than Significant Impact.** The Proposed Project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. See a) above.
- c) **No Impact.** The Proposed Project will not result in any changes to air traffic patterns.

- d) **Less than Significant with Mitigation.** Access to the Proposed Site will be provided along Tesla Road which is flat with high visibility in both directions. Tesla Road includes multi-modal traffic uses such as autos, trucks, bicycles, motorcycles, and pedestrians. The collision history on Tesla Road prompted the County to conduct the May 2015 safety study. Tesla Road has become a heavily traveled two-lane route with traffic volumes ranging from 2,700 to 5,200 vehicles per day. According to the Tesla Road Safety study and **New Figure 8B** above, average daily traffic between Tesla and Cross Street, ADT was 5,182 in 2012 (Tesla Road Traffic Study, 2015). The increase in vehicular traffic on this roadway, which was not designed to serve high volumes of fast moving motorists, has resulted in an overall increase of collisions on the length of Tesla Road over the last decade. However, in the area of the project, at the intersection of Tesla Road and Greenville Road, no accidents were recorded during the reporting period at the intersection. Additionally, The Tesla Road Traffic Study found the roadway conditions are at times considered unsafe for bicyclists in some areas of Tesla Road. However, in the area of the project, at the intersection of Tesla Road and Greenville Road, Class 2 bike lanes run both northbound and southbound along the length of the Project Site on Greenville Road. No reports of bicycle conflicts or accidents with pedestrians are identified in the Tesla Road Safety Study at this intersection.

The Proposed Project would generate an incremental increase in trips to and from the site associated with winery operations. Operations, including wine tastings and events at the facility are not anticipated to generate a significant amount of vehicular trips to the site.

Tesla Road and Greenville Road intersection is currently operating at LOS F (Level of Service) during both peak hours, which would exceed Alameda County's acceptable threshold of LOS D¹. The LOS is primarily affected by westbound through vehicles during the a.m. peak and by eastbound through vehicles during the p.m. peak. The Manual for Uniform Traffic Control Devices (MUTCD) peak hour signal warrant would be met at this intersection under both peak hours. Comments on the Initial Study by the City of Livermore (See Letter C) and comments during development of the Tesla Road Safety Study request the County consider installation of a traffic signal at this intersection. The responses from the Safety Study indicate that traffic signal control was not identified as a safety countermeasure at this intersection and that traffic control at Tesla Road and Greenville Road was also not identified as a safety issue.²

The increase in traffic trips to an intersection on LOS F during peak hour would contribute to the already impacted intersection. Operation and construction of the project will increase traffic on Tesla Road and Greenville Road and create additional turning movements in the intersection and driveway to the site. The construction of the project will create additional traffic movements which may add safety hazards and impact bicycle or pedestrian transportation. The Proposed Project's trips would result in a minor increase in traffic along local roadways. Peak travel hours associated with a winery are from 3-4PM whereas peak traffic hours are from 4-5PM, therefore increases in traffic associated with the Proposed Project are considered less than significant as the peak travel hours associated with the winery do not occur during peak PM traffic. New Figure 8A provides an illustration of Project trip distribution. In general, the number of winery visitors for the Winery's tasting room is expected to minimally increase traffic as most patrons are already in the area visiting existing wineries (e.g. numerous wineries in immediate and surrounding area). Traffic estimates in this document did not account for this passerby effect thus are conservative and winery operations

¹ Level of Service represents the range of operating conditions and the driver's perception of these conditions. There are six levels of service designated with letters from A to F. LOS A represents the best operating conditions and LOS F represents the worst operating conditions.

² https://www.acgov.org/pwa/documents/Tesla_Road-Response_to_Comments_Public_Mtg-2_09-15-14.pdf

should not adversely affect traffic circulation. It is anticipated that for any special event or planned event, there would be short-lived congestion at the local intersections as the events commence and let out. Traffic volumes and assumptions are shown in Appendix E. With appropriate signage and driveway access design and construction consistent with County of Alameda Public Works requirements and standards, this impact can be reduced to less-than-significant. See Mitigation TRAF-1 below to improve and pave the driveways and the shoulders adjacent to the driveways to provide adequate area for drivers to safely accelerate or decelerate off of the actual traveled way. With application of this mitigation, the Proposed Project will not substantially increase hazards due to a design feature. While not proposed as mitigation in the Draft IS/MND, the City of Livermore requested the County investigate the installation of a traffic signal at the intersection of Greenville and Tesla due to the potential hazards at this intersection. The Manual On Uniform Traffic Control Devices (MUTCD) provided by the Federal Highway Administration, developed 11 traffic signal warrants contained within the study. These 11 warrants define minimum conditions under which signal installations may be justified. The Manual suggests that traffic control signals should not be installed unless one or more of the signal warrants are met. However, the satisfaction of a warrant or warrants is not in itself justification for a signal. Every situation is unique and warrant guidelines must be supplemented by the effects of specific site conditions and the application of good engineering judgment.

Construction Impacts: The Proposed Project is expected to undergo short term construction for approximately 12 months. During this time there will be an estimated 12-18 workers on-site generating a maximum of 36 trips during peak hours (See Table 5). This is an increase in daily trips as compared to the current site which is vacant, but is considered less-than-significant and temporary.

Operational Impacts: Operation of the Project is expected to generate an average of 54 new vehicle trips per typical weekday and average of 89 new vehicle trips per peak weekday (ADT). Roadway peak hour between 4-5PM would be 19 additional PM peak trips for a typical weekday (See Table 6 & Appendix E). Tesla Road would be the primary road providing access in and out of the Project area, and Greenville Road would also provide access. Greenville Road is two-lane road with a capacity of approximately 15,000 vehicles per day. These roads would be capable of accommodating the additional project daily trips and peak hour trips. As noted above, there are a number of existing wineries in this area and winery operations would not necessarily generate new trips from the wine tasting and ancillary operations, as a number of trips would be passerby trips from those already visiting wineries in the area. Traffic estimates in this document did not account for this passerby effect thus are conservative.

Therefore, in terms of trip generation, the Project would not cause a substantial increase in operational traffic in relation to the existing traffic load and capacity of the street system, nor would it exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads and highways. The impact to congestion on surrounding street systems resulting from the Project would be considered less-than-significant. There is no current requirement to conduct a signal warrant analysis on Greenville and Tesla Road intersection by the County. The County noted that this intersection will likely be re-studied when the additional work is initiated on the Tesla Road Safety Project (Greenville to South Livermore). The 2015 Safety Study for Tesla Road already includes the intersection.

- e) **Less than Significant Impact.** Emergency access to the Proposed Project Site will be provided along Tesla Road with primary access into the site. Access into the site will provide adequate space for fire trucks and emergency vehicles to enter and turn around.

- f) **Less than Significant Impact.** The Proposed Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Mitigation

TRAF-1 Improve and pave the driveways and the shoulders adjacent to the driveways to provide adequate area for drivers to safely accelerate or decelerate off of the actual traveled way. Tesla Road driveway approaches and the shoulders adjacent to the driveways should provide safe and adequate bicycle movements and appropriate signage for motorists and bicyclists.

Chapter 4. References

Page 79-80, BIBLIOGRAPHY the following reference has been added:

TJKM Transportation Consultants, *Assumptions Used to Develop Winery Trip Generation Curves*, August 3, 1998. Available online: <http://www.sonoma-county.org/prmd/docs/wineryevents/TJKM-Assumptions-Develop-Winery-Trip-Generation-Curves-dated-08-03-1998-20150812.pdf>

Page 80, CHECKLIST SOURCES has been amended as follows:

CHECKLIST SOURCES

1. CEQA Guidelines, professional expertise of consultant, and technical reports prepared for this project site.
2. Project Application maps and plans on file with County of Alameda and referenced in this report
3. Alameda County Important Farmlands Map
4. BAAQMD CEQA Guidelines. 2011
5. Kennedy Jenks, Amendment Report of Waste Discharge for Mohan Rao Winery Livermore, California, April 2015 (Feasibility Study, 2015)
6. Greenville Road and Concannon Vineyard Initial Studies
7. County of Alameda Planning Documents, including East County Area Plan, revised 2000 and South Livermore Valley Area Plan.
8. Cultural Resources Report, California Historical Resources Information System
9. Tesla Road Safety Study May 2015
10. Figure 8A. Traffic Distribution for Tesla Winery Traffic
11. Table 5. Daily Trip Generation during Construction
12. Table 6. Trip Generation Typical Tesla Winery
13. Figure 8B. Tesla Road Average Daily Traffic
14. Appendix E. Tesla Winery Project Traffic Data and Assumptions

Under Appendices, Initial Study, add the following to the Appendices of the Draft Initial Study:

Appendix E. Tesla Winery Project Traffic Data and Assumptions are added to the document and are appended as follows:

Appendix E. Tesla Winery Project Traffic Data and Assumptions

<u>Project Characteristics, as identified in the Draft Initial Study Project Description:</u>	
Project size:	19,944 square feet
	20-25,000 annual cases (cubic yards)
Tasting room:	2,232 square feet
	Open 10:00 AM – 6 PM daily
Events:	10,000 square feet of event/banquets space, 3 banquet rooms
	12 small events per year with 150 people per event
	5 larger events per year with 400 people per event

Assumptions for Traffic Counts (Source: Napa County Winery Traffic Generation)

Employees	
Half-hour lunch:	All- 2 trips/day (1 during weekday PM peak)
Hour lunch:	Permanent Full-Time – 3.2 trips/day (1 during weekday PM peak)
	Permanent Part-Time – 2 trips/day (1 during weekday PM peak)

Seasonal:	2 trips/day (0 during weekday PM peak) – crush
	See full time above – bottling
Auto Occupancy:	1.05 employees/auto

Visitors	
Auto occupancy:Weekday =	2.6 visitors/auto
	Weekend = 2.8 visitors/auto
Peak Factors:	
Peak Month:	1.65 x average month
Average Weekend:	0.22 x average month
Average Saturday:	0.53 x average weekend
Peak Saturday:	1.65 x average Saturday
Average Sunday:	0.8 x average Saturday
Peak Sunday:	2.0 x average Sunday
Peak Weekend Hour:	Winery (3-4PM) – 0.57 x total for weekend day involved
Average 5-Day Week:	(Monday – Friday) – 1.3 x average weekend
Average Weekday:	0.2 x average 5-day week
Peak Weekday Hour:	Winery (3-4PM) – 0.57 x total for weekday involved
	Roadway PM Peak (4-5PM) – 0.38 x total for weekday involved

Service Vehicles	
Grapes (36 days (6weeks)/season):	1.52 trips/1000 gals/season (4 ton loads assumed)
Materials/Supplies (251 days/yr.):	1.47 trips/1000 gals/yr.
Case Goods (250 days/yr.):	0.8 trips/1000 gal/yr.

Winery Traffic Information / Trip Generation Sheet

Traffic during a Typical Weekday	
Number of FT employees: 7 employees x 3.05 one-way trips per employee =	21.35 daily trips
Number of PT employees: 3 employees x 1.90 one-way trips per employee =	6 daily trips
Average number of weekday visitors: 30 estimated visitors /	
2.6 visitors per vehicle x 2 one-way trips =	22 daily trips
Gallons of production: Up to 25,000 / 1,000	
x .009 truck trips daily ³ x 2 one-way trips =	1 daily trips
	TOTAL = 54 daily trips
Note See Saturday and Peak Month assumptions (1.65 factor applied to above for peak weekday months or Saturdays for a total of 89 trips for peak weekdays)	
PM PEAK HOUR (typical weekday)*	
Number of total weekday trips x .57 (Winery peak 3-4PM) =	31 PM peak trips
Number of total weekday trips x .38 (Roadway peak hour 4-5PM) =	19 PM peak trips
*Note roadway peak hour during peak weekday would be 34 PM peak trips)	

Traffic during a Typical Saturday		
Number of FT employees (on Saturdays):		
7 FT employees x 3.05 one-way trips per employee	=	21.35 daily trips
Number of PT employees (on Saturdays):		
3 PT employees x 1.90 one-way trips per employee	=	6 daily trips
Average number of weekend visitors:		
50 visitors / 2.8 visitors per vehicle x 2 one-way trips	=	20.83 daily trips
TOTAL		= 48.18 daily trips
Number of total Saturday trips x .50 =		20/27 PM peak trips
Peaking factors under assumptions applied to typical Saturday (Peak Saturday or Peak month is 1.65 of Typical Weekend.		

Five Large Events Annually: Large Market Event – Additional Traffic		
Number of event staff (large event):		
10 staff x 2 one-way trips per staff person	=	20 trips
Number of visitors (large event):		
400 / 2.8 visitors per vehicle x 2 one-way trips	=	286.7 trips*
Number of special event truck trips (large event)		
12 trucks x 2 one-way trips	=	24 trips
Average Market Event – Additional Traffic (assumes 1-5 /month)		
Number of event staff (average event):		
5 staff x 2 one-way trips per staff person	=	10 trips
Number of visitors (large event):		
150 / 2.8 visitors per vehicle x 2 one-way trips	=	107 trips*
Number of special event truck trips (large event)		
5 trucks x 2 one-way trips	=	10 trips
* Events trip assumptions not discounted for mobile van or other transportation. Large events assumed to be held on weekend non-peak hour		