

“D”

Initial Study/  
Mitigated Negative Declaration

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

**Initial Study Checklist**  
(form updated October 2016)

1. **Project Title:** Behrens Family Winery, Use Permit Major Modification #P15-00203 & Variance # P15-00341
2. **Property Owner:** Les Behrens and Lisa Drinkward; 4078 Spring Mountain Road, Saint Helena, CA 94574; (707) 963-1774
3. **Representative:** Jon Webb, 1113 Hunt Avenue, Saint Helena, CA 94574; (707) 963-1217
4. **County Contact Person, Phone Number and email:** Jason R. Hade, AICP, Planner III; (707) 259-8757; jason.hade@countyofnapa.org
5. **Project Location and APN:** The project is located on a 20 acre parcel, within the AW (Agricultural Watershed) zoning district on the north side of Spring Mountain Road, approximately 4.5 miles northwest of its intersection with Madrona Avenue; 4078 Spring Mountain Road, Saint Helena CA; APN: 020-300-035.
6. **General Plan Description:** Agriculture, Watershed, and Open Space (AWOS) Designation
7. **Zoning:** Agricultural Watershed (AW) District
8. **Background/Project History:** Use Permit #97433-UP was approved by the Planning Commission on June 3, 1998 and authorized the construction of a 10,000 gallon per year winery with no employees, no retail sales, and tours and tastings limited to wine trade personnel only by prior appointment. No on-site marketing activities were approved. The permit also authorized the construction of a 2,000 square foot structure for barrel storage and bottling and a 2,800 square foot open work area.

The existing parcel consists of 0.6 acres of vineyards. Remaining grapes for current and proposed production would continue to come from grape growing contracts ensuring compliance with the County's 75 percent rule. According to the applicant, approximately 86 percent of the approximately 70,000 tons of grapes purchased in 2015 were from Napa County. The site also includes an existing 1,600 square foot winery building, 400 square foot covered crush pad, 700 square foot crushing and fermenting barn, 2,800 square feet of uncovered outdoor work area, 100 square foot bathroom building, residence, two residential cut and cover structures (not a part of the winery), and a paved parking area with seven parking spaces. Other site improvements consist of a septic system, two existing 10,500 gallon water storage tanks, a paved driveway to Spring Mountain Road, and (1) well.

A code case was opened on October 8, 2014 and a Notice and Order dated November 15, 2014 was sent to the applicant identifying the following code violations: construction of the barrel and fermenting tank storage building; winery addition bottle storage building; three metal shade structures with electrical lighting; garden walls; detached bathrooms; chicken coop; and outdoor kitchen without building permits. Additional violations included visitation and marketing to the public in excess of the previously permitted Use Permit limits, expansion of the previously permitted winery development area, and failure of the applicant to submit grape sourcing data and annual wine production information. The applicant ceased all illegal activities upon receipt of the Notice and Order and has worked diligently with staff in the processing of the application to address the code violation issues identified above. If approved, this application would resolve the outstanding code violation issues identified above.

9. **Project Description:** Approval of a Use Permit Major Modification to an existing 10,000 gallon winery to allow the following:
  - a) Increase annual production capacity from 10,000 gallons per year to 20,000 gallons per year;
  - b) Increase the size of the winery building from 1,600 square feet to 3,056 square feet, expand the bathroom building from 100 square feet to 180 square feet, and remove the existing covered crush pad;
  - c) Construct a new two-story 3,000 square foot barrel barn and case goods storage building and 1,083 square foot hospitality building
  - d) Installation of a new 10,500 gallon water storage tank between the two existing water storage tanks;
  - e) Upgrading of the existing wastewater system and associated infrastructure consistent with County code;
  - f) Improvement of the existing driveway to County standards with the exception of the areas outlined in the exception request below;
  - g) Add daily tours and tastings by appointment for a maximum of 32 persons per day, 224 visitors maximum per week;
  - h) Add a Marketing Program as follows:
    - a. Four (4) events per year with a maximum of 20 guests;
    - b. Two (2) events per year with a maximum of 50 guests;
    - c. One (1) event per year with a maximum of 60 guests;

- d. One (1) event per year with a maximum of 100 guests;
- e. All food to be catered; and
- f. Time of day: 10:00 AM to 9:00 PM.
- i) On-premises consumption of wines produced on site in the tasting room, covered porch and outdoor seating area in accordance with Business and Professions Code Sections 23358, 23390 and 23396.5 (AB 2004-Evans Bill);
- j) Increase on-site employees from four (4) to seven (7) employees (five (5) full-time and two (2) part-time);
- k) Hours of operation: 8:00 AM to 10:00 PM (production hours, except during harvest) and 10:00 AM to 3:00 PM (visitation hours), 7-days a week; and
- l) Increase parking spaces from seven (7) to eight (8) spaces;

A Variance application (P15-00341) is requested to allow construction of the proposed hospitality building and bathroom building and expansion of the existing winery building approximately 100 feet within the 300 foot winery setback from the private driveway from Spring Mountain Road which serves one additional parcel to the north of the subject site. The Variance is also required to permit the proposed barrel barn and case goods storage building approximately 50 feet within the 300 foot winery setback and to permit the proposed tank barn and covered crush pad approximately 25 feet within the 300 foot winery setback.

The project also includes a request for an exception to the Napa County Road and Street Standards (RSS). The request proposes an exception to the State Responsibility Area Fire Safe Regulations to allow a reduced roadway width of a single traffic lane with a minimum paved width of 12 feet because of unique features of the natural environment which include steep slopes and mature trees. This segment totals approximately 250 feet in length. The project also requests an exception to allow an average longitudinal slope of 18 percent for a 50 foot section of roadway. The Napa County RSS require two ten (10) foot wide traffic lanes and permit a maximum longitudinal slope of 16 percent.

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

The 20 acre parcel is located on the north side of Spring Mountain Road, approximately 4.5 miles northwest of its intersection with Madrona Avenue and zoned Agricultural Watershed District. A northwest-southeast trending ridgeline traverses the west-central portion of the site with much of the site containing slopes in excess of 30 percent to the northeast, away from this ridgeline. Site topography within the existing and proposed winery development area ranges from 0-15 percent and the soil on site consists of Aiken loam and forward gravelly loam. The parcel is developed with two winery buildings, 0.6 acres of vineyards, a residence, two residential cut and cover structures (not a part of the winery), and a paved parking area. Additional site improvements consist of a septic system, two existing 10,500 gallon water storage tanks, a paved driveway to Spring Mountain Road, and one (1) well.

The surrounding land uses include vineyards, wineries (Barnett Vineyards, Sherwin Family Vineyards, and Ritchie Creek Vineyards) and residential development on large parcels, the nearest of which is approximately 1,350 feet to the southeast of the proposed hospitality building. The project site is located outside the boundaries of the 100 and 500 year flood hazard zones. Native vegetation of the site includes oak woodland and coniferous forest.

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

The project would also require various ministerial approvals by the County, including but not limited to building permits, grading permits, waste disposal permits, and an encroachment permit, in addition to CalFire. Permits may also be required by the Department of Alcoholic Beverage Control and Bureau of Alcohol, Tobacco, & Firearms.

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

**Other Agencies Contacted**

Federal Trade and Taxation Bureau  
Department of Alcoholic Beverage Control

**12. Tribal Cultural Resources. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Assembly Bill 52 (AB 52) Public Resources Code section 21080.3.1? If so, has consultation begun? Invitation for tribal consultation was completed pursuant to AB 52 and no request to initiate consultation was received.**

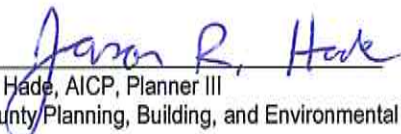
**Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.**

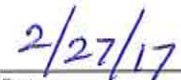
**ENVIRONMENTAL IMPACTS AND BASIS OF CONCLUSIONS:**

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.

  
\_\_\_\_\_  
Jason R. Hade, AICP, Planner III  
Napa County Planning, Building, and Environmental Services

  
\_\_\_\_\_  
Date

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

Discussion:

a-c. Visual resources are those physical features that make up the environment, including landforms, geological features, water, trees and other plants, and elements of the human cultural landscape. A scenic vista, then, would be a publicly accessible vantage point such as a road, park, trail, or scenic overlook from which distant or landscape-scale views of a beautiful or otherwise important assembly of visual resources can be taken-in. As generally described in the **Environmental Setting and Surrounding Land Uses** section, above, this area is defined by a mix of vineyard, winery, and residential uses. The project would not result in substantial damage to scenic resources or substantially degrade the visual character or quality of the site and its surroundings. The project site is developed with two winery buildings, 0.6 acres of vineyards, a residence, two residential cut and cover structures (not a part of the winery), and a paved parking area. Proposed physical improvements as part of the project consist of the expansion of the existing winery and bathroom buildings, construction of a new two-story 3,000 square foot barrel barn and case goods storage building and 1,083 square foot hospitality building, installation of a 10,500 gallon water storage tank, improvement of the existing access road to County standards, and the upgrading of the existing wastewater treatment system. These structures would include a building form to create an agricultural theme consistent with the context of the surrounding project area and would not exceed a height of 30 feet. Materials would include redwood board and bat siding and dark red roofing to match the existing winery building roofing. As identified in the requested variance application, the hospitality and bathroom building structures propose to be set back approximately 100 feet from the centerline of the private roadway while the barrel barn and case goods storage building would be located approximately 50 feet within the 300 foot winery setback and the proposed tank barn and covered crush pad would be constructed approximately 25 feet within the 300 foot winery setback. Although a variance for a reduced setback is requested, parking and structures would be screened from the private roadway, Spring Mountain Road and adjoining properties by existing trees and shrubs. There are no rock outcroppings visible from the road or other designated scenic resources on the property. Although Spring Mountain Road is considered a Viewshed Road, the proposed development would not be visible from this roadway because of topography, existing vegetation, and the distance of the site from Spring Mountain Road via the private access road. There are no rock outcroppings visible from the road or other designated scenic resources on the property. Because there is minimal visual impact from the road, there is a less than significant impact to a scenic vista.

d. The construction of the new structures would result in the installation of additional lighting that may have the potential to impact nighttime views. Although the project is in an area that has existing nighttime lighting, the installation of new sources of nighttime lights may affect nighttime views. Pursuant to standard Napa County conditions of approval for wineries, outdoor lighting would be required to be shielded and directed downwards, with only low level lighting allowed in parking areas. As designed, and as subject to the standard condition of approval, below, the project would not have a significant impact resulting from new sources of outside lighting.

*"All exterior lighting, including landscape lighting, shall be shielded and directed downward, shall be located as low to the ground as possible, shall be the minimum necessary for security, safety, or operations, shall be on timers, 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. Lighting utilized during harvest activities is not subject to this requirement.*

*Prior to issuance of any building permit pursuant to this approval, 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 Planning Division review and approval. All lighting shall comply with the California Building Code."*

**Mitigation Measures:** None required.

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

Discussion:

a/b/e. The project site is designated "Other Land" and would not result in the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Important as shown on the Napa County Important Farmland Map 2002 prepared by the California Department of Conservation District, Division of Land Resource Protection, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed project would not conflict with existing zoning for agricultural uses. There is no existing agricultural contract on the property. The project site currently has 0.6 acres of vineyards and no vineyards would be removed as part of the proposed project. There are no other changes included in this proposal that would result in the conversion of Farmland beyond the immediate project site. General Plan Agricultural Preservation and Land Use policies AG/LU-2 and AG/LU-13 recognize wineries, and any use consistent with the Winery Definition Ordinance and clearly accessory to a winery, as agriculture. As a result, this application would not result in the conversion of special status farmland to a non-agricultural use.

c/d. The project site is zoned Agricultural Watershed (AW), which allows wineries upon grant of a use permit. According to the Napa County Environmental resource maps (based on the following layers – Sensitive Biotic Oak Woodlands, Riparian Woodland Forest and Coniferous Forest) the project site contains woodland or forested areas. However, as shown the project's site plan, these areas would not be disturbed by the proposed development. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

**Mitigation Measures:** None required.

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

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

Discussion:

a-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. These Thresholds are 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 updated CEQA Guidelines (updated May 2012).

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 Thresholds were valid on the merits, but found that the adoption of the Thresholds 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. The Air District has appealed the Alameda County Superior Court's decision. The Court of Appeal of the State of California, First Appellate District, reversed the trial court's decision. The Court of Appeal's decision was appealed to the California Supreme Court, which granted limited review, and the matter is currently pending there.

In view of the trial court's order which remains in place pending final resolution of the case, the Air District is no longer recommending that the Thresholds be used as a generally applicable measure of a project's significant air quality impacts. Lead agencies will need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Although lead agencies may rely on the Air District's updated CEQA Guidelines (updated May 2012) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, the Air District has been ordered to set aside the Thresholds and is no longer recommending that these Thresholds be used as a general measure of project's significant air quality impacts. Lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance and they may continue to make determinations regarding the significance of an individual project's air quality impacts based on the substantial evidence in the record for that project.

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 Air District's 1999 CEQA Guidelines (p.24) 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. The winery trip generation sheet included in the application and Traffic Impact Report prepared for the project calculates the proposed conditions for a typical weekday at approximately 35 total daily trips and 13 PM peak trips. Proposed conditions for a typical Saturday are calculated at 24 total trips and 14 PM peak trips and proposed conditions for a typical Saturday during crush are calculated at 42 total trips.

Vehicle trips generated are significantly below BAAQMD's recommended threshold of 2,000 vehicle trips/day for purposes of performing a detailed air quality analysis. Given the number of vehicle trips generated by this project, compared to the size of the air basin, project related vehicle trips would contribute an insignificant amount of air pollution and would not result in a conflict or obstruction of an air quality plan. 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. In the short term, potential air quality impacts are most likely to result from earthmoving and construction activities required for project construction. Earthmoving and construction emissions would have a temporary effect; consisting mainly of dust generated during grading and other construction activities, exhaust emissions from construction related equipment and vehicles, and relatively minor emissions from paints and other architectural coatings. The Air District recommends incorporating feasible control measures as a means of addressing construction impacts. If the proposed project adhere to these relevant best management practices identified by the Air District and the County's standard conditions of project approval, construction-related impacts are considered less than significant:

*"During all construction activities, the permittee shall comply with the Bay Area Air Quality Management District Basic Construction Best Management Practices, as provided in Table 8-1, May 2011 Updated CEQA Guidelines:*

- a. *Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. The Air District's phone number shall also be visible.*
- b. *All exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) shall be watered two times per day.*
- c. *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- d. *All visible mud or dirt tracked 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.*
- e. *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- f. *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.*
- g. *Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations (CCR)). Clear signage shall be provided for construction workers at all access points.*
- h. *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator."*

Furthermore, while earthmoving and 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 when average wind speeds exceed 20 miles per hour."*

- e. While the Air 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. The closest residence is approximately 1,350 feet from the proposed hospitality building site. Construction-phase pollutants would be reduced to a less than significant level by the above-noted standard condition of approval. The project would not create pollutant concentrations or objectionable odors affecting a substantial number of people. Impacts would be less than significant.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. <b>BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

- a. Native vegetation of the general area consists of oak woodland and coniferous forest. The project site is developed with a winery, residence and vineyards and has little to no natural habitat where the project improvements are proposed. The proposed improvements will not require will generally occur in areas previously disturbed and developed. Construction during the nesting season of February 1 to July 9 has the potential to impact Northern Spotted Owls (NSO) within potentially suitable habitat at the project site. Potential habitat area is primarily within the sloped undisturbed oak woodland and coniferous forest areas of the site. Accordingly, the mitigation measure identified below shall be implemented. The implementation of mitigation measure BIO-1 would reduce potentially significant impacts to a level of less than significant.
- b. There are no existing creeks or creek-crossings on the site. No encroachments or construction is proposed as part of this project that would have impacts on designated riparian habitats or other sensitive natural communities. Therefore, less than significant impacts would occur.
- c. Napa County Environmental Sensitivity Maps and the Baseline Data Report (Chapter 15. Surface Water Hydrology, Map 15-6, Land Cover) do not indicate the presence of any wetlands or potential wetlands within the project boundary. The project would not result in substantial impacts to federally protected or potentially sensitive wetlands as these resources are not present at the site. No impacts would occur.
- d. The site is developed with an existing 0.6 acre vineyard, residence, and winery buildings. Therefore, the proposed project would not interfere 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. No wildlife corridors are present at the subject site. Impacts would be less than significant.
- e. According to the road exception request site plan, approximately 89 Douglas fir and Madrone trees would be removed for the proposed driveway improvements. However, granting of the road exception request would reduce the number of mature trees required for removal. None of the identified tree species to be removed are currently considered sensitive, of special status or limited distribution within the County's General Plan. Impacts would be less than significant.
- f. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plans, Natural Community Conservation Plans or other approved local, regional or state habitat conservation plans because there are no plans applicable to the subject site. No impacts would occur.

**Mitigation Measure:**

MM BIO-1: Prior to commencement of vegetation removal and earth-disturbing activities during nesting season from February 1 to July 9, a qualified wildlife biologist shall conduct preconstruction surveys for Northern Spotted Owls within 500-feet of earthmoving activities. The preconstruction survey shall be conducted no more than 14 days prior to vegetation removal and ground disturbing activities are to commence. A copy of the survey shall be provided to the County Planning Division and the Department of Fish and Wildlife (DFW) prior to commencement of work. If Northern Spotted Owls are found during preconstruction survey, a 500-foot no-disturbance buffer shall be created around active owl sites. These buffer zones may be modified in coordination with DFW based on existing conditions at the project site. Buffer zones shall be incorporated into the project plans and maintained for the duration of the project. If a 15 day or greater lapse of project-related work occurs, another pre-construction survey and consultation with DFW shall be required before project work can be reinitiated.

No surveys shall be required if construction activity occurs outside of the nesting season from February 1 to July 9.

**Monitoring:** If construction activity is to occur during the nesting season from February 1 to July 9, the pre-construction survey prepared by a qualified wildlife biologist shall be submitted to Planning Division staff prior to issuance of the grading permit.

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

Discussion:

a-c. According to the Napa County Environmental Resource Maps (based on the following layers – Historical sites points & lines, Archaeology surveys, sites, sensitive areas, and flags) no historic sites have been identified on the property. Invitation for tribal consultation was completed pursuant to AB 52 and no consultation requests were received. However, if resources are found during any earth disturbing activities associated with the project, construction of the project is required to cease, and a qualified archaeologist would 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 construction, work shall cease in a 100-foot radius surrounding the area of discovery. The permittee shall contact the PBES Department 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 shall be contacted by the permittee 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 and no information has been encountered that would indicate that this project would encounter human remains. Most construction activities would occur on previously disturbed portions of the site. However, if resources are found during project grading, construction of the project is required to cease, and a qualified archaeologist would be retained to investigate the site in accordance with standard condition of approval noted above. Impacts would be less than significant.

**Mitigation Measures:** None required.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI.	<b>GEOLOGY AND SOILS.</b> Would the project:				
	a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil creating substantial risks to life or property? Expansive soil is defined as soil having an expansive index greater than 20, as determined in accordance with ASTM (American Society of Testing and Materials) D 4829.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

a.

- i.) There are no known faults on the project site as shown on the most recent Alquist-Priolo Earthquake Fault Zoning Map. As such, the proposed project would result in a less than significant impact with regards to rupturing a known fault.
- ii.) All areas of the Bay Area are subject to strong seismic ground shaking. Construction of the project would be required to comply with the latest building standards and codes, including the California Building Code which would reduce any potential impacts to a less than significant level.
- 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 editions of the California Building Code for seismic stability would result in less than significant impacts.
- iv.) According to the Napa County Environmental Resource Maps (Landslides line, polygon, and geology layers) there are no landslide deposits in the proposed development area.

b. The proposed improvements would occur on slopes of 15 percent or less. Based upon the Soil Survey of Napa County, prepared by the United States Department of Agriculture (USDA), the soils on site are comprised of Aiken loam (15 to 30 percent slopes) and forward gravelly loam (30 to 75 percent slopes). The applicant has submitted a Stormwater Control plan as part of their application, which was reviewed and approved by the Engineering Division. The project would require incorporation of best management practices and would be subject to the Napa County Stormwater Ordinance which addresses sediment and erosion control measures and dust control, as applicable. Impacts would be less than significant.

c/d. According to preliminary geologic mapping of the Calistoga Quadrangle performed by the California Geologic Survey (CGS-2004), the property is underlain by early tertiary assemblages deposits. Based on the Napa County Environmental Sensitivity Maps (liquefaction layer) the project site has a very low susceptibility for liquefaction on the entirety of the property. Development would be required to comply with the latest building standards and codes, including the California Building Code that would reduce any potential impacts to a less than significant level.

e. According to the Onsite Wastewater Disposal Feasibility Study prepared by Applied Civil Engineering on June 9, 2015, the project site and proposed system has adequate disposal capacity to serve the project. The study concluded that "wastewater flows associated with the proposed Use Permit Modification will exceed the capacity of the existing wastewater system. However, by separating the winery process waste stream from the sanitary waste stream and installing pretreatment, the existing leach field can handle the sanitary wastewater from the winery facility and two bedroom residence. The winery process wastewater can be handled either via hold and haul or via pretreatment and irrigation/land application" (*Onsite Wastewater Disposal Feasibility Study, 2015*). Anticipated truck trips from the hold and haul option

noted above are evaluated within **Section XVI**, Transportation/Traffic. The Division of Environmental Health reviewed this report and concurred with its findings. Impacts would be less than significant.

**Mitigation Measures:** None required.

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

Discussion:

Napa County has been working to develop a Climate Action Plan (CAP) for several years. In 2012, a Draft CAP (March 2012) was recommended using the emissions checklist in the Draft CAP, on a trial basis, to determine potential greenhouse gas (GHG) emissions associated with project development and operation. At the December 11, 2012, Napa County Board of Supervisors (BOS) hearing, the BOS considered adoption of the proposed CAP. In addition to reducing Napa County's GHG emissions, the proposed plan was intended to address compliance with CEQA for projects reviewed by the County and to lay the foundation for development of a local offset program. While the BOS acknowledged the plan's objectives, the BOS requested that the CAP be revised to better address transportation-related greenhouse gas, to acknowledge and credit past accomplishments and voluntary efforts, and to allow more time for establishment of a cost-effective local offset program. The Board also requested that best management practices be applied and considered when reviewing projects until a revised CAP is adopted to ensure that projects address the County's policy goal related to reducing GHG emissions.

In July 2015, the County re-commenced preparation of the CAP to: i) account for present day conditions and modeling assumptions (such as but not limited to methods, emission factors, and data sources), ii) address the concerns with the previous CAP effort as outlined above, iii) meet applicable State requirements, and iv) result in a functional and legally defensible CAP. On April 13, 2016 the County, as the part of the first phase of development and preparation of the CAP, released Final Technical Memorandum #1: 2014 Greenhouse Gas Emissions Inventory and Forecast, April 13, 2016. This initial phase included: i) updating the unincorporated County's community-wide GHG emissions inventory to 2014, and ii) preparing new GHG emissions forecasts for the 2020, 2030, and 2050 horizons. Additional information on the County CAP can be obtained at the Napa County Department of Planning, Building and Environmental Services or <http://www.countyofnapa.org/CAP/>.

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

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

In 2011, the Bay Area Air Quality Management District (BAAQMD) released California Environmental Quality Act (CEQA) Project Screening Criteria and Significance of Thresholds [1,100 metric tons per year (MT) of carbon dioxide and carbon dioxide equivalents (CO<sub>2</sub>e)]. This threshold of significance is appropriate for evaluating projects in 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). (Note: Pursuant to State CEQA Guidelines Section 15183, because this initial study assesses a project that is consistent with an adopted General Plan for which an environmental impact report (EIR) was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed.)

For the purposes of this analysis potential GHG emissions associated with winery 'construction' and 'development' and with 'ongoing' winery operations have been discussed.

GHGs are the atmospheric gases whose absorption of solar radiation is responsible for the greenhouse effect, including carbon dioxide, methane, ozone, and the fluorocarbons, that contribute to climate change (a widely accepted theory/science explain human effects on the atmosphere). Carbon Dioxide (CO<sub>2</sub>) gas, the principal greenhouse gas (GHG) being emitted by human activities, and whose concentration in the atmosphere is most affected by human activity, also serves as the reference gas to compare other greenhouse gases. Agricultural sources of carbon emissions include forest clearing, land-use changes, biomass burning, and farm equipment and management activity emissions ([http://www.climatechange.ca.gov/glossary/letter\\_c.html](http://www.climatechange.ca.gov/glossary/letter_c.html)). Equivalent Carbon Dioxide (CO<sub>2</sub>e) is the most commonly reported type of GHG emission and a way to get one number that approximates total emissions from all the different gasses that contribute to GHG (BAAMD CEQA Air Quality Guidelines, May 2012). In this case, carbon dioxide (CO<sub>2</sub>) is used as the reference atom/compound to obtain atmospheric carbon CO<sub>2</sub> effects of GHG. Carbon stocks are converted to carbon dioxide equivalents (CO<sub>2</sub>e) by multiplying the carbon total by 44/12 (or 3.67), which is the ratio of the atomic mass of a carbon dioxide molecule to the atomic mass of a carbon atom (<http://www.nciasi2.org/COLE/index.html>).

One time "Construction Emissions" associated with the winery development project includes: i) the carbon stocks that are lost (or released) when existing vegetation is removed and soil is ripped in preparation for the new winery structure and associated infrastructure; and ii) emissions associated with the energy used to develop and prepare the project area and construct the winery, including construction equipment and worker vehicle trips (hereinafter referred to as Equipment Emissions). These emissions also include underground carbon stocks (or Soil carbon) associated with the existing vegetation that is proposed to be removed.

In addition to the one time Construction Emissions, "Operational Emissions" of the winery are also considered and include: i) any reduction in the amount of carbon sequestered by existing vegetation that is removed as part of the project compared to a "no project" scenario (hereinafter referred to as Operational Sequestration Emissions); and ii) ongoing emissions from the energy used to maintain and operate the winery, including vehicle trips associated with employee and visitor trips (hereinafter referred to as Operational Emissions). See Section XVI, Transportation/Traffic, for anticipated number of operational trips. Operational Emissions from the proposed winery would be the primary source of emissions over the long-term when compared to one time construction emissions.

The proposed project has been evaluated against the BAAQMD thresholds Table 3-1 (Operational GHG Screening Level Sizes). Because approximately 7,319 square feet of floor area including a 605 square foot tasting room is proposed when compared to the BAAQMD's GHG screening criteria of 121,000 sf for general industrial, and compared to the BAAQMD's screening criterion of 9,000 sf. for high quality restaurant, the project was determined not to exceed the 1,100 MT of CO<sub>2</sub>e/yr GHG threshold of significance.

Furthermore, the applicant proposes to incorporate additional GHG reduction methods including: planting of additional trees; incorporation of alternative fuel and electric vehicles in the winery's fleet; development of a Transportation Demand Management plan; solar hot water heating; energy conserving lighting; installation of cool roofs; bicycle incentives; installation of water efficient fixtures; low impact development; installation of water efficient landscaping; recycling 75 percent of all waste; composting 75 percent of food and garden material; implementing a sustainable purchasing and shipping program; planting of shade trees within 40 feet of the south side of building elevations; installation of electric vehicle charging stations; site design to take advantage of opportunities for natural heating and cooling; minimizing tree removal and grading; use of recycled materials; local food production; education to staff and visitors on sustainable practices; use of 70 to 80 percent cover crop; and avoiding the burning of pruned material on site.

The proposed project has been evaluated against the BAAQMD thresholds and determined that the project would not exceed the 1,100 MT/yr of CO<sub>2</sub>e. GHG Emission reductions from local programs and project level actions, such as application of the Cal Green Building Code, tightened vehicle fuel efficiency standards, and more project-specific on-site programs including those winery features noted above would combine to further reduce emissions below BAAQMD thresholds.

As indicated above the County is currently preparing a CAP and as the part of the first phase of development and preparation of the CAP has released Final Technical Memorandum #1 (2014 Greenhouse Gas Emissions Inventory and Forecast, April 13, 2016). Table 1 of the Technical Memorandum indicates that 2% of the County's GHG emissions in 2014 were a result of land use change.

The increase in emissions expected as a result of the project would 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 required.

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

Discussion:

- a. The proposed project would not involve the transport of hazardous materials other than those small amounts utilized in typical winery operations. A Business Plan would be filed with the Environmental Health Division should hazardous materials reach reportable levels. Impacts would be less than significant.
- b. Hazardous materials such as diesel, maintenance fluids, and paints would be used onsite during construction. Should they be stored onsite, these materials would be stored in secure locations to reduce the potential for upset or accident conditions. The proposed project consists of a modification to an existing winery that would not be expected to use any substantial quantities of hazardous materials. Therefore, it would not be reasonable for the proposed project to create upset or accident conditions that involve the release of hazardous materials into the environments. Impacts would be less than significant.
- c. There are no schools located within one-quarter mile from the proposed project site. According to Google Earth, the nearest school to the project site is Robert Louis Stevenson Middle School, located approximately 4.75 miles to the southeast. No impacts would occur.
- d. Based on a search of the California Department of Toxic Substances Control database, the project site does not contain any known EPA National Priority List sites, State response sites, voluntary cleanup sites, or any school cleanup sites. No impact would occur as the project site is not on any known list of hazardous materials sites.
- e. No impact would occur as the project site is not located within an airport land use plan.
- f. No impact would occur as the project site is not located within the vicinity of any private airports.

- g. The proposed access driveway improvements meet Napa County Road and Street Standards except for the sections described below. The project includes a request for an exception to the Napa County Road and Street Standards (RSS). The request proposes an exception to the State Responsibility Area Fire Safe Regulations to allow a reduced roadway width of a single traffic lane with a minimum paved width of 12 feet because of unique features of the natural environment which include steep slopes and mature trees. This segment totals approximately 250 feet in length. The project also requests an exception to allow an average longitudinal slope of 18 percent for a 50 foot section of roadway. The Napa County RSS require two ten (10) foot wide traffic lanes and permit a maximum longitudinal slope of 16 percent. The project has been reviewed by the County Fire Department and Engineering Services Division and found acceptable, as conditioned. Therefore, the proposed winery would not obstruct emergency vehicle access and impacts would be less than significant.
- h. The project would not increase exposure of people and/or structures to a significant loss, injury or death involving wild land fires. The project currently complies and would continue to comply with current California Department of Forestry and California Building Code requirements for fire safety. Impacts would be less than significant.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. <b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

On January 14, 2014 Governor Jerry Brown declared a drought emergency in the state of California. That declaration was followed up on April 1, 2015 when the Governor directed the State Water Resources Control Board to implement mandatory water reductions in cities and towns across California to reduce water usage by 25 percent. These water restrictions do not apply to agricultural users. At this time the County of Napa has not adopted or implemented any additional 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, and 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 are 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 understand 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 and adopted by the Board. The recommendations included the goal of developing sustainability objectives, provided a definition, explained the shared responsibility for Groundwater Sustainability and the important role monitoring as a means to achieving groundwater sustainability.

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 Luthorff 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 the Western Mountains subarea of Napa County according to the Napa County Groundwater Monitoring Plan 2013. The County has no record of problems or complaints of diminished groundwater supplies at the project site or in the general vicinity. The applicant has not experienced any issues with the availability of groundwater.

Minimum thresholds for water use have been established by the Department of Public Works using reports by the United States Geological Survey (USGS) and the studies prepared by LSCE. These reports are the result of water resources investigations performed by the USGS in cooperation with the Napa County Flood Control and Water Conservation District. Any project which reduces water usage or any water usage which is at or below the established threshold is assumed not to have a significant effect on groundwater levels. The project is categorized as "all other areas" based upon current County Water Availability Analysis policies and therefore water use criteria is parcel specific based upon a Tier 2 analysis. A Tier 2 analysis was completed by Richard C. Slade & Associates on January 16, 2016 which included a parcel specific recharge evaluation. According to the recharge evaluation, "groundwater recharge at the subject property on a long-term average annual basis is estimated to be 7.6 AF/YR" (*Results of Napa County Tier 1 Water Availability Analysis, 2016*).

a/b. The project would not violate any water quality standards or waste discharge requirements nor substantially deplete local groundwater supplies. According to the Onsite Wastewater Disposal Feasibility Study prepared by Applied Civil Engineering on June 9, 2015, the project site and proposed system has adequate disposal capacity to serve the project. The Division of Environmental Health reviewed this report and concurred with its findings.

The project is not expected to violate any water quality standards or waste discharge requirements nor substantially deplete local groundwater supplies. The facility's domestic water system is classified as transient, non-community and is managed by employees of the winery. There is one (1) well on site. According to the Water Availability Analysis (WAA) prepared by Richard C. Slade & Associates, the well was drilled in 1999, has a depth of 625 feet and a yield of 5 gpm (*Results of Napa County Tier 1 Water Availability Analysis, 2016*). As previously noted, the applicant submitted a combined Tier 1 & 2 WAA completed by Richard C. Slade & Associates on January 16, 2016 showing the projected water use for the project is 1.59 AF/YR. Existing water use for the facility is 1.21 AF/YR. The analysis concluded that anticipated total water demand for the project site would be 1.59 AF/YR representing a 0.38 AF/YR increase of the existing water demand. The parcel water demand can be met with the existing on site well operating for nine hours per day at 5 gpm. Therefore, the impacts from the project would be less than significant and no further analysis is needed. Below is a table that details each source of existing and proposed water use:

Usage Type	Existing Usage	Proposed Usage
------------	----------------	----------------



Vineyard Irrigation	0.18	0.18
Winery		
Wine Production	0.215	0.430
Landscape Irrigation	0.25	0.25
Employees	0.067	0.118
Visitors	0.0	0.108
Events	0.0	0.007
Residence	0.50	0.50
Net Use (Acre-ft per Year)	1.21	1.59

The estimated groundwater demand of 1.59 AF/YR, represents an increase of 0.38 AF/YR over the existing condition. The winery, as part of its entitlement would include the County's standard condition of approval requiring well monitoring as well as the potential to modify/alter permitted uses on site should groundwater resources become insufficient to supply the use.

In response to regional drought and the general Statewide need to protect groundwater resources, the Governor enacted new legislation requiring local governments to monitor and management groundwater resources. Napa County's prior work on the Napa Valley Groundwater Management Plan provides a strong foundation for Napa County to comply with this State mandated monitoring and management objective. As a direct result, the project site is now subject to this new legislation requiring local agencies to monitor groundwater use. Assembly Bill - AB 1739 by Assembly member Roger Dickinson (D-Sacramento) and Senate Bills 1168 and 1319 by Senator Fran Pavley (D-Agoura Hills) establish a framework for sustainable, local groundwater management for the first time in California history. The legislation requires local agencies to tailor sustainable groundwater plans to their regional economic and environmental needs. The legislation prioritizes groundwater basin management Statewide, which includes the Napa Valley/Napa River Drainage Basin, and sets a timeline for implementation of the following:

- By 2017, local groundwater management agencies must be identified;
- By 2020, overdrafted groundwater basins must have sustainability plans;
- By 2022, other high and medium priority basins not currently in overdraft must have sustainability plans; and
- By 2040, all high and medium priority groundwater basins must achieve sustainability.

The State has classified the Napa River Drainage Basin as a medium priority resource. Additionally, the legislation provides measurable objectives and milestones to reach sustainability and a State role of limited intervention when local agencies are unable or unwilling to adopt sustainable management plans. Napa County supports this legislation and has begun the process of developing a local groundwater management agency which is anticipated to be in place and functioning within the timeline prescribed by the State.

The proposed project would result in a modest increase on the demand of ground water supplies and therefore would not interfere with groundwater recharge or lowering of the local groundwater level. The nearest offsite wells are located approximately 820 feet northeast and 1,520 southwest, respectively from the existing on-site well (*Results of Napa County Tier 1 Water Availability Analysis, 2016*). According to Napa County environmental resource mapping (*Water Deficient Areas/Storage Areas*), the project site is not located within a water deficient area and the County is not aware of, nor has it received any reports of groundwater deficiencies in the area.

- c-d. The project would not substantially alter the drainage pattern on site or cause a significant increase in erosion or siltation on or off the cultivated agricultural vineyard site. Impacts would be less than significant.
- e. The preliminary grading and drainage plan and stormwater control plan have been reviewed by the Engineering Division. As conditioned, impacts would be less than significant.
- f. Laboratory testing was performed for a limited number of water quality analyses on February 19, 2015 from a groundwater sample collected from the on-site well. No water quality issues were noted. A review of all parcels within 500-feet of the subject site's property line was conducted to identify any potential hazardous spills and none were identified. Impacts from the project to water quality would be less than significant.
- g/h. No portion of the project site is located within the FEMA-designated 100-year floodplain. No impact would occur.
- i/j. The parcel is not located in an area that is subject to inundation by tsunamis, seiches, or mudflows. Impacts would be less than significant.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
X. <b>LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a-c. The project would not occur within an established community, nor would it result in the division of an established community.

The project complies with the Napa County Code and all other applicable regulations with the exception of a Variance application (P15-00341) requested to allow construction of the proposed hospitality building and bathroom building and expansion of the existing winery building approximately 100 feet within the 300 foot winery setback from the private driveway from Spring Mountain Road which serves one additional parcel to the north of the subject site. The Variance is also required to permit the proposed barrel barn and case goods storage building approximately 50 feet within the 300 foot winery setback and to permit the proposed tank barn and covered crush pad approximately 25 feet within the 300 foot winery setback. As shown on the "Property Map and Setback Map" exhibit prepared by Albion Surveys on October 12, 2015, strict application of the required setbacks would require expansion of the previously disturbed area resulting in grading on slopes in excess of 30 percent and the removal of mature trees. The subject parcel is located in the AW (Agricultural Watershed) zoning district, which allows wineries and uses accessory to wineries subject to use permit approval. The proposed project is 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 consistent with the Napa County General Plan.

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

The General Plan includes two policies requiring wineries to be designed generally of a high architectural quality for the site and its surroundings. There are no applicable habitat conservation plans or natural community conservation plans applicable to the property. No impacts would occur.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. <b>MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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. No impacts would occur.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. <b>NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 project would result in a temporary increase in noise levels during grading and construction of the proposed winery buildings and access road improvements. Construction activities would be limited to daylight hours using properly muffled vehicles. Noise generated during this time is not anticipated to be significant. As such, the project would not result in potentially significant temporary construction noise impacts or operational impacts. Because the nearest residence to the project site is approximately 1,350 feet to the southeast of the subject site, there is a low potential for impacts related to construction noise to result in a significant impact. Further, construction activities would occur during the period of 7am-7pm on weekdays, during normal hours of human activity. All construction activities would be conducted in compliance with the Napa County Noise Ordinance (Napa County Code Chapter 8.16). The proposed project would not result in long-term significant construction noise impacts. Conditions of approval would require construction activities to be limited to daylight hours, vehicles to be muffled, and backup alarms adjusted to the lowest allowable levels. Impacts would be less than significant.

c/d. Noise from winery operations is generally limited and intermittent, meaning the sound level can vary over the course of the year, depending on the activities at the winery. The primary noise-generating activities are equipment associated with wineries include refrigeration equipment, bottling equipment, barrel washing, de-stemmer and press activities occurring during the harvest crush season, and delivery and delivery trucks and other vehicles. Community noise is commonly described in terms of the "ambient" noise level which is defined as the all-encompassing noise level associated with a given noise environment. The Napa County General Plan EIR indicates the average, or equivalent, sound level (Leq) for winery activities is 51dBA in the morning and 41dBA in the afternoon. Audibility of a new noise

source and/or increase in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

The standard conditions of approval require that any exterior winery equipment be enclosed or muffled and maintained so as not to create a noise disturbance in accordance with the Napa County Code. The proposed marketing activities could create additional noise impacts, with the submitted marketing plan including eight (8) events on an annual basis with the largest events permitting up to 100 guests. The Napa County Noise Ordinance, which was adopted in 1984, sets the maximum permissible received sound level for a residence in a rural area as 45 dBA between the hours of 10 p.m. and 7 a.m. While the 45 dBA limitation is strict (45 dBA is roughly equivalent to the sound generated by a quiet conversation), the area surrounding the subject property is developed, with large lot residential uses and vineyards with the nearest residence located approximately 1,350 feet from the site. The potential for the creation of significant noise from visitation is significantly reduced, since the tasting area is predominantly within the winery (hospitality building) itself. Continuing enforcement of Napa County's Noise Ordinance by the Division of Environmental Health and the Napa County Sheriff, including the prohibition against amplified music, should further ensure that marketing events and other winery activities do not create a significant noise impact. Events and non-amplified music, including clean-up are required to finish by 10:00 p.m. The proposed project would not result in long-term significant permanent noise impacts.

e/f. The project site is not located within an airport land use plan or the vicinity of a private airstrip. No impacts would occur.

**Mitigation Measures:** None required.

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

Discussion:

a. Staffing for the winery would include up to a maximum of five (5) full-time and two (2) part-time employees. The subject application proposes three additional employees representing an increase of three employees over the existing conditions. The Association of Bay Area Governments' *Projections 2003* figures indicate that the total population of Napa County is projected to increase some 23% by the year 2030 (*Napa County Baseline Data Report*, November 30, 2005). Additionally, the County's *Baseline Data Report* indicates that total housing units currently programmed in county and municipal housing elements exceed ABAG growth projections by approximately 15%. The three (3) additional employees which are part of this project could lead to minor population growth in Napa County. Relative to the County's projected low to moderate growth rate and overall adequate programmed housing supply that population growth does not raise to a level of environmental significance. In addition, the project would be subject to the County's housing impact mitigation fee, which provides funding to meet local housing needs.

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 environment 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 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. This application would not displace a substantial volume of existing housing or a substantial number of people and would not necessitate the construction of replacement housing elsewhere. No impacts would occur.

**Mitigation Measures:** None required.

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

Discussion:

- a. Public services are currently provided to the project area and the additional demand placed on existing services as a result of the proposed project would be minimal. Fire protection measures would be required as part of the development pursuant to Napa County Fire Marshall conditions and there would be no foreseeable impact to emergency response times with compliance with these conditions of approval. The Fire Department and Engineering Services Division have reviewed the application and recommend approval, as conditioned. School impact fees, which assist local school districts with capacity building measures, would be levied pursuant to building permit submittal. The proposed project would have minimal impact on public parks as no residences are proposed. Impacts to public services would be less than significant.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. <b>RECREATION.</b> Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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. The project would not significantly increase use of existing park or recreational facilities based on its limited scope. Impacts would be less than significant.
- b. No recreational facilities are proposed as part of the project. No impact would occur.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVI. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with General Plan Policy CIR-23, which requires new uses to meet their anticipated parking demand, but to avoid providing excess parking which could stimulate unnecessary vehicle trips or activity exceeding the site's capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. The project site is located along a private driveway on the north side of Spring Mountain Road approximately 6.3 miles west of the State Route 29/Madrona Avenue-Fulton Lane intersection in Saint Helena and 0.8 miles from the Spring Mountain Road Saint Helena Road/shared use private driveway intersection at the Napa/Sonoma County line. Spring Mountain Road is a narrow two-lane rural with centerline striping extending westerly from the City of Saint Helena to the Sonoma County line. Neither Spring Mountain Road, Saint Helena Road, nor the shared use private driveway are stop sign controlled on the approaches to their tee intersection.

Crane Transportation Group prepared a *Traffic Impact Report* on September 7, 2015. Existing traffic volumes are identified in Figure 3 of the study and include no inbound trips and no outbound trips during the Friday PM peak hour (3:45 PM to 4:45 PM) and seven inbound trips and seven outbound trips during the Saturday PM peak hour (2:00 PM to 3:00 PM). The study found that the proposed project would result in an increase of three inbound trips and three outbound trips during Friday PM peak hour (3:45 PM to 4:45 PM) and three inbound and three outbound trips during the Saturday PM peak hour (2:00 PM to 3:00 PM). The requested additional marketing events would have up to 100 attendees per event and occur eight times a year. These events would typically be held in the evenings and on weekends would be anticipated to generate 51.71 two-way trips.

Cumulative operating conditions were determined by the calculating the project's percentage contribution to the total growth in traffic from existing conditions.

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)

Spring Mountain Road/Saint Helena Road/shared use private driveway intersection is currently operating at LOS A while the State Route 29/Madrona Avenue-Fulton Lane intersection is operating at LOS B. Peak hours for each roadway segment reviewed within the study are identified within the table below.

Road Name	Weekday	Weekend
Spring Mountain Road/Saint Helena Road/shared use private driveway intersection	3:15 PM - 4:15 PM	3:30 PM - 4:30 PM

According to the study, the intersection of Spring Mountain Road/Saint Helena Road/shared use private driveway is projected to continue to operate acceptably at LOS A under cumulative conditions (2030). As indicated in the study, "project traffic during harvest will not produce any significant operational impacts (level of service or delay) at the SR-29/Madrona Avenue-Fulton Lane intersection in St. Helena during harvest Friday or Saturday PM peak traffic conditions for existing, near term (year 2020) or the cumulative (year 2030) analysis horizons. The intersection will maintain acceptable LOS B or C operation during both the Friday and Saturday PM peak traffic hours with the addition of up to four new project vehicles per hour" (*Traffic Impact Report Behrens Family Winery, 2015*). No more than two additional truck trips per week would be generated by the proposed process wastewater hold and haul system, if that wastewater disposal option is selected. By comparison, a single family residence is anticipated to generate approximately 9.57 new daily trips per day based upon the ITE Trip Generation Manual, 9<sup>th</sup> Edition. Therefore, the project would result in a nominal increase in trips on the study roadways. Additionally, a project specific condition would ensure that all additional marketing events be scheduled outside peak weekend and weekday traffic hours. Impacts would be less than significant.

c. No air traffic is proposed and there are no new structures proposed for this project that would interfere with or require alteration of air traffic patterns. No impact would occur.

d-f. After implementation of the proposed project, the site would continue to be accessed via the existing driveway to Spring Mountain Road. The Traffic Impact Report stated that sight distance at the Behrens driveway that is shared with the Sherwin Family Vineyards and intersects the outside of a 90-degree curve on the local shared use driveway system is equal to or greater than the minimum required stopping sight distances to both the west and south. Installation of a stop sign on the southbound private driveway approach to Spring Mountain Road/Saint Helena Road intersection was recommended in the traffic study and would be addressed via the implementation of mitigation measure MM TRANS-1 below. Proposed site access was reviewed and approved by the Napa County Fire Department, Engineering Services Division, and Public Works Department, as conditioned.

The project site includes seven (7) existing parking spaces and one (1) additional parking space (ADA) is proposed as part of the project. Based upon the County standard of 2.6 persons per vehicle during weekdays and 2.8 persons per vehicle during weekends and 1.05 persons per vehicle for employees the minimum parking required for daily activities would be 19 parking spaces. However, it is unlikely that the winery would host 32 visitors at one time because tasting would be via appointment only and it is also unlikely that all seven employees would be working at the winery at one time. Impacts would be less than significant.

g. As proposed, the project would not conflict with any adopted policies, plans or programs supporting alternative transportation. No impact would occur.

**Mitigation Measure:**

MM TRANS-1: Prior to the issuance of a certificate of final occupancy or any increase in production activities, the applicant shall install a stop sign at the southbound private driveway approach to the Spring Mountain Road/Saint Helena Road intersection.

**Monitoring:** Prior to the issuance of a certificate of final occupancy or any increase in production activities, installation of the stop sign at the southbound private driveway approach to the Spring Mountain Road/Saint Helena Road intersection shall be completed to the satisfaction of the Public Works Department.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. <b>TRIBAL CULTURAL RESOURCES.</b> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a/b. According to the Napa County Environmental Resource Maps (based on the following layers – Historical sites points & lines, Archaeology surveys, sites, sensitive areas, and flags) no historic sites or tribal resources have been identified on the property. Invitation for tribal consultation was completed pursuant to AB 52 and no request to initiate consultation was received. No impact would occur.

**Mitigation Measures:** None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. <b>UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not result in a significant impact on the environment relative to wastewater discharge. Wastewater disposal would be accommodated on-site and in compliance with State and County regulations. According to the Onsite Wastewater Disposal Feasibility Study prepared by Applied Civil Engineering on June 9, 2015, the project site and proposed system has adequate disposal capacity to serve the project. The Division of Environmental Health reviewed this report and concurred with its findings.

There is one (1) well on site. According to the Water Availability Analysis (WAA) prepared by Richard C. Slade & Associates, the well was drilled in 1999, has a depth of 625 feet and a yield of 5 gpm (*Results of Napa County Tier 1 Water Availability Analysis, 2016*). Water Availability Analysis concluded that sufficient water would be available to serve the proposed project. Impacts would be less than significant.

c. The preliminary grading and drainage plan and storm water control plan have been reviewed by the Engineering Division. As conditioned, impacts would be less than significant.

d. As discussed in **Section IX** above, the minimum mean annual recharge for the project site is estimated at 7.6 ac-ft/year. Existing water demand for the site is 1.21 AF/YR. The Water Availability Analysis concluded that sufficient water would be available to serve the proposed project. According to the Water Availability Analysis, a total future demand of 1.59 AF/YR, representing a 0.38 AF/YR increase, would be required to serve the site which is below the parcel's estimated water recharge noted above. In summary, the existing yield would be sufficient to serve all uses on the property. Any project which reduces water usage or any water usage which is at or below the established threshold is assumed not to have a significant effect on groundwater levels. Impacts would be less than significant as there is sufficient water supply available to serve the proposed project.

e. Wastewater would be treated on-site and would not require a wastewater treatment provider. Impacts would be less than significant.

f. The project would be served by Keller Canyon Landfill which has a capacity which exceeds current demand. As of January 2004, the Keller Canyon Landfill had 64.8 million cubic yards of remaining capacity and has enough permitted capacity to receive solid waste through 2030. Impacts would be less than significant.

g. The project would comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts would be less than significant.

**Mitigation Measures:** None required.

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

Discussion:

a. As discussed in **Section IV** above, all potential biological related impacts would be less than significant with the implementation of mitigation measure BIO-1. As identified in **Section V** above, no known historically sensitive sites or structures, archaeological or paleontological resources, sites or unique geological features have been identified within the project site. In the event archaeological

artifacts are found, a standard condition of approval would be incorporated into the project. Impacts would be less than significant with the incorporation of the biological resources mitigation measure and standard condition of approval related to cultural resources.

- b. The project does not have impacts that are individually limited, but cumulatively considerable. Potential air quality, greenhouse gas emissions, hydrology, and traffic impacts are discussed in the respective sections above. The project would also increase the demands for public services to a limited extent, increase traffic and air pollutions, all of which contribute to cumulative effects when future development in Napa Valley is considered. Cumulative impacts of these issues are discussed in previous sections of this Initial Study, wherein the impact from an increase in air pollution is being addressed as discussed in the project's Greenhouse Gas Voluntary Best Management Practices including but not limited to: planting of additional trees; incorporation of alternative fuel and electric vehicles in the winery's fleet; development of a Transportation Demand Management plan; solar hot water heating; energy conserving lighting; installation of cool roofs; bicycle incentives; connection to recycled water; installation of water efficient fixtures; low impact development; installation of water efficient landscaping; recycling 75 percent of all waste; composting 75 percent of food and garden material; implementing a sustainable purchasing and shipping program; planting of shade trees within 40 feet of the south side of building elevations; installation of electric vehicle charging stations; site design to take advantage of opportunities for natural heating and cooling; minimizing tree removal and grading; use of recycled materials; local food production; education to staff and visitors on sustainable practices; use of 70 to 80 percent cover crop; and avoiding the burning of pruned material on site.

Potential impacts are discussed in the respective sections above. The project trip generation was calculated from winery operations, where the calculated trips reflect total visitation, on-site employees and wine production trips generated by the winery. Under the Napa County General Plan, traffic volumes are projected to increase and will be caused by a combination of locally generated traffic as well as general regional growth. The General Plan EIR indicates that much of the forecasted increase in traffic on the arterial roadway network will result from traffic generated outside of the county, however the project would contribute a small amount toward the general overall increase.

General Plan Policy CIR-16 states that "The County will seek to maintain an arterial Level of Service D or better on all County roadways, except where the level of Service already exceeds this standard and where increased intersection capacity is not feasible without substantial additional right of way." As discussed above under Section XVI Transportation, the intersection of Spring Mountain Road/Saint Helena Road/shared use private driveway is projected to continue to operate acceptably at LOS A under cumulative conditions (2030). As indicated in the study, "project traffic during harvest will not produce any significant operational impacts (level of service or delay) at the SR-29/Madrona Avenue-Fulton Lane intersection in St. Helena during harvest Friday or Saturday PM peak traffic conditions for existing, near term (year 2020) or the cumulative (year 2030) analysis horizons. The intersection will maintain acceptable LOS B or C operation during both the Friday and Saturday PM peak traffic hours with the addition of up to four new project vehicles per hour" (*Traffic Impact Report Behrens Family Winery, 2015*). Therefore, the project's additional traffic at the peak hours would add less than one percent to the existing volume, reducing potential cumulative impact to a less than significant level.

- c. All impacts identified in this MND are either less than significant after mitigation or less than significant and do not require mitigation. Therefore, the proposed project would not result in environmental effects that cause substantial adverse effects on human being either directly or indirectly. Impacts would be less than significant.

**Mitigation Measures:** None Required.

**PROJECT REVISION STATEMENT**

**Behrens Family Winery Major Modification Use Permit #P15-00203 and Variance #P15-00341**

I hereby revise Behrens Family Winery Major Modification Use Permit #P15-00203 and Variance #P15-00341 for the expansion of a 10,000 gallon winery on a 20-acre parcel (Assessor's Parcel No. 020-300-035 located at 4078 Spring Mountain Road, St. Helena CA, to include the measures specified below:


**MM BIO-1:** Prior to commencement of vegetation removal and earth-disturbing activities during nesting season from February 1 to July 9, a qualified wildlife biologist shall conduct preconstruction surveys for Northern Spotted Owls within 500-feet of earthmoving activities. The preconstruction survey shall be conducted no more than 14 days prior to vegetation removal and ground disturbing activities are to commence. A copy of the survey shall be provided to the County Planning Division and the Department of Fish and Wildlife (DFW) prior to commencement of work. If Northern Spotted Owls are found during preconstruction survey, a 500-foot no-disturbance buffer shall be created around active owl sites. These buffer zones may be modified in coordination with DFW based on existing conditions at the project site. Buffer zones shall be incorporated into the project plans and maintained for the duration of the project. If a 15 day or greater lapse of project-related work occurs, another pre-construction survey and consultation with DFW shall be required before project work can be reinitiated.


No surveys shall be required if construction activity occurs outside of the nesting season from February 1 to July 9.

**MM TRANS-1:** Prior to the issuance of a certificate of final occupancy or any increase in production activities, the applicant shall install a stop sign at the southbound private driveway approach to the Spring Mountain Road/Saint Helena Road intersection.

**Les Behrens and Lisa Drinkward** further commit themselves and successors-in-interest to (a) inform any future purchasers of the property of the above commitments; (b) include in all property leases a provision that informs the lessee of these restrictions and binds them to adhere to them, and (c) inform in writing all persons doing work on this property of these limitations.

**Les Behrens and Lisa Drinkward** understand and explicitly agree that with regards to all California Environmental Quality Act and Permit Streamlining Act (Government Code Sections 63920-63962) deadlines, this revised application will be treated as a new project. The new date on which said application will be considered complete is the date on which an executed copy of this project revision statement is received by the Napa County Department of Planning, Building and Environmental Services.

  
Les Behrens  
(Owner) \_\_\_\_\_ Date 2-24-17

  
Lisa Drinkward  
(Owner) \_\_\_\_\_ Date 2.24.17

**Behrens Family Winery  
Use Permit Major Modification #P15-00203 & Variance #P15-00341  
Mitigation Monitoring and Reporting Program**

Potential Environmental Impact	Adopted Mitigation Measure	Monitoring and Reporting Actions and Schedule	Implementation	Monitoring	Reporting & Date of Compliance/Completion
<p><b>Impact BIO-1: Biological Resources.</b> Expansion of #P15-00203-UP has the potential to directly impact suitable nesting habitat for the Northern Spotted Owl.</p>	<p><b>MM BIO-1:</b> Prior to commencement of vegetation removal and earth-disturbing activities during nesting season from February 1 to July 9, a qualified wildlife biologist shall conduct preconstruction surveys for Northern Spotted Owls within 500-feet of earthmoving activities. The preconstruction survey shall be conducted no more than 14 days prior to vegetation removal and ground disturbing activities are to commence. A copy of the survey shall be provided to the County Planning Division and the Department of Fish and Wildlife (DFW) prior to commencement of work. If Northern Spotted Owls are found during preconstruction survey, a 500-foot no-disturbance buffer shall be created around active owl sites. These buffer zones may be modified in coordination with DFW based on existing conditions at the project site. Buffer zones shall be incorporated into the project plans and maintained for the duration of the project. If a 15 day or greater lapse of project-related work occurs, another pre-construction survey and consultation with DFW shall be required before project work can be reinitiated.</p> <p>No surveys shall be required if construction activity occurs outside of the nesting season from February 1 to July 9.</p>	<p>If construction activity is to occur during the nesting season from February 1 to July 9, the pre-construction survey prepared by a qualified wildlife biologist shall be submitted to Planning Division staff prior to issuance of the grading permit.</p>	P	PD	PC _/_/_
<p><b>Impact TRANS-1: Transportation/Traffic.</b> Expansion of Behrens Family Winery (#P15-00203) has the potential to substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p><b>MM TRANS-1:</b> Prior to the issuance of a certificate of final occupancy or any increase in production activities, the applicant shall install a stop sign at the southbound private driveway approach to the Spring Mountain Road/Saint Helena Road intersection.</p>	<p>Prior to the issuance of a certificate of final occupancy or any increase in production activities, installation of the stop sign at the southbound private driveway approach to the Spring Mountain Road/Saint Helena Road intersection shall be completed to the satisfaction of the Public Works Department.</p>	P	PW	FI _/_/_

Notes: P = Permittee, PD = Planning Division, BD = Building Division, AC = Agricultural Commissioner, DFW = Dept of Fish & Wildlife, CT = CALTRANS, EH = Environmental Health, PW = Public Works Dept, PE/G =Project Engineer/Geologist  
PC = Prior to Project Commencement CPI = Construction Period Inspections FI = Final Inspection OG = Ongoing