

COUNTY OF NAPA
PLANNING, BUILDING AND ENVIRONMENTAL SERVICES DEPARTMENT
1195 THIRD ST., SUITE 210
NAPA, CA 94559
(707) 253-4416

Initial Study Checklist
(form updated September 2010)

1. **Project Title:** Raymond Vineyards Use Permit Major Modification № P11-00156-UP
2. **Property Owner:** Raymond Vineyards and Cellar, 849 Zinfandel Lane, St. Helena, CA 94574
3. **County Contact Person, Phone Number and email:** John McDowell, Deputy Planning Director, (707) 253-4417, john.mcdowell@countyofnapa.org
4. **Project Location and APN:** The project is located on a 60.72 acre lot located on the south side of Zinfandel Lane, 0.3 miles east of its intersection with Hwy 29, within an Agricultural Preserve (AP) zoning district (Assessor's Parcel №s 030-270-013 & 030-050-031) 849 Zinfandel Lane, St. Helena, California, 94574.
5. **Project sponsor's name and address:** Lisa Heisinger or Tom Blackwood, Boisset Family Estates, (707) 526-9111 x102;
6. **General Plan description:** Agricultural Resource (AR)
7. **Zoning:** Agricultural Preserve (AP)
8. **Project Description:** Approval of Use Permit Major Modification #P11-00156 requesting the following changes to the existing Raymond Vineyard Winery Use Permit, File No. U-89-46:
 - 1) Increase daily tours and tastings from 400 to 500 visitors (400 public and 100 by-appointment-only visitors);
 - 2) Adoption of a revised marketing plan to allow 50 total events, not to exceed 8 events per month:
 - (a) 2 events per year for up to 500-people;
 - (b) 4 events per year for up to 250-people;
 - (c) 6 events per year for up to 150-people;
 - (c) 12 events per year for up to 100-people;
 - (d) 26 events per year for up to 50-people; and
 - (e) One weekend per month in May through October to not include an event exceeding 100 persons.
 - 3) No change in annual wine production of 750,000 gallons per year (averaged over 3 years not to exceed 900,000 gals in any one year);
 - 4) Expansion of the domestic wastewater treatment system;
 - 5) Construction of 50 additional parking spaces for a total of 130 parking spaces;
 - 6) Inclusion of food pairing as part of wine tastings and tours;
 - 7) Construction and use of an outdoor demonstration kitchen as part of the tours and tastings experience;
 - 8) Construction of a left-hand turn lane on Zinfandel Lane;
 - 9) Recognition and remodeling of an existing 855 sq. ft. pool house used for private tastings;
 - 10) Construction of a vineyard viewing platform;
 - 11) Increase daily tours and tastings hours of operation from 10 am to 4 pm to 10 am to 6:30 pm;
 - 12) Increase wine production hours of operation from 6 am to 6 pm to 6 am to 11 pm;
 - 13) Increase the number of employees by 66 from 24 to 90;
 - 14) Interior modifications, including the conversion of 10,670 sq. ft. of production space to accessory space, including relocating an entitled commercial kitchen from building "C" to building "A";
 - 15) Modify the existing conditions of approval to allow for outdoor events;
 - 16) Conversion of the existing residential swimming pool to landscaping;
 - 17) Recognition of an existing dog run and structures for use by visitor's pets;

- 18) Allowance of outdoor consumption of wine produced and purchased on-site within the outdoor visitation area between Building A and the existing residence, consistent with AB 2004 (Evans), and
- 19) Display of public art within one-acre of landscape.

The project consists of improvements to an existing wine making facility located on the south side of Zinfandel Lane. The existing project was initially developed in the mid 1970's and entitled for 52,500 gallons of wine production. Expansion occurred over the years with production being raised to its current limit of 750,000 gallons per year (taken over a 3 year average not to exceed 900,000 gallons in any one year) in 1991. This pending application has been revised to eliminate the original 2011 request to increase wine production to 1,500,000 gallons of wine annually. This revised use permit modification application focuses on update/augmentation of the visitation and marketing entitlements as noted below although some changes to wine production facilities will occur. This current proposal involves the following changes to the facility:

- 1) Visitation will increase by 100 by-prior-appointment-only visitors per day maximum. Presently, the facility is authorized for a maximum of 400 daily visitors, which may occur as drop in visitation or by prior appointment at the discretion of the permittee. This existing level of visitation was authorized prior to the adoption of the County's Winery Definition Ordinance (WDO) and thus a maximum of 400 visitors daily are not subject to current ordinance appointment requirements. In accordance with the WDO, the proposed expanded visitation requires visitors to have an appointment, and this visitation must occur in a different tasting room than the original pre-WDO tasting room. To accomplish this, the applicant is expanding tasting room space as noted in items 14 of this project description.
- 2) This proposal seeks to amend the marketing plan by increasing the number of large events but decreasing the overall number of events. The current entitlement allows one 10-person event daily (365 events per year), two 30-person events weekly (104 events per year), and two 100-person events monthly (24 events per year) for a total of 493 events. The proposed new marketing plan will include a total of 50 events annually, varying in size from 50 to 500 attendees. The applicant is proposing that no greater than 8 events occur in any single month, and that one weekend per month in May through October will not include events exceeding 100 persons. Events will occur both within buildings and in outdoor areas. It is anticipated that outdoor events will occur primarily during those months with nicer weather (April through October). The shift in marketing practices is considered in concert with the changes in visitation. When the original marketing plan was adopted, County policies limited food pairings with tastings to crackers or similar finger food. As such, daily marketing events allowed for a wider variety of food pairings than at a standard tasting. In 2009, the County re-evaluated tasting policies and the Board of Supervisors enabled broader use of food pairings as part of wine tasting. As noted in item 6, the applicant is requesting that food pairings be allowed with tastings, and consequently the need for daily marketing events for 10 persons becomes redundant. Valet parking will be provided for events larger than 100 persons. Off-site parking with shuttle service will be provided for the two 500-person events. Valet parking for events will occur next to vineyards off of Wheeler Lane (the shared private access road), and within the driveways and outdoor work areas internal to the winery complex.
- 3) The current proposal involves no increase in annual wine production from the existing level of 750,000 gallons annually averaged over a 3 year period not to exceed 900,000 gallons in any one year. Wine production in excess of 250,000 gallons annually is subject to the WDO's 75% rule, which requires 75% of the fruit used to make that wine be sourced from Napa Valley. In 2011, the original use permit modification request included a production increase to 1.5 million gallons of annual production. During processing of the application and initial public hearings in the summer of 2012, it was determined that the existing project was exceeding annual production limits and was out of compliance with the grape sourcing requirement. Since then, the applicant has worked with County Staff to correct the existing use permit violation by shifting substantial amounts of out-of-County sourced wine production to other wineries.
- 4) Increases in employees and visitors, and relocation of the commercial kitchen and addition of an enclosed mobile commercial kitchen, trigger mandatory improvements to the on-site domestic wastewater treatment system which is located in the vineyard immediately south of the project site. A new septic leach field and reserve will be located south of Building B which will increase daily maximum domestic waste flows from 1,745 gallons per day to 5,100 gallons per day.
- 5) The total amount of striped parking will increase by 50 spaces over that entitled in the current (1991) use permit. Of that, 35 new spaces will be added to the parking area in front of the winery building (north side). An additional 15 existing spaces for employees, located internal to the buildings and near the wastewater treatment ponds, will be authorized. The 1991 use permit shows only a few striped employee spaces in this area, but aerial photos indicate that informal and striped employee parking has existed in this area since prior to the current owners acquiring the facility.
- 6) As noted in the marketing section above, the applicant is proposing to include food pairing with wine tastings consistent with the provision of the WDO. Under the current entitlement, food pairings are permitted with the daily marketing

events for 10 persons maximum. This existing entitlement will be replaced allowing food pairing for any tasting consistent with what is presently allowed at wineries.

- 7) An enclosed, mobile commercial demonstration kitchen is proposed to be located on the eastern portion of the site in the vicinity of the residence, pool (to be filled in) and pool house (converted to tasting room). The Health and Safety Code requires commercial food kitchens to be fully enclosed for vector control which is accomplished with the proposed design.
- 8) Pursuant to the thresholds listed in the County Road and Street Standards, the project requires installation of a left-turn lane on Zinfandel Lane into the existing project driveway/private road named Wheeler Lane. This private road provides access to three residences on separate properties in addition to the project site. Zinfandel Lane has a 67 ft. right of way along the Raymond property frontage which is sufficient to allow installation of the required left turn lane without requiring additional right of way. East and west of the Raymond property, the right of way width for Zinfandel Lane drops to a standard 50 ft. right of way.
- 9) A pool house and residence were permitted on the eastern side of the winery in the 1970's. The pool house was converted to a private tasting room (JCB Lounge) without permits within the last few years. The use permit modification, and the required building alteration permits will resolve this code violation. Pursuant to the requirements of the WDO, all wines offered for tasting in this tasting room are limited to wines made at this winery.
- 10) On the northwest side of the expanded parking lot a 120 sq. ft. vineyard viewing platform with a floor height 5 ft. above grade is proposed. The platform will include a ramp to provide Americans with Disabilities (ADA) access.
- 11) The request includes extension of tours and tastings hours of operation from 4 p.m. to 6:30 p.m. daily. This will apply to both drop in visitation and by-appointment visitation.
- 12) Wine production hours of operation will be updated to change closing from 6 p.m. to 11 p.m.
- 13) On-site employee count will be raised from the previously entitled 24 employees to 90 employees. Presently, the existing operation is operating with more than 24 employees on site. This use permit modification will reconcile this compliance issue. Wine production employees will range from 30 to 35 people. Sales, marketing and hospitality staff will range from 35 to 40 employees, and there will be 15 administrative staff members.
- 14) Within Building A approximately 10,670 sq. ft. of building area will be converted to accessory office and tasting space from what was previously entitled. Some of these improvements occurred several years ago without benefit of permit which will be reconciled with this use permit modification and subsequent improvement building permits. All new tasting areas, beyond the size of the tasting room that existed in 1990 with the adoption of the WDO, are limited to by-prior-appointment tasting. Drop in visitation can only occur within the pre-WDO tasting area located in the northern portion of Building A. The previously entitled commercial kitchen for Building C will be relocated to this area within Building A as well.
- 15) The applicant is requesting that marketing events and outdoor tasting areas be allowed in the vicinity of the former pool house and next to an existing residence that is not part of the project. Presently, these outdoor areas are used for such uses. This use permit modification will reconcile the use permit compliance issue resulting from the current use of those areas.
- 16) The swimming pool located within the outdoor tasting and marketing area will be filled in. Building codes require fencing and self-closing, self-latching gates surrounding swimming pools accessible to the public. Filling in the pool will resolve this building code issue.
- 17) On the western side of the winery is a landscaped area called the "Theater of Nature" which contains a short walking path with educational signage. Within this area are several accessory structures that were constructed without benefit of permit some of which house the "Frenchie Winery". These structures are used as a dog run allowing visitors to drop off pets while wine tasting. Approval of this use permit modification and subsequent building permits will resolve this code issue.
- 18) Assembly Bill 2004 (Evans) allows on-site consumption of wine at wineries in addition to a standard tasting. On site consumption allows purchase of a full glass of wine or bottle of wine produced at the winery to be consumed on site.
- 19) The WDO permits on site display of art that is not for sale. The applicant is requesting the art display be allowed within the Theater of Nature area.

8. **Environmental setting and surrounding land uses:**

The 60.72 acre site is located in the central part of the Napa Valley approximately 1/5 miles south and east of the City of St. Helena. The site is accessed via a private road called Wheeler Lane that connects to County-maintained Zinfandel Lane, a

two-lane rural collector street. Zinfandel Lane is a valley crossroad trending from east to west that connects with the two north/south running arterial roads within Napa Valley: State Route 29 on the western side of Napa Valley and Silverado Trail on the eastern side of Napa Valley. The property is located on the southern side of Zinfandel lane. The project site is nearly level with an average 1% slope. The property lies within Class I soil of the Pleasanton Loam series with less than 1% average slope. The soil series has slow rate of runoff and low potential for erosion hazards. Approximately 2% of the project lies within the designated 100 year floodplain of the Napa River, but none of the existing winery improvements are located within close proximity to the floodplain.

The site contains 44.2 acres of vineyards producing approximately 26,000 gallons of wine (assuming 4 tons per acre and 150 gals per ton). The complex of winery buildings are located roughly in the center of the parcel approximately 1,400 ft. south of Zinfandel approximately 900 ft. from the property's southern property line. South of the main winery complex are existing winery production wastewater ponds. These abut the eastern property line. In the far southeast corner of the site is an approximately 2 acre informal stormwater retention area. No changes to this existing feature are proposed as part of this project.

The adjoining property to the east of the project site is a 27.68 vineyard parcel which is also owned by the applicant. This property contains a well that is used for vineyard irrigation on both parcels. There is a well on the subject parcel as well that is used for domestic water supply. According to the project civil engineer, the wells yield between 100 to 120 gallons of water per minute.

Within the adjoining 27.68 acre parcel, there are 5 smaller, separately owned residential estate parcels which contain a total of four residences. The nearest home in this area is approximately 400 ft. from the winery's proposed outdoor events area which is the closest element of the winery to these homes. Three of these homes take access from Wheeler Lane. The other residence fronts on Zinfandel Lane.

North of the project site, across Zinfandel Lane and a minimum of 1,400 from the winery is a cluster of small lot rural residences. Parcels in this area north of Zinfandel, which extends westward to State Route 29, range in size from 2.5 acre to .2 acres. A total of eleven of these properties have direct frontage on Zinfandel lane and lie between State Route 29 and the Wheeler Lane entrance to this project. Parcel sizes on Zinfandel Lane increase east of Wheeler Lane varying between rural estates to larger vineyard blocks. Zinfandel Lane is a crossroad collector street which handles both local traffic and through traffic between State Route 29 and Silverado Trail.

West of the subject property are a series of roughly 10 acre vineyard parcels held in common ownership and comprising approximately 60-70 acres. There are five residences in this area that front on State Route 29 and are approximately 1,000-1,200 feet from the winery in the vicinity of the Theater of Nature and Building B.

South of the project are mostly large vineyard and winery holdings located off of Galleron Lane. The Sullivan Winery is located approximately 1,500 ft. from the Raymond Winery. There is a house on a separate parcel just east of Sullivan Winery that is located approximately 1,350 from the Raymond Winery.

East of the project site (and a portion of the 27.68 parcel) are two large vineyard parcels totaling over 100 acres and containing a larger residence estate. This estate is located approximately 750 ft. from the winery's wastewater ponds and scales/agriculture maintenance shed, and approximately 950-1,000 ft. from winery structures and outdoor visitation areas.

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

Responsible and Trustee Agencies:

Other Agencies Contacted:

CalTrans

Alcohol and Beverage Control Board (ABC)

Alcohol and Tax Trade Bureau (TTTB)

ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS:

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

On the basis of this initial evaluation:

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

John McDowell, Planner

Date

Napa County Planning, Building and Environmental Services Department

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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I. **AESTHETICS.** Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a-c. The project is located centrally on the valley floor of the beautiful Napa Valley. It is not located in close proximity to any any known scenic vista. Views to the site are primarily from the adjacent State Highway 29 and the Zinfandel Lane. The project site is currently developed with a large winery. Proposed site and building improvements consist of interior changes, recognition of minor ancillary outdoor features such as the Theater of Nature and outdoor events space, and expansion of the at-grade parking lot. There are no historic structures on site or nearby. No trees will be removed with the project. The project improvements will not have an adverse impact on any known scenic vista or substantially alter views from public roadways.

d. The project will result in minor, unsubstantial increases in the nighttime lighting due to: increased visitation hours from 4:30 p.m. to 6 p.m.; changes to the marketing plan; recognition of the outdoor event area near the on-site residence; and expansion of the production hours of operation to 11 p.m. Extension of visitation hours will only effect lighting levels during winter months when the sun sets before 6 p.m. Hours of operation until 11 p.m. only pertains to the production areas of the winery, most of which are completely enclosed within existing buildings that prevents light from spilling off of the property. Nighttime outdoor marketing events have the greatest potential to result in substantial off-site glare or light spillage. This potential impacts is considered less-than-significant because the project is subject to the County standard conditions of approval for wineries that substantially limit the amount of outdoor lighting. In accordance with County standards, all exterior lighting will be the minimum necessary for operational and security needs. Up lighting of buildings and landscaping is prohibited. Light fixtures will be kept as low to the ground as possible and include shields to deflect the light downward. Avoidance of highly reflective surfaces will be required, as well as standard County condition:

“All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, and shall be the minimum necessary for security, safety, or operations and shall incorporate the use of motion detection sensors to the greatest extent practical. No flood-lighting or sodium lighting of the building is permitted, including architectural highlighting and spotting. Low-level lighting shall be utilized in parking areas as opposed to elevated high-intensity light standards. Prior to issuance of any building permit for construction, two (2) copies of a detailed lighting plan showing the location and specifications for all lighting fixtures to be installed on the property shall be submitted for Department review and approval. All lighting shall comply with Uniform Building Code (UBC).”

Mitigation Measures: None are required.

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

Discussion:

a/b. The project site is contains an existing winery and vineyard development which are designated as Prime Farmland and Farmland of Statewide Importance. This proposal will result in the installation of an approximately 15,000 sq. ft. parking lot addition that will result in removal of vines that were planted in 2011/2012. Prior to 2011, this area was not planted as well as approximately 4 acres of adjoining land north and west of the main winery complex. As a result of these recent improvements, including the installation of the Theater of Nature garden, and adjoining demonstration vineyards, the total amount of planted agriculture on the project site has increased by approximately 4 acres. No mapped areas of Prime Farmland or Farmland of Statewide Importance will be converted as a result of this project. Overall, the development would result in a net increase in the amount of agriculture on the site. Therefore, the project will not result in a substantial adverse change in the amount agricultural resources. The project site is not subject to a Williamson Act contract.

c/d.¹ The project site is zoned Agricultural Preserve (AP), which allows agricultural and use accessory to agricultural. According to the Napa County Environmental Resource Maps (based on the following layers – Sensitive Biotic Oak woodlands, Riparian

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

Woodland forest, and Coniferous forest) the project site does not contain woodland or forested areas. Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

- e. The project will have no potential to result in other changes to the existing environment that could result in the conversion of agricultural land to non-agricultural uses.

Mitigation Measures: None are required.

	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.-c. On June 2, 2010, the Bay Area Air Quality Management District’s Board of Directors unanimously adopted thresholds of significance to assist in the review of projects under the California Environmental Quality Act. The thresholds were designed to establish the level at which the District believed air pollution emissions would cause significant environmental impacts under CEQA and were posted on the Air District’s website and included in the Air District’s May 2011 updated CEQA Guidelines.

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. The court did not determine whether the 2011 thresholds were valid on the merits, but found that their adoption was a project under CEQA. The court issued a writ of mandate ordering the District to set aside the thresholds and cease dissemination of them until the Air District had complied with CEQA, which was later overturned on appeal. The appellate court upheld the thresholds.

The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan. Wineries, in general, 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. In the short term, potential air quality impacts are most likely to result from construction activities. Construction emissions would have a temporary effect; consisting mainly of dust generated during grading and other construction activities, exhaust emissions from construction related equipment and vehicles, and relatively minor emissions from paints and other architectural coatings. Nonetheless, the BAAQMD has recommended the following BAAQMD construction-related emissions management practices (BAAQMD CEQA Guidelines, May 2011) and they will be included as a condition of approval as follows into all construction-phases of the subject parcel:

- a) *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
- b) *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- c) *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- d) *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- e) *All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- f) *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 if California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.*
- g) *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
- h) *Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.*

Over the long term, 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 (1999 *Guidelines*, p. 24).

The use permit modification consists of expansion to an existing facility. Wine production will not increase. Visitation will increase from 400 visitors daily to 500 visitors daily. Employment will increase from 24 to 90 full-time employees, of which it is likely that employment levels at this winery have been the range of 40 to 50 employees for at least the last 10 to 15 years. Net overall change in employment may be 40 to 50 employees. Marketing events will be changed from numerous smaller daily and weekly events to 50 events with generally larger attendance, but with an overall minimal net change in total number of permitted visitors. The resulting busiest project day, including both existing entitlement plus proposed additions, results in 809 project-related trips, which is well below the established 2,000 vehicle trip threshold of significance.

While the District's Air District's 2011 Guidelines Table 3-1 threshold of significance does not specifically address wineries, it suggests that "quality restaurants" less than 47,000 square feet in size and "light industrial" uses less than 541,000 square feet in size would not generate criteria pollutants in excess of the significance criterion (BAAQD Air Quality Guidelines, Table 3.1). This project results in a net decrease in the amount of entitled building size from approximately 260,000 sq. ft. to approximately 258,000 sq. ft. which is well below the 2011 Table 3-1 thresholds. 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.

- 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.

While the Bay Area Air Quality Management District defines public exposure to offensive odors as a potentially significant impact, 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 Measures: None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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-f. The project will not conflict with any local policies protecting biological resources, such as tree preservation or the County's Conservation Regulations. The project involves minimal site and building improvements to the existing built environment. Construction will occur within areas that have previously been developed or disturbed. The project interior modifications do not propose any land alteration and therefore are considered as not having potential for a significant impact thereto.

The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plans, Natural Community

Conservation Plans or other approved local, regional or state habitat conservation plans. According to the County's Geographic Information System, which is link to the State Department of Fish and Wildlife's Natural Diversity Database (CNDDDB), the project site is not in close proximity to any known sensitive biological species or communities.

Mitigation Measures: None are required.

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

Discussion:

a-c. The subject property is developed with a winery and vineyards and has a long history of agricultural development. The County's 1940 aerial photograph indicates that the project site and surrounding area were orchards and vineyards with no visible structures in the vicinity. According to the Archaeological layer of the County's Geographic Information System, which is linked to the State's Northwest Information Center of Historical Resource, there are no prehistoric resources on the subject property. However, there is a site within 2,000 ft. of the subject property in the vicinity of Highway 29 and Galleron Lane. Given the decades of agricultural land use on the subject property, and the relatively minor changes proposed to the existing winery complex, it is highly unlikely that any prehistoric resources are present on site. However, the impact is considered less-than-significant because the presence of prehistoric resources cannot absolutely be rule out. Therefore, the project will be subject to the County's standard condition of approval for archaeological resources. If resources are found during grading of the project, construction of the project is required to cease, and a qualified archaeologist will be retained to investigate the site in accordance with the following standard condition of approval:

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

d. No human remains have been encountered on the property during past grading activities when the previous improvements were constructed and no information has been encountered that would indicate that this project would encounter human remains. However, if resources are found during grading of the project, construction of the project is required to cease, and

a qualified archaeologist will be retained to investigate the site in accordance with standard condition of approval noted above.

Mitigation Measures: None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a.
 - i.) There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map.
 - ii.) All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the facility will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to the maximum extent possible.
 - iii.) No subsurface conditions have been identified on the project site that indicated a susceptibility to seismic-related ground failure or liquefaction. Compliance with the latest edition of the California Building Code for seismic stability would reduce any impacts to a less than significant level.
 - iv.) The Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) did not indicate the presence of landslides on the property.

- b. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the site is composed of soils in the series which are characterized as Class I clay loams of Pleasanton Loam series with very slow to moderate runoff, and little/no to moderate erosion potential. Runoff includes a slight hazard of erosion. Slopes on the subject property are 1% or less. Project approval will require incorporation of best management practices and will be subject to the Napa County Stormwater Ordinance which addresses sediment and erosion control measures and dust control, as applicable, to ensure that development does not impact adjoining properties, drainages, and roadways.
- c/d. Late Pleistocene-Holocene fan deposits underlay the site according to the Napa County Environmental Resource Maps (Surficial Deposits layer). Based on the Napa County Environmental Sensitivity Maps (Liquefaction layer) the project site has low susceptibility for liquefaction. Development will be required to comply with all the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level. In addition, a soils report and compliance with any recommendations contained therein, prepared by a qualified Engineer will be required as part of the grading permit submittal. The soil is not classified as an expansive soil as per Table 18-1-B of The Uniform Building Code. The report will address the soil stability, potential for liquefaction and will be used to design specific foundation systems and grading methods.
- e. A Wastewater Feasibility Report was prepared by Summit Engineering, Inc. dated May 9, 2011 and was reviewed by the Napa County Environmental Management Department. The report concluded that the site is adequate to dispose of the wastewater. The process wastewater is proposed to be disposed in an existing process wastewater pond and in an above ground wastewater system. To accommodate this request there are some improvements that include the conversion of an existing pond into a treatment pond via a new transfer pipe and installation of a new sanitary sewage treatment system for 5,100 gallons per day and enlarging the existing spray fields.

Mitigation Measures: None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate a net increase in greenhouse gas emissions in excess of applicable thresholds adopted by the Bay Area Air Quality Management District or the California Air Resources Board which may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with a county-adopted climate action plan or another applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a./b. 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.

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 existing building was constructed last year and incorporated GHG reduction methods where feasible including: compliance with CalGreen building standards, energy

efficient construction techniques and heating and cooling systems, water efficient irrigation, recycled-water irrigation with zero potable water use; drought tolerant and local plant materials, bicycle parking, and the use of recycled and low VOC construction materials.

The County’s Draft Climate Action Plan would require discretionary projects to reduce their GHG emissions through the application of a combination of State, local and project-specific programs and policies. Because the Draft Climate Action Plan has not yet been formally adopted, it cannot be considered a formal threshold of significance for CEQA purposes. GHG Emission reductions from local programs and project level actions, such as application of the CalGreen Building Code, tightened vehicle fuel efficiency standards, and more project-specific on-site programs including evaluating the installation of the 750 Kilowatts of solar energy could combine to reduce emissions to offset emissions from the projected increase in vehicle trips. The solar system installed in 2013 is estimated to offset 92-97% of the winery’s electrical consumption.

The applicant proposes to incorporate additional GHG reduction methods including: employee carpool and alternative transportation incentives, solar power, electric vehicle charging station, and use of cover cropping. In addition, the project results in only minimal structural development and paving changes and modest increases in vehicle trips beyond the existing baseline condition.

GHG Emission reductions from local programs and project level actions, such as application of the CalGreen Building Code, tightened vehicle fuel efficiency standards, and more project-specific on-site programs including those winery features noted above would combine to reduce emissions by 8% below “business as usual” level in 2020. The increase in emissions expected as a result of the project will be relatively modest and the project is in compliance with the County’s efforts to reduce emissions as described above. For these reasons, project impacts related to GHG emissions are considered less than significant.

Mitigation Measures: None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild-land fires, including where wild-lands are adjacent to urbanized areas or where residences are intermixed with wild-lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. The proposed project will not involve the transport of hazardous materials other than those small amounts normally used in construction of the building. A Business Plan will be filed with the Environmental Health Division should the amount of hazardous materials reach reportable levels. However, in the event that the proposed use or a future use involves the use, storage or transportation of greater the 55 gallons or 500 pounds of hazardous materials, a use permit and subsequent environmental assessment would be required in accordance with the Napa County Zoning Ordinance prior to the establishment of the use. During construction of the project some hazardous materials, such as building coatings/ adhesives/ etc., will be utilized. Given the quantities of hazardous materials and the limited duration, and with the implementation of mitigation measure number one to require the applicable permits, this impact will be reduced to a less-than significant impact.
- b. The project would not result in the release of hazardous materials into the environment.
- c. There are no schools located within one-quarter mile from the proposed project site.
- d. According to Napa County environmental resource mapping (*hazardous facilities* layer) the proposed site is not on any known list of hazardous materials sites.
- e-f. The project site is not located within two miles of the Napa County Airport, and is therefore is not subject to the requirements of the County's Airport Compatibility zoning requirements.
- g. The proposed driveways that serve the project comply with County standards and access around the building has been designed to accommodate fire apparatus and large trucks. The project has been reviewed by the County Fire Department and Public Works Department and found acceptable as conditioned. The project does not physically interfere with implementation of adopted emergency response or evacuation plan. The project is located within the Napa County Fire local response area. Therefore, the design of the project will not impact or hinder emergency vehicle access.
- h. The project will not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires as it is not located in the wild land fire urban interface.

Mitigation Measure(s): None are required.

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

Discussion:

- a. The proposed project will not violate any water quality standards or waste discharge requirements. The applicant has submitted a project Septic Feasibility Report (*Summit Engineering, Wastewater Feasibility Study for Raymond Vineyard and Cellar Inc., APN 030-270-013, May 9, 2011, revised June 13, 2013*), which includes a redesigned septic system increasing the capacity for treating domestic wastewater from 1,745 gallons per day to 5,100 gallons per day. The Environmental Health Division has

reviewed the proposed combined domestic and process wastewater systems and recommends approval as conditioned. Additionally, the applicant will be required to obtain all necessary permits from the Engineering Services Division, including a Stormwater Pollution Management Permit. Summit Engineering has prepared a preliminary stormwater runoff plan for the project included herein titled *Stormwater Runoff Management Plan (SRMP), Raymond Winery, 849 Zinfandel Lane, St. Helena, CA, August 15, 2013*. Said permit(s) will provide for adequate on-site containment of runoff during storm events through placement of siltation measures around the development area such that there would be no increase from the pre-project flow levels. Given the essentially level terrain and the very minor alterations, and the County's Best Management Practices, which comply with RWQCB requirements, the project does not have the potential to significantly impact water quality and discharge standards.

- b. On January 14, 2014 Governor Jerry Brown declared a drought emergency in the state of California. The declaration stopped short of imposing mandatory conservation measures statewide. Mandatory water restrictions are being left to individual jurisdictions. At this time the County of Napa has not adopted or implemented mandatory water use restrictions. The County requires all Use Permit applicants to complete necessary water analyses in order to document that sufficient water supplies are available for the proposed project. On June 28, 2011 the Board of Supervisors approved creation of a Groundwater Resources Advisory Committee (GRAC). The GRAC's purpose was to assist County staff and technical consultants with recommendations regarding groundwater, including data collection, monitoring, well pump test protocols, management objectives, and community support. The County completed a county-wide assessment of groundwater resources (Napa County Groundwater Conditions and Groundwater Monitoring Recommendations Report (Feb. 2011)) and developed a groundwater monitoring program (Napa County Groundwater Monitoring Plan 2013 (Jan. 2013)). The County also completed a 2013 Updated Hydrogeologic Conceptualization and Characterization of Groundwater Conditions (Jan. 2013).

In general, recent studies have found that groundwater levels in the Napa Valley Floor exhibit stable long-term trends with a shallow depth to water. Historical trends in the Milliken-Sarco-Tuluca (MST) area, however, have shown increasing depths to groundwater, but recent stabilization in many locations. Groundwater availability, recharge, storage and yield is not consistent across the County. More is known about the resource where historical data have been collected. Less is known in areas with limited data or unknown geology. In order to fill existing data gaps and to provide a better understanding of groundwater resources in the County, the Napa County Groundwater Monitoring Plan recommended 18 Areas of Interest (AOIs) for additional groundwater level and water quality monitoring. Through the well owner and public outreach efforts of the (GRAC) approximately 40 new wells have been added to the monitoring program within these areas. Groundwater Sustainability Objectives were developed and recommended by the GRAC. In their recommendations, the Committee reviews the goal of developing sustainability objectives, provides a definition, and explains the shared responsibility for Groundwater Sustainability. They go on to review the important role monitoring as a means to achieving groundwater sustainability and the principles underlying the sustainability objectives. The groundwater sustainability objectives are outlined, along with an implementation table which provides additional recommendations on how, metrics of success, by when, by who, and estimated cost ranges.

Groundwater Sustainability Objectives were also developed by the GRAC and recommended to the Board of Supervisors. In their recommendations, the Committee reviews the goal of developing sustainability objectives, provides a definition of groundwater sustainability, and explains the shared responsibility for groundwater sustainability. They go on to review the important role of monitoring as a means to achieving groundwater sustainability and the principles underlying the sustainability objectives. The Groundwater Sustainability Objectives are outlined, along with a Sustainability Objectives Implementation Table which provides additional recommendations on how, metrics of success, timeframes, responsibility, and estimated cost ranges

In 2009 Napa County began a comprehensive study of its groundwater resources to meet identified action items in the County's 2008 General Plan update. The study, by Luhdorff and Scalmanini Consulting Engineers (LSCE), emphasized developing a sound understanding of groundwater conditions and implementing an expanded groundwater monitoring and data management program as a foundation for integrated water resources planning and dissemination of water resources information. The 2011 baseline study by LSCE, which included over 600 wells and data going back over 50 years, concluded that "the groundwater levels in Napa County are stable, except for portions of the MST district". Most wells elsewhere within the Napa Valley floor with a sufficient record indicate that groundwater levels are more affected by climatic conditions, are within historical levels, and seem to recover from dry periods during subsequent wet or normal periods. The LSCE Study also concluded that, on a regional scale, there appear to be no current groundwater quality issues except north of Calistoga (mostly naturally occurring boron and trace metals) and in the Carneros region (mostly salinity). The subject property is located

within central part of Napa Valley where monitoring wells evaluated in the LSCE report indicated no record declining groundwater supplies. The County has no record of problems or complaints of diminished groundwater supplies at the project site or in the general vicinity.

A Water Availability Analysis (WAA) was prepared for the proposed project by Summit Engineering, a licensed civil engineering firm. The analysis and cover letter are incorporated by reference in the project file and dated January 22, 2014. The analysis estimates that current water use is 31.3 ac-ft/yr for vineyard irrigation, and 19.99 ac-ft/yr for wine processing, domestic service and landscaping. The analysis does not account for the water use associated with the existing single family home which is connected to City of St. Helena public water supply. Estimates on amount of water for wine processing are based on a factor of 7 gallons of water per gallon of wine for production at 750,000 gallons of wine annually, and 6 gallons of water per gallon of wine for production at 900,000 gallons of wine annually. These are relative conservative estimates for water use associated with wine production, which in generally County Civil Engineering estimates can vary between 3 to 10 gallons of water per gallon of wine made. The County's WAA form assumes 7 gallons of water to make a gallon of wine. It is reasonable to project that water per gallon of wine could reduce to 6 gallons of wine production at 900,000 gallons of wine annual as the production may have a larger component of bulk wine and/or finished wine imported for bottling. If 7 gallons of water were projected for the peak wine production of 900,000 (required to average 750,000 gallons over 3 years), the total would change from 16.3 ac-ft/yr to 16.8 ac-ft/yr, or roughly 150,000 gallons of water more.

The subject property is 60.72 acres and contains the ground water well used for domestic water use. The commonly owned adjoining 27.68 acre parcel (APN 030-050-031) immediately east of the subject project contains the vineyard irrigation well supplying water to both properties. Summit Engineering's report indicates that the vineyard irrigation well pumps at 120 gallons per minute. The on-site domestic well pumps at 100 to 120 gallons of water. The County's standard for sharing groundwater resources in valley floor settings, as is the case for this project and vicinity, is 1.0 ac-ft/yr of water per acre of property. The "fair share" standard for the subject property is 60.72 ac-ft/yr. Summit Engineering estimates that the winery and vineyard use inclusive of the proposed expansion would utilize 52.47 ac-ft/yr. The proposed expansion represents a 1.18 ac-ft/yr increase in groundwater use over purported existing conditions. This increase is attributable to the proposed increase in visitation and employment, and the changes to the marketing plan. Enclosure C of the WAA provides a detailed assessment of visitor, employee and marketing water use. Daily domestic water use is projected to vary between a low of 2,550 gallons during non-harvest periods with no marketing events, to a maximum of 5,100 gallons on six days during the year during peak harvest season assuming a catered 150 person event, full employment of 90 persons, and 500 daily visitors.

- c-e. The proposed project will not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off site. The project will incorporate erosion control measures appropriate to its maximum slope to manage onsite surface drainage and erosion of onsite soils during construction and winter months (October to April). As noted above, the project is required to comply with County Public Works requirements which are consistent with RWQCB standards. These established Best Management Practices have been successfully implemented on numerous previous projects.

As noted in the preliminary Stormwater Runoff Management Plan, Raymond Winery (Summit Engineering, August 15, 2013), the project will result in a net increase in the overall impervious surface from the addition of approximately 15,000 sq. ft. of new paved parking area. In accordance with County and State water quality and stormwater retention standards, the project has been designed such that all additional stormwater drainage will be retained on site. Given the size of the overall drainage basin, the increase in impervious surfaces will not discernibly change the amount of groundwater filtration or discernibly increase surface runoff from that which currently exists on site. However, the applicant and neighbors to the south have indicated that during heavy rain events the existing off-site downslope surface drainage features are insufficient to fully accommodate the volume of water entering portions of these properties resulting in minor flooding. This is an existing condition resulting from a combination of minimal slopes (1% or less) and under-designed vineyard drainage facilities on adjoining properties. To ensure that the subject project does not contribute to worsening this existing condition, a mitigation measure has been included reiterating local and State requirements that the final design of new site improvements include measures to retain all new stormwater on-site. Project impacts related to the existing drainage patterns and off-site flows will therefore, with following mitigation measure included, not have a potential to significantly impact, exasperate, or contribute to the existing stormwater drainage patterns.

- f. There are no other factors in this project that would otherwise degrade water quality.

- g.-i. According to Napa County environmental resource mapping (*Floodplain* and *Dam Levee Inundation* layers), the project site is located outside of a flood hazard area. A small portion of the property (less than 2 acres) in the southeast corner of the site is located within the 100 year floodplain. The 500 year floodplain encompasses a larger area (approximately 5 acres) in the same general area extended toward the existing wastewater treatment ponds. None of the existing or proposed improvements will occur within areas subject to flood, and project improvements have no potential to impede, redirect or otherwise alter flooding potential in the general vicinity. The project site is not located within a dam or levee failure inundation zone.
- j. In coming years, higher global temperatures are purported 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 180 feet above mean sea level. There is no known history of mud flow in the vicinity. The project will not subject people or structures to a significant risk of inundation from tsunami, seiche, or mudflow.

Mitigation Measure:

XI.1 Prior to issuance of construction permits for the parking lot expansion, the permittee shall submit a final stormwater runoff management plan (SRMP) which shall be designed by a licensed civil engineer. All stormwater from the new parking lot shall be retained on-site in accordance with County and State Regional Water Quality Control Board standards, subject to review and approval by the County Engineer. The County Engineer shall inspect the parking lot and stormwater retention facilities prior to grant of occupancy for the space and commencement of use.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input 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 requesting to increase the production capacity of an existing facility and will not physically divide an established community.
- b. The winery development area on the subject parcel is located in the AP (Agricultural Preserve) zoning district, which allows wineries and uses accessory to wineries subject to use permit approval. The proposed expansion of this winery involves only minimal changes to the existing building environment. The proposed improvements are 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 AWOS (Agriculture, Watershed, and Open Space), 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...”).

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

Mitigation Measure(s): None 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 (*Mines and Mineral Deposits*, BDR Figure 2-2) indicates that there are no known mineral resources nor any locally important mineral resource recovery sites located on or near the project site.

Mitigation Measure(s): None are required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII.	NOISE. Would the project result in:				
	a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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/b. The proposed project will result in a temporary increase in noise levels during the retrofit of the buildings, parking areas, and associated improvements. Construction activities will be limited to daylight hours using properly-muffled vehicles. No ground borne vibration or ground borne noise is anticipated. Noise generated during this period is not anticipated to be significant. Furthermore, construction activities will generally occur during the period of 7am-7pm on weekdays. All construction activities will be conducted in compliance with the Napa County Noise Ordinance (Napa County Code Chapter 8.16) which allows for construction activities at such times. The proposed project will not result in long-term significant construction noise impacts.

The project involves changes to the visitation and marketing activities which have potential to generate higher levels of noise than existing conditions. This potential for increased noise results from the addition of outdoor activities in the vicinity of the former pool house and existing on-site residence. The existing on-site residence is not subject to the noise limits. However, there are off-site residences located on Wheeler Lane approximately 400 ft. northeast of this outdoor visitation area that may potentially be effected. Other residence in the vicinity off of Zinfandel, Highway 29, and Galleron Lane are located well over 1,000 ft. from the winery and outdoor visitation areas where non-amplified sound will not be audible. County Code Section 8.16.060 limits noise generation affecting residences to 55 dBA ("A-weighted sound level" in decibels, as measured on a sound level meter using the A-weighted network) interior noise level between the hours of 10 p.m. and 7 a.m., and 60 dBA between the hours of 7 a.m. and 10 p.m. Sound creation from visitation and marketing activities is not permitted to exceed these levels as specific in Code Section 18.16.060.A and -.060.B. In addition, Code Section 18.16.070 sets limits on exterior noise levels for receiving land uses for a cumulative period of more than 30 minutes in any hour. Noise levels at the property line of the receiving land use are limited to 45 dBA between 10 p.m. and 7 a.m. and 50 dBA between 7 a.m. and 10 p.m. Sound levels exceeding these thresholds are considered a nuisance if the sound level is exceed by 5 dBA for the cumulative period of 15 minutes within one hour, by 10 dBA for cumulative period of 5 minutes in one hour, or 15 dBA for 1 minute within one hour.

The initial project submittal in 2011 requested allowance for amplified outdoor music to accompany marketing events and visitation. An Acoustical Study of Environmental Noise Issues was performed by Jerald R. Hyde, Consultant on Acoustics dated December 15, 2012 that evaluated the potential impact from the proposed amplified outdoor music on the residences off

of Zinfandel Lane. The report indicated that outdoor amplified music would not be audible from Zinfandel Lane if loud speakers were directed away from Zinfandel Lane based on a sound output of 70 dBA at the source. Source volume was forecasts at a level that would allow visitation guests to converse comfortably over the background amplified music. In 2013 in response to County Staff and neighborhood comments, the applicant revised their application to eliminate outdoor amplified music. The original proposed negative declaration included a mitigation measure requiring loud speakers to be directed away from residences. As a result of eliminating outdoor amplified music, the mitigation measure is no longer required as the potential for amplified music to exceed noise standards has been eliminated.

It is noted however that County Code allows amplified music on occasion for licensed Temporary Events. No Temporary Events are proposed as part of this project, however, such events do occur at wineries and they have legally occurred at Raymond Winery in the past. Under County Code, this property owner (or any other property owner) may file an application for a Temporary Event that includes outdoor amplified music. Such a request will be evaluated for compliance with Noise Ordinance requirements at such time it is filed. It is unknown, remote and speculative whether a Temporary Event license will be requested in the future on this subject property.

Given that outdoor activities have been modified to eliminate outdoor amplified music, the potential for significant noise impacts has been reduced to a less-than-significant level. The greatest potential for noise impacts to sensitive receptors will be from voices and unamplified background music occurring at marketing events. With the nearest potentially effected residences located approximately 400 feet northeast of the outdoor visitation areas, it is unlikely conversation level activities and background music will be audible from the sensitive receptors. This area has been used by the applicant for events in recent years without record of noise complaint from any neighbors. The property owner with the closest residence on Wheeler Lane has submitted an email expressing support for the project as proposed. The outdoor visitation area, and the project as a whole, will remain subject to the County Noise Ordinance and the Winery Standard Conditions of Approval which prohibit noise levels from exceeding the standards noted above. Applicant compliance with the following conditions of approval will ensure that the project's potential to generate noise does not result in a significant environmental impact:

Construction noise shall be minimized to the greatest extent practical and allowable under State and local safety laws. Construction equipment muffling and hours of operation shall be in compliance with County Code Chapter 8.16. Equipment shall be shut down when not in use. Construction equipment shall normally be staged, loaded, and unloaded on the project site. If project terrain or access road conditions require construction equipment to be staged, loaded, or unloaded off the project site (such as on a neighboring road or at the base of a hill), such activities shall only occur between the hours of 8 AM to 5 PM. Exterior winery equipment shall be enclosed or muffled and maintained so as not to create a noise disturbance in accordance with the Code. There shall be no amplified sound system or amplified music utilized outside of approved, enclosed, winery buildings.

- c/d. Ambient noise levels are not anticipated to change discernibly as a result of the project. The applicant is requesting recognition of wine producing hours of operation until 11 p.m., which is consistent with how the facility has been operating since prior to the current owner's acquisition of the site. Wine production and vineyard management do result in substantial noise generation at times throughout the day and night.
- e/f. The project is not within the vicinity of a private or public airstrip that would create noise pollution.

Mitigation Measure(s): None required.

<p>Potentially Significant Impact</p>	<p>Less Than Significant With Mitigation Incorporation</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>
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Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. **POPULATION AND HOUSING.** Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a. The 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, the project will be subject to the County's housing impact mitigation fee, which provides funding to meet local housing needs. Relative to the county's projected low to moderate growth rate and overall adequate programmed housing supply, any resulting 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. The policies and programs identified in the General Plan Housing Element function, in combination with the County's housing impact mitigation fee, to ensure an adequate cumulative volume and diversity of housing. Cumulative impacts on the local and regional population and housing balance will be less than significant.

- b/c. Submitted application materials indicate this project will result in the creation or relocation of 66 full time equivalent jobs. This increase in jobs is a current situation that this modification will formally remedy and therefore will not contribute significantly to a cumulatively considerable increase in the demand for housing units within the communities of Napa County and the general vicinity. There is one existing residence on the property that will be retained for residential use. The project will not result in the displacement of any housing units or people. The project is located adjacent to agricultural land and will not displace any housing or divide any established communities. The County has adopted a housing impact fee to provide funds for constructing affordable housing. This fee is charged to all new non-residential development based on the gross square footage of new and remodeled building area multiplied by the applicable fee by type of use listed in Chapter 15.60.100 Table A and it is required it to be paid prior to release of building permit, and thus is considered to reduce housing inducement impacts to a less-than-significant level.

Mitigation Measure(s): None required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. **PUBLIC SERVICES.** Would the project result in:

a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

Fire Protection

The Fire Marshall has reviewed the submittal and has made a recommendation for approval based on their memorandum.

Police Protection & Other Public Facilities

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

School Facilities

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

Mitigation Measure(s): None are required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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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"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 the expansion of the amount of production and an increase in the marketing activities. No portion of this project, nor any foreseeable result thereof, will significantly increase the use of existing recreational facilities. This project does not include recreational facilities that would have a significant adverse effect on the environment.

Mitigation Measure(s): None are required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a.-b. The project’s potential to increase traffic levels has been evaluated in a report and two subsequent memos prepared by Omni-Means, a licensed traffic engineering firm located in Walnut Creek, California. An initial traffic analysis was submitted with the original application in 2011 which was superseded with an updated report in April 2013. This April 2013 study evaluated the project including the once proposed expansion of production to 1.5 million gallons of wine production annually which is no longer part of the project. This report is titled *Updated Traffic Study for the Proposed Raymond Vineyards Winery Use Permit Modification #P11-00156*, April 5, 2013, and is incorporated into this initial study/mitigated negative declaration. As a result of the downscaled wine production, the report somewhat overstates the project’s contribution to traffic volumes, primarily in regards to truck trips. Omni-Means’ January 22, 2014 memo addresses this reduction in trip generation caused by eliminating the wine production increase. It states that there will be a net decrease of a minimum of one typical daily trip, and 13 fewer trips daily during harvest season without the production increase.

Also incorporated herein by reference and included in the project file is Omni-Mean’s January 27, 2014 memo with technical attachments addressing the proposed project in a cumulative growth context factoring nearby developments (as listed in A-3 of the memo) as well as recent nearby project submittals consisting of the Castellucci and Zinfandel Lane Winery projects. These projects are reasonably foreseeable new developments located in close proximity to the subject parcel. Zinfandel Lane Winery is located on the north side of Zinfandel Lane immediately east of Wheeler Lane. This is an approved project where construction has yet to commence. Castellucci Winery is located on the east side of Zinfandel Lane where it connects with Silverado Trail. The access driveways for both wineries front on Zinfandel Lane.

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. Each level of service is generally described as follows:

- LOS A-** Free-flowing travel with an excellent level of comfort and convenience and freedom to maneuver.
- LOS B-** Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- LOS C-** Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- LOS D-** High-density, but stable flow. Users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience.
- LOS E-** Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- LOS F-** Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion. (2000 Highway Capacity Manual, Transportation Research Board)

The traffic study and supplemental memos indicate the existing levels of service for westbound and eastbound movements at the intersection of Zinfandel Lane and State Route 29 are below acceptable levels of service (LOS E and F). Future conditions projected in the Napa County General Plan indicate that overall regional growth, and growth in Napa Valley’s wine and hospitality industry will further degrade the LOS at this intersection as well as many other roadway segments throughout the

County. The study indicates that the proposed project would generate 78 additional weekday trips and 166 Saturday daily trips onto Zinfandel Lane. Of that, 47 weekday and 100 Saturday daily trips would occur on State Route 29. Given that Highway 29 is presently operating at unacceptable levels of service which is forecast to worsen in coming years, the proposed project's potential to add trips to Highway 29, although less than a 1% increase in volumes to capacity, is considered a potentially considerable contribution to the significant cumulative traffic impact identified in the Napa County General Plan and General Plan EIR. As such, the project shall implement the following mitigation measures to reduce the project's contribution to significant traffic impacts identified in the County General Plan EIR:

1. Installation of a left turn lane on Zinfandel Lane at Wheeler Lane prior to commencing increased visitation and marketing requested with this action.
2. Implementation of a program to inform employees of the traffic congestion issue at State Route 29 / Zinfandel and education/encourage employees to utilize Zinfandel Lane.
3. Implementation of measures, such as signage, tasting room information handouts, education of tasting room staff, internet content, etc. to educate/encourage visitors to utilize Zinfandel Lane.
4. Mandatory scheduling of commencement and conclusion of by-appointment visitation to occur outside of peak traffic periods between 4 and 6 p.m. weekdays, and noon to 2 p.m. on Saturdays.
5. Scheduling of employee work shifts to commence and conclude outside of weekday and Saturday peak traffic periods noted above in item 4.
6. To reduce single occupant vehicle trips, winery will require carpooling and/or van pool for employees.
7. Schedule marketing event set up, arrival and departure to occur outside of weekday and Saturday peak traffic periods.
8. Placement of signage at the entrance of the facility when the maximum daily limit of drop-in visitation has been reached which indicates that daily visitation limit has been reached.
9. Off-site shuttle service to occur for events larger than 150 persons.

These mitigation measures will ensure the project does not contribute significantly or further exasperate unacceptable traffic conditions on Highway 29. The left turn lane will support traffic circulation from Silverado Trail by providing a safe haven for vehicles entering Wheeler Lane from westbound Zinfandel Lane (accessed from Silverado Trail). Informing/educating employees and visitors, including installation of signage, directing drivers to access the site from Silverado Trail will reduce the number of vehicles approaching/departing the site via Zinfandel Lane/Highway 29. Project additions to employees, visitors and marketing events will increase traffic by 77 daily trips on weekdays and 160 daily trips on Saturday. These volume increases occur over the day during periods of both congestion and free flowing traffic. Generally, the road network has ample capacity outside of peak afternoon periods. Likewise, unacceptable levels of service occur on Highway 29 during peak periods when Silverado Trail and Zinfandel Lane continue to operate at acceptable levels of service. The proposed mitigation measures will shift trips out of peak periods and away from the congested roadway. The mitigation measures also apply to the development in its entirety, and not just the proposed increase. Therefore, the mitigation measures will not only reduce vehicles trips resulting from the proposed additional employees, visitors and marketing events, but they will reduce vehicle trips resulting from existing, previously entitled levels of employment, deliveries, visitation and marketing.

- c. The project is not located within the vicinity of any public or private airports and will not have any impact on air traffic patterns.
- d.-e. The project involves only minimal alterations to the existing on-site circulation system consisting of striping additional parking and installation of a parking lot expansion of the existing visitor parking lot. The existing development presently meets all emergency access requirements and the proposed improvements, such as the outdoor visitation area, will comply with emergency access requirements. The required left turn lane on Zinfandel Lane will meet County standards and is necessary to continue compliance for adequate emergency access. No hazardous situations will be created as a result of the project.
- f. The project includes 80 existing automotive parking spaces, plus bicycle parking spaces, the proposal requests construction of 50 new spaces, for a total of 130. The Department of Public Works has reviewed the proposed layout and has recommended approval based on standard conditions of approval as noted in their memorandum dated March 19, 2012. County zoning requirements do not prescribe a set number of parking spaces for winery uses. The ordinance states that required number of spaces will be determined in concert with use permit approval. In general, this provision of code allows for decision makers to determine an appropriate balance between providing sufficient parking for day-to-day capacity while not over building

parking for peak intensity activities such as large marketing events and large temporary events. In keeping with past practices on winery development, the applicant has requested that larger events be served by valet parking within work areas, drive aisles and vineyard rows. In addition, the applicant has agreed to use off-site parking and shuttle services for such events. Thus, the parking areas for the project have been sized to meet the day-to-day needs for general visitation and employees without being oversized (and commensurately affecting agricultural resources) for larger, less frequency activities.

- g. The proposed project includes new bike parking facilities and does not conflict with any policies or plans supporting alternative transportation. The project includes an electric vehicle charging station.

Mitigation Measure(s):

XVI.1 - Prior to the increase visitation or marketing requested with use permit modification P11-00156-MOD, the permittee shall install a left hand turn lane on Zinfandel Lane at Wheeler Lane. The turn land shall be constructed and installed as per Napa County Roads and Street Standards, and shall be subject to review, approval and inspection by the County Engineering.

XVI.2 - Prior to the increase employee levels, visitation or marketing requested with use permit modification P11-00156-MOD, the permittee shall implement the follow transportation demand management programs, subject to review and approval by the Director of Planning, Building and Environmental Services:

- A. Implementation of a program to inform employees of the traffic congestion issue at State Route 29 / Zinfandel and education/encourage employees to utilize Silverado Trail to access Zinfandel Lane.
- B. Implementation of measures, such as signage, tasting room information handouts, education of tasting room staff, internet content, etc. to inform/educate/encourage visitors to utilize Silverado Trial to access Zinfandel Lane.
- C. Mandatory scheduling of commencement and conclusion of by-appointment visitation to occur outside of peak traffic periods between 4:00 and 6:00 p.m. weekdays, and noon to 2:00 p.m. on Saturdays.
- D. Scheduling of employee work shifts to commence and conclude outside of peak periods between 4:00 and 6:00 p.m. weekdays, and noon to 2:00 p.m. on Saturdays.
- E. To reduce single occupant vehicle trips, winery will require carpooling and/or van pool for employees.
- F. Schedule marketing event set up, arrival and departure to occur outside of weekday and Saturday peak traffic periods.
- G. Placement of signage at the entrance of the facility when the maximum daily limit of drop-in visitation has been reached which indicates that daily visitation limit has been reached.
- H. Use of off-site shuttle service to occur for events larger than 150 persons.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

- a.-b. The project impacts have been evaluated by the Department of Environmental Management (DEM). To satisfy the DEM phased improvements will need to be executed which include connecting additional irrigation, expanding an additional pond, and upgrading the system. As conditioned this project will not result in a significant impact.
- c. The project will ultimately discharge stormwater into an approved storm drainage system designed to accommodate the drainage from this site. The applicant will be required to obtain a stormwater permit from the Regional Water Quality Control Board, via a program which is administered by the County Department of Public Works. The Department of Public Works will incorporate conditions of approval requiring that the drainage system be designed to avoid diversion or concentration of storm water runoff onto adjacent properties. Environmental impacts related to the connection to the existing draining facilities will be less than significant.
- d. According to the information provided by the applicant, the proposed facilities would require 55,595 of water, well below the 19,785,698 gallon threshold for this property.
- e. See "b" above.
- f. The proposed project will be served by a landfill with sufficient capacity to meet the projects demands. No significant impact will occur from the disposal of solid waste generated by the proposed project.
- g. The proposed project will comply with federal, state, and local statutes and regulations related to solid waste.

Mitigation Measure(s): None are required.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a. No historic or prehistoric resources are anticipated to be affected by the proposed project. The project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
- b. As discussed above the project does not have impacts that are individually limited, but cumulatively considerable with mitigation. The project will result in additional traffic entering and exiting SR 29-128 but as mitigated the trips will occur in a protected left turn lane. Under the Napa County General Plan, traffic volumes are projected to increase and will be caused by a combination of locally generated traffic and as well as general regional growth. The General Plan EIR indicates that much of the forecasted increased in traffic on the arterial roadway network will result from traffic generated outside of the county. The proposed project will contribute a small amount toward this general overall increase in traffic congestion. The General Plan EIR indicates that several roadway segments are presently operating at unsatisfactory levels and additional roadway segments will reach unsatisfactory levels in the future. Thus, although the project’s contribution to these known and forecasted significant cumulative traffic impacts are minimal, the project’s contribution is considered cumulative significant and mitigation measures as set forth in Section XVI, Transportation, above are necessary to reduce the project’s contribution to a less-than-significant level.

The project’s contribution to air pollution and green house gas emissions are primarily caused by new vehicle trips. However, the proposed additional traffic is quite minimal when considered in the context of the overall air basin, and as discussed above in Sections III and VII, and will not result in a discernible change of air quality, nor contribute significantly to potential cumulative air quality impacts.

- c. Having thoroughly reviewed the project and completed the above initial study, as mitigated herein, we find no environmental impacts that will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measure(s):

See Transportation Mitigation Measures in Section XVI above.