

Form A

Notice of Completion & Environmental Document Transmittal

SCH #

Mail to: State Clearinghouse, P O Box 3044, Sacramento, CA 95812-3044-3044 916/445-0613

Project Title: Reata Winery Use Permit ModificationLead Agency: **Napa County Dept. of Conservation, Development, and Planning**Contact Person: **Kirsty Shelton, Planner**Mailing Address: **1195 Third Street, Suite 210**Phone: **707.299.1377**City: **Napa**Zip: **94559**County: **Napa****Project Location:**County: **Napa**City/Nearest Community: **American Canyon**Cross Streets: **State Route 12**

Zip:

Total Acres: **78.33 acres**Assessor's Parcel No.: **057-140-015**

Section:

Twp.:

Range:

Base:

Within 2 Miles: **State Hwy. #: 12**Waterways: **Fagan Creek**Airports: **Yes**Railways: **No**Schools: **No****Document Type:**

CEQA:

☐ NOP☐ Supplement/Subsequent EIR

NEPA:

☐ NOI

Other:

☐ Joint Document☐ Early Cons

(Prior SCH No.)

☐ EA☐ Final Document☒ Neg Dec☐ Other:☐ Draft EIS☐ Other:☐ Draft EIR☐ FONSI**Local Action Type:**☐ General Plan Update☐ Specific Plan☐ Rezone☐ Annexation☐ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☒ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other:**Development Type:**☐ Residential: *Units**Acres*☐ Water Facilities: *Type**MGD*☐ Office: *Sq.ft.**Acres**Employees*☐ Transportation: *Type*☐ Commercial: *Sq.ft.**Acres**Employees*☐ Mining: *Mineral*☐ Industrial: *Sq.ft.**Acres**Employees*☐ Power:*Type**Watts*☐ Educational: *Sq.ft.**Acres**Employees*☐ Waste Treatment: *Type*☐ Recreational *Sq.ft.**Acres**Employees*☐ Hazardous Waste: *Type*☒ Other: **Winery****Funding (approx.):**

Federal \$

State \$

Total \$

Project Issues Discussed in Document:☐ Aesthetic/Visual☐ Flood Plain/Flooding☐ Schools/Universities☐ Water Quality☒ Agricultural Land☐ Forest Land/Fire Hazard☐ Septic Systems☒ Water Supply/Groundwater☐ Air Quality☐ Geologic/Seismic☐ Sewer Capacity☐ Wetland/Riparian☐ Archeological/Historical☐ Minerals☐ Soil Erosion/Compaction/Grading☐ Wildlife☐ Coastal Zone☐ Noise☐ Solid Waste☐ Growth Inducing☐ Drainage/Absorption☐ Population/Housing Balance☐ Toxic/Hazardous☐ Landuse☐ Economic/Jobs☐ Public Services/Facilities☒ Traffic/Circulation☐ Cumulative Effects☐ Fiscal☐ Recreation/Parks☐ Vegetation☐ Other:**Present Land Use/Zoning/General Plan Designation:**Present Land Use: **Agriculture, Winery,**Zoning: **AW (Agricultural Watershed) : AC (Airport Compatibility)**General Plan Designation: **AWOS (Agriculture, Watershed, and Open Space)**

Project Description:

Approval of a Use Permit Modification #P10-00188 to Use Permits #U-97040 and #P11-00288MOD which allow for production of 200,000 gallons within a 52,365 square foot facility with a current visitation not to exceed 600 per day and 2,000 people per week and 72 marketing events per year with an average of 25 guests, with the largest up to 200 guests. The modification requests approval of the following:

- (a) Construction of a 3,850 sq. ft. outdoor structure to cover additional outdoor tank area and de-alcoholization facility;
- (b) Addition of 6 fulltime employees, for a total of 21 fulltime and no part-time employees;
- (c) Reducing the daily visitation by 30 people on the weekend for a revised total of a maximum of 570 people on the weekend, 400 on the weekday; not to exceed 2,000 people per week.
- (d) Removing prior mitigation measure number two, requiring the winery tasting room to close at 4 p.m. and by the extension of the hours of tours and tastings six hours from 10 a.m. until 4 p.m. to 10 a.m. until 10 p.m.; hours of operation of the bottling facility will be from 8:30a.m.-4:30 p.m.
- (e) Increase winery production by 1,100,000 gallons (fermentation and bottling) and additional 2,400,000 gallons of bottling of bulk wine (bottling only), for a total production capacity of 3,700,000 gallons;
- (f) Conversion of approximately 6,980 sq. ft. of barrel storage to fermentation tanks;
- (g) Installation and operation of a de-alcoholization facility that can treat 300,000 gallons of wine annually;
- (h) Food and wine pairing included as visitation (tours and tastings);
- (i) Conversion from receiving 18,936 gallons per day combined raw and treated water allocation to 25,922 gallons per day treated water from the City of American Canyon. This would include the installation of approximately 250 feet of a new treated waterline from the existing American Canyon water main and to replace the raw water serving the residence located on APN 057-140-010 and upgrading approximately 600 feet of the existing 3" waterline to a 4" waterline;
- (j) Wastewater system improvements including expanding the process waste dispersal system, and installing larger aerators.;
- (k) Installation of a new bottling line to increase the production from 80 bottles per minute to 160 bottles per minute.

Reviewing Agencies Checklist

Form A, Continued

KEY**S** = Document sent by lead agency**X** = Document sent by SCH**+** = Suggested distribution**Resources Agency**

Boating & Waterways

Coastal Commission

Coastal Conservancy

Colorado River Board

Conservation

Fish & Game

Forestry & Fire Protection

Office of Historic Preservation

Parks & Recreation

Reclamation Board

S.F. Bay conservation & Development Commission

X Water Resources (DWR)**Business, Transportation & Housing**

Aeronautics

X California Highway Patrol**X** CALTRANS District # 4

Department of Transportation Planning (headquarters)

Housing & Community Development

Food & Agriculture**Health & Welfare**

Health Services:

State & Consumer Services

General Services

Environmental Protection Agency

Air Resources Board

California Waste Management Board

SWRCB: Clean Water Grants

SWRCB: Delta Unit

SWRCB: Water Quality

SWRCB: Water Rights

Regional WQCB # (San Francisco Bay)

Youth & Adult Corrections

Corrections

Independent Commissions & Offices

Energy Commission

Native American Heritage Commission

Public Utilities Commission

Santa Monica Mountains Conservancy

State Lands Commission

Tahoe Regional Planning Agency

X Other: Alcoholic Beverage Control Board (ABC)

and Alcohol and Tax Trade Bureau (TTTB)

OLA (Schools)

Public Review Period (to be filled in by lead agency)

Starting Date: February 17, 2012

Ending Date: March 20, 2012

Signature: _____

Date: February 16, 2012

Lead Agency (Complete if Applicable):

Consulting Firm: None

Address:

City/State/Zip:

Contact:

Phone ()

For SCH Use Only:

Date Received at SCH _____

Date Reviewed Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes:

Applicant: Reata Winery c/o Madison Holdings

Address: 5619 DTC Parway #800

City/State/Zip: Greenwood Village, CO 80111

Phone (707) 252-7122

**COUNTY OF NAPA
CONSERVATION, DEVELOPMENT & PLANNING DEPARTMENT
1195 THIRD ST., SUITE 210
NAPA, CA 94559
(707) 253-4416**

**Initial Study Checklist
(form updated September 2010)**

1. **Project Title:** Reata Winery Use Permit Major Modification № P10-00188-MOD
2. **Property Owner:** Madison Vineyard Holdings, LLC 5619 DTC Parkway #800, Greenwood Village, Colorado 80111
3. **County Contact Person, Phone Number and email:** Kirsty Shelton, Project Planner, (707) 299-1377,
Kirsty.shelton@countyofnapa.org
4. **Project Location and APN:** The project is located on a 78.33 acre lot located on the north side of State Highway 12 (SR12) approximately 1.5 miles east of intersection SR 29/121 and SR 12, within Agricultural Watershed (AW) with Airport Compatibility (AC) combining zoning district. (Assessor's Parcel № 057-140-015). 1 Kirkland Ranch Road, American Canyon.
5. **Project sponsor's name and address:** Tom Carey, Dickenson, Peatman, and Fogarty, 809 Coombs Street, Napa, CA 94559 (707) 252-7122.
6. **General Plan description:** Agriculture Watershed and Open Space (AWOS)
7. **Zoning:** Agricultural Watershed combined with Airport Compatibility (AW:AC)
8. **Project Description:** Approval of a Use Permit Modification #P10-00188 to Use Permits #U-97040 and #P11-00288MOD which allow for production of 200,000 gallons within a 52,365 square foot facility with a current visitation not to exceed 600 per day and 2,000 people per week and 72 marketing events per year with an average of 25 guests, with the largest up to 200 guests. The modification requests approval of the following:
 - (a) Construction of a 3,850 sq. ft. outdoor structure to cover additional outdoor tank area and de-alcoholization facility;
 - (b) Addition of 6 fulltime employees, for a total of 21 fulltime and no part-time employees;
 - (c) Reducing the daily visitation by 30 people on the weekend for a revised total of a maximum of 570 people on the weekend, 400 on the weekday; not to exceed 2,000 people per week.
 - (d) Removing prior mitigation measure number two, requiring the winery tasting room to close at 4 p.m. and by the extension of the hours of tours and tastings six hours from 10 a.m. until 4 p.m. to 10 a.m. until 10 p.m.; hours of operation of the bottling facility will be from 8:30a.m.-4:30 p.m.
 - (e) Increase winery production by 1,1300,000 gallons (fermentation and bottling) and additional 2,400,000 gallons of bottling of bulk wine (bottling only), for a total production capacity of 3,700,000 gallons;
 - (f) Conversion of approximately 6,980 sq. ft. of barrel storage to fermentation tanks;
 - (g) Installation and operation of a de-alcoholization facility that can treat 300,000 gallons of wine annually;
 - (h) Food and wine pairing included as visitation (tours and tastings);
 - (i) Conversion from receiving 18,936 gallons per day combined raw and treated water allocation to 25,922 gallons per day treated water from the City of American Canyon. This would include the installation of approximately 250 feet of a new treated waterline from the existing American Canyon water main to replace the raw water serving the residence located on APN 057-140-010 and upgrading approximately 600 feet of the existing 3" waterline to a 4" waterline;
 - (j) Wastewater system improvements including expanding the process waste dispersal system, and installing larger aerators.
 - (k) Installation of a new bottling line to increase the production from 80 bottles per minute to 160 bottles per minute.

Environmental setting and surrounding land uses:

The site is currently improved with approximately 25-acres of planted vineyards; surrounding lands are within the same ownership for a combined total of 75-acres. The property includes an existing operating winery with an approved capacity of 200,000 gallons of wine annually. The 52,365 sq. ft. two-story winery structure contains 31,943 sq. ft. of areas dedicated to wine production including barrel storage, fermentation rooms, and shipping and receiving areas. The structure also contains 20,422sq. ft. of space for accessory uses such as tasting areas, offices and marketing assembly space. A 75 space visitor and employee parking lot is located on the western side of the building facing the main entrance and areas dedicated to outdoor visitation including expansive areas of covered, unenclosed patio space adjacent to the building.

Access to the winery is from two private driveways that connect with Kirkland Ranch Road. Kirkland Ranch Road intersects State Highway 12 approximately 50 ft. south of the main driveway to the winery. This intersection is signalized. The secondary access drive is located approximately 120 ft. northwest of the Kirkland Ranch Road / State Highway 12 intersection and is primarily used for deliveries and truck traffic.

The site contains slight to moderately sloping terrain with slopes ranging from approximately 3 to 9% and at an elevation of 160 to 240 feet above Mean Sea Level (MSL). Presently 25 acres are planted with vines. Approximately 40 acres of additional vineyard land is fallow containing only remnant grape rows. This fallow land is presently used for sheep grazing. An additional 10 acres of unimproved land is located on the eastern edge of the subject property which is also used for grazing. In the northeast corner of the site, there is an 8400 sq. ft. barn which has been there for over twenty years and used to store hay for the cattle. The eastern boundary of the subject parcel runs to the centerline of Fagan creek. This is a seasonal stream that has been retained in a generally naturalized state and contains a small canopy of primarily live oak trees. The existing wastewater ponds are located in the southeast corner of the site.

North of the project site across Kirkland Ranch Road are two properties containing water transmission lines and water tanks for the cities of Napa and American Canyon. The transmission lines are receiving water from the North Bay Aqueduct which is a regional serving public water project with a transmission line that runs through Jamieson Canyon. Also north of the project site is a 215-acre property owned by the project applicant. The southern portion of this property, nearest the subject winery, is planted with vineyards. West of the project site is a 5.8 acre property owned by the project applicant and planted in vines. Further to the west is a privately owned farm and spray fields for the Napa Sanitation District. Napa County Airport lies approximately two miles to the west of this project as well. The project site is located in Zone E, which is the outer area of airport overflight influence. Adjoining the project site to the south is State Highway 12, with vineyards and the Chardonnay Golf Course located beyond. East of the project site is an approximately 13 acre vacant property owned by the project applicant which contains the North Bay Aqueduct transmission line.

Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

Responsible and Trustee Agencies:

City of American Canyon Water District
Caltrans

Other Agencies Contacted:

Napa Sanitation District
Airport Land Use Commission (ALUC)
California Dept. of Alcohol and Beverage Control (ABC)
Federal Alcohol Tax Trade Bureau (TTTB)

ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS:

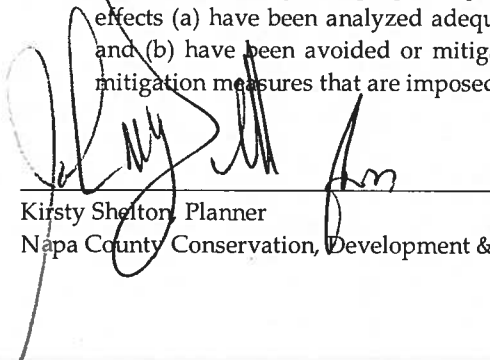
The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the Napa County Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION

will be prepared.

- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Kirsty Shelton, Planner

Napa County Conservation, Development & Planning Department

2/16/2012
Date

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a-c. The project is not prominently located within or near any known scenic vista. Views to the site are primarily from the adjacent State Highway 12. The project site is presently developed with the subject winery and vineyards. New exterior improvements consist of the installation of wine storage tanks and a canopy. These improvements are not expected to be readily visible from State Highway 12, and the project will be subject to the County's standard condition of approval to provide screening as follows: *"All outdoor storage of winery equipment shall be screened from the view of adjacent properties by a visual barrier consisting of fencing or dense landscaping. No item in storage is to exceed the height of the screening. Water and fuel tanks, and similar structures, shall be screened to the extent practical so as to not be visible from public roads and adjacent parcels. Therefore, this project will not have an adverse impact on any known scenic vista and there are no state scenic highways in the vicinity.*
- d. The project will result in a minor increase in the nighttime lighting. In accordance with County standards, all exterior lighting will be the minimum necessary for operational and security needs. Light fixtures will be kept as low to the ground as possible and include shields to deflect the light downward. Avoidance of highly reflective surfaces will be required, as well as standard County condition: *"All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, and shall be the minimum necessary for security, safety, or operations and shall incorporate the use of motion detection sensors to the greatest extent practical. No flood-lighting or sodium lighting of the building is permitted, including architectural highlighting and spotting. Low-level lighting shall be utilized in parking areas as opposed to elevated high-intensity light standards. Prior to issuance of any building permit for construction, two (2) copies of a detailed lighting plan showing the location and specifications for all lighting fixtures to be installed on the property shall be submitted for Department review and approval. All lighting shall comply with Uniform Building Code (UBC)."*

Mitigation Measures: None are required

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES.¹ Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code Section 12220(g), timberland as defined in Public Resources Code Section 4526, or timberland zoned Timberland Production as defined in Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b/e. This project consists of alterations to an existing winery, and increasing the intensity and production capacity of the use. The project will not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the Napa County Important Farmland Map 2004 prepared by the California Department of Conservation District, Division of Land Resource Protection, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is not subject to a Williamson Act contract.

c/d. The project site is zoned Agricultural Watershed (AW), which allows agricultural and uses accessory to agricultural. According to the Napa County Environmental Resource Maps (based on the following layers – Sensitive Biotic Oak woodlands, Riparian Woodland forest, and Coniferous forest) the project site does not contain woodland or forested areas. No trees will be removed as part of this project.

The project will increase wine production from 200,000 gallons of wine annually to 3.7 million gallons of wine annually, of which 2.4 million gallons of wine will be made at other wineries and brought to this facility for bottling. According to Napa County Zoning Section 18.104.250, 75% of the wine produced at this facility must come from fruit grown in Napa County. It is

¹ "Forest land" is defined by the State as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." (Public Resources Code Section 12220(g)) The Napa County General Plan anticipates and does not preclude conversion of some "forest land" to agricultural use, and the program-level EIR for the 2008 General Plan Update analyzed the impacts of up to 12,500 acres of vineyard development between 2005 and 2030, with the assumption that some of this development would occur on "forest land." In that analysis specifically, and in the County's view generally, the conversion of forest land to agricultural use would constitute a potentially significant impact only if there were resulting significant impacts to sensitive species, biodiversity, wildlife movement, sensitive biotic communities listed by the California Department of Fish and Game, water quality, or other environmental resources addressed in this checklist.

estimated that approximately 4,800 acres of vineyard land is required to support the proposed capacity, based on the following:

- 75% of 3.7 million gallons of wine is 2,775,000 gallons of wine that is required to be from Napa County
- Assumed average yield is 165 gallons of wine per ton of fruit, equating to 16,818 tons of Napa County fruit
- Assumed average yield per acre of planted vineyard is 3.5 tons of fruit equating to approximately 4,805 / 4,800 acres

According to the 2010 Napa County Annual Crop Report, there were 43,267 acres of vineyard land in Napa County that produced 138,842 tons of fruit. Totals for 2009 were 43,031 acres of vineyards producing 142,976 tons of grapes. At approximately 16,818 tons of Napa County fruit, and 4,800 acres of Napa County vineyard required to supply the facility if operating at the maximum proposed capacity, the project would utilize approximately 11% to 12% of the total Napa County vineyard crop during those two crop years. The applicant has indicated that will utilize 75% Napa County fruit for wine produced annually, but has not indicated what vineyards and wineries in Napa County will provide the fruit and bulk wine for the operation. The applicant expressed that wine and grapes will be acquired on the open market and that production will be phased in over time as the market allows.

According to the 2008 Napa County General Plan EIR, 10,000 to 12,500 acres of new vineyard land is forecasted to develop between 2005 and 2030. This forecast was developed by evaluating pending vineyard planting applications, available land and vineyard development trends. Approximately 400 to 500 acres of new vineyard acres will be planted per year. It is unknown how much of this projected new acreage would be available for contract on the open market, but for each year that 400 to 500 acres of new vineyard development occurs, it reduces the overall percentage of the Napa County grape crop needed to run this facility at full capacity. Based on these forecasts, in 10 years there will be approximately 47,000 to 48,000 acres of vineyards reducing this project's share of the crop to approximately 10% of the overall market. At build out of the General Plan in 2030 total forecasted acreage would be approximately 52,000 to 55,000 acres, with full capacity of the proposed project representing 8.5% to 9.2% of the Napa County grape crop. (These assumptions do not factor in additional capacity approved for other wineries between 2008 and 2030. See discussion in Section X, Land Use and Planning.

The applicant has indicated that they are not proposing to plant new acreage as part of this project. However, without an identified source of Napa County fruit for a facility that will require roughly 10% of the Napa County grape crop, there is potential for the project to result in substantial additional vineyard development and thus result in the conversion of significant amounts forest land to vineyards. The General Plan EIR indicates that much of the remaining land available to convert to vineyards qualifies as forested land. To mitigate for this potential impact, the applicant has agreed to a mitigation measure (see below) requiring the permittee to identify the existing, producing Napa County vineyards where fruit is sourced. This will ensure that the project does not indirectly induce vineyard growth resulting in potential loss of forest lands. Under this mitigation measure, production capacity will only be raised to a level commensurate to the amount of 75% Napa County fruit that can be provided from producing Napa County vineyards.

Mitigation Measures:

1. At least 75% of the grapes used to make the winery's 3.7 million gallons per year of wine shall be grown within the County of Napa. The applicant shall report to the Department, on an annual basis by December 31st, the source of the grapes verifying that 75% of the annual production is from Napa County grapes. The report shall include the Assessor's Parcel Number and the grape tonnage. The report shall be proprietary and not available to the public. For the public record, the applicant shall annually submit to the Department for the file a statement regarding compliance with the sourcing requirement and indicating the percentage of the Napa County grapes utilized.

Further, the permittee shall demonstrate compliance with this mitigation measure prior to the issuance of a building permit for:

- a) Expansion of the winery's cumulative tank storage capacity beyond 450,000 gallons and 900,000 gallons.
- b) Any improvement to the bottling line designed to increase the existing capacity above 80 bottles per minute.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a.-c. The project site lies at the southwestern section of the Napa Valley, which forms one of the climatologically distinct sub regions (Napa County Sub region) within the San Francisco Bay Area Air Basin. The topographical and meteorological features of the Valley create a relatively high potential for air pollution. In the short term, potential air quality impacts are most likely to result from construction activities and in the long term resulting from operational activities. Construction emissions would have a temporary effect; consisting mainly of dust generated during grading and other construction activities, exhaust emissions from construction related equipment and vehicles, and relatively minor emissions from paints and other architectural coatings. The thresholds of significance for construction emissions established in the May 2011 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines are 54 lbs/day for ROG and NOx. The project includes very little construction related to installation of new fermentation tanks, an outdoor canopy, and a new bottling line. The physical improvements and the increase of production will generate additional truck trucks and are less than 7% of the BAAQMD significance criteria and therefore construction impacts are less than significant. Nonetheless, the BAAQMD has recommended the following BAAQMD construction-related emissions management practices (BAAQMD CEQA Guidelines, May 2011) and they will be included as a condition of approval as follows into all construction-phases of the subject parcel:

- a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- e) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- f) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 if California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- g) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- h) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This

person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Over the long term, emission sources for the proposed project will consist primarily of mobile sources such as vehicles visiting the site. The Bay Area Air Quality Management Plan has determined screening criteria for similar projects such as a quality restaurant (9,000 sq. ft.), office (53,000 sq. ft.), manufacturing (89,000 sq. ft.), and light industrial (121,000 sq. ft.). If proposed projects are not larger than those screening criteria, emissions will not exceed significance thresholds and do not require further study (BAAQMD CEQA Guidelines, May 2011 Page 3-3.). Given the size of the project, including 37,421 sq. ft. of production area (considered manufacturing) and 9,062 sq. ft. of office area and 5,882 for tasting room (considered high quality restaurant) which is less than the BAAQMD's screening criterion, the project would have less than significant impact and would not result in a conflict or obstruction of an air quality plan.

The BAAQMD's thresholds of significance established by the May 2011 BAAQMD CEQA Guidelines "represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution" to the regional air basin's existing air quality conditions.

Because this project is well below all applicable thresholds as described above and those thresholds have been specifically established to define "considerable" contributions to cumulative air quality problems, the proposed project will not result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The project will comply with all duly adopted air quality requirements and the impact is less than significant.

d/e. The BAAQMD defines public exposure to offensive odors as a potentially significant impact. The project site is not located in close proximity to any sensitive pollution-sensitive receptors.

Mitigation Measures: None are required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, Coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-f. The project will not conflict with any local policies protecting biological resources, such as tree preservation or the County's Conservation Regulations. The site for proposed outdoor tanks and covered canopy has been previously developed and is currently paved. The majority of improvements will consist of interior modifications which do not result in any land alteration and there are no protected species identified on the Napa County environmental resource mapping layers; therefore is not considered potentially significant impact.

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional or state habitat conservation plans.

Mitigation Measures: None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a-c. The project will occur within a previously developed site which has been paved and is therefore it is unlikely that any

cultural resources are present on the site, and there is no potential for impact. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with the following standard condition of approval:

"In the event that archeological artifacts or human remains are discovered during any subsequent construction in the project area, work shall cease in a 50-foot radius surrounding the area of discovery. The permittee shall contact the CDPD for further guidance, which will likely include the requirement for the permittee to hire a qualified professional to analyze the artifacts encountered and to determine if additional measures are required. If human remains are encountered during the development, all work in the vicinity must be, by law, halted, and the Napa County Coroner informed so that the Coroner can determine if an investigation of the cause of death is required, and if the remains are of Native American origin. If the remains are of Native American origin, the nearest tribal relatives as determined by the State Native American Heritage Commission would be contacted to obtain recommendations for treating or removal of such remains, including grave goods, with appropriate dignity, as required under Public Resources Code Section 5097.98."

- d. No human remains have been encountered on the property during past grading activities when the public improvements were constructed and no information has been encountered that would indicate that this project would encounter human remains. However, if resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with standard condition of approval noted above.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a.
- i.) There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map.
 - ii.) All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the facility will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to the maximum extent possible.
 - iii.) No subsurface conditions have been identified on the project site that indicated a susceptibility to seismic-related ground failure or liquefaction. Compliance with the latest edition of the California Building Code for seismic stability would reduce any impacts to a less than significant level.
 - iv.) The Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) did not indicate the presence of landslides on the property.
- b. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the site is composed of soils in the series which are characterized as Class II-IV clay loams of the Fagen, Haire, and Clear Lake soils with very slow to rapid runoff and little/no to moderate erosion potential. Runoff includes a slight hazard of erosion. Project approval will require incorporation of best management practices and will be subject to the Napa County Stormwater Ordinance which addresses sediment and erosion control measures and dust control, as applicable, to ensure that development does not impact adjoining properties, drainages, and roadways.
- c/d. Late Pleistocene-Holocene fan deposits underlay the site according to the Napa County Environmental Resource Maps (Surficial Deposits layer). Based on the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project site has low susceptibility for liquefaction. Development will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level. In addition, a soils report, prepared by a qualified Engineer will be required as part of the grading permit submittal. The soil is not classified as an expansive soil as per Table 18-1-B of The Uniform Building Code. The report will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods.
- e. A Wastewater Feasibility Report was prepared by Erich Kroll, P.E., M.S. which has been reviewed by the Napa County Environmental Management Department, and it was concluded that the site and proposed septic system improvements are adequate to dispose of the wastewater. Processed wastewater will be treated in an existing aerated wastewater pond and treated water will be release to an above ground vineyard irrigation system. To accommodate this request there are some proposed improvements such as enlarging the aerators and in Phase Two connecting to the vineyard across the street which are included as a condition of approval as indicated on the memorandum dated February 3, 2012 from the Department of Environmental Management.

Mitigation Measure(s): None are required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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VII. **GREENHOUSE GAS EMISSIONS.** Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate a net increase in greenhouse gas emissions in excess of applicable thresholds adopted by the Bay Area Air Quality Management District or the California Air Resources Board which may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with a county-adopted climate action plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a./b. The construction and operation of the building and parking areas proposed here will contribute to overall increases in greenhouse gas emissions. Emissions will be generated by additional truck trips to and from the winery, and the construction process; by the heating, cooling, and lighting of the completed buildings; by the machinery and products utilized in the course of business by eventual tenants; and by the machines, fertilizers, and vehicles used in the ongoing maintenance of the facility.

The Bay Area Air Quality Air District (BAAQMD) has established a significant threshold and screening criteria related to greenhouse gas emissions (GHG) for new development. The District's screening table (BAAQD Air Quality guidelines, Table 3.1) addresses manufacturing by providing a screening criteria of 89,000 square feet. This project proposes to use existing manufacturing area of 37,421 sq. ft. and constructing an outdoor tank area that is 3,850 sq. ft. for a total of 41,271 sq. ft. Because the project size is less than the screening criteria the impacts to greenhouse gas emissions is less than significant.

As revised, the County's proposed October 31, 2011 Draft Climate Action Plan (CAP) would require discretionary projects to reduce their emissions 38% below "business as usual" in 2020 by applying a combination of State, local, and project-specific measures. Since the CAP is not formally adopted it is not considered a significance threshold for CEQA purposes. Nonetheless, staff has analyzed the project for conformance with the CAP and determined that the project would generate 658.54 MT Co2/year, which would require a reduction of 250 MTCO2 to allow it to meet the CAP's requirement. Achieving this reduction would be challenging for a project which mostly generates emission from transportation sources unless the existing winery facility were to retrofit with energy conservation measures and generate alternative electricity for the building's demand. The applicant filled out the *Checklist of Voluntary Greenhouse Gas Emission Reduction Measures* which indicated the project does not offer sustainable features besides being very water efficient and plans to recycle. The checklist indicates the project intends to use reclaimed water for all irrigation purposes, uses high efficiency irrigation, and drought tolerant landscaping. The application intends to recycle the majority of its trash and intends to provide recycling centers for the visitors. However, like mentioned above if the CAP were adopted the project would need to provide substantially more elements, such as generation of alternative energy for operations to comply.

Mitigation Measure(s): None are required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The proposed project will not involve the transport of hazardous materials other than those small amounts normally used in construction of the building. A Business Plan will be filed with the Environmental Health Division should the amount of hazardous materials reach reportable levels. However, in the event that the proposed use or a future use involves the use, storage or transportation of greater than 55 gallons or 500 pounds of hazardous materials, a use permit modification and subsequent environmental assessment would be required in accordance with the Napa County Zoning Ordinance prior to the establishment of the use. During construction of the project some hazardous materials, such as building coatings/ adhesives/ etc., will be utilized. The application also includes the process of removing the alcohol from the wine. This process will be governed by the department of Alcohol and Beverage Control Board (ABC) and the Alcohol and Tax Trade Bureau (TTTB), and therefore the potential impact from this hazardous material is considered less-than-significant.
- b. The project would not result in the release of hazardous materials into the environment.
- c. There are no schools located within one-quarter mile from the proposed project site (source: <http://www.nvusd.k12.ca.us>).
- d. According to Napa County environmental resource mapping (*hazardous facilities* layer) the proposed site is not on any known list of hazardous materials sites.
- e-f. The project site is located within two miles of the Napa County Airport, and is therefore subject to the requirements of the

County's Airport Compatibility Combination zoning district and the requirements of the Napa County Airport Land Use Compatibility Plan. The project site is located within Zone E of the compatibility plan which is an area of common overflight and low risk. The proposed use of the building is compatible with the risk and noise impacts associated with properties within Zone E. County development regulations have been certified as meeting ALUC compatibility requirements, and consequently the project is not subject to separate ALUC review because it has been designed to comply with County airport compatibility land use requirements. Further an aviation easement is recorded on the title of the property. This is a less than significant impact.

- g. The proposed driveways that serve the project comply with County standards and access around the building has been designed to accommodate fire apparatus and large trucks. The project has been reviewed by the County Fire Department and Public Works Department and found acceptable as conditioned. The project does not physically interfere with implementation of adopted emergency response or evacuation plan. The project is located within the Napa County Fire local response area. Therefore, the design of the project will not impact or hinder emergency vehicle access and is less than significant.
- h. The project will not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires because the project is located within an urbanized area.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. The proposed project will not violate any known water quality standards or waste discharge requirements. No changes to the existing, presumed compliant storm water runoff system will occur as part of this project. Surface drainage from the improved areas at the winery and surround parking lot and driveways drains to the surrounding vineyards. The increase in production will result in additional vehicle trips but will not require additional paving or drainage improvements. The project is presently required to comply with Regional Water Quality Control Board (RWQCB) post construction requirements, and those requirements will be carried forward for this project. The project does not have the potential to significantly impact water quality and discharge standards.
- b. The project will connect to the City of American Canyon water system and will not depend on groundwater. The City has prepared a water study included herein by reference. The report indicates that the City's primary source of water is from the State's North Bay Aqueduct sourcing water primarily from surface water out of the Central Valley. The project will therefore have no impact on local groundwater resources.
- c-d. The proposed project will not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off site. As noted above, the project is required to comply with County Public Works post construction requirements which are consistent with RWQCB standards. These established Best Management Practices have been successfully implemented on numerous previous projects throughout Napa County. No substantial alteration of existing drainage is anticipated to occur. Given the size of the drainage basin, the increase in impervious surfaces will not discernibly change the amount of groundwater filtration or discernibly increase surface runoff from that which currently exists on site. Project impacts related to drainage patterns and off-site flows will be less than significant.
- e. The existing storm drainage system is designed to County standards and is sized to accommodate all drainage from this site.
- f. There are no other factors in this project that would otherwise degrade water quality.
- g.-i. According to Napa County environmental resource mapping (*Floodplain* and *Dam Levee Inundation* layers), the project site is not located within a flood hazard area, nor would it impede or redirect flood flows or expose structures or people to flooding. The project site is not located within a dam or levee failure inundation zone.
- j. In coming years, higher global temperatures are expected to raise sea level by expanding ocean water, melting mountain glaciers and small ice caps, and causing portions of Greenland and the Antarctic ice sheets to melt. The Intergovernmental Panel on Climate Change estimates that the global average sea level will rise between 0.6 and 2 feet over the next century (IPCC, 2007). However, the project area is located at approximately 42-55 feet above MSL. There is no known history of mud flow in the vicinity. The project will not subject people or structures to a significant risk of inundation from tsunami, seiche, or mudflow.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The proposed project is requesting to increase the production capacity of an existing facility and will not physically divide a community.
- b. The project is required to comply with the Winery Definition Ordinance (WDO). The WDO was adopted in 1990 and codified in various sections of the County's zoning code, including Section 18.08.370, and specifically addresses the requirement that at least 75% of the grapes used to make the winery's wine shall be grown within the County of Napa. As disclosed in Section II. – Agriculture and Forest Resources above, at full proposed capacity the project will require approximately 4,800 acres of Napa County vineyard land or roughly 10%-12% of the existing grape harvest. Total proposed wine production would be 3.7 million gallons of which 2,775,000 gallons is required by ordinance to be from Napa County. A key component of the proposal is that 2.4 million gallons of annual wine production will consist solely of bottling wine made at other facilities. This bottling function is considered part of the winery's annual production, and thus is subject to comply with the 75% grape sourcing rule. Sourcing greater than 25% of fruit and bulk wine from outside Napa County would conflict with County zoning and General Plan requirements. Inclusion of Mitigation II.d above requires disclosure of fruit and bulk wine sources for the facility prior to the facility expanding production. Although the measure is intended to mitigate for the project's potential to cause indirect forest land conversion, the measure will also ensure compliance with the 75% grape sourcing rule and thus mitigate any potential of facility capacity outpacing local fruit source demand. Also, in the applicant's narrative they have committed to comply with the 75% grape sourcing rule.

The second element of potential conflict with local regulations is the 2.4 million gallon annual bottling production proposed for the facility. The WDO defines wineries as agricultural processing facilities used for the fermenting and processing grape juice into wine. WDO regulations go on to state that bottling, as well as several other component of the wine making process including crushing, aging, storage, and on-site aboveground wastewater disposal are allowed "in connection" with a winery. Although bottling-only as a significant portion of a winery's overall production has been approved at other facilities, this project raises the question of consistency the WDO given that proposed bottling-only function represents approximately 65% of the winery's overall production. Ultimately, this question of consistency with the intent and purpose of the WDO is a matter of policy interpretation. As such, the Planning Commission (or Board of Supervisors on appeal) has the discretion to determine if the proposed extent of bottling is consistent with the intent of the ordinance. As a policy interpretation, this potential conflict with land use regulations is considered a less-than-significant impact.

- c. There are no habitat conservation plans or natural community conservation plans applicable to the property.

Mitigation Measure(s):

See Mitigation Measure II.d in Section II above.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. Historically, the two most valuable mineral commodities in Napa County in economic terms have been mercury and mineral water. More recently, building stone and aggregate have become economically valuable. Mines and Mineral Deposits mapping included in the Napa County Baseline Data Report (*Mines and Mineral Deposits*, BDR Figure 2-2) indicates that there are no known mineral resources nor any locally important mineral resource recovery sites located on or near the project site.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a/b. The proposed project will result in a temporary increase in noise levels during the retrofit of the buildings, and associated improvements. Construction activities will be limited to daylight hours using properly-muffled vehicles. No ground borne vibration or ground borne noise is anticipated. Noise generated during this period is not anticipated to be significant. Furthermore, construction activities will generally occur during the period of 7am-7pm on weekdays- normal waking hours. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (Napa County Code Chapter 8.16). The proposed project will not result in long-term significant construction noise impacts.
- c/d. The proposed increase in production and bottling will increase the frequency and duration of noise generated at the facility. Anticipated levels of noise in the operation of the expanded operation however would be typical of a winery and are proposed to occur between the hours from 8:00 a.m. and 5:00 p.m. except for Tours and Tastings are proposed to extend to 10 p.m. The closest residence is approximately 1,500 linear feet northeast of the project. The project site is quite rural and free of sensitive noise receptors. Standard conditions of approval for wineries prohibit amplified outdoor music. The project will have less than a significant potential to result in noise impacts.
- d. The proposed project site is located within compatibility Zone E of the Napa County Airport, which is an area of common aircraft overflight. As such, persons on the project site will be exposed to noise from regular aircraft overflight. The development and use proposed here are considered compatible. The nature of the use is not sensitive to increased noise levels from aircraft, and is considered compatible with aircraft operations.
- e. The project is not within the vicinity of a private or public airstrip that would create noise pollution.

Mitigation Measure(s): None is required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. The proposed increased of production capacity of this winery does not include substantial infrastructure that would induce growth. Six employees will be added which will not discernibly increase demand for additional housing either directly or indirectly. As noted in Section II above, the project will require approximately 4,800 acres of Napa County vineyard land to support it. Mitigation measure II.d specifies that winery production increases are contingent upon the permittee demonstrating that existing, approved and producing Napa County vineyard land is under contract. Thus, the project will not result in indirect population growth resulting from potential new vineyard development.
- b/c. Submitted application materials indicate this project will not result in the relocation of any full time equivalent jobs, in fact it adds six additional full time employees. There are no existing homes on, or adjacent to, the project site. The project will not result in the displacement of any housing units or people.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant t Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Public services are currently provided to the project and the relatively small increase will not impact services. As discussed throughout the county below, the proposed project will have a less than significant impact on public services.

Fire Protection

The Fire Marshall has reviewed the submittal and has made a recommendation for approval based on the memo dated November 3, 2010.

Police Protection & Other Public Facilities

The Public Works and Sheriff's Departments have reviewed the application and have not identified any substantial adverse physical impacts associated with public facilities. No other public facilities will be impacted.

School Facilities

School impact mitigation fees, which assist local school districts with capacity building measures, will be levied pursuant to building permit submittal. This project will have no impact to schools.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION. Would the project:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. This applicant proposes an expansion in the amount of wine produced at the existing facility. No portion of this project, nor any foreseeable result thereof, will significantly increase the use of existing recreational facilities. This project does not include recreational facilities that would have a significant adverse effect on the environment.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Napa County Transportation and Planning Agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
d) Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Access to the project site comes from two driveways that connect to Kirkland Road. The main entrance driveway connects with Kirkland Road approximately 50 ft. north of the Kirkland Road / State Highway 12 intersection. A secondary access driveway is located approximately a ¼ mile northeast of Highway 12. The Kirkland Road / Highway 12 intersection has four legs with the private Chardonnay Golf Course road occupying the southern leg opposite Kirkland Road. Kirkland Road extends north and east beyond the winery serving public water tanks for the cities of Napa and American Canyon as well as several other low intensity rural homes / farms before turning south and intersecting Highway 12 approximately ¾ of a mile to east. This eastern intersection of Kirkland Road and Highway 12 is not signalized. The majority of traffic accessing Kirkland Road from the western Kirkland Road / Highway 12 intersection is generated by the subject winery.

State Highway 12 is presently a two to three lane rural expressway that runs in an east / west direction through the southern portion of Napa County connecting to Sonoma and Solano Counties. The project site is located on the western side of a segment that is commonly called Jamieson Canyon, although the spelling of Jamison/Jameson/Jamieson is open to debate. The Jamieson Canyon segment is approximately 6 miles in length and connects State Highway 29/12, west of the project site, with Interstate 80, east of the project site. It is the primary eastern access route to and from Napa County. According to Napa County Transportation Planning Agency's *Travel Forecast Model (2007)*, existing through volumes on Jamieson Canyon in 2003 were 30,410 vehicles per day, and projected to increase by 77% to 53,960 vehicles per day in 2030 (source: Napa County General Plan Table CIR-B, June 2008). As noted in the General Plan and traffic model, much of the increase in traffic will occur as a result of growth beyond the control of Napa County, because the increase will either be created by development in the cities and towns of Napa County or outside the county entirely (regional through trips between counties). As a result of this projected substantial increase in traffic, widening of Jamieson Canyon to a 4-lane rural expressway is called for in the Napa County General Plan and is presently being implemented by Caltrans. Preliminary utility rerouting work for the widening commenced last year, and construction of road improvements is scheduled to commence in April of this year with construction lasting for approximately one year. Widening at the intersection of Kirkland Road / Highway 12 will consist of expanding the westbound lane from one to two through lanes, plus extension of the eastbound left turn lane into Kirkland Road and extension of the westbound deceleration lane into Kirkland Road. The eastbound lanes are already two lanes through the intersection, but narrow to one lane approximately a ½ east of the project site.

Existing conditions on Jamieson Canyon range for free flowing traffic generally during morning and evening hours to periods of significant congestion, primarily in the eastbound direction, starting mid-afternoon and lasting through the evening commute period on most days and to a somewhat lesser degree on weekends. Localized congestion is primarily the result of the eastbound merge to one lane located east of the project site, but eastbound flow is also impeded at times when Interstate 80 is at capacity causing backups through the canyon. The Caltrans widening project will remove the bottleneck merge from the eastbound direction which is projected to eliminate the typical afternoon stop-and-go congestion that presently impedes the Kirkland Ranch / Highway 12 intersection. However, by 2030, the General Plan traffic analysis indicates that the Jamieson Canyon segment will degrade to Level of Service (LOS) E due primarily due to regional growth (See attached Crane Transportation Group Traffic Study for explanation of LOS criteria).

Attached to this initial study, and incorporated herein, is a traffic study with supplemental attachments prepared by Crane Transportation Group, a licensed professional traffic engineering firm. Crane Transportation Group has extensive experience

conducting traffic studies pertaining to the road network in Southern Napa County. The traffic study evaluated the project's potential to impact the intersection of Kirkland Ranch Road / State Highway 12 during the weekday a.m. and p.m. peak hours. Traffic counts were taken at the intersection on a weekday last August. The report indicates that under existing conditions, the intersection operates at LOS B during the a.m. peak hour, but will degrade to LOS C in 2012 both with the proposed project or if the existing entitlement was fully utilized. During the weekday p.m. peak hours (4 to 5 p.m. and 5 to 6 p.m.), the intersection currently operates at LOS A, and will operate at LOS A if the existing entitlement is fully utilized, except during harvest when service will be reduced to LOS B during the 4 to 5 p.m. The intersection will operate at LOS B with the proposed project during the 4 to 5 p.m. period, but will return to LOS A during the 5 to 6 p.m. period. The General Plan strives to maintain intersections at LOS C or better at intersections, and therefore the resulting changes to LOS are not considered significant impacts.

Operationally, the project traffic characteristics will change substantially from existing conditions. Presently, truck trips necessary to produce 200,000 gallons of wine occur primarily during the harvest period. The 12 weekday daily truck trips identified in the study are not occurring presently on most weekdays throughout the year. Under the proposed project, the increase to 30 daily weekday truck trips would likely occur on most weekdays in order to produce 3.7 million gallons of wine. The applicant's narrative states that normal business hours would occur between 8:30 a.m. and 4 p.m., so it is likely that most of these truck trips would occur between 8 a.m. and 5 p.m. on weekdays. Most traffic increases will occur as a result of presently entitled visitation. Weekday visitation would generate 308 vehicles daily. Maximum visitation, at 570 visitors per day would occur on weekends, and result in 438 visitor trips per day (not accounting for marketing events allow 72 times per year averaging 25 persons per event with events allowed up to 200 persons).

As noted earlier, State Highway 12 is projected to degrade to LOS E by 2030 as a result of regional growth, as well as LOS E and F for several other South County arterial highways. The project will result in several hundred cars being added to this network daily, including 26 trips during the p.m. peak hour. Consequently, the project has some potential to contribute significantly to future cumulative traffic congestion impacts. Given this potential, the applicant is being requested to pay a fair share contribution to the improvements of the State Highway 12 / Highway 29 intersection project. This project will result in the widening and reconstruction of the standard intersection into a "tight diamond" partial interchange. These improvements will help alleviate congestion on the Jamieson Canyon corridor by allowing vehicles to more freely enter and exit the western side of the Jamieson Canyon segment.

The project can further reduce its contribution to cumulative impacts by reducing the number of trips that occur during periods of congestion. By 2030, peak hour congestion will spread and occur for longer periods of the day. To the extent trips can be reduced during periods of congestion, the less impact the project will have on cumulative traffic impacts. The applicant has requested to extend visitation hours until 10 p.m. If significant numbers of visitors were to commence appointments after 6 p.m., it could reduce congested periods occurring between 8 a.m. and 6 p.m. Likewise, if truck and employee trips could be shifted to occur to evening and early morning hours when regional traffic volumes are at their lowest, it would reduce the project's contribution to cumulative impacts. Therefore, a mitigation measure has been included suggesting that the applicant not schedule visitation so as to put cars on the road between 4 and 6 p.m.

- c. The project is fully compliant with the Napa Airport Compatibility Plan (please see **HAZARDS AND HAZARDOUS MATERIALS**, above) and will not have any impact on air traffic patterns.
- d.-e. The project does not include any modifications to the private driveways, but improvement of the left hand turn lane off of State Highway 12 onto Kirkland Ranch Road is required before increasing production in order to meet Caltrans and County Public Works standards. The increased length of the turn lane is necessary to meet safety protocols. The turn lane extension is not required due to the increase in vehicles cuing up to make the left turn. It is likely that Caltrans will be completing these safety improvements within the next year to year and half considering that the Highway 12 widening project is scheduled to commence in April of this year. However, since the improvements have not yet commenced and given the continued uncertainty of the California State budget, it cannot be determined with certainty that the required improvements will be completed on schedule. Therefore, a mitigation measure has been included requiring the turn lane improvements to be completed prior to any increase in production.
- f. No changes to the existing parking areas are proposed or required for this proposal. Increasing the production capacity will result in an overall increase in daily use intensity but the parking lot is of sufficient size to accommodate currently entitled visitation as well as the relative minor increase in the number of employees. 30 trucks per day will need to access the site daily

on a very regular basis with 60 truck trips using the facility during harvest. The project has one loading dock, which may result in periods where one or more trucks will need to be parked on site before being accommodated at the loading dock. There should be sufficient areas on site to park trucks in front of the winery, in the visitor parking lot, or along the secondary access drive in the event there is insufficient space available at the rear of the building. This is considered a less-than-significant impact.

- g. Bicycling on Jamieson Canyon is legal but highly dangerous considering the volume of traffic and varying speeds. No plans are in place to provide safe alternative bicycle or pedestrian routes through Jamieson Canyon and past the project site although some interest groups and the Napa County Transportation Agency are advocating for such facilities. Increasing the production capacity of this facility will have no discernible effect on this existing condition.

Mitigation Measure(s):

2. Upon increasing production above 200,000 gallons per year annually, the permittee shall pay a fair share contribution to the improvement of the Highway 12 / Highway 29 / Airport Road intersection. The airport area traffic mitigation fee is \$3,551 per p.m. peak trip resulting in 26 trips multiplied \$3,551, or \$92,326. The timing and installments in respect of the payment shall be determined by written agreement between the Director of Public Works and the Winery.
3. The applicant shall schedule tours and tastings by appointment and retail sales to avoid the peak hours 4:00pm to 6:00pm.
4. No production or visitation shall increase beyond existing use permit approvals (as a result of approval of this application) until all mitigations to State Highway 12 have been addressed to the satisfaction of the California Department of Transportation. The applicant must provide a letter of approval from Cal Trans indicating that all improvements have been completed as required by the State transportation department. The eastbound to northbound left turn pocket shall be improved to a minimum length of 500 feet prior to any increase in vehicle trips as a result of the use permit approval.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. The project impacts have been evaluated by the Department of Environmental Management (DEM). To satisfy the DEM phased improvements will need to be constructed which include connecting several vineyard blocks to the treated wastewater pond and installation of new aerators. As conditioned this project will not result in a significant impact and adheres to the Regional Water Quality Control Board.
- b. Currently under construction the Napa Sanitation Department is extending the treated water pipeline, which the project will take advantage of. As outlined in the application the project does not require the treated wastewater as the City of American Canyon does have the capacity for the total amount of water needed. However, the applicant intends to utilize the treated wastewater for the irrigation of the vineyards, which is not a part of this project. The amount of treated wastewater that the Napa Sanitation District has authorized as per their will-serve letter dated June 11, 2010 is in the amount of about 10 acre-feet or about 315,000 gallons per day. This project has been analyzed for compliance with CEQA separately and will not result in a significant impact to the environment.
- c. The project will ultimately discharge stormwater into an approved storm drainage system designed to accommodate the drainage from this site. The applicant will be required to obtain a stormwater permit from the Regional Water Quality Control Board, via a program which is administered by the County Department of Public Works. Conditions of approval require that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties. Environmental impacts related to the connection to the existing draining facilities will be less than significant.
- d. The applicant currently receives raw water from the City of American Canyon. The new revised service will remove the demand for the use of raw water and only use it for fire suppression. The City of American Canyon Public Works Department supplied a *Water Supply Report* (WSR) prepared by Cheryl Braulik dated October 11, 2011 for parcel numbers 057-140-010 and 057-140-015. The WSR outlined that the industrial water demand is about 25,465 gpd with a maximum-day demand of 48,696 gpd. The WSR estimated that the water service charge based on an average daily water demand of 25,922 gpd is approximately \$5,000 per month. Based on the Water Capacity Fee Ordinance, the new Water Connection Fee will be \$500,180. Further because the applicant does not have zero water footprint, a payment of a monthly surcharge applies. As mitigated below the project is less than significant.
- e. See number b above.
- f. The proposed project will be served by a landfill with sufficient capacity to meet the projects demands. No significant impact will occur from the disposal of solid waste generated by the proposed project.
- g. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measure(s):

5. Prior to the increase of the production above 200,000 gallons per year annually, the permittee shall submit proof of payment of the annual short term water mitigation fee in accordance with the Water Supply Report dated September 30, 2011 to the City of American Canyon Water Department.
6. Ongoing operations shall be in compliance with the standards of the City of American Canyon Water Department conditions of the Water Supply Report dated September 30, 2011.

7. Prior to the increase of production above 200,000 gallons per year annually, the permittee shall submit proof of payment of the water capacity fee of \$500,180, to satisfy the City of American.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a. No historic or prehistoric resources are anticipated to be affected by the proposed project. The project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- b. The project has potential to contribute significantly to regional traffic congestion projected to occur along State Highway 12 and in the southern portion of Napa County. The project will mitigate for its contribution to regional congestion by implementing the mitigation measures described in Section XVI – Transportation/Traffic above. The project also has the potential to induce new vineyard development, which has been evaluated in Sections II – Agriculture and Forest Resources, and is subject to mitigation measure 1 which addresses the project's potential to be growth inducing.
- c. Having thoroughly reviewed the project and completed the above initial study, as mitigated herein, we find no environmental impacts that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measure(s):

See sections II – Agriculture and Forest Resources and XVI – Transportation/Traffic above.