

**Notice of Completion & Environmental Document Transmittal**

SCH #

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

**Project Title:** Carevan Serai Winery Use Permit Major Modification Application № P10-00206-MOD  
**Lead Agency:** Napa County Dept. of Conservation, Development, and Planning **Contact Person:** Chris Cahill, Planner  
**Mailing Address:** 1195 Third Street, Suite 210 **Phone:** 707.253.4847  
**City:** Napa **Zip:** 94559 **County:** Napa

**Project Location:**

**County:** Napa **City/Nearest Community:** Napa  
**Cross Streets:** S.R. 29 and Howard Lane **Zip:** 94558 **Total Acres:** 30 acres  
**Assessor's Parcel No.:** 036-180-041 **Section:** **Twp.:** 06N **Range:** 04W **Base:** 5C  
**Within 2 Miles:** **State Hwy. #:** 29 **Waterways:** Dry Creek, Redwood Creek, Napa River  
**Airports:** No **Railways:** Napa Valley Winetrain **Schools:** Salvador Elementary School -  
 Napa Valley Unified

**Document Type:**

**CEQA:**  NOP  Supplement/Subsequent EIR **NEPA:**  NOI **Other:**  Joint Document  
 Early Cons (Prior SCH No.)  EA  Final Document  
 Neg Dec  Other:  Draft EIS  Other:  
 Draft EIR  FONSI

**Local Action Type:**

General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other:

**Development Type:**

Residential: *Units* *Acres*  Water Facilities: *Type* *MGD*  
 Office: *Sq.ft.* *Acres* *Employees*  Transportation: *Type*  
 Commercial: *Sq.ft.* *Acres* *Employees*  Mining: *Mineral*  
 Industrial: *Sq.ft.* *Acres* *Employees*  
 Power: *Type* *Watts*  
 Educational: *Sq.ft.* *Acres* *Employees*  Waste Treatment: *Type*  
 Recreational *Sq.ft.* *Acres* *Employees*  Hazardous Waste: *Type*  
 Other: Winery

**Funding (approx.):**

Federal \$ State \$ Total \$

**Project Issues Discussed in Document:**

Aesthetic/Visual  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Agricultural Land  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Air Quality  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Archeological/Historical  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Landuse  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Fiscal  Recreation/Parks  Vegetation  Other:

**Present Land Use/Zoning/General Plan Designation:**

Present Land Use: Agriculture, Winery  
 Zoning: AP (Agricultural Preserve)  
 General Plan Designation: AR (Agricultural Resource)

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**Project Description:**

Use Permit Major Modification to modify a 1988 Small Winery Exemption Certificate (SW-38889) and 2000 Use Permit 98425-UP to allow the following:

- no change in the approved 100,000 gallon per year production;
- deletion of approved, but unbuilt, improvements including a 2,400 sq. ft. production building and approximately 5,000 sq. ft. of outdoor work area;
- demolition of an existing approximately 4,500 sq. ft. barn;
- construction of a new approximately 7,500 sq. ft. single-story winery hospitality building including a commercial kitchen;
- construction of a new approximately 16,500 sq. ft. single-story winery production building with a storage loft;
- construction of approximately 5,600 sq. ft. of covered outdoor work areas;
- construction of three 17 ½ ft. tall stone-clad wall structures along the proposed entry drive;
- an increase in winery employment from 5 full-time and 2 part-time employees to 15 full-time and 15 part-time employees;
- an increase in approved, but presently unbuilt, winery parking from 7 employee spaces and 9 visitor spaces (16 total) to 22 employee spaces and 28 visitor spaces (50 total), including 2 ADA-accessible spaces;
- an increase in by-appointment tours and tastings visitation from a maximum of 25 per day to a maximum of 400 per day and the addition thereto of food/wine pairings;
- sale of wine by the glass or bottle for on-site consumption in the winery courtyard and outdoor seating areas;
- deletion of the approved marketing program and its replacement with a new marketing plan including: 15 12-person dinner events monthly with food prepared on-site, 20 8-person lunch events monthly with food prepared on-site; and 8 150-person larger events annually with catered food;
- in no case shall the daily combined tours and tastings and marketing visitation exceed 400 persons;
- a change in the approved hours of operation from 8am – 6pm to 8am – 10pm with marketing event cleanup not to extend past 11pm;
- deletion of the custom crush restrictions adopted with Use Permit 98425-UP;
- new winery domestic and process wastewater treatment systems including a 2,210 linear foot pressure distribution leach field;
- installation of two 15,000 gallon above-ground water storage tanks and a 300 sq. ft. pump house;
- grading including 1,000 cu. yds. of cut and 1,110 cu. yds. of fill, resulting in a hospitality building finished floor level approximately 3 ½ ft. above existing grade; and
- improvements at the S.R. 29 /Howard Lane intersection including a new left-hand turn lane (southbound), a new refuge lane (southbound), and an expanded right-hand turn deceleration lane (northbound) at S.R. 29 and new stop signs and intersection improvements at Howard Lane.

**Reviewing Agencies Checklist**

Form A, Continued

**KEY**

- S = Document sent by lead agency
- X = Document sent by SCH
- + = Suggested distribution

**Resources Agency**

- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry & Fire Protection
- Office of Historic Preservation
- Parks & Recreation
- Reclamation Board
- S.F. Bay conservation & Development Commission
- Water Resources (DWR)

**Business, Transportation & Housing**

- Aeronautics
- California Highway Patrol
- X CALTRANS District # 4
- Department of Transportation Planning (headquarters)
- Housing & Community Development

**Food & Agriculture**

**Health & Welfare**

Health Services:

**State & Consumer Services**

- General Services
- OLA (Schools)

**Environmental Protection Agency**

- Air Resources Board
- California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- Regional WQCB # (San Francisco Bay)

**Youth & Adult Corrections**

Corrections

**Independent Commissions & Offices**

- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency

Other:

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

Starting Date: April 12, 2011

Ending Date: May 12, 2011

Signature:

Date: April 8, 2011

Lead Agency (Complete if Applicable):

Consulting Firm: None

Address:

City/State/Zip:

Contact:

Phone ( )

For SCH Use Only:

Date Received at SCH \_\_\_\_\_

Date Reviewed Starts \_\_\_\_\_

Date to Agencies \_\_\_\_\_

Date to SCH \_\_\_\_\_

Clearance Date \_\_\_\_\_

Notes:

**Applicant** Charles W. Meibeyer

Address: 1236 Spring Street

City/State/Zip: St. Helena, Calif., 94574

Phone (707) 963.7703



A Tradition of Stewardship  
A Commitment to Service

## COUNTY OF NAPA

CONSERVATION, DEVELOPMENT, AND PLANNING DEPARTMENT

1195 3<sup>rd</sup> Street, Suite 210

Napa, Calif. 94559

707-253-4417

### Notice of Intent to Adopt a Subsequent Mitigated Negative Declaration

#### Project Title

Carevan Serai Winery Use Permit Major Modification Application № P10-00206-MOD

#### Property Owner

Darioush Khaledi Winery LLC, 4240 Silverado Trail, Napa, Calif., 94558

#### County Contact Person, Phone Number and Email

Christopher M. Cahill, Planner, 707-253-4847, [chris.cahill@countyofnapa.org](mailto:chris.cahill@countyofnapa.org)

#### Project Location and APN

The 30 acre project parcel is located on the east side of State Route 29 (the St. Helena Highway), adjacent to and directly east of its intersection with Howard Lane, within the AP (Agricultural Preserve) zoning district. APN: 036-180-041. 4106 & 4120 Howard Lane, Napa, Calif., 94558.

#### Project Sponsor's Name and Address

Charles W. Meibeyer, 1236 Spring Street, St. Helena, Calif., 94574, 707-963-7703, [meibeyerlaw@aol.com](mailto:meibeyerlaw@aol.com)

#### General Plan Description

AR (Agricultural Resource)

#### Zoning

AP (Agricultural Preserve)

#### Project Description

Use Permit Major Modification to modify a 1988 Small Winery Exemption Certificate (SW-38889) and 2000 Use Permit 98425-UP to allow the following:

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- an increase in approved, but presently unbuilt, winery parking from 7 employee spaces and 9 visitor spaces (16 total) to 22 employee spaces and 28 visitor spaces (50 total), including 2 ADA-accessible spaces;
- an increase in by-appointment tours and tastings visitation from a maximum of 25 per day to a maximum of 400 per day and the addition thereto of food/wine pairings;
- sale of wine by the glass or bottle for on-site consumption in the winery courtyard and outdoor seating areas;

- deletion of the approved marketing program and its replacement with a new marketing plan including: 15 12-person dinner events monthly with food prepared on-site, 20 8-person lunch events monthly with food prepared on-site; and 8 150-person larger events annually with catered food;
- in no case shall the daily combined tours and tastings and marketing visitation exceed 400 persons;
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- installation of two 15,000 gallon above-ground water storage tanks and a 300 sq. ft. pump house;
- grading including 1,000 cu. yds. of cut and 1,110 cu. yds. of fill, resulting in a hospitality building finished floor level approximately 3 ½ ft. above existing grade; and
- improvements at the S.R. 29 /Howard Lane intersection including a new left-hand turn lane (southbound), a new refuge lane (southbound), and an expanded right-hand turn deceleration lane (northbound) at S.R. 29 and new stop signs and intersection improvements at Howard Lane.

*The project site is not located on the lists enumerated under Section 65962.5 of the Government Code, including, but not necessarily limited to lists of hazardous waste facilities.*

### Preliminary Determination

Napa County's Director of Conservation, Development, and Planning has tentatively determined that the project analyzed in the attached initial study checklist would not have a significant effect on the environment and the County intends to adopt a subsequent mitigated negative declaration. Copies of the proposed subsequent mitigated negative declaration and all documents referenced are available for review at the offices of the Napa County Conservation, Development, and Planning Department, 1195 Third St., Suite 210, Napa, CA 94559 between the hours of 8:00 AM and 4:45 PM Monday through Friday (excepting holidays).

  
 Christopher M. Cahill, Planner

APRIL 8, 2011  
 date

### **Written Comment Period - April 12, 2011 to May 12, 2011**

*Please send written comments to the attention of Chris Cahill at 1195 Third St., Suite 210, Napa, CA. 94559, or via e-mail to [chris.cahill@countyofnapa.org](mailto:chris.cahill@countyofnapa.org). A public hearing on this project is tentatively scheduled for the Napa County Conservation, Development, and Planning Commission at 9:00 AM or later on Wednesday May 18<sup>th</sup>, 2011. You may confirm the date and time of this hearing by calling (707) 253-4417.*

## COUNTY OF NAPA

Conservation, Development, and Planning Department  
1195 Third St., Suite 210  
Napa, Calif. 94559  
(707) 253-4416

### Initial Study Checklist

*(form updated September 2010)*

1. **Project Title:**  
Carevan Serai Winery Use Permit Major Modification Application № P10-00206-MOD
2. **Property Owner:**  
Darioush Khaledi Winery LLC, 4240 Silverado Trail, Napa, Calif., 94558
3. **County Contact Person, Phone Number and Email:**  
Christopher M. Cahill, Planner, 707.253.4847, [chris.cahill@countyofnapa.org](mailto:chris.cahill@countyofnapa.org)
4. **Project Location and APN:**  
The 30 acre project parcel is located on the east side of State Route 29 (the St. Helena Highway), adjacent to and directly east of its intersection with Howard Lane, within the AP (Agricultural Preserve) zoning district. APN: 036-180-041. 4106 & 4120 Howard Lane, Napa, Calif., 94558.
5. **Project Sponsor's Name and Address:**  
Charles W. Meibeyer, 1236 Spring Street, St. Helena, Calif., 94574, 707.963.7703, [meibeyerlaw@aol.com](mailto:meibeyerlaw@aol.com)
6. **General Plan Description:**  
AR (Agricultural Resource)
7. **Zoning:**  
AP (Agricultural Preserve)
8. **Description of Project:**  
Use Permit Major Modification to modify a 1988 Small Winery Exemption Certificate (SW-38889) and 2000 Use Permit 98425-UP to allow the following:
  - no change in the approved 100,000 gallon per year production;
  - deletion of approved, but unbuild, improvements including a 2,400 sq. ft. production building and approximately 5,000 sq. ft. of outdoor work area;
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9. Describe the environmental setting and surrounding land uses.

The project is proposed on a 30.21 acre parcel located on the east side of State Route 29 (S.R. 29), directly adjacent to and southeast of its intersection with Howard Lane. The property is surrounded on three sides by the City of Napa and is located approximately ¼ mile north of the stoplight-controlled intersection of S.R. 29 and Salvador Avenue. The subject parcel presently includes a residence, a large storage barn, the foundation of a never-completed winery production building, a small crushpad, two wells (one of which serves the non-restaurant uses on the neighboring Don Giovanni parcel), and approximately 28 acres of producing vineyard. The property received a Small Winery Exemption allowing the operation of a 2,000 gallon per year winery in 1988 and was expanded via use permit to 100,000 gallons per year in April 2000. While the larger 100,000 gallon per year winery was never completed, the use permit was "used" per N.C.C. §18.124.080 through the construction of the approved barrel aging building foundation. The large subject property stretches from Howard Lane on the west to the relatively densely developed Sandalwood/Mosswood/Morse Ct/Bella Dr. residential neighborhoods to the east and south. Areas to the north are generally planted to vineyard. The site is relatively flat, with a slope to the southeast averaging 2%; elevations range from approximately 100 to 85 feet above sea level. No portion of the subject parcel is located within an identified flood zone.

Based on Napa County environmental resource mapping and the *Soil Survey of Napa County, California* (G. Lambert and J. Kashiwagi, Soil Conservation Service), the entirety of the subject parcel is comprised of soils classified as Bale Clay Loam (0 to 2 percent slopes). The Bale soil series is characterized by somewhat poorly drained soils on alluvial fans, flood plains, and low terraces. Bale soils are formed in alluvium derived from rhyolite and basic igneous rock. Permeability is moderate and temporary ponding is common during periods of high rainfall, though the water table is generally at a level of more than 4 feet. Runoff is slow and the risk of erosion is slight, mean annual precipitation is 25 to 35 inches. Bale soils in Napa County are presently planted almost entirely to vineyard, though a few small areas which have not been adequately drained remain in pasture. Pre-development plant cover would have included oaks, blackberry, annual grasses, poison-oak, and willows. The subject property has a long history of agricultural use, with 1940 aerial photos showing the entire parcel planted to orchard crops- presumably prunes.

Land uses in the vicinity of the project are a mix of relatively dense residential uses (averaging slightly less than 5 residences per acre), active vineyard operations on lots averaging 40 acres in size, and scattered commercial uses including the La Residence hotel at 4066 Howard Lane and the Bistro Don Giovanni restaurant at 4110 Howard Lane. The adjacent Don Giovanni property also includes a number of non-restaurant improvements, including 6 residential apartments and a number of storage structures. Significant infrastructural improvements including State Route 29, the Wine Train railroad right-of-way, and the Solano Avenue bike route are all located more or less directly to the west of the subject parcel. S.R. 29 is 4 lanes wide near the project area (2 lanes northbound and 2 lanes southbound), with a median break located in-line with the Howard Lane intersection and northbound acceleration and deceleration tapers at Howard Lane. Rarely, for a property located on the floor of the Napa Valley, there are no other wineries located within ¼ mile of the project area. Unincorporated areas to the north of the subject property are zoned AP (Agricultural Preserve) and General Plan designated AR (Agricultural Resource). Residential areas to the east of the subject parcel are zoned RS 5 (Single Family Residential, 5,000 sq. ft. minimum lot size) and General Plan designated SFR (Single Family Residential) by the City of Napa, residential areas to the south are zoned RS 10 (Single Family Residential, 10,000 sq. ft. minimum lot size) and General Plan designated SFR (Single Family Residential) by the City, and the La Residence Inn, which is located just south of the subject property, is zoned CT (Tourist Commercial) and General Plan designated TC (Tourist Commercial) by the City.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement).  
Department of Alcoholic Beverage Control, Federal Taxation Trade Bureau, Caltrans

**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 SUBSEQUENT 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 SUBSEQUENT 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.

  
Signature

APRIL 8, 2011  
Date

Name: Christopher M. Cahill

for Napa County Conservation, Development, & Planning



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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.-c. Visual resources are those physical features that make up the environment, including landforms, geological features, water, trees and other plants, and elements of the human cultural landscape. A scenic vista, then, would be a publicly accessible vantage point such as a road, park, trail, or scenic overlook from which distant or landscape-scale views of a beautiful or otherwise important assembly of visual resources can be taken-in. As generally described in the Environmental Setting and Surrounding Land Uses section, above, the Howard Lane/North Napa area is defined by a mix of vineyard, commercial, and residential uses situated along the floor of the Napa Valley and most commonly viewed by car and from the State Highway. The new winery proposed here will be visible from both S.R. 29 and from the residential parcels to the south and east. However, relatively ample setbacks- amounting to almost 800' from S.R. 29, more than 500' from the nearest residence to the east, and nearly 700' from the nearest residence to the south, along with substantial landscape and structural screening proposed between the proposed winery and S.R. 29 should minimize visual impacts. The more than 30 acre subject property, which was long-ago converted to intensive agricultural use, will be largely unaffected by this project as the winery development area will be limited to the property's northwest corner. Vegetation removal associated with this project would be limited to the removal of approximately 2.8 acres of existing vines. No tree removal is proposed. The winery itself is designed to an exceptionally high architectural standard and is fully consistent with General Plan Agricultural Preservation and Land Use Policy AG/LU-10 and General Plan Community Character Policy CC-2, which require that new wineries, "...be designed to convey their permanence and attractiveness." The proposed winery has a distinguished architectural design and quality materials including stone and copper cladding. It has been designed to respect views from the east and from the south (the views from neighboring residential properties) as much, or even more than, the views from S.R. 29. Seen as a whole, nothing in this project would substantially alter a scenic vista or substantially degrade the existing visual character of the site or its immediate surroundings. The project is not in, nor is it near, any state scenic highway. Impacts related to scenic resources will be less than significant.

d. Pursuant to standard Napa County conditions of approval for wineries, outdoor lighting will be required to be shielded and directed downwards, with only low level lighting allowed in parking areas. The standard winery condition of approval relating to lighting states that;

*All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, shall be the minimum necessary for security, safety, or operations, and shall incorporate the use of motion detection sensors to the greatest extent practical. No flood-lighting or sodium lighting of the building is permitted. Architectural highlighting and/or spoting are not allowed. Low-level lighting shall be utilized in parking areas as opposed to elevated high-intensity light standards. All lighting shall comply with the California Building Code.*

With standard conditions of approval, this project will not create a substantial new source of light or glare.

Mitigation Measure(s): No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES.<sup>1</sup> Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (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. Based on a review of Napa County environmental resource mapping, the entirety of the project area, and indeed the vast majority of the subject parcel, is located on Prime Farmland (*Department of Conservation Farmlands, 2008* layer). This application proposes the permanent removal of approximately 2.8 acres of vines, however, the entirety of the proposed development will either be dedicated to active wine production or winery-accessory uses. General Plan Agricultural Preservation and Land Use policies Ag/LU-2 and Ag/LU-13 recognize wineries, and any use consistent with the Winery Definition Ordinance and clearly accessory to a winery, as agriculture. As a result, this application will not result in the conversion of special status farmland to a non-agricultural use.
- b. The subject parcel (APN 036-180-041) is currently subject to two Williamson Act contracts, Nos. 410-83 and 411-83, which were entered into on February 22, 1983. The contracts allow, "facilities for the processing of agricultural products including, but not limited to wineries, dairies, dehydrators, and fruit and vegetable packing plants" subject to use permit approval. The property's AP (Agricultural Preserve) zoning likewise allows wineries and related accessory uses upon grant of a use permit. The proposed project poses no conflict with agricultural zoning or with a Williamson Act contract.
- c.-d. The subject parcel includes neither forestland nor timberland and is not subject to timberland zoning. There will be no impact to forest resources.
- e. As discussed at items "a." and "b.", above, the winery and winery accessory uses proposed in this application are defined as agricultural by the Napa County General Plan and are allowed under the parcel's AP (Agricultural Preserve) zoning. Neither this project, nor any foreseeable consequence thereof, would result in changes to the existing environment which would result in the conversion of special status farmland to a non-agricultural use.

**Mitigation Measure(s):** No mitigation measures are 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. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
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 as proposed here are not producers of air pollution in volumes substantial enough to result in an air quality plan conflict. 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 up to 30 employees, a total of no more than 400 busiest-day tours and tasting and marketing event visitors, and potentially 5 busiest-day production pickups/deliveries; meaning that this project should account for 396 maximum daily trips (this assumes 1.05 occupants per car for employees, 3.2 trips per day per full-time employee, 2 trips per day per part-time employee, and 2.6 occupants per car for visitors- all per Napa County Winery Traffic Generation Characteristics). The resulting trip generation is well below the established 2,000 trip threshold of significance. Impacts related to conformance with the relevant air quality plan will be less than significant.
- 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.
- 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. 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):** No mitigation measures are 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, Coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a.-d. Napa County Environmental Resource Mapping (*Biological Critical Habitat Areas - California Red-legged Frog, Contra Costa Goldfields, and Vernal Pool Fairy Shrimp; Vernal Pools; CNDDDB; Plant Surveys; and CNPS layers*) do not indicate the presence of candidate, sensitive, or special status species on or near the project site. The proposed improvements will occur in areas which are already disturbed by longstanding viticultural use. There is no riparian area on or adjacent to the subject parcel; the nearest blue-line stream is located approximately 400 feet to the west of the parcel and 1,000 feet to the west of the winery site itself, on the far side of S.R. 29. The project will not have an adverse impact on any special status species, will not impact riparian habitat or federally protected wetlands, and will not impact migratory species, wildlife corridors, or wildlife nursery sites.
- e. This project does not include, and would not foreseeably necessitate, the removal of any trees. Excepting impacts to oak woodlands, Napa County does not have any local policies or ordinances addressing tree preservation. The project will not conflict with any local policies or ordinances protecting biological resources.
- f. There are no Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional or state habitat conservation plans applicable to the subject parcel.

Mitigation Measure(s): No mitigation measures are required.

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

Discussion:

- a. According to Napa County Environmental Resource Mapping (*historic sites layer*), no listed historic resources are located on the subject parcel. However, in correspondence dated December 10, 2010, Caltrans commented that their records indicate that a potentially significant historical resource is located on, or near, the subject parcel. In order to develop a more detailed and site-specific picture of these identified historic resources, the Planning Division requested that the applicant submit a professionally drafted cultural resources report. The applicant contracted with Jay Flaherty of Archeological Services, Inc of Kelseyville, California, who submitted an addendum to their earlier archeological resources survey specifically addressing Caltrans's concerns dated January 6, 2011 (Flaherty, Jay, *Response to Caltrans Correspondence dated December 10, 2010 regarding Cultural Resources*, January 6, 2011). According to Mr. Flaherty,

*Caltrans has noted that a cultural resource, Napa Valley Railroad (P-28-001547), is located within the project area and has requested information regarding any potential impacts to the historic resource within the State right-of-way. The resource in question is located on the west side of State Route 29, just west of the fence along State Route 29. The proposed project is located on the eastside of State Route 29 at the State Route 29/Howard Lane intersection and median. Based upon the record search data provided to Caltrans earlier and a field visit conducted on January 4, 2011 it appears the Napa Valley Railroad is located approximately 60 +/- feet west of the State Route 29 median at the intersection of State Route 29 and Howard Lane and is outside of the State right-of-way. It should also be noted that the District Record for the Napa Valley Railroad (see record search provided to Caltrans earlier) prepared by Vida Germano (May 2006 page 2), notes that the Napa Valley Railroad as a whole does not have the integrity necessary to convey its significance, and it is therefore ineligible for the National Register.*

*Based on the above it appears there will be no impacts to the historic resource (Napa Valley Railroad) within the State right-of-way as part of this project*

As analyzed by Mr. Flaherty, there will be no project-related impacts on historical resources.

- b. According to Napa County Environmental Resource Mapping (*archaeology surveys, archeology sites, archeologically sensitive areas, and archeology flags layers*), the project area is not part of any known archeologically sensitive area. In addition, a records search conducted by Jay Flaherty of Archeological Services in October 2010 identified no potentially significant archeological resources (Flaherty, Jay, *Records Search Required by Caltrans for the Carevan Serai Winery Use Permit*, October 11, 2010). As a result, neither this project nor any resulting ministerial activity will foreseeably cause a substantial adverse change in the significance of an archeological resource.
- c. No unique paleontological or geological features are known to be located on or in the vicinity of the project site. As a result, neither this project nor any foreseeable resulting ministerial activity will cause a substantial adverse change in the significance of a paleontological or geological resource.
- d. No formal cemeteries are known to exist within the project area and, as noted above, no significant evidence of historic and/or prehistoric Native American settlement was found in the project area. Public Resources Code §5097.98, Health and Safety Code §7050.5, and CEQA §15064.5(e) detail the procedures to follow in case of the accidental discovery of human remains, including requirements that work be stopped in the area, that the County Coroner be notified, and that the most likely descendants be identified and notified via the Native American Heritage Commission. Foreseeable project-specific impacts to human remains are less than significant.

Mitigation Measure(s): No mitigation measures are required.

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

- ai. There are no known faults on the project site as shown on the most recent Alquist-Priolo earthquake fault map. As such, the proposed facility would not result in the rupture of a known fault.
- a.ii. All areas of the Bay Area are subject to strong seismic ground shaking. The proposed improvements must comply with all the latest building standards and codes at the time of construction, including the California Building Code, which will function to reduce any potential impacts to a less than significant level.
- a.iii. No subsurface conditions have been identified on the project site that would indicate a high susceptibility to seismic-related ground failure or liquefaction. Napa County Environmental Resource Mapping (*liquefaction* layer) indicates that the project area is generally subject to a "very low" tendency to liquefy. The proposed winery must comply with all the latest building standards and codes at the time of construction, including the California Building Code, which would reduce any potential impacts related to liquefaction to a less than significant level.
- a.iv. Napa County Environmental Resource Maps (*landslide line, landslide polygon, and landslide geology* layers) do not indicate the presence of landslides or slope instability on the flat subject property.
  
- b. Based on Napa County environmental resource mapping and the *Soil Survey of Napa County, California* (G. Lambert and J. Kashiwagi, Soil Conservation Service), the entirety of the subject parcel is comprised of soils classified as Bale Clay Loam (0 to 2 percent slopes). The Bale soil series is characterized by somewhat poorly drained soils on alluvial fans, flood plains, and low terraces. Bale soils are formed in alluvium derived from rhyolite and basic igneous rock. Permeability is moderate and temporary ponding is common during periods of high rainfall, though the water table is generally at a level of more than 4 feet. Runoff is slow and the risk of erosion is slight, mean annual precipitation is 25 to 35 inches. The proposed project 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 surficial soils in the project area. As noted above, based on Napa County's Environmental Sensitivity Mapping (*liquefaction* layer) the project site has a "very low" liquefaction predilection. Construction of the facility

must comply with all the latest building standards and codes at the time of construction, including the California Building Code, which will function to reduce any potential impacts to a less than significant level.

- e. The Napa County Department of Environmental Management has reviewed this application and recommends approval based on the submitted wastewater feasibility report and septic improvement plans. Soils on the property have been determined to be adequate to support the proposed septic improvements. Please see the HYDROLOGY AND WATER QUALITY section, below, for a discussion of proposed wastewater treatment improvements.

Mitigation Measure(s): No mitigation measures are 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 36 trees. The project-specific increase in GHG emissions would be relatively modest, given the estimated 396 maximum 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 significance threshold of 1,100 metric tons of carbon dioxide equivalents per year and screening criteria related to greenhouse gas emissions (GHG) for new development. While the District's screening table 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( BAAQD Air Quality Guidelines, Table 3.1). The proposed winery includes an approximately 7,500 square foot hospitality building and approximately 16,500 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 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. The County's draft Climate Action Plan is currently available for public review and is anticipated to be heard by the Planning Commission in mid 2011, with Board action following shortly thereafter.

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: the planting of large trees, high-efficiency landscaping, ample natural ventilation, and recycled and/or low VOC construction materials.

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): No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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.-b. A Hazardous Materials Management Plan will be required by the Department of Environmental Management prior to occupancy of the new winery facility. Such plans provide information on the type and amount of hazardous materials stored on the project site. The proposed project will not result in a significant risk of release of hazardous materials into the environment.
- c. There are no schools located within ¼ mile of the project site; the closest schools are the Stone Bridge School and Salvador Elementary School, both of which are located slightly more than ¼ mile to the south.
- d. Napa County environmental resource mapping (*hazardous facilities layer*) indicates that the subject property is not on any known list of hazardous material sites.
- e.-f. The project site is not located within two miles of any airport, be it public or private, and is not subject to any Airport Land Use Plan.
- g. The project has been designed to comply with emergency access and response requirements and has been reviewed by the Napa County departments responsible for emergency services; it will not have a negative impact on emergency response planning.



- h. The project is located in an area dominated by intensive irrigated agriculture. Risks associated with wildland fire in the direct vicinity are quite low; and to the extent they exist they are primarily associated with smoke related damage to wine grapes (smoke taint) and not with risks to life or structures. The Napa County Fire Marshal has reviewed this application and believes there is adequate fire service in the area. This project will not expose people or structures to a significant risk of loss, injury or death involving wild-land fires.

Mitigation Measure(s): No mitigation measures are required

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The proposed project will not violate any water quality standards or waste discharge requirements. The applicant has submitted a project Septic Feasibility Report which evaluates the feasibility of installing new subsurface gravity leach fields for on-site disposal of both the winery's domestic and process wastewater (Steven Koldis for Riechers & Spence Associates Consulting Civil Engineers, *Septic Feasibility Report for Carevan Serai Winery*, August 30, 2010). Mr. Koldis proposes that domestic and process waste be treated separately before being combined for discharge. Domestic wastewater would be treated in standard septic tanks with a grease interceptor installed on the kitchen waste lines. Process wastewater will initially pass through a 5,000 gallon surge tank designed to buffer peak flows; it will then run through a 2,500 gallon aeration tank, a 5,000 gallon equalization tank, a 2,500 gallon recirculation tank, a treatment system including five Advantex textile filters, and a 10,000 gallon clarifying pump tank prior to disposal to a combined 2,406 linear foot leachfield. The Napa County Department of Environmental Management has reviewed the proposed domestic and process wastewater systems and recommends approval as conditioned. Additionally, the applicant will be required to obtain all necessary permits from the Napa County

Department of Public Works, including a Stormwater Pollution Management Permit. The permit will provide for adequate on-site containment of runoff during storm events.

- b. Minimum thresholds for water use have been established by the Department of Public Works using reports by the United States Geological Survey (USGS). These reports are the result of water resources investigations performed by the USGS in cooperation with the Napa County Flood Control and Water Conservation District. Any project which reduces water usage or any water usage which is at or below the established threshold, is assumed not to have a significant effect on groundwater levels.

Based on the submitted *Phase One* water availability analysis, the 30.2 acre subject valley-area parcel has a water availability calculation of 30.2 acre feet per year (af/yr), which is arrived at by multiplying its 30.2 acre size by a one af/yr/acre fair share water use factor. According to the applicant, existing water usage on the parcel is approximately 18.7 af/yr, including 2.55 af/yr for residential use (1 primary residence at .75 af/yr and 6 studio apartments at .3 af/yr apiece), 2.15 af/yr for the winery, and 14 af/yr for irrigation of established vineyards. This application proposes an additional .5 af/yr of winery water use, an additional 1 af/yr for landscaping, and a decrease in vineyard water use of 1.4 af/yr for the 2.8 acres of vines which are to be removed. As a result of the foregoing, annual water demand for this parcel would increase to 18.8 af/yr. Based on these figures, the project would be below the established threshold for groundwater use on the property. The County is not aware of, nor has it received any reports of, groundwater shortages near the project area. The project will not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level.

- c.-e. There are no existing or planned stormwater systems that would be affected by this project. As the project will likely result in disturbance to more than one acre of land, the permittee will be required to comply with the requirements of the Regional Water Quality Control Board addressing stormwater pollution during construction. 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 proposed wastewater improvements and has found the proposed system adequate, as conditioned, to meet the facility's septic and process wastewater treatment and disposal needs. No information has been encountered that would indicate a substantial impact to water quality.
- g. This project proposes no housing development; no housing will be placed within a mapped flood zone.
- h.-i. According to Napa County environmental resource mapping (*Floodplain, Flood Zones, and Dam Levee Inundation* layers), the project site is not located within a mapped floodplain or dam levee inundation area. This project will not expose people or structures to significant risks associated with flooding.
- 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 85 feet in elevation and 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):** No mitigation measures are 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. The proposed project is located in an area dominated by agricultural, residential, and open space uses and the improvements proposed here are in support of ongoing agricultural uses county-wide, as they provide a market for grapes grown within Napa County. This project will not divide an established community
- b. The subject parcel is located in the AP (Agricultural Preserve) zoning district, which allows wineries and winery-accessory uses subject to use permit approval. The project is fully compliant with the physical limitations of the Napa County Zoning Ordinance. The County has adopted the Winery Definition Ordinance (WDO) to protect agriculture and open space and to regulate winery development and expansion in a manner that avoids potential negative environmental effects.

Agricultural Preservation and Land Use Policy AG/LU 1 of the 2008 General Plan states that the County shall, "preserve existing agricultural land uses and plan for agriculture and related activities as the primary land uses in Napa County." The property's General Plan land use designation is AR (Agricultural Resource), which allows "agriculture, processing of agricultural products, and single-family dwellings." More specifically, General Plan Agricultural Preservation and Land Use Policy AG/LU-2 recognizes wineries and other agricultural processing facilities, and any use clearly accessory to those facilities, as agriculture. The project would allow for the continuation of agriculture as a dominant land use within the county and is fully consistent with the Napa County General Plan.

The proposed use of the property for the "fermenting and processing of grape juice into wine" (NCC §18.08.640) supports the economic viability of agriculture within the county consistent with General Plan Agricultural Preservation and Land Use Policy AG/LU-4 ("The County will reserve agricultural lands for agricultural use including lands used for grazing and watershed/ open space...") and General Plan Economic Development Policy E-1 ("The County's economic development will focus on ensuring the continued viability of agriculture...").

The General Plan includes two complimentary policies requiring that new wineries, "...be designed to convey their permanence and attractiveness." (General Plan Agricultural Preservation and Land Use Policy AG/LU-10 and General Plan Community Character Policy CC-2). The buildings proposed here are generally of a high architectural quality and are in keeping with the primary agricultural character of the site and its surroundings. The proposed winery structures will convey the required permanence and attractiveness.

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

**Mitigation Measure(s):** No mitigation measures are required.

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

Discussion:

a.-b. Historically, the two most valuable mineral commodities in Napa County in economic terms have been mercury and mineral water. More recently, building stone and aggregate have become economically valuable. Mines and Mineral Deposits mapping included in the Napa County Baseline Data Report indicates that there are no known mineral resources nor any locally important mineral resource recovery sites located on the project site (*Mines and Mineral Deposits, Napa County Baseline Data Report, Figure 2-2*). The nearest known resource is the former Roderick Sand and Gravel operation, which was located in the Napa River, to the east.

Mitigation Measure(s): No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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.-d. The proposed project would result in a temporary increase in noise levels during the project construction phase. Construction activities will be limited to daylight hours using properly muffled vehicles; and, as a result, noise generated during this time is not anticipated to be significant. The proposed project would not result in long-term significant construction noise impacts. Construction activities would generally occur during the period between 7 am and 7 pm on weekdays- normal waking hours. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (N.C.C. Chapter 8.16).

Noise from winery operations is generally limited; however, the proposed tours and tastings program and marketing plan could create additional noise impacts. The submitted marketing plan includes a number of annual events, 8 of which would include up to 150 visitors. Maximum daily tours and tastings visitation is also proposed to 400 persons from the 25 currently approved and closing time would be

extended from 6 pm to 10 pm. In response to staff concerns about the potential for noise impacts on neighboring residential properties (chiefly located within the City of Napa), the applicant contracted with David Buehler of ICF International, a professional engineer board certified by the Institute of Noise Control Engineering, in order to have potential noise impacts modeled and analyzed. Mr. Buehler's report is available, in full, in the project file at the offices of the Napa County Department of Conservation, Development, and Planning; it provides the basis for the following analysis. (Buehler, David M., ICF International Letter of October 7, 2010 addressed to Chuck Meibeyer, Meibeyer Law Group, received November 10, 2010).

Quoting from the Buehler report:

*In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level...*

*... For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a linear source such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance. Atmospheric conditions, such as wind, temperature gradients, and humidity, can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface such as grass attenuates at a greater rate than sound that travels over a hard surface such as pavement. The increased attenuation is typically 1.5 per doubling of distance (California Department of Transportation, 2009). Barriers such as buildings and topography that block the line of sight between a source and receiver also increase the attenuation of sound over distance...*

*... Ambient noise level measurements were taken near the residences east and south of the (proposed) winery... Continuous, long term measurements were initiated on Wednesday, September 15, 2010, and were concluded on Wednesday, September 22, 2010 at (a position near the residences to the east). At (a position near the residences to the south) measures (sic) were initiated on Wednesday, September 22, 2010 and concluded on Sunday, September 26, 2010. Measurements were conducted with Larson-Davis Model 812 sound-level meters with the microphone placed 5 feet above the ground. The meters were set to collect data in 1-hour intervals...*

*...(Since) no amplified music or speech would be allowed outside... the predominant source of noise during events would be the people conversing in the outdoor sitting area... there would be no more than 12 people in the outside sitting area at one time. The sound of vehicles accessing the parking lot would also be a source of noise before and after events...*

*To provide a reasonably conservative estimate of sound produced by people speaking, it is assumed that 12 people using the outdoor sitting area could speak in a "raised" voice. This corresponds to 65 dBA at 1 meter and 41 dBA at 50 feet. To adjust the sound level from one person to 12 people a value of 11 dB is added to the single person sound level. 11 dB is determined by adding 10 times the base 10 logarithm of 12 to the single person value. Twelve people speaking at a sound level of 41 dBA at 50 feet therefore corresponds to 52 dBA at 50 feet.*

*The Federal Transportation Administration (FTA) has developed a method for evaluating noise from parking facilities (FTA, 2006). The amount of noise generated is based on the number of vehicles that access the facility within a 1-hour period. With the largest event it is possible, but unlikely, that up to 150 visitor vehicles could access the parking lot in 1 hour. A reasonable worst case assumption is that 75% of the vehicles are single occupancy and 25% are double occupancy, for a total of 132 vehicles. With 15 winery staff and 3 catering staff there could be an additional 18 vehicles, bringing the total to 150. It is therefore assumed that up to 150 vehicles could access the parking lot the hour before an event and the hour after the event. The sound level of 150 vehicles accessing a parking lot is estimated to be 48 dBA-Leq at 50 feet using the FTA method.*

*Residences to the south are about 650 feet from the facility; residences to the east are about 730 feet from the facility. As discussed above, sound from a point source attenuates at a rate of 6dB per doubling of distance. Because sound will travel through the vineyards over disturbed soil, it is assumed that ground absorption and vines will provide additional attenuation of 1.5 dB per doubling of distance for a total attenuation of 7.5 dB per doubling of distance.*

*Table 6, below, summarizes predicted sound levels at the adjacent residential locations based on the sources, levels, and attenuation rate discussed above. Because parking activity and outdoor activity in the sitting area would typically not occur at the same time, sound from parking and the event are considered separately.*

**Table 6. Summary of Ambient and Predicted Noise Levels**

Activity	Sound Level at 60 feet	Sound Level at South Residences	Ambient Sound Level at South Residences		Sound Levels at East Residences	Ambient Sound Level at East Residences	
			Daytime <sup>a</sup>	Nighttime <sup>a</sup>		Daytime <sup>a</sup>	Nighttime <sup>b</sup>
Parking	48 dBA	20 dBA	45.1	44.7	19 dBA	35.0	34.4
Event	52 dBA	24 dBA	45.1	44.7	23 dBA	35.0	34.4

<sup>a</sup> Minimum L<sub>50</sub> value measured between 8:00 a.m. and 10:00 p.m.  
<sup>b</sup> Minimum L<sub>50</sub> value measured between 10:00 p.m. and 11:00 p.m.

The results in Table 6 indicate that neither the parking lot nor the event sound would exceed the (County Noise Ordinance-imposed) 50 dBA daytime standard nor the 45 dBA nighttime standard at the residences. Moreover, sound levels from event activities would clearly be less than the County's 55 dBA-L<sub>dn</sub> (General Plan-imposed) land use compatibility standard for residential uses. With predicted event levels being at least 10 dB less than existing minimum background sound level, sound from event activity is not expected to result in any increase in ambient sound levels at neighbors located to the south and east of the facility.

It is worth noting that the above analysis, which finds no significant impacts related to noise, is premised on certain limitations on indoor and outdoor activities as outlined to the acoustical engineer by the applicant's team. Those limitations include restrictions on the number of persons who can participate in outdoor activities at any given time and restrictions on outdoor activities as a component of larger marketing events. Additionally, the applicant's team has proposed the construction of acoustical buffers surrounding the proposed parking lot. As proposed, the project will not create a significant noise impact.

e.-f. The project site is not subject to an airport land use plan nor is it located within two miles of a public airport or private airstrip.

Mitigation Measure(s): No mitigation measures are required.

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

Discussion:

a. The Association of Bay Area Governments' *Projections 2009* figures indicate that the total population of Napa County is projected to increase some 7.2% by the year 2035, while county-wide employment is projected to increase by 29% in the same period (Metropolitan Transportation Commission, *Superdistrict and County Summaries of ABAG's Projections 2009 - 2000-2035 Data Summary*, September 2009). The new employee positions which are part of this project may lead to some population growth within Napa County. However, relative to the county's projected low to moderate growth rate and overall adequate programmed housing supply, that population growth does not rise to a level of environmental significance.

Cumulative impacts related to population and housing balance were identified in the 2008 General Plan EIR. As set forth in Government Code §65580, the County of Napa must facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. Similarly, CEQA recognizes the importance of balancing the prevention of environmental damage with the provision of a "decent home and satisfying living environment for every Californian." (See Public Resources Code §21000(g).) The 2008 General Plan sets forth the County's long-range plan for meeting regional housing needs, during

the present and future housing cycles, while balancing environmental, economic, and fiscal factors and community goals. In addition, the project will be subject to the County's housing impact mitigation fee, which provides funding to meet local housing needs.

- b.-c. No housing will be demolished as a result of this application. The project will not displace a substantial volume of existing housing or a substantial number of people and will not necessitate the construction of replacement housing elsewhere.

Mitigation Measure(s): No mitigation measures are required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV.	<b>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. Public services are currently provided to the subject parcel and, as a result, the additional demand placed on existing services will be marginal. Fire protection measures are required as part of the development pursuant to Napa County Fire Marshall conditions and there will be no foreseeable impact to emergency response times with the adoption of standard conditions of approval. The Fire and Public Works Departments have reviewed the application and recommend approval as conditioned. School impact mitigation fees, which assist local school districts with capacity building measures, will be levied pursuant to building permit submittal. The proposed project will have little to no impact on public parks. County revenue resulting from building permit fees, property tax increases, and taxes from the sale of wine and wine-related products will help meet the costs of providing public services to the facility. The proposed project will have a less than significant impact on public services.

Mitigation Measure(s): No mitigation measures are required.



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. RECREATION. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a.-b. This application proposes expansions to an approved winery, including construction of new winery facilities and systems, new on-site employment, tours and tasting by appointment, and a number of marketing events. No portion of this project, nor any foreseeable result thereof, would significantly increase the use of existing recreational facilities. This project does not include new recreational facilities of any description.

Mitigation Measure(s): No mitigation measures are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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. The site is located at 4120 Howard Lane, just east of State Route 29 and approximately 800 feet north of and 300 feet east of the City of Napa. Highway 29 is the major north-south route through the Napa Valley and is, in the project vicinity, a divided two lane highway running level and straight with a posted speed limit of 60 mph. While most of Highway 29's major intersections have left turn lanes, there is presently no southbound left turn lane at Howard Lane. An existing median break at the S.R. 29/ Howard Lane intersection allows



southbound left turn movements and some limited refuge for southbound traffic turning out of Howard Lane and onto the Highway. Howard Lane is a two-lane road which makes a 90 degree bend just east of the Highway and runs parallel to S.R. 29 for the remainder of its approximately 200 foot length. Howard Lane presently serves approximately 8 residential units, the very busy Bistro Don Giovanni, and La Residence Inn- a 26 unit luxury hotel located within the City of Napa at Howard Lane's southern terminus. Howard Lane is approximately 20 feet wide, has a stop-sign-controlled approach to the State Highway, and is flared at its intersection with S.R. 29 to accommodate turns.

Roadway improvements proposed as a component of this project include a new left-hand turn lane (southbound), a new refuge lane (southbound), and an expanded right-hand turn deceleration lane (northbound) at the S.R. 29/Howard Lane intersection and new stop signs and intersection improvements at Howard Lane's 90 degree bend (the point at which Howard Lane would intersect with the Don Giovanni driveway and the driveway of Carevan Serai winery.)

The applicant has submitted a traffic study (Crane Transportation Group, *Traffic Impact Study for Carevan Serai Winery*, November 4, 2010 and Crane Transportation Group, *Addendum to Traffic Impact Study for Carevan Serai Winery*, January 6, 2011) which analyzes existing and proposed traffic conditions and provides the basis for this analysis. According to traffic counts conducted by Crane Transportation Group in late-March and mid-May, 2010, the Friday afternoon (weekday) peak hour at the S.R. 29/ Howard Lane intersection is 4:30 to 5:30 pm and the Saturday afternoon (weekend) peak hour is 3:45 to 4:45. Because vehicular traffic is known to be heaviest in the Napa Valley during the harvest season, the Spring 2010 counts were seasonally adjusted upwards 3% for the weekday peak and upwards 5% for weekend peak (these corrections were based on existing seasonal traffic count data maintained by Caltrans and on information gleaned from the detailed traffic study undertaken as a component of the original Wine Train EIR.) According to the Crane study, weekday peak hour through traffic flows on S.R. 29 are 1,505 cars southbound and 870 cars northbound. Turning movements amount to 15 cars turning east onto Howard Lane from S.R. 29 southbound, 29 cars turning east onto Howard Lane from S.R. 29 northbound, 12 cars turning south onto S.R. 29 from Howard Lane, 11 cars turning north onto S.R. 29 from Howard Lane, 23 cars turning into Don Giovanni from Howard Lane, 13 cars turning onto Howard Lane from Don Giovanni, 13 cars turning southbound onto Howard Lane towards La Residence Inn, and 4 cars travelling northbound along Howard Lane from the direction of Howard Lane. Existing weekday peak Levels of Service<sup>2</sup> at the affected intersections are LOS B at S.R. 29/ Howard Lane, LOS A at the Don Giovanni driveway, and LOS A at the Howard Lane east-west to north-south 90 degree bend.

Weekend peak hour through traffic flows on S.R. 29 are 1,480 cars southbound and 1,000 cars northbound. Turning movement counts amount to 11 cars turning east onto Howard Lane from S.R. 29 southbound, 25 cars turning east onto Howard Lane from S.R. 29 northbound, 28 cars turning south onto S.R. 29 from Howard Lane, 17 cars turning north onto S.R. 29 from Howard Lane, 23 cars turning into Don Giovanni from Howard Lane, 29 cars turning onto Howard Lane from Don Giovanni, 7 cars turning southbound onto Howard Lane towards La Residence Inn, and 12 cars travelling northbound along Howard Lane from the direction of Howard Lane. Existing weekend peak Levels of Service at the affected intersections are LOS B at S.R. 29/ Howard Lane, LOS A at the Don Giovanni driveway, and LOS A at the Howard Lane east-west to north-south 90 degree bend.

Findings from the submitted traffic studies are summarized below:

- The S.R. 29/ Howard Lane intersection would continue to operate at an acceptable level of service in 2012 and in 2030 (given General Plan cumulative buildout scenarios) without the Carevan Serai project. The same is true for the Howard Lane/ Don Giovanni/ Winery Driveway intersection. No S.R. 29 signalization warrant criteria would be exceeded without the project in 2012 or 2030.
- The proposed Carevan Serai Winery would be expected to generate 14 inbound trips and 28 outbound trips during the Friday afternoon peak hour and 22 inbound trips and 16 outbound trips during the Saturday afternoon peak hour.
- According to the Crane Transportation Group study (traffic study), "the S.R. 29/ Howard Lane intersection would continue to operate acceptably through the year 2012 and year 2030 harvest season Friday PM peak traffic hour and 2012 harvest season Saturday afternoon peak traffic hour along S.R. 29 with the addition of project traffic. Project traffic would increase background volumes by less than one percent."
- According to the traffic study, "for analysis purposes two times of winery closure were analyzed for 2012 conditions: closure at 6:00 pm and closure at 10:00 pm. The S.R. 29/ Howard Lane intersection would operate acceptably through the year 2012

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<sup>2</sup> Traffic conditions on roads and at intersections are generally characterized by their "level of service" or LOS. LOS is a convenient way to express the ratio between volume and capacity on a given link or at a given intersection, and is expressed as a letter grade ranging from LOS A through LOS F. (2000 Highway Capacity Manual, Transportation Research Board)

harvest season Friday and Saturday 6:00 pm and 10:00 pm closure times with the addition of project traffic. Project traffic volumes would not result in meeting signal warrant criteria during any analysis time period."

- According to the traffic study, "provision of a 480+ foot long left turn lane on the southbound S.R. 29 approach to Howard Lane would more than accommodate the 95<sup>th</sup> percentile queuing demand in 2012 and 2030 with the addition of project traffic during all analysis periods."
- According to the traffic study, "the project would improve conditions at the S.R. 29/ Howard Lane intersection by providing a left turn lane on the southbound S.R. 29 intersection approach where today there is only a widened area (i.e., a partial left turn pocket). For all analysis time periods, vehicle queues are projected not to exceed 1 vehicle in the S.R. 29 southbound left turn lane."
- At the Don Giovanni/ Winery Driveway/ Howard Lane intersection, "by allowing eastbound traffic the right of way at the... intersection, there would be no potential for queues backing into the S.R. 29 right-of-way."
- The Don Giovanni/ Winery Driveway/ Howard Lane intersection approaches and left turn movements are predicted to operate within the acceptable LOS A to LOS B range with project traffic added during 2012 and 2030 cumulative weekday and weekend peak hour periods.

With the turn lane and intersection reconfiguration improvements incorporated into the project by the applicant, this project will not result in a significant increase in traffic or a decrease in the existing roadway level of service either individually or cumulatively. Impacts to signalized and unsignalized intersections will be less than significant. As noted at item "g," below, there will be no impact to existing transit services or pedestrian/bicycle facilities

c. The proposed project would not result in any change to air traffic patterns.

d. Access to the proposed winery would be from a new 20 foot wide driveway located in-line with and east of the existing Howard Lane/ S.R. 29 intersection. The project also includes improvements at the existing Don Giovanni/ Howard Lane intersection which will effectively create a new four-way intersection some 75 feet east of the existing S.R. 29/ Howard Lane intersection where Howard Lane (running north-south), the Don Giovanni driveway, the Carevan Serai driveway, and Howard Lane (running east-west) would meet. The applicant proposes new stop signs at the Don Giovanni driveway and the Carevan Serai driveway. Howard Lane is not proposed to be stop sign controlled along either its eastbound or northbound legs, though the existing stop sign at Howard Lane where it intersects with S.R. 29 would remain.

Impacts related to hazards are analyzed in the above-noted Crane traffic study, which focuses on two specific areas of concern: 1.) sight distances at the S.R. 29/ Howard lane intersection and 2.) accident rates at the S.R. 29/ Howard lane intersection. With regard to sight lines, the submitted study indicates that:

*Caltrans uses a term called "Design Speed" in determining appropriate sight lines. The posted speed limit southbound along S.R. 29 north and south of Howard Lane is 55 mph. Based upon field measurements conducted by Crain Transportation Group at the proposed driveway location, the measured 85<sup>th</sup> percentile speed through this location was 58 mph southbound and 60 mph northbound. For purposes of this analysis, a 65 mph speed limit is used as the "design speed."*

*The Caltrans Highway Design Manual indicates that for Private Road Intersections, "the minimum corner sight distance shall be equal to the stopping sight distance." (§405.1(c), January 4, 2007) Caltrans Table 201.1 provides stopping Sight Distance (speed/stopping sight distance relationships) for private driveways – these relationships are shown at Table 11 (of the submitted traffic study). At a design speed of 65 mph, 645 feet of sight distance would be required, viewed from the position of a vehicle waiting to turn onto S.R. 29 from Howard Lane. Field measurements indicate that the available sight distances (over 1,000 feet) for right or left turns from Howard Lane to S.R. 29 exceed AASHTO recommended sight distance (minimum 645 feet) at this location.*

With regard to traffic safety and the accident history of the S.R. 29/ Howard lane intersection, the traffic study finds that:

*Review of six years of accident data obtained through the statewide Integrated Traffic Records System (SWITRS) for the S.R.29/ Howard lane intersection vicinity revealed a total of eleven recorded accidents within the last six years: there was one reported accident in 2004, two in 2005, one in 2006, three in 2007, four on 2008, and none in 2009. In general, broadside crashes in dark conditions (no street lights) are the most common type of accident at this intersection; over the six-year period, four accidents resulted in injury to one or more parties, and none resulted in fatalities.*

*...where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal, the standard for (that) warrant includes the criterion of "five or more reported crashes, of types susceptible to correction by a traffic control signal, occurring within a 12 month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash, among other criteria (MUTCD §4C.08). No single analyzed year meets the "5 accident" criterion required by this warrant.*

However, at the Don Giovanni driveway/ Howard Lane intersection, early April 2011 updates to the project traffic study find that:

*With the realigned intersection proposed by the Winery, left-turning vehicles from State Route 29, proceeding eastbound on Howard Lane, would have about 130 feet of stopping sight distance after making the turn (i.e., they would have about 130 feet of viewing distance to the intersection within which to react, and stop, if needed). Right turning vehicles from State Route 29 onto Howard Lane, after completing the turn to proceed eastward toward the intersection, would have somewhat less sight distance after completing the turn, but no less than about 80 or 90 feet of stopping sight distance.*

*According to AASHTO standards (see Table 1 – Stopping Sight Distance – Wet Conditions), with observed speeds of from 15 to 20 miles per hour, a range of 80 to 115 feet of stopping sight distance is needed. Thus, it is anticipated that if the northbound intersection approach is not controlled by stop sign, there would be adequate stopping sight distance for eastbound traffic to see and be seen.*

*We conclude that with adequate overhead street lighting to maintain viewing distances at night, the intersection would be expected to function acceptably in the absence of a stop sign on the northbound Howard Lane intersection approach. There is an existing street light at the Howard Lane/SR 29 intersection (see the attached photograph), and the realigned Howard Lane/Don Giovanni Driveway/Winery Access intersection will require installation of a street light. (Carolyn Cole and Mark Crane of Crane Transportation Group, Memorandum to Chris Cahill re. Signage on Howard Lane for the Carevan Serai Winery Application, April 5, 2011)*

The April 2011 addendum recommends requiring additional lighting at the proposed Don Giovanni driveway/ Carevan Serai driveway/ Howard Lane intersection in order to ensure that all vehicles have adequate stopping sight distance in the evening. Recommended mitigation measure language is incorporated below. As analyzed in the submitted Crane Transportation Group study, sightlines at the Howard Lane/ S.R. 29 intersection are more than adequate and the number of accidents, to date, does not meet the warrant for intersection signalization, and sightlines at the Don Giovanni driveway/ Carevan Serai driveway/ Howard Lane intersection are adequate with mitigation requiring additional lighting. As mitigated, impacts related to traffic hazards and emergency access are expected to be less than significant.

- e. The Napa County Fire Marshall has reviewed this application and has identified no significant impacts related to emergency vehicle access provided that standard conditions of approval are incorporated. The Napa County Sheriff's Department and the California Highway Patrol were also contacted and both agencies indicate that they have no safety concerns with regard to the project. Impacts related to emergency access are expected to be less than significant.
- f. This application proposes 50 parking spaces, including 22 employee spaces, 28 visitor spaces, and 2 ADA-accessible spaces. In addition, the winery has identified space for 25 additional unmarked valet-parking overflow spaces in and around the outdoor work areas surrounding the proposed production building. The winery would have up to 30 full- and part-time employees along with 400 busiest-day by-appointment tours and tasting and marketing event visitors (combined). Given those figures, the 50 proposed parking spaces should be adequate if not over-ample. Standard conditions of approval disallowing parking in the right-of-way and requiring the shutting of special event visitors from off-site where special marketing event visitation exceeds parking capacity should guarantee adequate parking during the largest 250 person special marketing event. The project will not conflict with General Plan Policy CIR-23 so as to cause potentially significant environmental impacts.
- g. The project is located approximately 250 feet to the east of Solano Avenue, which is part of the Napa Valley's main north-south bike route and is on the NCTPA Route 10 and Vine29 bus routes. As noted above, the project site is also located approximately 200 feet to the east of the Napa Valley Wine Train railroad right-of-way. These facilities form the backbone of the County's existing alternative transportation network. However, because S.R. 29 effectively walls off pedestrian and bicycle access to the project site from the Solano Avenue corridor, the project's impact on and accessibility to alternative transportation should be quite limited. Impacts associated with adopted policies, plans or programs supporting alternative transportation will be less than significant.

**Mitigation Measures:**

1. Prior to project final, the permittee shall provide adequate lighting at the Howard Lane intersections with State Route 29 and Don Giovanni Driveway/Winery Access, to ensure stopping sight distances are maintained. The project shall confirm the adequacy of existing lighting or modify the existing electrolier at the SR 29 intersection, and provide adequate lighting at the realigned Howard Lane/Don Giovanni Driveway/Winery Access intersection to ensure the adequacy of stopping sight distances at all times.

Method of Mitigation Monitoring: This Mitigation Measure requires installation of required lighting prior to permit final. If adequate lighting is not proposed and installed, permit finals will not be issued. RESPONSIBLE AGENCY(IES)- Planning Division, Department of Public Works.

		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 type="checkbox"/>	<input checked="" type="checkbox"/>
	b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
	g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. The project will not exceed wastewater treatment requirements as established by the Regional Water Quality Control Board and will not result in a significant impact on the environment relative to wastewater discharge. Wastewater disposal will be accommodated on-site and in compliance with State and County regulations.
- b. This application proposes new domestic and process wastewater systems as described at **HYDROLOGY AND WATER QUALITY**, above. The Napa County Department of Environmental Management has reviewed the proposed domestic and process wastewater systems and recommends approval as conditioned. Required wellhead setbacks and ongoing monitoring of the facility's wastewater systems by the Department of Environmental Management should reduce any impacts on water quality to less than significant levels. The new wastewater treatment system will not result in significant environmental impacts over permitted baseline levels.
- c. The project will not require or result in the construction of new storm water drainage facilities or an expansion of existing facilities which would cause a significant impact to the environment.
- d. As discussed at the **HYDROLOGY AND WATER QUALITY** section, above, groundwater usage will remain below the property's fair share volume. No new or expanded entitlements are necessary.
- e. Domestic wastewater will be treated on-site and will not require a wastewater treatment provider. Process wastewater will likewise be treated and disposed of on-site consistent with the requirements of the Napa County Department of Environmental Management.

- f. The project will be served by a landfill with sufficient capacity to meet the project's demands. No significant impact will occur from the disposal of solid waste generated by the project.
- g. The project will comply with all federal, state, and local statutes and regulations related to solid waste.

Mitigation Measure(s): No mitigation measures are 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- a. The project would have no impact on wildlife resources. No sensitive resources or biologic areas will be converted or affected by this project. Also as analyzed above, the project would not result in a significant loss of native trees, native vegetation, or important examples of California's history or pre-history.
- b. As discussed above, and in particular under Air Quality, Transportation/Traffic, and Population and Housing the proposed project does not have impacts that are individually limited, but cumulatively considerable.
- c. There are no environmental effects caused by this project that would result in substantial adverse effects on human beings, whether directly or indirectly. No hazardous conditions resulting from this project have been identified. The project would not have any environmental effects that would result in significant impacts.

Mitigation Measure(s): No additional mitigation measures are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVIII. SUBSEQUENT MITIGATED NEGATIVE DECLARATION</b>				
a) Are substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Are substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to a substantial increase in the severity of previously identified significant effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |    |   |                          |                                     |                                     |                                     |
|----|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) | Have substantial changes occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects?                                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) | Have substantial changes occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to a substantial increase in the severity of previously identified significant effects?        | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) | Has new information of substantial importance been identified, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted which shows any of the following: |                          |                                     |                                     |                                     |
| 1. | The project will have one or more significant effects not discussed in the previous EIR or negative declaration.  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 2. | Significant effects previously examined will be substantially more severe than shown in the previous EIR.   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. | Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents have declined to adopt the mitigation measure or alternative.                  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 4. | Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents have declined to adopt the mitigation measure or alternative.        | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

- a.-e. New potentially significant environmental effects resulting from proposed changes, altered severity, altered conditions, or new information are addressed in their respective sections above. Excepting those items specifically addressed above, there are no changes proposed in this project which will require major revisions to previous environmental documents.

# CRANE TRANSPORTATION GROUP

*Central Valley Office:*  
2621 E. Windrim Court  
Elk Grove, CA 95758  
(916) 647-3406 *phone*  
(916) 647-3408 *fax*

*San Francisco Bay Area Office:*  
6220 Bay View Avenue  
San Pablo, CA 94806  
(510) 236-9375 *phone*  
(510) 236-1091 *fax*

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## MEMORANDUM

**TO:** Chris Cahill

**cc:** Chuck Meibeyer

**FROM:** Carolyn Cole, AICP  
Mark Crane, P.E.

**DATE:** April 5, 2011

**RE:** Signage on Howard Lane for the Carevan Serai Winery Application

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Chris,

Chuck Meibeyer asks that Crane Transportation Group comment on whether a stop sign is required on the *northbound Howard Lane approach* to the Winery Access Road/Howard Lane/Don Giovanni Driveway intersection. Thus, we reviewed “with project” volumes on this intersection approach, with proposed intersection improvements and in consideration of sight distances and observed speeds. As stated in the *Traffic Study Addendum*, Napa County uses the most current Caltrans Standards, contained within the Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration, 2003, California Supplement. Section 2B.05 STOP Sign Application provides guidance in item D, that stop signs should be used if engineering judgment indicates that “high speeds, restricted view or crash records indicate a need for control by the STOP sign.”

We have counted traffic traveling to and from La Residence Inn on Howard Lane, and observe that this is a very low-volume intersection approach (i.e., 4 vehicles per hour during the Friday peak hour of ambient traffic on State Route 29, and 12 vehicles per hour during the Saturday peak hour of ambient traffic on State Route 29). The number of vehicles making a *left turn* from northbound Howard Lane (3 on a Friday PM peak hour and 12 on a Saturday peak hour), are few. However, although few in number, these vehicles would need to see and be seen by vehicles turning from State Route 29, in time to stop if needed. Thus, we have examined speeds and stopping sight distances for vehicles traveling eastbound on Howard Lane, having just turned off the state highway.

Observations indicate that traffic speeds on eastbound Howard Lane are slow after completing the turn from the State Highway, generally in the range of 15 to 20 miles per hour.

With the realigned intersection proposed by the Winery, left-turning vehicles from State Route 29, proceeding eastbound on Howard Lane, would have about 130 feet of stopping sight distance after making the turn (i.e., they would have about 130 feet of viewing distance to the intersection within which to react, and stop, if needed). Right turning vehicles from State Route 29 onto Howard Lane, after completing the turn to proceed eastward toward the intersection, would have somewhat less sight distance after completing the turn, but no less than about 80 or 90 feet of stopping sight distance.

According to AASHTO standards (see **Table 1 – Stopping Sight Distance – Wet Conditions**), with observed speeds of from 15 to 20 miles per hour, a range of 80 to 115 feet of stopping sight distance is needed. Thus, it is anticipated that if the northbound intersection approach is not controlled by stop sign, there would be adequate stopping sight distance for eastbound traffic to see and be seen.

We conclude that with adequate overhead street lighting to maintain viewing distances at night, the intersection would be expected to function acceptably in the absence of a stop sign on the northbound Howard Lane intersection approach. There is an existing street light at the Howard Lane/SR 29 intersection (see the attached photograph), and the realigned Howard Lane/Don Giovanni Driveway/Winery Access intersection will require installation of a street light.

The following is recommended as a condition of project approval:

The project shall provide adequate lighting at the Howard Lane intersections with State Route 29 and Don Giovanni Driveway/Winery Access, to ensure stopping sight distances are maintained. The project shall confirm the adequacy of existing lighting or modify the existing electrolier at the SR 29 intersection, and provide adequate lighting at the realigned Howard Lane/Don Giovanni Driveway/Winery Access intersection to ensure the adequacy of stopping sight distances at all times.

Please call me if we need to discuss this, or any other aspect of our analysis.

Regards,

Carolyn Cole, AICP  
 Mark Crane, P.E.  
 Crane Transportation Group  
 (510) 236-9375

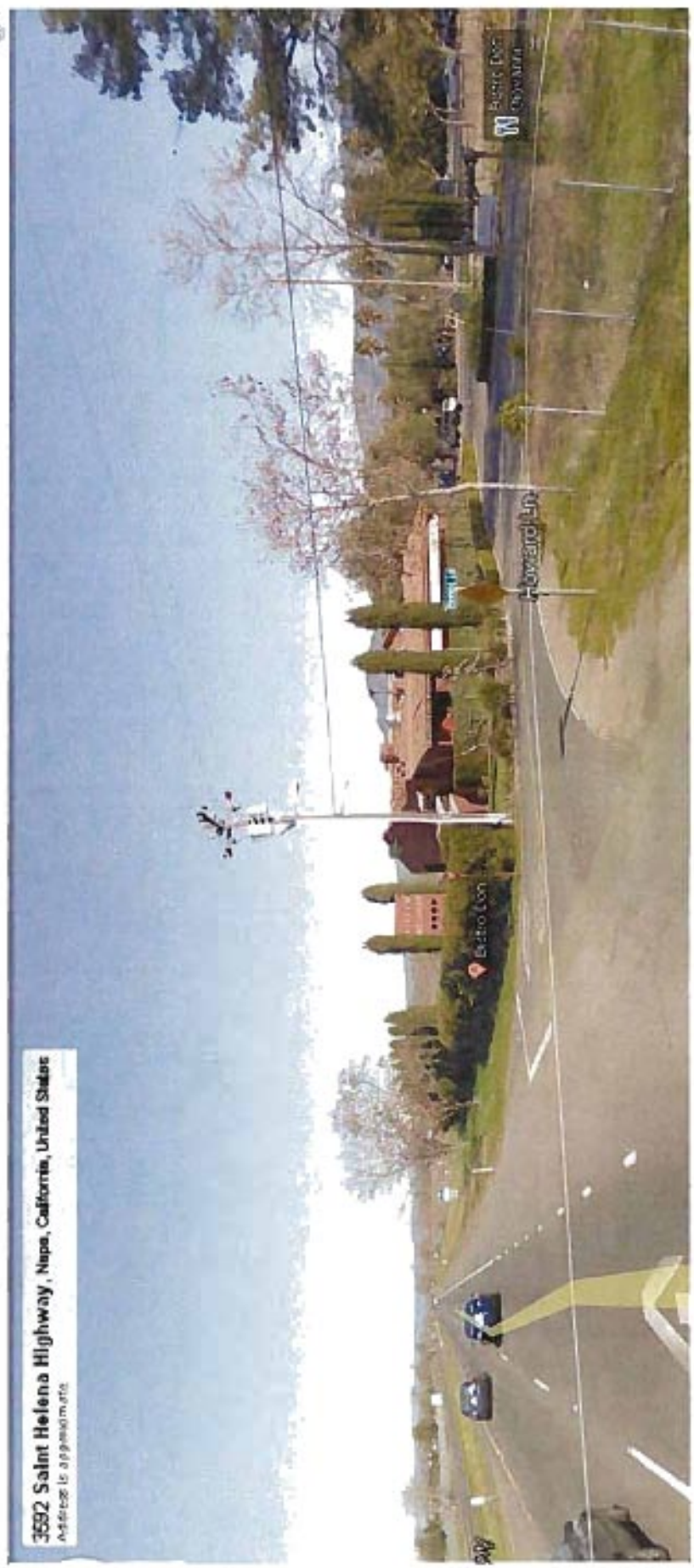
**TABLE 1  
 STOPPING SIGHT DISTANCE\* – WET CONDITIONS**

DESIGN SPEED (miles per hour)	DISTANCE (feet)
15	80
20	115

\* Distances are interpolated from design speeds provided in Exhibit 3-1. Stopping Sight Distance, from *A Policy on Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO) Fifth Edition, 2004.

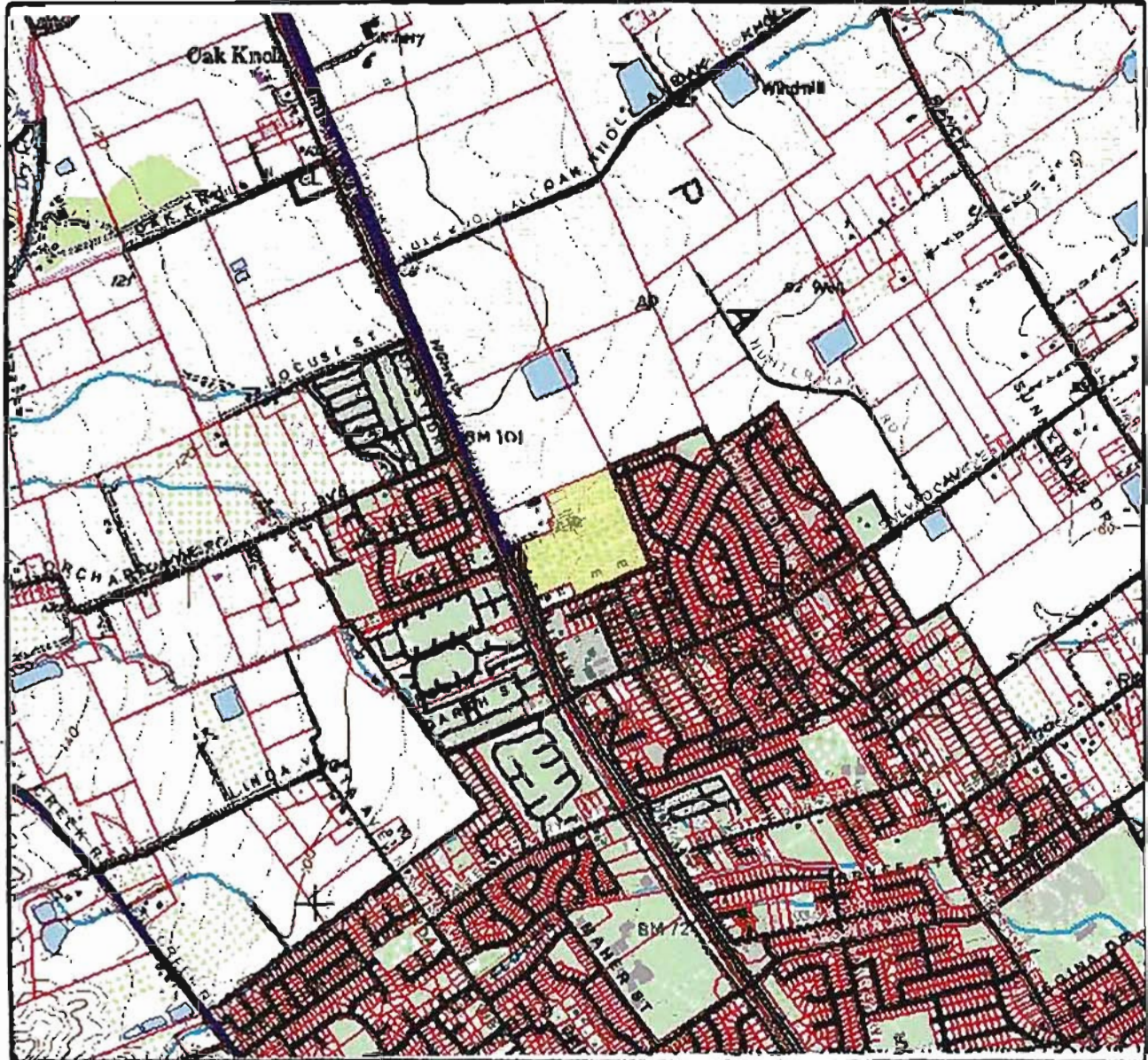


3592 Saint Helena Highway, Napa, California, United States  
Address is approximate





QUADRANGLE TITLE: **CARAVAN GERAL** FILE NO. \_\_\_\_\_



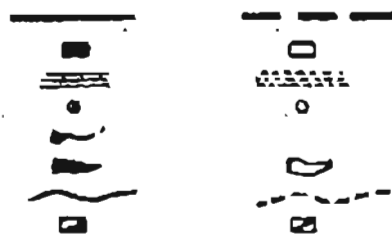
**LEGEND**

The following information shall be shown on topographic map:


- Parcel Boundary ————
- Structure ————
- Septic System ————
- Well ————
- Spring ————
- Reservoir ————
- Road ————
- Parking Lot or Outdoor Storage Area ————

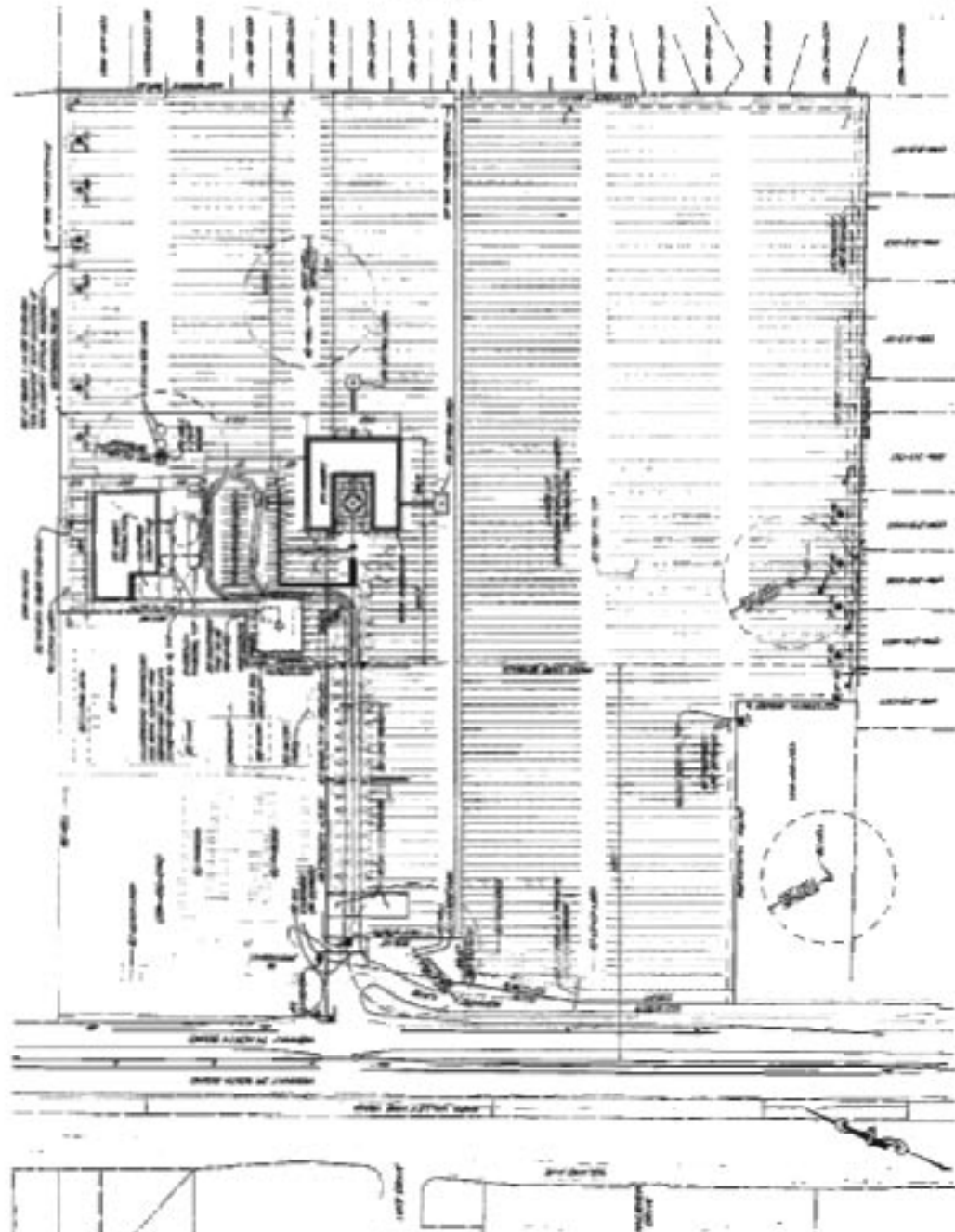
Existing

Proposed



# CAREVAN SERAI WINERY USE PERMIT MODIFICATION NAPA COUNTY CALIFORNIA

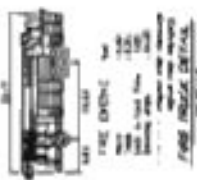
	<b>CAREVAN SERAI WINERY COVER SHEET</b> <small>NAPA COUNTY CALIFORNIA</small>	<b>UPT</b> <small>UNIVERSITY OF CALIFORNIA PERMITS</small>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">NO.</td> <td style="width: 25%;">DATE</td> <td style="width: 25%;">BY</td> <td style="width: 25%;">REVISION</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	BY	REVISION				
NO.	DATE	BY	REVISION								



**PROJECT INFORMATION**

OWNER: CAREVAN SERAI WINERY  
 PROJECT NO.: 12345  
 DATE: 10/15/2023

**DESIGNER:** [Firm Name]  
**PROJECT LOCATION:** [Address]  
**PROJECT TYPE:** Winery Building Modification



**SHEET INDEX**

NO.	DESCRIPTION
1	COVER SHEET
2	FLOOR PLAN
3	SECTION 1-1

**NOTES**

- ALL WORK SHALL BE IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE.
- REFER TO SHEET 2 FOR FLOOR PLAN DETAILS.
- EXISTING FOUNDATION SHALL BE REINFORCED AS SHOWN.
- ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER.
- CONSTRUCTION SHALL BE COMPLETED WITHIN 90 DAYS.



**DATE:** 10/15/2023  
**SCALE:** AS SHOWN

**GRAPHIC SCALE**  
 1" = 10'-0"

PERMIT - NOT FOR CONSTRUCTION

DATE OF PERMIT: 10/15/2023



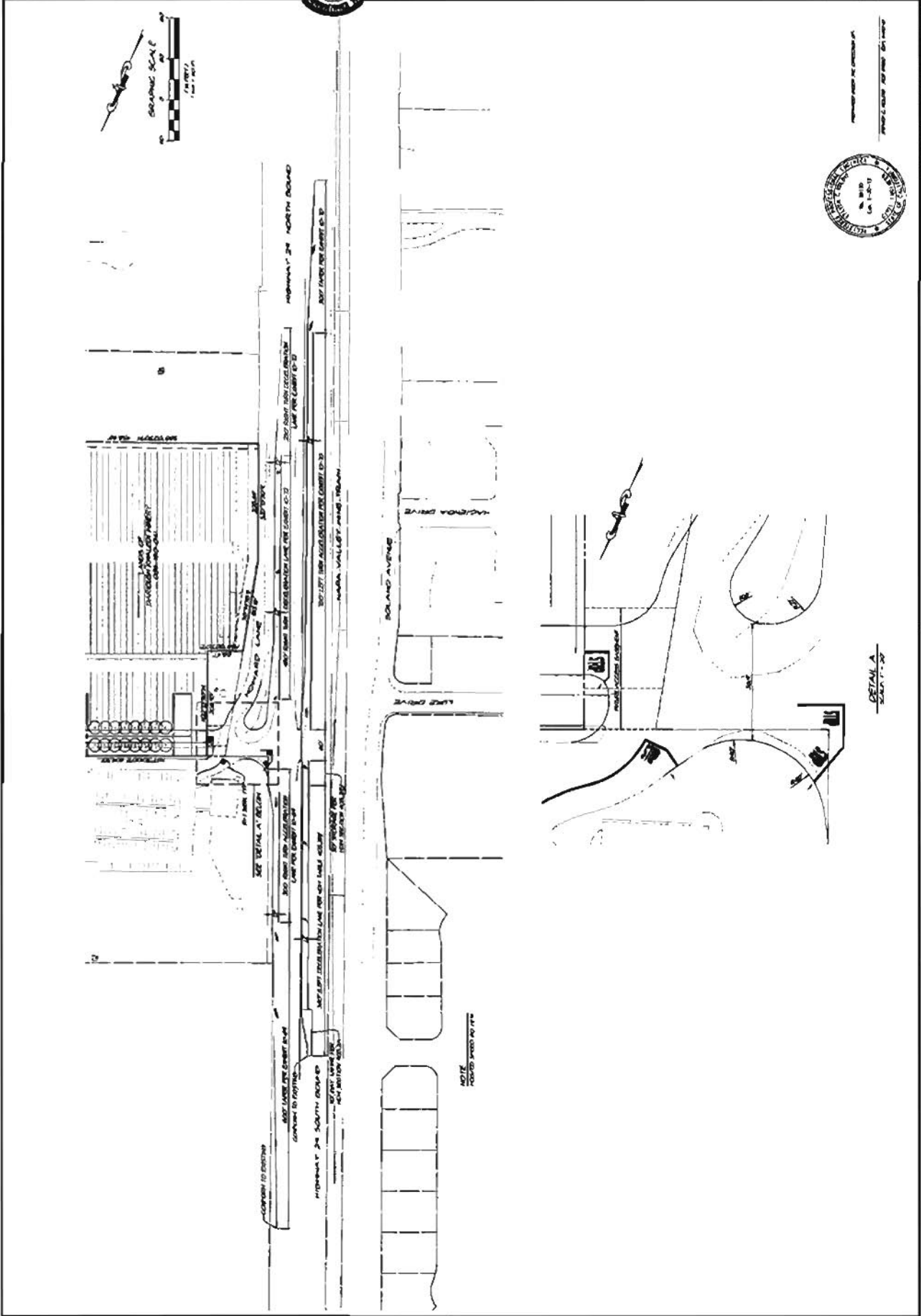
DATE	DESCRIPTION	BY	CHK



**CAREVAN SERAI WINERY**  
**OFF-SITE IMPROVEMENTS**  
 NAPA COUNTY  
 CALIFORNIA

PROJECT NO.	
DATE	
SCALE	
BY	
CHK	
DATE	

**UP4**  
 SHEET NO. 4 OF 4



**DETAIL A**  
 SCALE: 1" = 20'

PRELIMINARY - NOT FOR CONSTRUCTION

ARYA

PROJECT: CARAVAN SEMI  
DATE: 10/15/18  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: AS SHOWN

PROJECT: CARAVAN SEMI  
DATE: 10/15/18  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
SCALE: AS SHOWN

CARAVAN SEMI  
4210 HOWARD LN  
MIRAL, CA 94558-1324

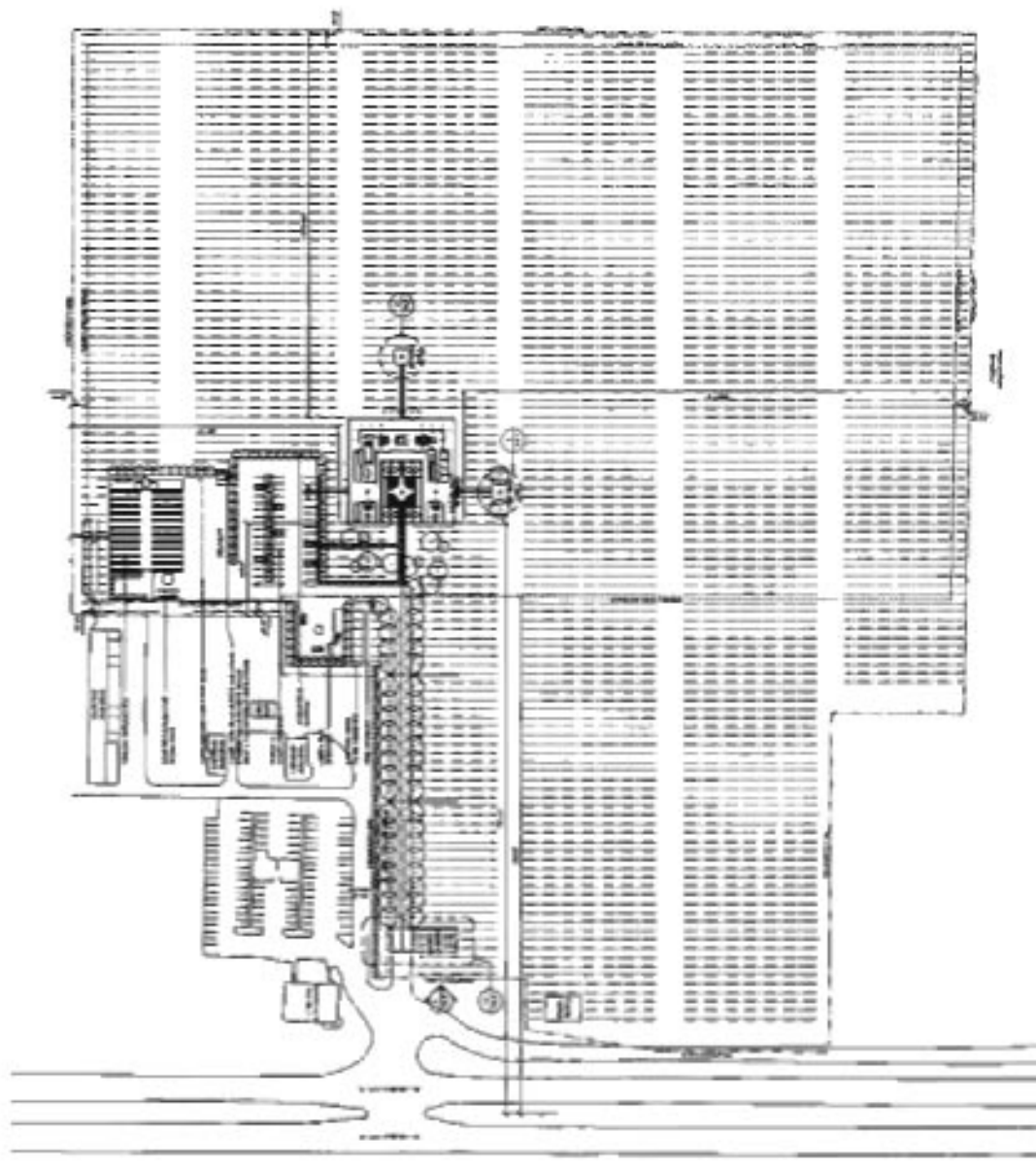
PROJECT OWNER: [Name]  
DATE OF DRAWING: OCT. 1, 2018  
APPLICATOR: [Name]

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/15/18
2	ISSUED FOR PERMITS	10/15/18
3	ISSUED FOR PERMITS	10/15/18
4	ISSUED FOR PERMITS	10/15/18
5	ISSUED FOR PERMITS	10/15/18
6	ISSUED FOR PERMITS	10/15/18
7	ISSUED FOR PERMITS	10/15/18
8	ISSUED FOR PERMITS	10/15/18
9	ISSUED FOR PERMITS	10/15/18
10	ISSUED FOR PERMITS	10/15/18

SHEET  
A1.0

SCALE: AS SHOWN

LEGEND



**Project Revision Statement & Mitigation Monitoring and Reporting Program**

(Environmental Review)

**Carevan Serai Winery**

Use Permit Major Modification Application № P10-00206-MOD

Assessor's Parcel № 036-180-041

4106 & 4120 Howard Lane, Napa, Calif., 94558.

**I hereby revise my request to include the mitigation measures specified below:**

**TRANSPORTATION/TRAFFIC**

**Mitigation Measures:**

1. Prior to project final, the permittee shall provide adequate lighting at the Howard Lane intersections with State Route 29 and Don Giovanni Driveway/Winery Access, to ensure stopping sight distances are maintained. The project shall confirm the adequacy of existing lighting or modify the existing electrolier at the SR 29 intersection, and provide adequate lighting at the realigned Howard Lane/Don Giovanni Driveway/Winery Access intersection to ensure the adequacy of stopping sight distances at all times.

Method of Mitigation Monitoring: This Mitigation Measure requires installation of required lighting prior to permit final. If adequate lighting is not proposed and installed, permit finals will not be issued. **RESPONSIBLE AGENCY(IES)-** Planning Division, Department of Public Works.

*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 §66474.2 of the Subdivision Map Act, the date of application completeness shall remain the date this project was originally found complete.*

*Aran Khaledi*

Darioush Khaledi

Signature of Owner

Print Name

Interest