
Chapter 10 Comments and Responses

The following is a list of all agencies and persons who submitted written comments on the Environmental Assessment / Draft Environmental Impact Report during the public review period of December 11, 2006 to January 24, 2007. The comments and written responses to the comments are included in this chapter and organized as follows:

1. Michael Shore
Branch Chief, Community Mitigation Programs
Federal Emergency Management Agency, Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052
January 11, 2007
2. Richard W. Burt
Public Works Director/Town Engineer
Town of Windsor
9291 Old Redwood Highway
Windsor, CA 95492-0100
January 23, 2007
3. Rick Jones
Senior Planner
Town of Windsor
9291 Old Redwood Highway
Windsor, CA 95492-0100
January 12, 2007
4. Barbara R. Banke
Kendall-Jackson Wine Estates
Kendall-Jackson Wine Center
5007 Fulton Road
Fulton, CA 95439
January 24, 2007

Comments

1. Michael Shore
Branch Chief, Community Mitigation Programs, FEMA
January 11, 2007

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U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



January 11, 2007

Rey Centeno
Project Officer
Department of Transportation
111 Grand Avenue
Oakland, California 94623

Dear Mr. Centeno:

This is in response to your request for comments regarding the Public Notice – Notice of Availability of the Environmental Assessment/Draft Environmental Impact Report for the Highway 101 High-Occupancy Vehicle (HOV) Lane Widening Project: Santa Rosa to Winsor.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Sonoma (Community Number 060375), Map revised September 6, 2006. Please note that the County of Sonoma, State of California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

1

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

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Comments

1. Michael Shore
Branch Chief, Community Mitigation Programs, FEMA
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Rey Centeno
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- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

3

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtml>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Sonoma County floodplain manager can be reached by calling Wayne Wrick, Jr., Development Service Administrator at (707) 938-2211. The Santa Rosa floodplain manager can be reached by calling Michael Whitaker, Chief Building Official, at (707) 543-3234. The Windsor floodplain manager can be reached by calling Steve G. Pantazes, Chief Building Official, at (707) 838-5341.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of my staff at (510) 627-7260.

Sincerely,



Michael Shore
Branch Chief
Community Mitigation Programs

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cc:
Wayne Wrick, Jr., Development Service Administrator, Sonoma County
Michael Whitaker, Chief Building Official, City of Santa Rosa, California
Steve G. Pantazes, Chief Building Official, City of Windsor, California
Ray Lee, State of California, Department of Water Resources, Central District
Michael Hornick, Floodplanner, DHS/FEMA, Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA, Region IX

Responses

1. Michael Shore
Branch Chief, Community Mitigation Programs, FEMA
January 11, 2007

1. The current effective Flood Insurance Rate Map for the County of Sonoma (Community Number 060375), Map revised September 6, 2006 was reviewed. The project is located in a 100-year flood hazard area; however, no adverse impact is anticipated. There will be slight decreases in water surface elevations (0.06 to 0.18 m (0.2 to 0.6 ft) at Pool, Pruitt, and Mark West creeks as a result of improved hydraulic conditions.

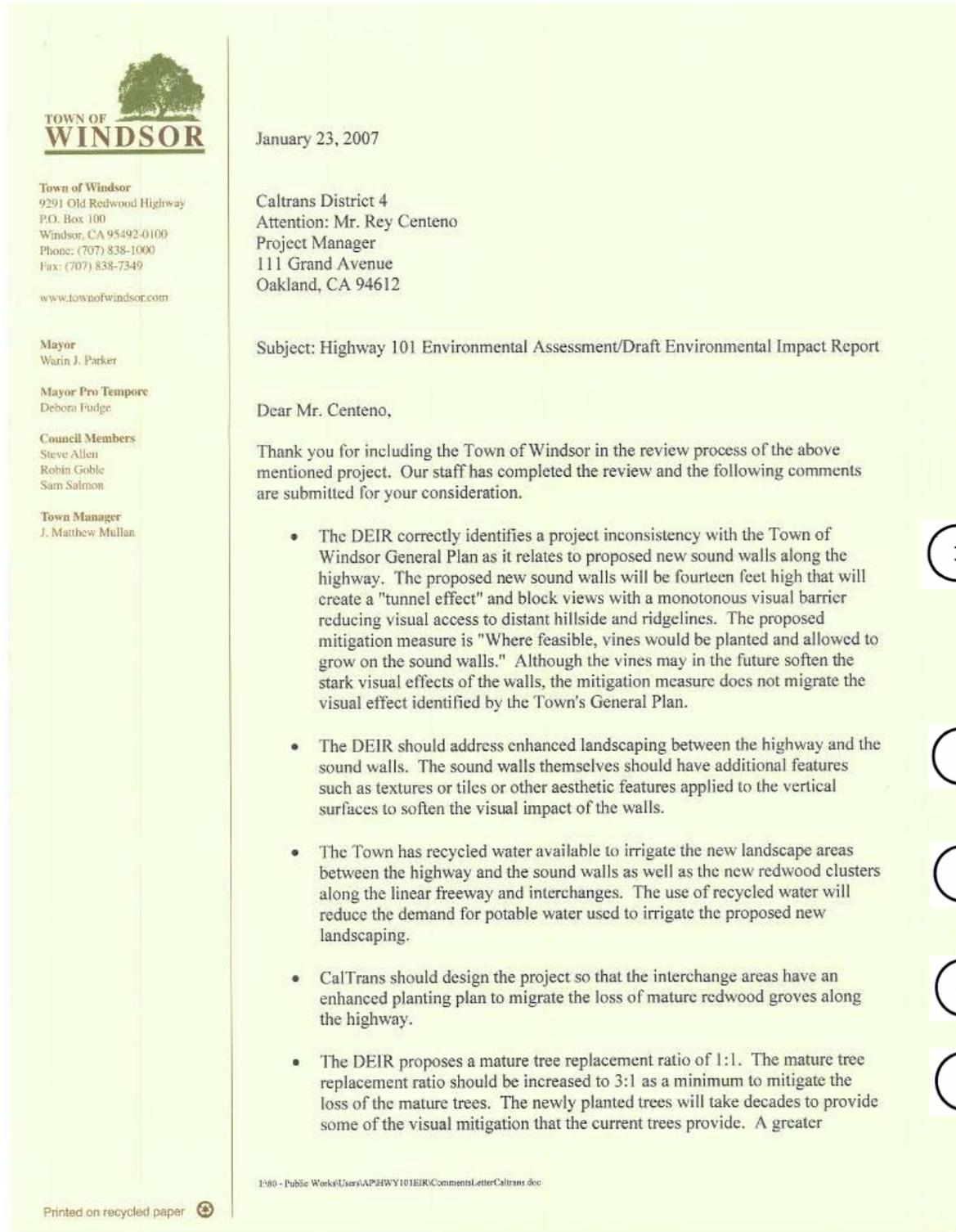
Roadside and cross-drainage would need to be provided or upgraded with widening. Scour protection on channel banks would improve existing conditions.

Please refer to Section 3.8, Hydrology and Floodplains, for more detailed information.
2. The project does not include the construction of buildings within a coastal high hazard area.
3. The project does not include any development that will change existing Special Flood Hazard Areas.

Comments

2. Richard W. Burt
 Public Works Director/Town Engineer
 —Town of Windsor
 January 23, 2007

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Town of Windsor
 9291 Old Redwood Highway
 P.O. Box 100
 Windsor, CA 95492-0100
 Phone: (707) 838-1000
 Fax: (707) 838-7349
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Mayor
 Warin J. Parker

Mayor Pro Tempore
 Debora Fudge

Council Members
 Steve Allen
 Robin Goble
 Sam Salomon

Town Manager
 J. Matthew Mullan

January 23, 2007

Caltrans District 4
 Attention: Mr. Rey Centeno
 Project Manager
 111 Grand Avenue
 Oakland, CA 94612

Subject: Highway 101 Environmental Assessment/Draft Environmental Impact Report

Dear Mr. Centeno,

Thank you for including the Town of Windsor in the review process of the above mentioned project. Our staff has completed the review and the following comments are submitted for your consideration.

- The DEIR correctly identifies a project inconsistency with the Town of Windsor General Plan as it relates to proposed new sound walls along the highway. The proposed new sound walls will be fourteen feet high that will create a "tunnel effect" and block views with a monotonous visual barrier reducing visual access to distant hillside and ridgelines. The proposed mitigation measure is "Where feasible, vines would be planted and allowed to grow on the sound walls." Although the vines may in the future soften the stark visual effects of the walls, the mitigation measure does not migrate the visual effect identified by the Town's General Plan.
- The DEIR should address enhanced landscaping between the highway and the sound walls. The sound walls themselves should have additional features such as textures or tiles or other aesthetic features applied to the vertical surfaces to soften the visual impact of the walls.
- The Town has recycled water available to irrigate the new landscape areas between the highway and the sound walls as well as the new redwood clusters along the linear freeway and interchanges. The use of recycled water will reduce the demand for potable water used to irrigate the proposed new landscaping.
- CalTrans should design the project so that the interchange areas have an enhanced planting plan to migrate the loss of mature redwood groves along the highway.
- The DEIR proposes a mature tree replacement ratio of 1:1. The mature tree replacement ratio should be increased to 3:1 as a minimum to mitigate the loss of the mature trees. The newly planted trees will take decades to provide some of the visual mitigation that the current trees provide. A greater

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Comments

2. Richard W. Burt
Public Works Director/Town Engineer
—Town of Windsor
January 23, 2007

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replacement ratio will prove more tree cover in the years before the trees mature.

- Native oak trees 6 inches or larger in diameter are protected from removal by the Town. How many native oak trees will be removed to accommodate the project? How will the loss of the native trees be mitigated? 6
- A new traffic signal is identified in Figure A-Sheet 13 of 16, for the Shiloh Rd. southbound off ramp, but is not included in the Interchange Improvements description on page 2-7. This intersection has been identified as operating at LOS F. The installation of a traffic signal needs to be included in the project. 7
- The southbound off ramp at Shiloh Rd has been identified in section III.D.2 of the Final Environmental Impact Report for the Shiloh Center Commercial Project to be relocated 80 feet to the west to improve freeway ramp operations. An excerpt from the EIR is attached. 8
- The northbound Windsor River Road off ramp has been identified as operating at LOS F. Ramp improvements could improve the operation of this intersection by allowing two exit lanes, dual left turns and the installation of a free right turn lane at Old Redwood Highway. 9

The Town Council reviewed comments on the EA/DEIR at the January 17, 2007, regular meeting. In addition to the above comments, the Town Council was particularly concerned with the proposed soundwalls. It is their request that a separate meeting be scheduled to review and discuss the Highway 101 proposed soundwalls. 10

Thank you for the opportunity to comment. If you have any questions, please contact me.

Sincerely,



Richard W. Burt
Public Works Director/Town Engineer

Attachment

- cc: Warin Parker, Mayor
Debra Fudge, Mayor Pro Tem
Steve Allen, Councilmember
Sam Salmon, Councilmember
Robin Goble, Councilmember
Matt Mullan, Town Manager
Peter Chamberlin, Planning Director
Suzanne Smith, SCTA
Guy Preston, SCTA

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Comments

2. Richard W. Burt
Public Works Director/Town Engineer
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June 6, 1996

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III. Comparative Impact Assessment
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(3) The screening should utilize a combination of Coastal Redwoods and other fast-growing and native evergreen species with heights at maturity ranging from 25-45 feet, planted in multiple, natural-appearing arrays where possible.

(4) Include in the *landscape plan* adequate provisions for long-term irrigation and maintenance of the vegetative screening, including periodic trimming to maintain varying tree heights from 25-45 feet. Alternatively, tree types which can be expected to achieve a mature height of 25-to-45 feet may be considered.

The following additional measures shall also apply to the revised project:

(5) Include a structural and/or vegetative screen treatment on the north side of Building 10 truck loading area which will ensure that truck loading activity here will be totally screened from view from future residences on the opposite side of Victory Lane.

(6) Locate any exterior mechanical equipment on Building 10 behind a rooftop parapet, in some other visual enclosure, or at a location out of view from future residences on the opposite side of Victory Lane.

2. Transportation

Anticipated Transportation Impacts and Mitigation Needs without the Project. The following mitigation needs are identified in the DEIR for anticipated future traffic impacts in the area without the project:

Base Case Scenario without the Project:

"Base case conditions" are identified in the DEIR as buildout of other projects in the area currently under construction or recently approved. The DEIR identifies the following local intersection improvement need under the "base case" scenario, with or without the project; all future development in the area would be required to contribute a fair share towards this improvement need:

- signalization of the *Shiloh Road/Old Redwood Highway* intersection and modification of the intersection to provide exclusive left turn lanes on the NB, SB, and EB approaches.

General Plan Buildout Scenario without the Project:

The "general plan buildout" condition is identified in the DEIR as buildout of the community under the policies of the Final Draft Town of Windsor General Plan--2015 as adopted in March 1996. The DEIR (and the General Plan EIR) identifies the following intersection and other local roadway improvement needs under the "general plan buildout" scenario with or without the project; all future development in the area would be required to contribute a fair share towards these improvement needs:

WP51534VEIR/F-III.534

Comments

2. Richard W. Burtt
Public Works Director/Town Engineer
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January 23, 2007

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Shiloh Commercial Center
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- signalization of the *Shiloh Road/Hembree Lane* intersection,
- signalization of the *Shiloh Road/US 101 NB offramp* intersection,
- relocation of the *Shiloh Road/Hembree Lane* intersection at least 600 feet to the east in order for signalization of both the *Shiloh Road/Hembree Lane* and *Shiloh Road/US 101 NB ramps* intersections to operate effectively,
- signalization of the *Shiloh Road/US 101 SB offramp* intersection,
- modification of the *Shiloh Road/US 101 SB offramp* intersection to provide additional stacking distance on the westbound *Shiloh Road* approach, including relocating the offramp approximately 80 feet west, widening the north side of *Shiloh Road* west of the freeway overpass bridge, and possibly some widening on the south side of *Shiloh Road* (this would provide the required storage capacity to allow free right turn movements onto the southbound onramp without the need to widen the bridge),¹
- modification of the *Shiloh Road/Old Redwood Highway* intersection to provide for exclusive left turn lanes on the NB, SB, and EB approaches, and exclusive right turn lanes on all approaches,
- signalization of the *Shiloh Road/Conde Lane* intersection and provision of two lanes on each approach,
- signalization of the *Old Redwood Highway/Hembree Lane* intersection and provision of an additional through lane in each direction,
- widening of *Old Redwood Highway* to four lanes between *Shiloh Road* and *Hembree Lane*, and
- widening of *Shiloh Road* to four lanes between *Old Redwood Highway* and *Hembree Lane*.

Original Project Impacts. The DEIR identified the following significant transportation impacts for the original project (in addition to those identified above as needing mitigation without the project):

Base Case Plus Project Scenario:

The following project-related traffic impacts on the local roadway system were identified for the "base case plus project" scenario:

Shiloh Road/Hembree Lane. (T Impact 1) LOS F (jammed) condition in PM peak hour; significant weaving problems between this intersection and US 101 NB offramp/Shiloh Road intersection to the west.

¹May 8, 1996 memo from Don Monk, Town Engineer, to Rick Jones, Town Senior Planner.

WP515341FEIRF-III.534

Responses

2. Richard W. Burt
Public Works Director/Town Engineer
—Town of Windsor
January 23, 2007
1. SCTA and Caltrans acknowledge your concerns regarding soundwall placement and design. The soundwalls presented in the EA/DEIR propose noise abatement consistent with FHWA and Caltrans criteria. Caltrans and SCTA will schedule a meeting with the Town of Windsor to review and discuss placement and design of these proposed soundwalls. A final decision concerning proposed soundwalls will not be made until there is sufficient final design detail to adequately evaluate the proposed soundwalls and allow for consensus among the local community, Caltrans, and SCTA.
2. A conceptual planting plan for the project will be developed during the design phase in coordination with Sonoma County, the City of Santa Rosa, and the Town of Windsor. Per the response to Comment 1, Caltrans and SCTA will schedule a meeting with the Town of Windsor to review and discuss placement and design of these proposed soundwalls.
3. Comment noted.
4. Due to limited right of way availability along the project, it is anticipated that replacement landscaping will be focused on the interchange areas.
5. In accordance with SCR 17, SB 1334, and Caltrans policies (see Section 3.15.4.1, Trees and Other Mature Vegetation), mature trees will be replaced at a ratio of 1:1 within the project limits and right of way where feasible.
6. Up to 77 valley oaks (26 of these are mature) and between 25 and 67 coast live oaks (between 11 and 30 of these are mature) will be removed as a result of the project. Please see also response 5 for information on mitigation.
7. A new traffic signal is proposed at the Shiloh Road southbound off-ramp; the project description in this EA/FEIR now includes the signal.
8. Comment noted. This local project is not required as part of this project and would involve acquisition of additional right of way. SCTA will consider incorporating this work into the project if the Town provides for environmental clearance and the funds for construction and any required environmental mitigation. SCTA will work with the Town regarding the proposed signalization of this ramp to avoid any unnecessary work.
9. The project does not worsen the level of service at the northbound off-ramp at Windsor River Road, and therefore, no improvements are proposed. As identified in Appendix H of the EA/FEIR, improvements are needed to Old Redwood Highway before a dual left turn lane from the off-ramp can be accommodated. Such improvements are beyond the scope of this project.
10. Caltrans and SCTA will schedule a meeting as described in Response 1 above.

Comments

3. Rick Jones
Senior Planner
—Town of Windsor
January 12, 2007

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THE CENTRAL HIGHWAY 101 HOV LANE WIDENING AND
IMPROVEMENTS PROJECT

Steele Lane, Santa Rosa, to Windsor River Road, Windsor

PUBLIC OPEN HOUSE/HEARING

Tuesday, January 9, 2007

Held at Windsor Council Chambers

9291 Old Redwood Highway

Windsor, CA 95492

COMMENT CARD

NAME: Rick Jones
ADDRESS: 9291 Old Redwood Highway
Windsor, CA 95492
REPRESENTING: Senior Planner for the Town of Windsor

In speaking with project representatives, it was explained that there may be options to the local agencies and the implementation of sound walls, and that there may be some local discretion in negotiating with Cal Trans the presence and absence of sound walls.

COPY

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- 3. Rick Jones
Senior Planner
—Town of Windsor
January 12, 2007

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Windsor already has a number of sound attenuation solutions existing along frontage roads along Highway 101, and there are very few gaps to that system. Any sound walls which cannot be visually mitigated will represent new elements to the landscape and be highly noticeable and out of place.

1

So the town is looking for solutions to continue the dialogue with Cal Trans regarding the location and placement of sound walls through the design process and would like to be assured that these walls are not mandatory from the standpoint of mitigating noise impacts as represented at the meeting tonight.

Responses

3. Rick Jones
Senior Planner—Town of Windsor
January 12, 2007

1. The soundwalls presented in the EA/DEIR and EA/FEIR propose noise abatement consistent with FHWA and Caltrans criteria. Caltrans and SCTA will schedule a meeting with the Town of Windsor to review and discuss placement and design of these proposed soundwalls. A final decision concerning proposed soundwalls will not be made until there is sufficient final design detail to adequately evaluate the proposed soundwalls and allow for consensus among the local community, Caltrans, and SCTA.

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4. Barbara R. Banke
Kendall-Jackson Wine Estates,
Kendall-Jackson Wine Center
January 24, 2007

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January 24, 2007

Caltrans District 4
Attn: Mr. Rey Centeno, Project Manager
111 Grand Avenue
Oakland, CA 94623-0660

Via: E-Mail to SON_101_North_Project@dot.ca.gov

Re: Comments to US Hwy 101 High-Occupancy Vehicle (HOV) Lane Widening Project: Santa Rosa to Windsor, Environmental Assessment/Draft Environmental Impact Report

Dear Mr. Centeno:

The purpose of this letter is to provide comment on the US Hwy 101 High-Occupancy Vehicle (HOV) Lane Widening Project: Santa Rosa to Windsor, Environmental Assessment/Draft Environmental Impact Report on behalf of Kendall-Jackson Wine Estates, including the Kendall-Jackson Wine Center and associated property.

The Kendall-Jackson Wine Center serves as a nucleus of Kendall-Jackson Wine Estates consumer education, promotion and marketing efforts. The facility in its central location in Sonoma County is home to a variety of indoor and outdoor community events that promote agriculture and agricultural products in the County.

The facility was constructed in 1989 by the DeBaun family as a winery and visitors center. A new varietal wine called "Symphony" was the vintage planned for the winery, the result of 28 years of viticulture research and development at U.C. Davis School of Viticulture (letter to County from DeBaun's consultant dated 12-4-1985), along with a display of antique viticulture equipment. In 1996, our family operating as Kendall-Jackson Wine Estates purchased the facility and began operations as the Kendall-Jackson Wine Center. The facility was particularly interesting to us because of its genesis as an educational center for wine and thereby a place we could build upon to promote our diverse farming and wine production efforts, as well as heighten the awareness of

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4. Barbara R. Banke
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Kendall-Jackson Wine Center
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Sonoma County's entire agricultural industry. Today, the Wine Center does just that. We host an array of local and artisan events which involve both indoor and outdoor demonstration gardens and vineyards that promote Sonoma County food and wine, including the quite popular annual Tomato Festival.

While we understand and support the need to plan and expand our regional transportation routes, in this particular case we feel that the impact from the planned highway expansion and the proposed alignment alternatives will have a series hardship on the ongoing operation of our established visitor-serving facility. From a review of the Draft EIR, it is clear to us that approval of any of the alternative alignments will impose onerous impacts to our facility as well as require taking our producing vineyard properties for right-of-way expansion. As the central facility to promote our family wine and demonstrate our commitment to quality agriculture, these impacts will have a profound negative affect on our operation. Currently, the key issues we have concern with include but are not necessarily limited to:

1. Loss of agricultural income in perpetuity. Depending upon the alternative proposed, our initial analysis shows that we will lose approximately one to one and one-half acres of productive vineyards, which produce on average 7-8,000 tons per acre. We rely on these quality grapes to produce our world-renown Kendall-Jackson wines, making their loss irreplaceable.
2. Loss of land. Where other businesses have less tangible resources to maintain their business, we depend upon land to produce grapes. Further, when our land holdings diminish in size they become more expensive on a per acre basis to farm. We are concerned that we will suffer from both a present and future diminished land value due to reduced production.

Jackson Wine Estates
US Highway 101 HOV Lane Widening Environmental Assessment/Draft EIR Commentary

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4. Barbara R. Banke
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Kendall-Jackson Wine Center
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3. Negative impacts to the Wine Center experience. In addition to the loss of land and production, our visitor's center will experience significant impacts which we are concerned cannot be mitigated. Impacts to KJ Wine Center include:

a) Increased interior and exterior noise. Visiting the center today, if one stands near the doorways or windows you can hear cars traveling on the freeway. The exterior gardens and outdoor demonstration vineyards are already subjected to highway noise. While bearable today, we are concerned that the result of constructing either proposed alternative will create a significant noise impact from both increased traffic volumes (with the addition of the auxiliary lane) and the expansion bringing the cars in closer proximity to the visitors center. We do not believe the noise analysis in the DEIR sufficiently addresses this impact. Our outdoor gardens are an essential part of the wine center education and experience and will be seriously jeopardized by this expansion. We have asked an independent noise consultant to analyze the existing and projected noise levels and will provide that analysis and recommendations to Caltrans in a subsequent correspondence.

b) Degradation of visual quality and experience at the visitor's center. This property is both in a County designated Community Separator and Agricultural zone. Both of these County designations have policies that promote the protection of scenic resources. Part of an agricultural experience requires that visitors feel as if they are in agricultural wine country. Either proposed alternative will create a significant negative visual impact from the expansion bringing the cars and concrete deck of the freeway in close proximity to the visitors center, thereby increasing the commercialized character of the property. We do not believe the visual analysis in the DEIR sufficiently addresses this impact. It is imperative that the EIR consultant evaluate the visual impact to the entire center from both interior and exterior views. Further, we request that a visual analysis be prepared by an experienced consultant recognized for their expertise in visual modeling to analyze the

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4. Barbara R. Banke
Kendall-Jackson Wine Estates,
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height, mass and screening needed to reduce the views created from either of the proposed alternatives.

c) Impacts from proposed alternative alignment geometrics and traffic patterns. It is essential to our agricultural operation's continued success that our visitors center entrance be easily accessible from Hwy 101. We feel the present condition with an off-ramp at Fulton Road is very important to the accessibility of our winery. The proposed bypass road appears to be a very expensive and intrusive solution to a non-existent problem. It seems like a southbound auxiliary lane between Airport Boulevard and Fulton Road together with the proposed signals at the two ramp intersections would work acceptably and would be much less costly to construct and would keep the roadway further from our Visitor's Center. We request that the feasibility of this alternative be analyzed.

We specifically request that when the additional noise and visual impacts studies discussed above are conducted they consider the viewpoint of the existing tasting room building for proposed southbound options A and B compared to the proposed auxiliary lane option. We would also be interested in details regarding the type and placement of directional signing to Fulton Road that would be provided on proposed Southbound Option A.

We are however, pleased that a signalized intersection is proposed at the southbound Fulton exit. This eliminates an existing traffic concern as the merge to southbound Fulton Road is a difficult one. We assume that the signal will allow for a left hand turn to northbound Fulton and would appreciate confirmation of this geometric plan. This will serve to eliminate the constant flow of cars using our driveway as a turn around to access northbound Fulton road from the southbound freeway exit.

Jackson Wine Estates
US Highway 101 HOV Lane Widening Environmental Assessment/Draft EIR Commentary

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High-Occupancy Vehicle (HOV) Lane Widening Project
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We are concerned about the fact that the plans do not include a signal on the northbound Fulton exit, making southbound Fulton Road inaccessible from the Fulton Road exit. As a result of the current lack of access to southbound Fulton Road from the freeway, we have witnessed dangerous U-turns off the exit ramp as well as use of the driveway north of the Mark West Creek Bridge as a turn around much as our driveway is currently used. It can be argued that southbound Fulton Road is best accessed from the River Road exit, this requires local knowledge of the area. With the growth in tourism and projected growth our winery expansion will bring, we expect this to be a growing problem that would be best addressed as a part of this project. One cannot tell from the many winery guides and maps that there is no access to southbound Fulton road from the Fulton Exit. Impacts to local intersections to the east arising from the lack of a signal on the northbound Fulton exit should be further analyzed to determine whether these intersections will be significantly impacted by funneling all traffic to the east.

d) Decreased air quality and increased dust/particulates. The increased use and volume of traffic on the freeway as well as the reconfigured on/off in closer proximity to the visitor's center will reduce air quality in and around the visitor center. We are concerned that there will be additional potential health and safety issues from the extra particulate matter in the air and that the DEIR did not adequately address these impacts.

e) Temporary construction impacts. We feel the DEIR did not adequately address the temporary but potentially significant impact to our both our tasting room and production operations during demolition/construction.

f) Potential loss of visitors. The primary purpose of the Kendall-Jackson Wine Estates visitor's center is aimed at demonstrating a "wine experience" in an agricultural setting. It is our feeling that the DEIR did not sufficiently address the potential impact that will result from construction of either of the proposed alternatives on our diminished

Jackson Wine Estates
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- 4. Barbara R. Banke
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ability to conduct our highly successful operation in the same place due to the change of an agricultural, peaceful environment to a busy highway corridor.

In conclusion, we are committed to promoting the viticultural and enological education and practices in Sonoma County and feel as if we have created a place that is not only an easily accessible landmark, but one which exists in an agricultural environment. We hope you share this commitment and urge you to consider our comments and respond with proper mitigation that will balance our diverse interests.

Thank you for the opportunity to voice our concerns and for your consideration of these comments.

Very truly yours,

By _____
Barbara R. Banke

Responses

4. Barbara R. Banke
Kendall-Jackson Wine Estates
Kendall-Jackson Wine Center

January 24, 2007

1. The preferred option for the Airport Blvd–Fulton Road Interchange has been designed to minimize right of way impacts to the maximum extent possible. The preferred alternative would require 0.24 ha (0.59 ac) of additional right of way from winery property. Any right of way acquisition will be done in accordance with Code of Federal Regulations and property owners will be compensated at fair market value.
2. The estimated right of way to be acquired represents 0.59 acre, or 0.01% of the Kendall-Jackson production area of 120,000 acres. This is not considered significant in terms of loss of productive acreage or potential for increased production costs, but the potential impact of this loss of property for consideration of noise abatement will be considered in establishing the appraised value.
- 3a. FHWA and Caltrans have established methodology and criteria for noise evaluation and abatement for various land uses. Commercial properties with outdoor use areas are categorized as Activity ‘C’ receptors, with a threshold (Noise Abatement Criterion) of 72 dBA for consideration of noise abatement. The property was not identified as a receptor in the Noise Report (Appendix H of the EA/DEIR); nonetheless, it is considered highly unlikely that noise levels will exceed this level, due to the distance of the winery and its outdoor activity areas from the freeway. In addition, because this is a single receptor, abatement would not meet the FHWA provisions for “reasonableness,” because of the high cost to protect the single receptor.
- 3b. The proposed project does not alter the location of the freeway. However, a one-way frontage road to Fulton Road would be located closer to the winery property. A visual analysis was conducted in accordance with FHWA guidelines. This analysis concluded that the visual impact would be minimally adverse with the proposed mitigation measures, which include replacement plantings. Visual assessments are not conducted for individual properties.
- 3c. Improvements at the Fulton Road/Airport Boulevard interchange are proposed to alleviate an operational problem that exists due to the close spacing of the two interchanges. Traffic analyses under the No-Build Alternative in the 2030 design year show that without improvement, southbound queues would extend back beyond the Windsor River Road interchange in the evening peak hour. A southbound auxiliary lane was considered but rejected as it did not provide adequate operational relief because of its short length. The proposed improvements will alleviate congestion within this segment of Highway 101, and will provide access to the Kendall-Jackson property by eliminating the free right turn from the southbound off-ramp and providing a signalized intersection on Fulton Road. The signal will allow for left and right turns for the one-way frontage road or southbound off-ramp onto Fulton Road, and reduce the incidence of vehicles using the winery driveway as a turnaround. Directional signing will be developed in accordance with Caltrans standards in the design phase. Under southbound Option A, the southbound exit ramp to Airport Boulevard would be sign posted for both Airport Boulevard and Fulton Road. Provision of a signal at the northbound off-ramp to Fulton Road was not identified as a need under this project. However, the County may consider this as a separate improvement project in the future to provide for mixing movements and reduce driver confusion.
- 3d. An air quality study was performed for the project. The analysis considered the increase on emission levels resulting from moving traffic closer to certain sensitive receptors under the

project, but concluded that localized increases in mobile source air toxics because of this would be offset by lower emission levels associated with higher speeds and a reduction in congestion, and no adverse impacts are anticipated.

- 3e. Temporary construction impacts are analyzed in Section 3.16, Construction Impacts, of the EA/FEIR. While some temporary impacts are inevitable with any project, all efforts to minimize them will be made. The proposed mitigation measures during the construction phase are included in Table S-1 of the EA/FEIR, and a summary of such measures include best management practices to control construction dust and other emissions; implementation of a construction noise monitoring program, and development of a Transportation Management Plan to advise motorists on detours and access issues during each phase of construction. A summary of environmental commitments through the construction period is included in Table S-3 of the EA/FEIR.
- 3f. Highway 101 was constructed in the 1950s, and planned improvements have been well documented since 1986 and before. The project does not increase the number of trips on the highway, and therefore does not change the nature of the highway corridor. The project will serve to reduce congestion on Highway 101 and improve access at Fulton Road and will therefore enhance the ability of visitors to access the center.