

**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:** Rocca Family Winery; Use Permit P10-00148-UP.
2. **Property Owner:** Mary Rocca and Eric Grigsby, 129 Devlin Road, Napa Ca 94558.
3. **County Contact Person, Phone Number and e-mail:** Sean Trippi, Principal Planner, 253-4417, [sean.trippi@countyofnapa.org](mailto:sean.trippi@countyofnapa.org).
4. **Project Location and APN(s):** The 1.0 acre project site is located approximately 400-feet west of Devlin Road and approximately 200-feet south of Suscol Creek. APN: 057-170-007 (project site) and 008 (access drive). 129 Devlin Road, Napa.
5. **Project Sponsor's Name and Address:** Donna Oldford, Plans4Wine, 2620 Pinot Way, St. Helena, CA 94574.
6. **General Plan description:** Industrial
7. **Zoning:** Industrial Park: Airport Compatibility (IP:AC)
8. **Background/Project History.** According to the Napa County Historic Resources Inventory from 1978, the existing residence on the property was constructed in 1855; with a  $\pm$ 425 square foot front porch added in approximately 1885. This early ranch house appears to be the only residence remaining in the once thriving Suscol area, a transportation center of the 1860's, clustered around the intersection of Suscol Ferry Road and the main north-south route (approximately within the location of State Route 29). The house is on land once owned by Mariano Vallejo (also noted in Napa: An Architectural Walking Tour, by Raymond Kilgallin, 2001). However, the house is not listed on the State or National register of historic resources or place's, respectively.

In July 1999, then property owners Mr. & Mrs. Nethercott submitted a building permit application to convert the residence into a 10-room bed and breakfast. The building permit application was cancelled by the Director as the proposed bed and breakfast was not an allowed use under the Airport Industrial Area Specific Plan (AIASP). The Director's decision was appealed; however, the appeal was subsequently withdrawn.

In 2002, the Nethercotts again inquired about converting the residence into a bed and breakfast and were again told the proposed use was inconsistent with the AIASP as well as the General Plan, zoning, and the Airport Land Use compatibility Plan.

The present property owners acquired the property in March 2009.

9. **Project Description:**

The project consists of a request to approve a Use Permit, including a Variation to the Airport Industrial Area Specific Plan (AIASP) site development standards, to establish a new winery with a production capacity of 20,000 gallons per year with approximately 9,110 square feet of floor area and 2,660 square feet of covered outdoor area for crush activities, fermentation tanks and bottling (via a mobile bottling line). The proposal includes the construction of a new building with  $\pm$ 7,110 square feet of floor area for winery production uses (barrel storage, fermentation, wine laboratory) and conversion of the existing 2,000 square foot residence (circa 1885) to winery accessory uses (tasting/hospitality, offices, employee break room).

Access to the proposed winery would be from an existing private access drive off Devlin Road. The access drive is located within an existing easement on a property that adjoins the project site. The access drive also provides access to the residential property to north of the project site. The existing roadway will be widened from approximately 10-feet to 20-feet pursuant to the Napa County Road and Street Standards except as noted under Variation to AIASP standards discussed below. A new one-way 14-foot wide on-site loop drive will provide vehicular access around the winery buildings. On-site parking for 11 vehicles, landscaping, and project signage are also included with the proposal.

The winery is proposed to be open seven (7) days a week, from 6:00 a.m. until 6:00 p.m. Staffing for the winery is expected to include five (5) full-time employees and five (5) part-time employees. Tours and tastings with a maximum of 32 visitors a day (4 tours/per day with 8 people each) and 224 visitors per week are proposed.

The existing 2,000 square foot building includes horizontal wood siding, double hung sash windows and a steeply pitched hip roof. A new ramp, compliant with accessibility requirements, is proposed along the south side of the building and a new 580 square foot deck is proposed at the rear of the building (west elevation). No changes are proposed to the front or north side of the building. Exterior building materials for the new winery production building include rammed earth base walls with a clear sealant, board and batten siding, metal roofing, and wood framed windows. The height to the peak of the main roof is approximately 28-feet above grade. A cupola is proposed atop the roof of the fermentation building with a height of approximately 31.5-feet above grade. The project will connect to municipal water provided by the City of American Canyon. Properties within the AIASP are generally required to connect to municipal sewer services as well as municipal water services. However, the project site is located in an area that is not currently served by existing wastewater utility lines, and the applicant proposes an on-site wastewater system for domestic sanitary waste and a hold and haul system for winery process waste disposal.

**Variation to the Airport Industrial Area Specific Plan (AIASP) site development standards.** A variation to the AIASP development standards is included as part of the use permit to allow: improvements to the access drive off Devlin Road which is located within the 150-foot setback from Suscol creek; reductions to the width of the 20-foot two-way drive aisle to a minimum of 14-feet where necessary to preserve existing trees; a reduction to the 14-foot wide one-way loop driveway to a minimum width of 10-feet for a length of approximately 25-feet to preserve an existing tree; a reduction of the perimeter landscape planters from 10-feet to 5-feet; and the location of the proposed monument sign.

**Marketing Plan:** In addition to the above-mentioned tours and tastings, a marketing plan has been included as part of this proposal. The marketing events may occur both inside and outside the winery buildings. The winery has an employee kitchen, but will use food service catered by an off-site service for the larger events. Private tours and tastings would conclude by 4 PM, pursuant to County imposed standard conditions of approval. Evening marketing events are required by the County to cease by 10:00 PM, including cleanup. The start and finish time of marketing activities will be scheduled to minimize vehicles arriving or leaving between 4:00 PM and 5:30 PM. Marketing events are all by invitation, as proposed below:

- Four (4) food & wine pairing events per week for a maximum of 50 guests at each event.
- Eight (8) food & wine pairing events per year for a maximum of 50 guests at each event.

#### 10. Environmental setting and surrounding land uses:

The 1.0-acre site is located at the northern end of the County's Airport Industrial Area Specific Plan area, approximately 1,000 feet south of the State Highway 12/29 and Soscol Ferry Road intersection. Access to the property is provided from Devlin Road down an existing narrow (approximately 10-foot wide) drive lined with Eucalyptus trees. Approximately 3-4 small Eucalyptus trees will be removed to widen the access drive from Devlin road to the site. The site includes an existing residence circa 1885, outbuildings, landscaping and fallow grasslands. The site also includes five Oak trees with diameters at breast height (dbh) ranging between 12 and 48 inches. There are also three dead or dying Pine trees on site that will be removed as part of the project. The project site is approximately 200-feet south of Suscol Creek. The existing access drive is approximately 75 to 90-feet from Suscol Creek at its nearest points.

Immediately north of the property is a residence on a 1.6 acre property that borders the south side of Suscol Creek. The home is considered a pre-existing, legally established non-conforming use. Ultimately, the Airport Industrial Area Specific Plan envisions redevelopment of the home site to industrial use, but as a pre-existing legal non-conforming use, it is entitled to remain as a residence for as long as the property owners see fit. Across the creek is a vacant portion of an existing self-storage facility containing a mix of enclosed and outdoor storage spaces, and another small, 1.4 acre, undeveloped property. West of the self-storage facility is the approved Suscol Creek Winery with a production capacity of 600,000 gallon per year on a 10.3-acre site, although the property is currently undeveloped. Surrounding the project site to the east, west and south is a 16.5 acre undeveloped property with a few outbuildings. The property within the vicinity of the project site is zoned for business park/industrial uses. The project site is in close proximity to the Napa County Airport and the primary approach patterns for the main runway. The project site and surrounding environs is routinely overflowed by aircraft on final approach.

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

Discretionary approvals required by the County consist of a use permit. The project would also require various ministerial approvals by the County, including but not limited to building permits, grading permits, encroachment permit, and waste disposal permits. Permits may also be required by the City of American Canyon, Department of Alcoholic Beverage Control and Bureau of Alcohol, Tobacco, & Firearms.

**Responsible (R) and Trustee (T) Agencies**

**Other Agencies Contacted**

City of American Canyon  
City of Napa  
Federal Trade and Taxation Bureau  
Department of Alcoholic Beverage Control  
Napa County Landmarks

**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.

Sean Trippi  
Signature

Nov 30, 2010  
Date

Name: Sean Trippi

Napa County Conservation, Development & Planning Department

## ENVIRONMENTAL CHECKLIST FORM

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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/b. The proposed project would not be located within an area which would damage any known scenic vista, or damage scenic resources or rock outcroppings. Access to the site is provided from a driveway lined with Eucalyptus trees along both sides. Approximately 3-4 small Eucalyptus trees will be removed to widen the access drive from Devlin Road to the site. The width of the drive will be reduced to save the larger trees. The site includes an existing residence circa 1885, outbuildings, landscaping and fallow grasslands. The site also includes five Oak trees with diameters at breast height (dbh) ranging between 12 and 48 inches. Construction fencing will be required around the drip line of the oaks that will be retained. There are also three dead or dying Pine trees on site that will be removed as part of the project. However, pursuant to standard Napa County conditions of approval, trees with a diameter greater than 6-inches at dbh are to be replaced at a 2:1 ratio as follows:

*No trees greater than 6" DBH shall be removed, except for those identified on the submitted site plan. Any trees that are removed shall be replaced elsewhere on the property on a 2 for 1 basis of equivalent caliper. Replaced trees shall be identified on the landscaping plan. Trees to be retained shall be protected during construction.*

There are views of the site and existing residence from both Devlin Road and State Highway 29 filtered by the existing Eucalyptus trees. However, the highway is not considered a scenic highway, nor is this portion of the highway on the State's list of eligible scenic routes. Although the existing residence was listed in the 1978 Napa County Historic Resources Inventory, it is not included on the State or National register.

c. The project is located within a partially developed portion of the Napa County Airport Industrial Area Specific Plan that allows a mix of industrial developments. As noted above, the site and existing residence are partially visible from Devlin Road and the State Highway. The new buildings are proposed on the west side of the existing residence. The residence would screen the views of the new building from Devlin and the highway. The existing residence would be converted into a tasting room and offices. The design of the new building would be similar to that of a barn. The overall design is equal to or greater in quality than other similar projects approved and constructed within the specific plan boundaries, and meets the design quality requirements for the specific plan's industrial park area. Therefore, the project will not substantially degrade the existing visual character or quality of the site and surrounding area.

d. Although the site is currently developed with an existing residence, the new facility will result in a minor increase in the nighttime lighting. In accordance with County standards, all exterior lighting will be the minimum necessary for the operational and security needs. Light fixtures will be kept as low to the ground as possible and include shields to deflect the light down. Avoidance of highly reflective surfaces will be required, as well as standard County conditions to prevent light from being cast skyward. This is an area routinely overflown by low flying aircraft which necessitates strong controls on skyward nighttime lighting. As designed, and as subject to the standard condition of approval, below, the project will not have a significant impact resulting from new sources of outside lighting.

*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. All lighting shall be shielded or placed such that it does not shine directly on any adjoining properties, impact aircraft overflight, or impact vehicles on adjacent streets. No flood-lighting or sodium lighting of the building is permitted, including architectural highlighting and spotting. 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 CDPD review and approval. The lighting plan shall show that adequate lighting levels are provided along the west property line so that there are no dark areas. All lighting shall comply with the Uniform Building Code (UBC).*

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. <b>AGRICULTURE AND FOREST RESOURCES.</b> <sup>1</sup> 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. The project site is located within a developing industrial park. The project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Important 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 Industrial Park (IP), which allows wineries, industrial and business park uses subject upon grant of a use permit, and is located with the Napa County Airport Area Industrial Park. 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. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.
- e. The project site is surrounded by developing industrial park land. Although farming activities occurred on these lands in the past, the area has been designated for industrial development for over 20 years. The project will not result in the conversion of existing farmland.

**Mitigation Measure(s):** None required.

<sup>1</sup> "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.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. <b>AIR QUALITY.</b> 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:				
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. The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan. Wineries, such as the one proposed here, are not producers of air pollution in volumes substantial enough to result in an air quality plan conflicts. The project site lies within 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. Over the long term, emissions resulting from the proposed project would consist primarily of mobile sources, including production-related deliveries and visitor and employee vehicles traveling to and from the winery. The *Bay Area Air Quality Management Plan* states that projects that do not exceed a threshold of 2,000 vehicle trips per day will not impact air quality and do not require further study (*BAAQMD CEQA Guidelines*, p. 24). The use permit proposed here includes a total of 5 full-time employees, 5 part-time employees, a maximum of 32 visitors per day for tours and tastings made by prior appointment, and potentially 4 pickups/deliveries per day. According to the Napa County Winery Traffic Generation Characteristics information submitted by the applicant, the proposed winery is expected to generate approximately 41 to 57 daily trips for tours and tastings during the 46 week non-harvest season and the 6-week harvest season, respectively. The existing residence generates approximately 10 trips per day which would be eliminated once the winery is in operation. The proposed marketing events would be expected to generate approximately 58 trips. Tours and tastings will not be scheduled on the same day as a marketing event. The trips stated herein are two-way or round trips and include employees, visitors and deliveries.
- b. Please see "a.", above. There are no projected or existing air quality violations in the area to which this proposal would contribute. The project would not result in any violations of applicable air quality standards.
- c. Please see "a.," above and "d.-e.," below. The proposed project would 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. Standard conditions of approval for any Napa County construction project require dust control measures (see d/e., below).
- d/e. Earthmoving and construction activities required for project construction may cause odors and a temporary degradation in air quality from dust and heavy equipment air emissions during the construction phase. While construction on the site will generate dust particulates in the short-term, the impact would be less than significant with dust control measures as specified in Napa County's standard condition of approval relating to dust;

*Water and/or dust palliatives shall be applied in sufficient quantities during grading and other ground disturbing activities on-site to minimize the amount of dust produced. Outdoor construction activities shall not occur during windy periods.*

Wineries are not known operational producers of pollutants capable of causing substantial negative impacts to sensitive receptors. There is a home on the adjoining property north of the project site. The residence is approximately 25-feet north of the common or shared property line. The existing home is considered a pre-existing, legally established non-conforming use. Ultimately, the Airport Industrial Area Specific Plan envisions redevelopment of the home site to industrial use, but as a pre-existing legal non-conforming use, the residence may remain for as long as the property owners see fit. Temporary construction-phase pollutants will be reduced to a less than significant level by the above-noted standard condition of approval. The project will not create pollutant concentrations or objectionable odors affecting a substantial number of people.

**Mitigation Measure(s):** None required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. <b>BIOLOGICAL RESOURCES.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-d. The site is within, and subject to, the Airport Industrial Area Specific Plan (AIASP). Industrial development has been progressing in the general vicinity since the late 1980's. The site includes a single-family home, outbuildings, fallow grassland, five Oak trees and three Pine trees. Both sides of the existing access drive from Devlin Road to the site are lined with Eucalyptus trees.

The California Department of Fish and Game Natural Diversity Data Base indicates the potential presence of three special status animal species (Burrowing owl, Swainsons' hawk, and Ferruginous hawk) and one special status plant species (dwarf downingia) within the vicinity of the project site. A Biological Resource Reconnaissance Survey and report, dated July 2010, was prepared by Kjeldsen Biological Consulting to determine whether the site is likely to contain state or federally listed rare, threatened, or endangered plant or animal species, address potential impacts, if any, to protected species, and recommend mitigation measures as needed.

According to the report, the project site consists of landscaped ground around an old residence including a few native live oaks and fallow grassland or ruderal habitat. Landscaped areas and ruderal habitat such as those found on the site provide limited wildlife habitat. No special-status plant species, riparian habitat, wetlands or vernal pools were found on the project site. No habitat essential for special-status animal species was found on the project site and no special-status animal species were observed during the field surveys. The report does mention, however, that due to previous reported occurrences of ferruginous hawks and Swainson's hawk within a 5-mile radius of the site; these two raptor species may fly over the site since they utilize a wide territory for feeding. Although the report concludes that the site has limited potential for feeding and nesting, there is potential for raptors to begin nesting in the future. The mitigation measure, below, will reduce potential impacts to future nesting raptors to a level of less than significant.

e. The project would not conflict with any local policies protecting biological resources, such as tree preservation or the County's Conservation Regulations. The site has been developed as a residential property for more than 100 years and is located within a developing industrial area. In accordance with the requirements of the AIASP, new landscaping will be provided on the site. The project does not conflict with any County ordinance or requirement to preserve existing trees, and therefore is considered as not having potential for a significant impact thereto. The County's Conservation Regulations would normally trigger a 35 to 45 ft. setback from the creek, but because the project is located within the Airport Industrial Area Specific Plan (AIASP), a 150 ft. setback is prescribed from Suscol creek. The specific plan allows for alternatives to this setback on a case-by-case basis when it can be found by the Planning Commission that a project with a lesser setback is environmentally superior. The project site is located outside the 150-ft. creek setback. However, the access drive from Devlin Road is approximately 75-90 feet from the creek at its closest points. As noted previously, access to the site is provided via an existing access drive

that pre-dates the adoption of the AIASP. Improvements to the access drive will be the minimum necessary to improve access and safety while preserving the majority of the existing Eucalyptus trees.

- f. 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 Measure:**

1. To avoid potential removal, loss or disturbance to raptor nests, a raptor and nest survey shall be conducted by a qualified Biologist prior to any construction related activities, including but not limited to land clearing, grading, tree trimming or tree removal, that are to occur between February 1 and July 31. If active nests are found, the nest location and a 100-foot buffer area shall be avoided until the nest has been vacated or until an evaluation of potential impacts to these species as a result of development is performed, unless otherwise specified by the Biologist as determined in consultation with DFG.

Method of Mitigation Monitoring: The project sponsor shall have a raptor and nest survey completed prior to any construction activities, land clearing, tree removal or tree trimming if these activities occur between February 1 and July 31. The survey results shall be provided to the Napa County Conservation Development and Planning Department. In the event any raptors are found to be nesting on the site, special-status or other protected nesting birds are found to occur on-site construction activities will be scheduled to avoid nesting and breeding periods, or appropriate buffers put in place.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. The site is currently developed with an existing residence constructed in 1855. Although the residence was included in the Napa County Historic Resources Inventory conducted in 1978, the house is not listed on the State or National register of historic resources or places, respectively. The existing residence is proposed to be converted into offices and the tasting room for the winery. Minor interior alterations, a new exterior deck at the rear of the house (west facing elevation) and a new ramp is proposed along the south elevation of the structure to meet accessibility requirements. No exterior alterations are proposed to the front of the house (east facing elevation). According to a letter prepared by Paul Kelley Architect, dated July 30, 2010, the proposed exterior alterations and the proposed new winery building are consistent with the *Secretary of the Interiors Standards for the Treatment of Historic Properties and Guidelines for Preserving, Restoring, and Reconstructing Historic Buildings*. In accordance with the CEQA Guidelines, projects that are consistent with the Secretary of the Interiors Standards are considered to have less than significant impacts to historic resources.
- b./c. There are several well-documented, significant archaeological resources in the general vicinity of the project area. Two previous archaeological surveys, entitled “*Archaeological Impact Evaluation Route 29 & 121, Imola Avenue – Suscol Road; Route 128 Napa River & Hopper Slough Bridge*,” by Thomas King, February 1973 and “*Suscol Village: An Archaeological Study for Highway Planning*,” by Thomas King, July 1974 were conducted in the vicinity and included the project site. However, neither study indicated the presence of archaeological or paleontological resources on the site. A Cultural Resources Survey was prepared for this specific site by Tom Origer & Associates, dated July 2010. The report indicated the presence of “background scatter”, which is the modern day equivalent of spent rifle cartridges found in an area where hunting activities occur. However the “background scatter” does not constitute an archaeological site that would need to be preserved. It is therefore not anticipated that any cultural resources are present on the site, and the potential for impact is considered less-than-significant. 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 roadway 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 the standard condition of approval noted above.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
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 checked="" type="checkbox"/>	<input 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. As such, the proposed facility would result in a less than significant impact with regards to the rupturing of a known fault.
  - 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 Coombs gravelly loam series which are characterized by slow runoff with a slight hazard of erosion. This soil type is found mainly on old terraces and alluvial fans with slopes between 2 and 5 percent. Runoff is slow with 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. Early or mid Pleistocene fan or terrace 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 very 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 building permit submittal. The report will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods.
- e. Projects within the AIASP generally connect to municipal sewer services provided by the appropriate service provider, in this case Napa Sanitation District (NSD). However, NSD currently does not have sewer facilities in place to serve the project site. The proposed project will utilize a new on-site waste disposal system which has been reviewed by the Napa County Department of Environmental Management and found to be adequate to serve the waste disposal needs of the proposed project. Hook-up to municipal sewer services would be required when they are extended to the site.

**Mitigation Measure(s):** None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII.	<b>GREENHOUSE GAS EMISSIONS.</b> 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. Construction and operation of the project analyzed in this initial study would contribute to overall increases in Greenhouse Gas (GHG) emissions by generating emissions associated with transportation to and from the site, emissions from energy used within buildings, and emissions from the use of equipment. In addition, the project would marginally decrease baseline carbon sequestration through the removal of approximately 6-7 trees, which will be replaced by replanting in accordance with the standard condition of approval referenced in Aesthetics. The project-specific increase in GHG emissions would be relatively modest, given the estimated 46 to 59 (56 to 69 daily trips generated by the winery, less the existing 10 daily trips from the residence) new vehicle trips per day, and increasingly stringent Title 24 energy conservation requirements imposed as part of the building permit process.

The Bay Area Air Quality Management District (BAAQMD) has established a significant threshold and screening criteria related to greenhouse gas emissions (GHG) for new development. While the District's screening table (BAAQD Air Quality Guidelines, Table 3.1) does not specifically address wineries, it suggests that "quality restaurants" less than 9,000 square feet in size and "warehousing" uses less than 64,000 square feet in size would not generate GHG in excess of the significance criterion (1,100 metric tons of carbon dioxide equivalents per year). The proposed winery includes an approximate 325 square foot tasting room and approximately 9,770 additional square feet of floor area related to wine production. Since the proposed floor area is far below the screening levels for similar uses in the District's Guidelines, it's clear that the proposed winery would not generate GHG above the significance threshold established by the District, and further analysis (and quantification) of GHG emissions is not warranted.

- b. Overall increases in green house gas (GHG) emissions in Napa County were assessed in the Environmental Impact Report (EIR) prepared for the Napa County General Plan Update and certified in June 2008. GHG emissions were found to be significant and unavoidable in that document, despite the adoption of mitigation measures incorporating specific policies and action items into the General Plan.

Consistent with these General Plan action items, Napa County participated in the development of a community-wide GHG emissions inventory and "emission reduction framework" for all local jurisdictions in the County in 2008-2009. This planning effort was completed by the Napa County Transportation and Planning Agency in December 2009, and is currently serving as the basis for development of a refined inventory and emission reduction plan for unincorporated Napa County.

During our ongoing planning effort, the County requires project applicants to consider methods to reduce GHG emissions consistent with Napa County General Plan Policy **CON-65(e)**. The applicants have incorporated GHG reduction methods where feasible including: energy efficient heating and cooling systems, new energy efficient windows for new construction, and the use of recycled and low VOC construction materials. Also, two new trees will be planted for every one tree that is removed with a diameter of 6-inches or greater at breast height.

Pursuant to State CEQA Guidelines Section 15183, because this initial study assesses a project that is consistent with an adopted General Plan for which an environmental impact report (EIR) was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed. The relatively modest increase in emissions expected as a result of the project would be well below the significance threshold suggested by BAAQMD, and in compliance with the County's General Plan efforts to reduce emissions described above. For these reasons, project impacts related to GHG emissions are considered less than significant.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> 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"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input 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 and subsequent winery operations. 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 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. However, given the quantities of hazardous materials and the limited duration, they will result in a less-than-significant impact.

- 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.
- d. The proposed site is not on any known list of hazardous materials sites.
- e. 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 C of the compatibility plan which is the extended approach/departure zone where aircraft could below 300 feet above ground level depending upon type of approach and is an area of moderate risk. The proposed use of the building is highly compatible with the risk and noise impacts associated with properties within Zone C. The building has also been designed to comply with specific requirements regarding light and glare to ensure airport land use compatibility. 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.
- f. The project site is not located within the vicinity of any private airports.
- g. The existing access drive from Devlin Road to the project site will be widened and improved to 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. Therefore, the design of the project will not negatively impact or hinder emergency vehicle access.
- h. The project would 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 required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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. New on-site domestic and process wastewater systems are proposed. The Napa County Department of Environmental Management has reviewed the proposed domestic and process wastewater systems and recommends approval as conditioned. Additionally, the applicant is required to obtain a stormwater permit from the Regional Water Quality Control Board (RWQCB) which is administered in part by the County Public Works Department on behalf of the RWQCB. Given the County's Best Management Practices, which comply with RWQCB requirements, the project does not have the potential to significantly impact water quality and discharge standards.
- b. The project will connect to municipal water provided by the City of American Canyon. No groundwater wells are associated with this property.
- 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. The project will incorporate erosion control measures appropriate to its maximum slope to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). As noted above, the project is required to comply with County Public Works requirements which are consistent with RWQCB standards. These established Best Management Practices have been successfully implemented on numerous previous projects within AIASP area. By incorporating erosion control measures, this project would have a less than significant impact. No substantial alteration of existing drainage is anticipated to occur. There will be an increase in the overall impervious surface resulting from the new building, pavement and walkways. However, 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. This project would therefore result in a less than significant impact with respect to drainage.
- e. There are no existing or planned stormwater systems that would be affected by this project. The project will likely disturb slightly more than one acre of land including improving the existing access drive from Devlin Road to the project site. The permittee will be required to comply with the requirements of the Regional Water Quality Control Board addressing stormwater pollution during construction activities. The area surrounding the project is pervious ground that is planted to vineyards and has the capacity to absorb runoff.
- f. There is nothing included in this proposal that would otherwise substantially degrade water quality. As discussed in greater detail at "a." above, the Department of Environmental Management has reviewed the sanitary wastewater proposal and has found the proposed system adequate to meet the facility's septic needs as conditioned. No information has been encountered that would indicate a substantial impact to 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 420-ft. to 640-ft. above mean sea level. 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 required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. <b>LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-c. The proposed project would not occur within an established community, nor would it result in the division of an established community. The proposed project complies with the Napa County General Plan, the Napa County Zoning Ordinance and related applicable County Code sections, the Airport Industrial Area Specific Plan, and all other applicable regulations. There are no habitat conservation plans or natural community conservation plans applicable to the property.

**Mitigation Measure(s):** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. <b>MINERAL RESOURCES.</b> 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 required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. <b>NOISE.</b> 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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. Adjoining the proposed project site to the north is an existing residence. The residence is located on property zoned for light-industrial uses and is considered a pre-existing, legally established non-conforming use. The home may remain in perpetuity. However, once the current or subsequent property owner redevelops the property, the proposed use/development will be undertaken in compliance with the Airport Industrial Area Specific Plan. The proposed project will result in a temporary increase in noise levels during the construction of the building, parking areas, and associated improvements that may affect the residence. Construction activities will be limited to daylight hours using properly muffled vehicles. Noise generated during this time is not anticipated to be significant. The proposed project would not result in long-term significant permanent construction noise impacts or operational impacts. Furthermore, construction activities would generally occur during the period of 7am-7pm on weekdays, during normal hours of human activity. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (N.C.C. Chapter 8.16), which will ensure that the impacts to the existing non-conforming residence are less than significant.

c/d. The anticipated level of noise to occur following the completion of construction including the operation of the facility would be typical of a winery in an existing industrial park. The project is located within a developing industrial park and is not in an area where noise increases resulting from additional industrial development will impact sensitive receptors, except for the presence of the existing non-conforming residence north of the project site. Continuing enforcement of Napa County's Exterior Noise Ordinance by the Department of Environmental Management and the Napa County Sheriff, including the prohibition against outdoor amplified music, should ensure that marketing events and other winery activities do not create a significant noise impact.

e) The proposed project site is located within compatibility Zone C of the Napa County Airport, which is an extended approach/departure zone with aircraft overflight below 300-feet above ground level. As such, persons on the project site will be exposed to noise from regular aircraft overflight. The nature of the use is not sensitive to increased noise levels from aircraft, and is considered compatible with aircraft operations.

f) The project is not within the vicinity of a private airstrip.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. <b>POPULATION AND HOUSING.</b> 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 checked="" type="checkbox"/>	<input 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 project site is currently developed with a single-family home and is located in an industrial area. The project will increase the number of jobs within the industrial park. However, given the size of the project, the number of jobs is considered to be relatively small compared to the overall business park and nearby communities; therefore this increase in jobs will not contribute to a cumulatively considerable increase in the

demand for housing units within Napa County and the general vicinity. Furthermore, the County has adopted a Housing Element (certified by the State Housing and Community Development Agency) which identifies locations for new affordable housing, and adopted a development impact fee, included as a mitigation measure, below, to provide funds for constructing affordable housing to off-set the cumulative existing affordable housing shortage in the County. The fee is paid at the time building permits are issued. This fee is charged to all new non-residential developments based on the gross floor area of non-residential space multiplied by the applicable fee by type of use as required under Chapter 18.107, of the Napa County Code and is considered to reduce housing impacts to a less than significant level.

b/c. As noted in the setting section, there is an existing legal non-conforming residence north of the project site. The residence will not be removed or relocated by this project. Ultimately, the Airport Industrial Area Specific Plan designates the residential property for industrial development.

**Mitigation Measures:**

2. Prior to County authorization of a Building Permit the applicant shall pay the Napa County Affordable Housing Mitigation Fee as required under the County Code, and as the same may be amended.

Method of Mitigation Monitoring: Payment of fee is required prior to the issuance of a building permit.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- a. The proposed project will have a less than significant impact on public services. Fire protection measures are required as part of the development and there would be no expected impact to response time as the property has good public road access. School impact mitigation fees will be levied with the building permit application. Those fees assist local school districts with capacity building measures. The project will have little impact on public parks. County revenue resulting from building permit fees, property tax increases and taxes from the sale of wine will help meet the costs of providing public services to the property.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XV. RECREATION.</b> Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a/b. The proposed project would not significantly increase the use of existing recreational facilities, nor does the proposed project include recreational facilities that may have a significant adverse effect on the environment.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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**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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a-b. Weekday traffic volumes within the project vicinity consist primarily of commute traffic within the peak traffic periods, with residential flows from nearby communities and commercial, tourist, and industrial park traffic occurring throughout the day. Southern Napa County is characterized by two distinct commute traffic patterns: a Napa to Bay Area commute, and a Solano County to Napa commute. The existing traffic congestion is primarily the result of regional growth impacts. Major improvements to both Highway 29 and Highway 12 are necessary to address regional traffic congestion. As mandated by Napa County, projects within the industrial park are responsible for paying "fair share" costs for the construction of improvements to impacted roadways within the Airport Industrial Area (AIA).

Since 1990, the County has imposed and collected traffic mitigation fees on all development projects within the AIA. A developer's "fair share" fee goes toward funding roadway improvements within the AIA area including improvements designed to relieve traffic on State Highways. The traffic mitigation fee is further described in Board of Supervisor's Resolution 08-20. For this project, a traffic mitigation fee based on PM peak hour vehicle trips will be imposed and collected prior to issuance of a building permit as determined by the Director of Public Works and is included as a mitigation measure, below. The Department of Public Works is in the process of completing an update of the Airport Industrial Area traffic mitigation fee program. That program specifically addresses, and the associated fees will mitigate,

cumulative impacts at the 2008 General Plan revision sunset date of 2030. Cumulative traffic impacts at the 2030 horizon will be addressed by that larger document and are therefore not a specific subject of this review.

The County has established that a significant traffic impact would occur if increases in traffic from a project would cause intersections or two-lane highway capacity to deteriorate to worse than LOS E, or at intersections or two-lane highway where base case (without project) is LOS F, a significant impact is considered to occur if a project increases the base volumes by more than one percent. Napa County utilizes a one percent significance threshold for the identification of significant adverse traffic impact during peak hours to travel. This threshold was directed by the Napa County Transportation and Planning Agency. This factor has been used consistently as the significance determination for all recent EIR and CEQA documents within the AIASP area.

The use permit proposed here includes a total of 5 full-time employees, 5 part-time employees, a maximum of 32 visitors per day for tours and tastings made by prior appointment, and potentially 4 pickups/deliveries per day. According to the Napa County Winery Traffic Generation Characteristics information submitted by the applicant, the proposed winery is expected to generate approximately 41 to 57 daily trips and 24 to 33 trips during the PM peak for tours and tastings during the 46 week non-harvest season and the 6-week harvest season, respectively. The existing residence generates approximately 10 trips per day which would be eliminated once the winery is in operation. The proposed marketing events would be expected to generate approximately 58 trips. The trips stated herein are two-way or round trips and include employees, visitors and deliveries.

According to information from the California Department of Transportation traffic counts taken in 2009 indicate the traffic volume at the Highway 29/221 junction was approximately 45,500 to 61,000 average daily vehicle trips. Peak hour trips were approximately 3,550 to 4,800 vehicles. Traffic generated by this project will contribute less than 1% to the traffic levels on local roadways and intersections and to deterioration in their level of service. This less than 1% increase is considered a less-than-significant level with the payment of the "fair share" development impact fee described in Board Resolution No. 08-20, and included as a mitigation measure. To address cumulatively significant contributions to traffic impacts, the project is required to pay the Airport Industrial Area Traffic Impact Mitigation fee which provides funding to improve roadways and State Highways within the Airport Industrial Area. With this mitigation measure, the project does not have a potential to significantly contribute to local or regional traffic congestion.

- c. The project does not have any impact on air traffic patterns.
- d/e. The project would utilize the existing access drive from Devlin Road which is shared with the property to the north. The drive will be widened to comply with County Code. The project will not result in any changes to levels of service or cause any new safety risks.
- f. The project has been designed with 11 parking spaces on-site. These parking spaces would be sufficient to accommodate parking needs during normal business days for employees and visitors. Additional parking will be required during the marketing events. A shuttle service from nearby legally established parking areas would be needed to augment parking that could not be accommodated on site. No parking will be permitted within the right-of-way of Devlin Road. The project will not result in inadequate parking nor would it result in excess parking.
- g. The proposed project does not conflict with any known policies or plans supporting alternative transportation.

**Mitigation Measures:**

- 3. Prior to County issuance of a Building Permit, the applicant shall submit payment of the Napa County's traffic mitigation fee in accordance with Board Resolution 08-20, as may be amended, of the equivalent of the vehicle trips generated by the project in the PM peak traffic period.

Method of Mitigation Monitoring: Payment of the traffic mitigation fee is required prior to the issuance of a building permit.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. <b>UTILITIES AND SERVICE SYSTEMS.</b> 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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"/>
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 proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board and will not result in a significant impact. Wastewater disposal will be accommodated on-site in compliance with State and County regulations.
- b. The project includes an on-site wastewater system for domestic sanitary waste and a hold and haul system for process waste disposal designed to accommodate the proposed production capacity of wine per year. The final design of the systems will be prepared by licensed Civil Engineer or a Registered Environmental Health Specialist and will be subject to review and approval by the Department of Environmental Management.
- c. The proposed project includes the construction of new drainage facilities. The new drainage system will be designed by a qualified engineer and is subject to review and approval by the Department of Public Works. The Department of Public Works has included conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties.
- d. The project will receive water from the City of American Canyon which has sufficient water supplies to serve projected needs. The project is located within an area designated for urban development by the City. The City has acquired water rights to provide adequate water for all areas within their service area, and has issued a will serve letter for the proposal.
- e. See "b." above. In the event the project becomes eligible for wastewater services provided by the Napa sanitation District, the District has sufficient capacity to service the project's demands.
- 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 Measures:**

None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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. The Biological resources section indicates that there is a possibility of state or federally protected species occurring within the vicinity of the site. A mitigation measure is proposed to protect any protected species that may be affected by the proposed project. No further effects are expected with the implementation of the mitigation measure. 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 does not have impacts that are individually limited, but cumulatively considerable as mitigated. Potential traffic and housing impacts are discussed in their respective sections above. The project would also increase the demands for public services to a limited extent, increase traffic and air pollution, all of which contribute to cumulative effects when future development along Highway 29 is considered. Cumulative impacts of these issues are discussed and mitigated in previous sections of this Initial study (e.g. traffic and housing).
- c. The project does not pose any substantial adverse effects on human beings, either directly or indirectly.

**ROCCA FAMILY WINERY**

**Use Permit (File #P10-00148-UP)**

**APN: 057-170-007**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Monitoring Compliance Complete (Name / Date)
<b>Biological Resources (IV)</b>			
<p>1. To avoid potential removal, loss or disturbance to raptor nests, a raptor and nest survey shall be conducted by a qualified Biologist prior to any construction related activities, including but not limited to land clearing, grading, tree trimming or tree removal, that are to occur between February 1 and July 31. If active nests are found, the nest location and a 100-foot buffer area shall be avoided until the nest has been vacated or until an evaluation of potential impacts to these species as a result of development is performed, unless otherwise specified by the Biologist as determined in consultation with DFG.</p>	Planning Department	<p>The project sponsor shall have a raptor and nest survey completed prior to any construction activities, land clearing, tree removal or tree trimming if these activities occur between February 1 and July 31. The survey results shall be provided to the Napa County Conservation Development and Planning Department. In the event any raptors are found to be nesting on the site, special-status or other protected nesting birds are found to occur on-site construction activities will be scheduled to avoid nesting and breeding periods, or appropriate buffers put in place.</p>	
<b>Population &amp; Housing (Section XII)</b>			
<p>2. Prior to County authorization of a Building Permit the applicant shall pay the Napa County Affordable Housing Mitigation Fee as required under the County Code, and as the same may be amended.</p>	Building Department	<p>Payment of fee is required prior to the issuance of a building permit.</p>	
<b>Transportation/Traffic (Section XV)</b>			
<p>3. Prior to County issuance of a Building Permit, the applicant shall submit payment of the Napa County's traffic mitigation fee in accordance with Board Resolution 08-20, as may be amended, of the equivalent of the vehicle trips generated by the project in the PM peak traffic period.</p>	Public Works Department	<p>Payment of fee is required prior to the issuance of a building permit.</p>	

**PROJECT REVISION STATEMENT**

Rocca Family Winery

Use Permit (File #P10-00148-UP)

APN: 057-170-007

Napa County

Environmental Review

**I hereby revise my request to include the measures specified above.**

I understand and explicitly agree that with regards to all California Environmental Quality Act, Permit Streamlining Act, and Subdivision Map Act processing deadlines, this revised application will be treated as a new project, filed on the date this project revision statement is received by the Napa County Conservation, Development and Planning Department. For purposes of Section 66474.2 of the Subdivision Map Act, the date of application completeness shall remain the date this project was originally found complete.

*M. Rocca*

*51%*

Signature of Owner(s)

Interest

*Mary Rocca*

Print Name