City of Calistoga

Planning & Building Department

1232 Washington Street
Calistoga CA 94515
(707) 942-2827 phone (707) 942-2831 fax

INITIAL STUDY

Prepared for the

Lava Vine Winery

963 & 965 Silverado Trail

(APN 011-050-043)

CITY OF CALISTOGA, CALIFORNIA

Lead Agency:

City of Calistoga Planning and Building Department
Planning Division
1232 Washington Street
Calistoga, CA 94515

December 16, 2011

California Environmental Quality Act

INITIAL STUDY

Environmental Checklist Form

1.	**Project title:**	Lava Vine Winery
2.	**Lead agency name and address:**	City of Calistoga Planning Division City Hall – 1232 Washington Street Calistoga, CA 94515
3.	**Contact person and phone number:**	Erik V. Lundquist (P) 707.942.2827 Senior Planner
4.	**Project location**:	963 & 965 Silverado Trail APN: 011-050-043
5.	**Project sponsor's name and address:**	Joseph and Jill Cabral 1330 Diamond Mountain Road Calistoga, CA 94515
6.	**General Plan Designation:** Community Commercial and Entry Corridor 2:Downvalley Silverado Trail	**Zoning District:** "CC-DD", Community Commercial - Design District

8. **Description of project:** Development of a new 30,000 gallon per year winery and bicycle rentals located at 963 & 965 Silverado Trail within the City of Calistoga. A complete *Project Description* is provided commencing on Page 5.

9. **Introduction:** This mitigated negative declaration has been prepared by the City of Calistoga to provide the public and responsible and trustee agencies with information regarding the potential effects of the proposed project on the local and regional environment pursuant to the California Environmental Quality Act (CEQA).

10. **Other public agencies whose approval is required:**

1. County of Napa Department of Public Works (Encroachment Permit)
2. City of Calistoga Department of Public Works (Tree Permit, Well Permit)
3. City of Calistoga Building Division (Building and Grading Permit)
4. Napa County Department of Environmental Management (Well Permit, Process & Wastewater Permits, HMBP)

11. **Attachments:**

1. Project Plans
2. Traffic Study for the Lava Vine Winery Project prepared by W-trans dated September 21, 2011

CEQA REVIEW

The Lava Vine Winery Project is subject to the requirements of the California Environmental Quality Act (CEQA). The lead agency is the City of Calistoga**.** The purpose of this Initial Study is to provide a basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration. This Initial Study is intended to satisfy the requirements of the California Environmental Quality Act, CEQA, (Public Resources Code, Div 13, Sec 21000-21177), the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387), and the City of Calistoga's Environmental Review and Compliance Procedures (Resolution No. 2007-065). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts (for example, CEQA Section 20180(c)(2) and State CEQA Guidelines Section 15070(b)(2) and discussion).

Section 15063(d) of the State CEQA Guidelines states the content requirements of an Initial Study as follows:

An Initial Study shall contain in brief form:

(1) A description of the project including the location of the project;
(2) An identification of the environmental setting;
(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
(4) A discussion of the ways to mitigate the significant effects identified, if any;
(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
(6) The name of the person or persons who prepared or participated in the Initial Study.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the Environmental Checklist.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology /Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

The following Environmental Checklist form is used to describe the impacts of the proposed Project, as detailed in the Project Description. Potential environmental impacts are described as follows:

Potentially Significant Impact: An environmental impact that could be significant and for which no feasible mitigation is known. If any potentially significant impacts are identified in this Checklist, an Environmental Impact report (EIR) must be prepared.

Less Than Significant with Mitigation Incorporated: An environmental impact that requires the incorporation of mitigation measures to reduce that impact to a less-than-significant level.

Less Than Significant Impact: An environmental impact may occur, however, the impact would not be considered significant based on CEQA environmental standards.

No Impact: No environmental impacts would occur.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

PROJECT DESCRIPTION

Background and Overview:

The subject parcel is located at 963/965 Silverado Trail within the City of Calistoga in Napa County. The property consists of approximately one acre of land and is within the City of Calistoga's Community Commercial and 'Entry Corridor 2: Downvalley Silverado Trail' (EC2) General Plan land use designations. The existing structures on the property include a 1,298 square foot principal building (Building 1) and an accessory building (Building 2) of approximately 1,040 square feet. Building 1 was originally constructed as a residence in the 1920's. Building 2 was originally constructed as a barn, but its construction date is unknown.

On February 13, 2008 the City of Calistoga adopted Resolution PC 2008-03 approving Conditional Use Permit (U 2007-08), expanding Building 1's use to include administrative offices and wine fulfillment. Wine fulfillment, per Staff Report dated February 13, 2008, includes "movements of palletized orders and the pulling of cases for local delivery to tasting

rooms, restaurants and stores. This will also include the picking of bottles and packing them for individual or club orders as well direct-to-trade shipments." Building 2, also per U 2007-08, currently contains barrel storage, retail sales, and wine tasting uses.

Allowable uses in the Community Commercial and the 'EC2' land use designations include wineries, a tourist entertainment business, including bicycle rentals with a use permit.

The property, originally zoned 'R3' Residential/Professional Office, was rezoned to Community Commercial-Design District (CC-DD) on August 18, 2009 pursuant to Ordinance No. 662. Per Ordinance No. 663, also adopted by the City Council on August 18, 2009, establishes that wineries and bicycle sales, rentals, and tours are conditionally permitted uses within the 'CC-DD' zoning district.

Proposal:

The proposed project intends to establish a new 30,000 gallon (approximately 12,600 cases) per year winery on the subject parcel with the construction of a new 5,214 square feet winery building and associated infrastructure. In addition, the project proposes to add to the available uses of the principal building, Building 1, to include a new bicycle rental business.

The proposed winery structure will be constructed with all of the amenities to facilitate winery operations, including a tank area, barrel room, laboratory, equipment, case storage, restrooms, an office, and an outdoor crush pad. In addition, an entertainment area and commercial kitchen are proposed inside the new building for wine marketing events. These events are discussed in the Marketing Plan section below.

Marketing Plan: With the addition of the winery building and the bicycle shop in Building 1, a total of four principal uses will be served on this property. These uses include winery operation and production, wine tasting and storage uses, winery administrative and other leasable administrative office uses, and a bicycle rental shop.

Each principal use proposes unique hours of operation. The wine tasting room hours will vary seasonally, with the peak season hours estimated to be 10 am to 5 pm seven days a week. The administration offices expect to operate between the hours of 8 am and 5 pm Monday through Friday. The estimated hours of operation for the bike rental shop and the winery are projected to be from 8 am and 5 pm seven days a week, but will be seasonal from April through November.

In addition, each principal use expects to entail a number of employees and visitors on-site. Just as each use expects varied hours of operation, the number of employees and visitors for each use is expected to be unique for each use. Table 1 below shows the peak number of employees and visitors proposed during the weekdays and weekends for each use:

Table 1: Employee and Visitor Analysis

Occupation / Activity	Peak # of People	
Employees	**Weekend (Per Day)**	**Weekdays (Per Day)**
Winery Employees	2	2
Bike Rental Employees*	1	1
Administrative Lessees	0	4
Wine Tasting Employees	2	1
Visitors		
Wine Tasting Visitors	90	75
Peak Daily Employees	5	8
Peak DailyVisitors	90	75

*Bike Rental Shop to have no public restrooms. Employee to be part-time.

Public tours and tastings is expected to generate 75 visitors per day (Monday-Friday) and 90 visitors per day (Saturday and Sunday). In addition, the site proposes to hold four (4) wine marketing events per year each with a maximum of 60 guests. Each event may include food for food-and-wine pairings which may be either catered or prepared in the proposed commercial kitchen proposed in the new winery building. If any event is held which will exceed the available on-site parking, the applicant will arrange for off-site parking and a shuttle service to the winery. In addition, portable toilets will be brought on-site during marketing events for visitors and workers to use during the event.

The proposed bike rental shop in the administrative and office building, Building 1, proposes to cater to tourists and locals in the immediate vicinity to the property. The site expects the majority of the consumers utilizing this service to be within walking distance to the property, staying at such local resorts and hotels as Solage Calistoga, Calistoga Village Inn, and the Lodge at Calistoga.

Civil Engineering Considerations:

Site Circulation: The new winery building request proposes to accommodate all aspects of winemaking, including receiving grapes, crushing, fermentation, barrel aging, blending, and bottling. Throughout the wine making process, vehicular trips will be required into and out of the site to facilitate the operational functions of wine making. Due to site constraints, it is realized large trucks with trailers will not be able to easily enter and exit the site during normal business hours. Therefore, the following measures will be taken for the ingress and egress of winery production related delivery vehicles:

Delivery of grapes - Grapes will be delivered via flatbed trucks with no trailers carrying ½ ton stackable bins. The trucks will utilize a three-point turning movement to enter and exit the site.

Barrel Pickup - All wine barrels used for barrel aging will be picked up by the owner or winery workers off-site and brought into the winery on a flat bed truck or a small trailer.

Gas Deliveries - In the winemaking process, gasses such as carbon dioxide and Argon are used for such purposes as minimizing the wine/oxygen contact. Tanks for these or any other gasses required for the winery will be delivered using flatbed trucks by Complete Welder Supply, Napa, and will utilize a similar three-point turning movement to enter and exit the site.

Bottling Services - The bottling of the wine will be performed by a mobile bottling company on-site during the weekdays. The tasting room will be closed for the duration of bottling to allow for the bottling truck to utilize the area created by the empty parking spaces.

Traffic: The proposed project would result in an increase of 22 new daily trips above the existing 58 daily trips to the property.

Wastewater Generation: This project will generate two types of wastewater:

1.) Domestic wastewater, derived from toilets, sinks, etc.
2.) Process wastewater, derived from winery operations and wine making procedures.

Both types of generated wastewater will be treated and disposed of via an on-site engineered septic system. To view the theoretical wastewater demand from the proposed uses with the septic system capacity, see the Septic Feasibility Report dated May 20, 2011 prepared by Delta Consulting and Engineering.

Water Requirements and Allocation: The existing baseline allocation for the property is 0.778 acre feet per year. Based on the City of Calistoga Public Works analysis of the City of Calistoga Standardized Tables for water and wastewater allocation, the proposed project is expected to require 1.01 acre feet of water per year. An additional allocation of 0.232 acre feet of water will be necessary.

Site Drainage: The project site is flat with an approximate natural 2% cross slope from the northeast to southwest. The site has existing drainage features including on-site swales and subsurface storm drains at the front of the property (front being towards Silverado Trail) to accept and convey the storm water into an existing drainage ditch which runs along the frontage of the property. The back of the property naturally drains to the south of the property. The storm water derived in this area is to be collected via a new swale along the back of the property and conveyed into an existing vegetated swale along the east side of the property. Water detention features will be implemented as required by the City of Calistoga Public Works.

FIGURE 1

North San Francisco Bay Region

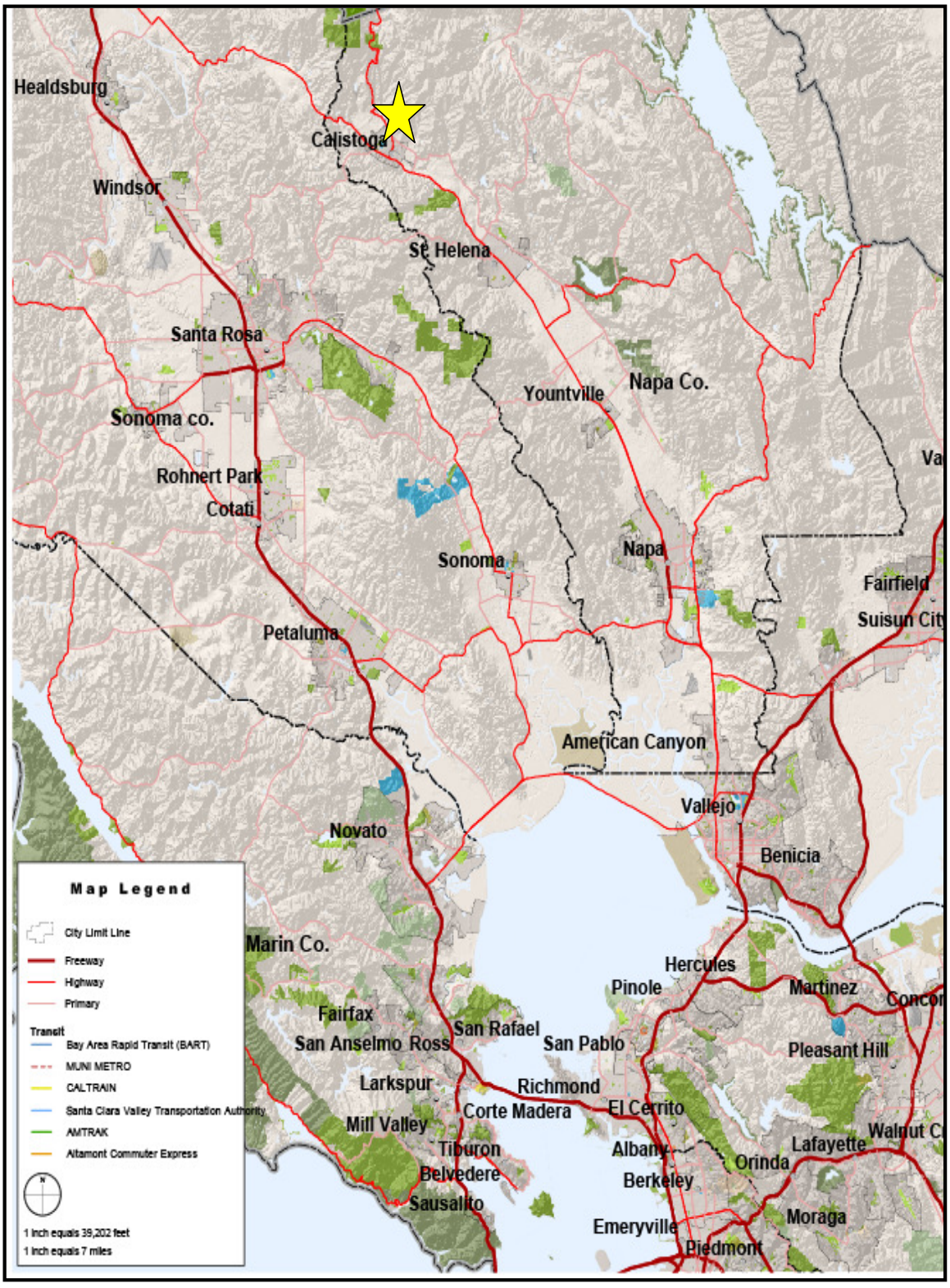

FIGURE 2

Aerial Map

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting:
Additionally, the project is located in an entry corridor as identified in the City of Calistoga General Plan (City of Calistoga 2003).

I. a) <u>No Impact</u>. The proposed winery project is not located within a scenic vista.

I. b) <u>Less than Significant</u>. The proposed winery has frontage along Silverado Trail, a locally designated entry corridor and/or scenic route. The General Plan maintains that all development in these areas should retain the existing rural character and open space qualities. One 6" diameter tree is being removed to the east of the driveway entry to accommodate additional parking; replacement plantings will be required to screen the parking from view and to protect the rural small town character. The project will achieve this policy direction along with the other entry corridor objectives through its architecture and site design. Therefore, impacts to scenic resources will be less than significant.

I. c) <u>Less than Significant</u>. The project proposes to add 5,214 square feet to an existing facility. The visual quality of the property will improve dramatically while utilizing the property appropriately. As designed, the project will not substantially degrade the existing visual character or quality of the site and its surroundings resulting in a less than significant impact.

I. d) Less than Significant. Installation of lighting at the new facility will result in a minor increase in the nighttime lighting. In accordance with City standards, all exterior lighting will be the minimum necessary for operational and security needs. In addition, standard conditions of approval require light fixtures to be kept as low to the ground as possible and include shields to deflect the light downward and avoid highly reflective surfaces. As designed, and as subject to standard conditions of approval, the project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area since the exterior lighting is shielded and directed downward .

II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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 or conversion of forest land to non-forest use?	☐	☐	☐	☒

II. a - b) <u>No Impact</u>. The City of Calistoga has designated and zoned the property Community Commercial. The California Department of Conservation Farmland Mapping and Monitoring Program designates the site as "Urban and Built-Up Land."(Dept. of Conservation, 2010 layer) The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program to non-agricultural use. The project area is not under Williamson Act contract.

II. c - e) <u>No Impact</u>. The project would not occur on land zoned as forest land or timberland, and would not involve other changes in the existing environment that would result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

III. a) Less than Significant. On September 15, 2010 the BAAQMD adopted the 2010 Clean Air Plan (Plan), an update to the 2005 OAS. The 2010 Plan includes numerous strategies to reduce air pollutant emissions (primarily ozone precursor emissions) so that the most stringent State standards can be achieved in a feasible manner. Reducing ozone levels would also help reduce PM10 levels.

A project is deemed inconsistent with air quality plans if it would result in population growth that exceeds growth estimates included in applicable air quality plans, and thereby generate emissions beyond those accounted for in the air quality plan. The proposed project is to develop a small production winery and would not induce population growth or residential development either directly or indirectly. Since the project would not generate growth, there would be no conflict with or obstruction of implementation of the applicable air quality plan.

III. b) Less than Significant with Mitigation. Construction-related emissions will be short-term in duration. However, they can cause increases in localized concentrations of fine particulate matter, carbon monoxide, and ozone precursors. According to the BAAQMD CEQA Guidelines, carbon monoxide and ozone precursor emissions from construction activity is included in the emission inventory that is the basis for regional air quality plans, and are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area (BAAQMD 1999). Thus, the effects of construction activities would be increased fugitive dust and exhaust (i.e. PM10 and PM2.5). The BAAQMD recognizes that these are temporary emissions that vary considerably from day-to-day and does not require quantification of construction emissions. Rather, the BAAQMD requires implementation of effective and feasible mitigation measures to control fugitive dust and exhaust. The BAAQMD finds that although construction emissions vary by the type of equipment, soil types, and weather, the application of basic construction measures presented in *Mitigation Measure AIR-1 – Dust and Exhaust Control*, can reasonably reduce dust and exhaust during construction.

Mitigation Measure AIR-1: Dust and Exhaust Control

Mitigation Measures:

Mitigation Measures AIR-1: Prior to building permit or grading permit issuance, the Applicant shall prepare and submit an Erosion and Sedimentation Control Plan that incorporates the following Best Management Practices with notes, details and or/ specifications subject to the review and approval of the Public Works and Planning and Building Departments.

a) Exposed soils shall be watered periodically during construction, a minimum of twice daily. The frequency of watering shall be increased if wind speeds exceed 15 mph. Only on-site well water, purchased city potable water (if available and subject to the review and approval of the Director of Public Works) or reclaimed water shall be used for this purpose. Responsibility for watering shall include weekends and holidays when work is not in

progress.

b) During excavation activities, haul trucks used to transport soil shall utilize tarps or other similar covering devices to reduce dust emissions.

c) Grading and construction equipment operated during construction activities shall be properly mufflered and maintained to minimize emissions. Equipment shall be turned off when not in use.

d) Construction sites involving earthwork shall provide for a gravel pad area consisting of an impermeable liner and drain rock at the construction entrance to clean mud and debris from construction vehicles prior to entering the public roadways. Street surfaces in the vicinity of the project shall be routinely swept and cleaned of mud and dust carried onto the street by construction vehicles.

e) Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

f) Post-construction revegetation, repaving or soil stabilization of exposed soils shall be completed in a timely manner according to the approved Erosion and Sediment Control Plan and verified by City inspectors prior to acceptance of improvements or issuance of certificates of occupancy.

g) The Developer shall designate a person with authority to require increased watering to monitor the dust and erosion control program and provide name and phone number to the City of Calistoga prior to issuance of grading permits.

With implementation of Mitigation Measure AIR-1 – Dust and Exhaust Control the impact from construction related emissions would be less than significant. Operational related emissions would be limited to motor vehicles traveling to and from the project site for periodic inspection and maintenance. These emissions would be negligible and are considered less than significant.

III. c) Less than Significant. The project is located in City of Calistoga, Napa County, part of the San Francisco Bay Area Air Basin. Napa County is considered a non-attainment area for ground-level ozone under both the Federal Clean Air Act and the California Clean Air Act. Napa County is currently in marginal non-attainment for the federal 8-hour ozone standard and non-attainment for the State 1-hour ozone standard (classified by the U.S. EPA). Napa County is also considered non-attainment for PM10 and PM2.5 under the California Clean Air Act, but not the Federal act. For the carbon monoxide (CO) standard, the EPA has classified urbanized areas within Napa County as moderate maintenance areas for CO; the rest of the County is an unclassified/attainment area both by the EPA and the State. As part of an effort to attain and maintain ambient air quality standards for ozone and PM10, the Bay Area Air Quality Management District (BAAQMD) has established thresholds of significance for air pollutants for all counties in the Bay Area. These thresholds are for ozone precursor pollutants (reactive organic gases and nitrogen oxides) and PM10, and takes a significant project to exceed (such as a large commercial or residential development).

Operational-related emissions would be limited to motor vehicles traveling to and from the project site for periodic inspection and maintenance. These emissions would be negligible in comparison to the thresholds of significance for project operations larger in scope. In addition, as described under Impact III. a), the project would not induce population growth or significant residential development either directly or indirectly and would therefore not generate emissions beyond those accounted for in the air quality plan. The project would not result in a cumulatively considerable net increase of any criteria pollutant. The impact would be less than significant.

III. d) Less than Significant. The project will not expose sensitive receptors to substantial pollutant concentrations or create objectionable dust or odors affecting a substantial number of people. The BAAQMD defines exposure of sensitive receptors to toxic air contaminants and risk of accidental releases of acutely hazardous materials (AHM5) as potential adverse environmental impacts. Examples of sensitive receptors include schools, hospitals, convalescent facilities and residential areas with children. There are not a substantial number of sensitive receptors in the vicinity of the project site (i.e. one adjoining residence in a commercial zoning district). The closest concentrated residential population is approximately 300 feet away. Best Management practices incorporated into the project construction activities as described in (b) above will serve to limit any potential for impacts from pollutants, dust or odors to a less than significant level.

III. e) Less than Significant. The City of Calistoga is located in an area where wineries are common and residents are accustomed to odors associated with processing wine. As such, the operation of the winery would not create objectionable odors. Nor would the project permanently place sensitive receptors near an odor source. Temporary odors may occur during construction, for example, during paving. Such odors would be temporary in nature and are considered less than significant.

IV. BIOLOGICAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
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?	☐	☒	☐	☐
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?				
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

IV. a, b, c & d) <u>Less than Significant with Mitigation.</u> The site has historically been disturbed by development resulting in little to no native vegetation on site that would readily support any candidate, sensitive or special status species. The front half of the project site is already built-out and the remaining 0.40 acres has been disturbed by light agricultural operations (i.e. olive trees).

Although, temporary construction-related activity and noise could disturb birds and other wildlife in and near the project area. Bird nests, eggs and young are protected under California Fish and Game Codes (§3503, §3503.5, and §3800) and are also protected under the Federal Migratory Bird Treaty Act (50 CFR 10.13) which makes it unlawful to "take" (kill, harm, harass, shoot, etc.) including nests, eggs, and young. Non-native species such as feral pigeon (*Columba livia*), house sparrow (*Passer domesticus*), and European starling (*Sturnus vulgaris*) are exempt from protection. If birds were to nest in or near the project area during construction activities, the nests could be affected and the impact would be significant.

Any construction activity during the migratory bird and raptor nesting period (February 15 to

August 1) could disturb nesting birds. Therefore, if any construction activities were to occur before August 1, then preconstruction nest surveys would be required as described in the mitigation measure below to reduce the impacts to less than significant.

Mitigation Measure BIO-1: Preconstruction Nest Surveys and Construction Exclusion Zones.

Mitigation Measure Bio-1: If construction would take place outside of the nesting season (August to January), then preconstruction nest surveys would not be necessary. However, if construction would take place during the nesting season (February-July), then preconstruction nest surveys shall be conducted as follows in order to avoid any potential impacts to nesting birds.

The Property Owner shall retain a qualified biologist to conduct preconstruction nesting surveys within two weeks prior to the start of construction. If raptors or special-status birds are nesting within 200 feet of the project site, a minimum 200-foot non-disturbance buffer shall be established around the nest site. If a non-special-status bird that is subject to the Migratory Bird Treaty is identified nesting on the project site or within 50 feet of the project site, a non-disturbance buffer of 50 feet shall be established around the nest site. The 200-foot nesting buffer may be modified to a minimum of 100 foot if a qualified biologist determines that the nesting birds are acclimated to human disturbance. Any reduction in the buffer size would require routine monitoring by a qualified biologist until such time that young fledge (leave the nest).

IV. e) <u>Less than Significant with Mitigation</u>. There are protected trees, per the City's Tree Ordinance, on the property and that surround the property. In accordance with the City's Tree Ordinance, a tree protection and replacement plan will be required to be submitted to the City for review and approval to reduce the impact to the trees during construction as outlined in the mitigation measure below. As a result, impacts to trees are considered less than significant.

Mitigation Measure BIO-2: Tree Protection Plan

Mitigation Measure Bio-2: Prior to building permit issuance, a Tree Protection and Replacement Plan consistent with Chapter 19.01 shall be reviewed and approved by the Public Works Department. All requirements and restrictions contained in Chapter 19.01 of the Calistoga Municipal Code (CMC) shall be complied with, which shall incorporate replacement trees for those trees slated for removal and shall include any recommendations of the Project Arborist.

IV. f) <u>No Impact</u>. Currently, there are no adopted Habitat Conservation or Natural Community Conservation Plans within the City of Calistoga. There are also no approved local, regional or state habitat conservation plans related to or affected by these properties.

V. CULTURAL RESOURCES – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

V. a) <u>No Impact.</u> There are no buildings, structures, natural features, works of art or similar objects scheduled for demolition, relocation, removal or significant alteration on the project site, which are of cultural value to the City. The proposed project will stabilize and protect a currently listed on the National register. No impacts are identified.

V. b) <u>Less than Significant with Mitigation.</u> The proposed project involves grading activates that may expose previously undiscovered archaeological sites. However, because the scope and depth of excavation is minimal, the likelihood of discovering such resources is low. Requiring the permit holder to immediately cease operation in affected area if archaeological, historical or paleontological resources are encountered will mitigate potential impacts.

V. c) <u>Less than Significant with Mitigation</u>. The proposed project involves grading activities that may expose previously undiscovered paleontological sites. However, because the scope and depth of excavation is minimal, the likelihood of discovering such resources is low. Requiring the permit holder to immediately cease operation in affected area if archaeological, historical or paleontological resources are encountered will mitigate potential impacts.

V. d) <u>Less than Significant with Mitigation</u>. The project site is not part of a formal cemetery. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered at any time, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains.

Mitigation CR-1: Construction Monitoring

Mitigation Measure CR-1: During ground disturbing activities a qualified cultural resource consultant shall be present to monitor the site and activities. If archaeological, historical, paleontological resources or other human remains are encountered, all construction activity in the affected area shall cease and no materials shall be removed until the qualified professional surveys the site and mitigation measures can be proposed by the qualified professional to the satisfaction of the Planning Division for approval and subsequent implementation by the Applicant as provided in CR-2.

Mitigation CR-2: Treatment of Archaeological Resources Discovered During Construction

Mitigation Measure CR-2: If archaeological materials are encountered during construction activities, the Contractor shall stop all work within a fifteen foot radius of the discovery and notify the City Engineer of the discovery. The find shall be inspected by a qualified archaeologist. The City shall ensure that the construction contractor personnel are informed that collecting archaeological materials discovered during construction is prohibited by law.

If the archaeologist determines that the find is potentially significant (e.g., meets the definition of historic resource or unique archaeological resource), all work must be stopped in the immediate vicinity to allow the archaeologist to recommend appropriate treatment. Such treatment could include modifying the project to allow the materials to be left in place, or undertaking data recovery of the materials in accordance with standard archaeological methods if such data recovery would not result in further erosion or collapse of the slope as determined by the City Engineer.

Mitigation CR-3: Treatment of Human Remains, Associated Grave Goods, or Items of Cultural Patrimony

Mitigation Measure CR-3: If human remains are encountered during construction activities, there shall be no further excavation or disturbance of the remains, or nearby area until the Napa County Coroner has made the necessary findings as to origin, in accordance with Health and Safety Code 7050.5. In accordance with Public Resources Code 5097.98 if the coroner believes the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours the Native American Heritage Commission. The Native American Heritage Commission shall immediately notify the most likely descendent (MLD). The descendent shall inspect the site of the discovery and may recommend the means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendents shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The remains shall not be damaged or disturbed by further development until the City has discussed and conferred with the MLD regarding their recommendations.

Mitigation Measures CR-1 and CR-2 provides the means to identify and treat potentially significant archaeological resources that could be present at the project site. Therefore, with mitigation, the project would not cause a substantial adverse change in the significance of an

archeological resource, and would result in no adverse effect. Mitigation Measure CR-2 provides guidance for the treatment of human remains, if found. These procedures are in accordance with regulatory requirements for the treatment of human remains, and adherence to these procedures would reduce the potential impact to less than significant.

VI. GEOLOGY AND SOILS – Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?

VI. a) Less than Significant. The City of Calistoga is situated in the greater San Francisco Bay Area, a locale known for frequent seismic activity. There are no known faults or trace faults within the City, although there are several faults in the greater Napa Valley and beyond. No lands within the City are designated as being within an Alquist-Priolo Earthquake Fault Zone. As with all portions of the greater Bay Area, the lands within the City are subject to strong seismic ground shaking and ground failure. Although, building construction standards significantly reduce impacts.

VI. b) Less than Significant. As described in the project description, the project includes measures to prevent soil erosion and sedimentation during construction. An Erosion and Sediment Control Plan would be prepared and approved for the project prior to construction. Therefore, the potential for substantial soil erosion or loss of topsoil for the project is less than significant.

VI. c & d) Less than Significant. Because there are no known active or potentially active faults that cross the project site and because the project site is not located in an Alquist-Priolo Special Study (Earthquake Fault) Zone, the proposed project action would have a very low potential for exposure of people or structures to ground fault ruptures. Although the project site is not situated within a known active or potentially active fault zone, there has been seismic activity in the Napa Valley indicating that improvements in the project area, over their lifetime, could be subject to at least one moderate or severe earthquake. However, given that the proposed site work must comply with current California Building Code requirements, it is not anticipated to result in risk of loss involving seismic ground shaking, ground failure or liquefaction, including injury, or death in the event of a major seismic event.

VI. e) Less than Significant. The project does not involve the use of septic systems. Delta Consulting and Engineering prepared a Wastewater Feasibility Report dated August 26, 2011. This feasibility study is based on the site evaluation performed by REB Engineering, Inc. and field review by a member of the staff from Napa County Department of Environmental Management.

On October 23rd, 2007 three (3) test pits were excavated. Due to soil conditions, the test pit depth in the vicinity of the proposed septic system was limited to an excavation of depth 48". The limiting design soil condition within the test pit was determined to be Clay Loam with a Weak Structure. The site evaluation report indicates a hydrometer test was performed on the soil horizons, yet no results were attached to the report.

The gravel content in all pits was less than 10%. The site evaluation report was forwarded to the County Environmental Management department for approval (see copy attached) describes the pits in greater detail. Based on the soil types encountered and the available in-situ soil depth, Napa County design guidelines dictate the type of distribution system along with the design

wastewater application rate.

Due to the limited available soil depth encountered in each test pit, the domestic system (combined commercial and winery domestic flows) will consist of a pressure distribution dispersal system with pretreatment, and the winery process waste shall consist of a pressure distribution system with pretreatment or hold and haul at the owner's option.

A. Primary Wastewater Treatment System

The domestic and process wastewater shall be treated together on-site. The effluent from the site shall be treated via separate standard septic tanks (primary treatment), an Orenco Systems AdvanTex filter (secondary treatment), and final disposal through a pressure distribution field. The primary treatment system will treat and remove settleable solids to acceptable concentration levels. The secondary treatment system will provide additional filtration through the recirculation and pretreatment unit. The final treatment system is required to distribute the effluent via the pressure distribution field. The septic tank shall be equipped with an effluent filter. The field and tanks will be sized appropriately to handle the extent of the process and domestic wastewater

The design assumes a process effluent strength from the winery of:
Biochemical Oxygen Demand (BOD) 2,500 mg/L (small winery)
Total Suspended Solids (TSS) 250 mg/L (harvest)

The strength parameters for any winery are difficult to obtain as the BOD and TSS vary drastically during the winemaking year. The BOD is very low during the non-harvest months and varies during the harvest months as not every day during harvest does crushing occur. The primary treatment system provides six days of hydraulic detention time and shall reduce the BOD by approximately 30% to 1,750 mg/L as the effluent enters the secondary treatment tank. During secondary treatment, the BOD level shall be reduced by approximately 95% to 88 mg/L prior to entering the dosing tank for final disposal.

Total Suspended Solids (TSS) shall be reduced by approximately 60%-80%. Using a conservative removal rate of 60%, the TSS will be 125 mg/L entering the secondary treatment tank. The secondary treatment shall reduce approximately 85% of the remaining TSS to 13 mg/L prior to entering the dosing tank (final disposal).

All septic tanks shall be equipped with an effluent filter.

The pressure distribution field will have a typical trench section as follows: from bottom, 36" undisturbed soil, 12" chamber trench section and 12" fill over the top of the chamber. The pretreatment unit is included in the system to provide a greater application rate for effluent to infiltrate into the localized soil.

The total required length of laterals for the wastewater pressure distribution field is 897 ft

The primary disposal area for both the process and domestic wastewater treatment will consist

of (9)100 foot pressure distribution lines spaced five feet apart which yields 5,718 square feet of disposal area. The dosing pump shall be programmed to dose the field at regular intervals as specified by the Napa County design guidelines.

B. Reserve Wastewater Treatment System

The 100% reserve area will be accommodated by extending the existing Calistoga sewer main to the property (~400') and conveying the site wastewater to the city main. All connections and work done on the Calistoga sewer main shall be coordinated with the City of Calistoga.

In the event the City of Calistoga can not accept winery process waste in the municipal sewer system, the owner shall construct an approved hold and haul system per the Napa County Department of Environmental Management specifications for the winery process waste only. This system consists of the installation of two sets of standard septic tanks. Each set of tanks shall be considered a tank battery (Battery A & B). Each Battery is outfitted with a float tree to monitor the effluent levels in each battery. When a particular battery reaches 90% of capacity, the operator calls an approved septage hauler for tank pumping and subsequent hauling of the effluent to a municipal treatment plant (East Bay Municipal Utility District). To allow the system operator to direct the flows between the batteries, the process effluent flows sewer line from the winery shall have a distribution valve which allows the system operator to direct the flows to either Battery A or B.

The process waste will be conveyed into the hold and haul septic tanks, while the domestic wastewater will be conveyed into the City of Calistoga's municipal sewer system via the extended sewer main.

Based on the previous narrative and calculations, the parcel where the new winery building for Lava Vine Winery will be located is able to handle the wastewater flow from the proposed project and existing commercial buildings. Detailed calculations and construction plans will be submitted to the Napa County Department of Environmental Management for permit approval prior to the construction of the final disposal systems.

VII. GREENHOUSE GAS EMMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of	☐	☒	☐	☐

greenhouse gases?

VII. a & b) Less than Significant with Mitigation. In 2007 the City of Calistoga City Council adopted a resolution to become a member of Cities for Climate Protection, a project of the International Council on Local Environmental Initiatives – Local Governments for Sustainability. In addition, the other four County municipalities and the County of Napa are members. By becoming a member, local governments commit to completing five milestones: 1) conduct a greenhouse gas emissions analysis; 2) set a target for emissions reduction; 3) draft a local action plan for meeting the target; 4) implement the action plan; and 5) monitor and report on the progress.

On August 18, 2009 the City Council considered certain draft countywide and local actions to achieve a greenhouse gas emissions reduction target of 15% below 2005 emission levels by 2020. This action was the result of a recent County-wide effort lead by the Napa County Transportation and Planning Agency has resulted in an inventory of GHG emissions and preparation of the Napa Countywide Community Climate Action Framework. Currently, the Planning Department is seeking to refine this climate action plan. Thus, through these initial steps, the County and City has begun to complete the first three milestones.

Construction and operation of the proposed project analyzed in this initial study would contribute to the overall increases in GHG emission by generating emissions associated with transportation to and from the site, emissions from energy used within buildings, and emissions from the use of equipment. Project-specific increases in GHG emissions are expected to be negligible due to the estimated maximum of 22 new vehicle trips per day and increasingly stringent Title 24 energy conservation requirements imposed as part of the building permit process.

Also, 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 EIR was prepared, it appropriately focuses on impacts which are "peculiar to the project," rather than the cumulative impacts previously assessed.

The following mitigation measures would reduce GHG emissions from the construction equipment.

Mitigation Measure AIR -1: Dust and Exhaust Control

Mitigation Measure GHG-1: Reduce Greenhouse Gases

Mitigation Measure GHG-1: The City shall require the contractor to implement the following performance based best management practices during construction as recommended by the Bay Area Air Quality Management District (2009 BAAQMD CEQA Air Quality Guidelines):

- *Alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet;*
- *Recycle at least 50 percent of construction waste or demolition materials.*

The project will be implemented in an efficient manner using BMP's to reduce emissions to the greatest extent feasible. The project does not conflict with an adopted plan or policy for the reduction of GHG emissions. Mitigation Measure AIR-1 and GHG-1 would reduce emissions from construction equipment. The impact on GHG emissions is considered less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result	☐	☐	☒	☐

in a safety hazard for people residing or working in the project area?				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐

VIII. a) Less than Significant. Hazardous materials would be used during construction, including fuels for vehicles and equipment, and construction materials including concrete and solvents. The use of such materials is common on construction projects. A Hazardous Materials Management Plan will be required by the Department of Environmental Management prior to occupancy of the new winery facility which provides information on the types and amounts of hazardous materials stored on the project site. A business activity plan for the winery will be required by the Department of Environmental Management should amount of these materials reach reportable levels. Because these plans are incorporated into the conditions of approval, a less than significant.

VIII. b) Less than Significant. The proposed project will not involve activities whereby reasonable foreseeable upset and accident conditions will result involving the release of hazardous materials into the environment and therefore a less than significant impact is expected.

VIII. c - f) Less than Significant. The project would be located within one-quarter mile of an existing school but exposure to a significant or even measurable amount of hazardous material is highly unlikely. The project is not located on a hazardous materials site compiled pursuant to Government Code § 65962.5. There is no indication that contamination would be mobilized or encountered during construction. The project would not be located within an airport land use plan or within two miles of an airport. There would be no impacts.

VIII. g) Less than Significant with Mitigation. The ability for drivers of large vehicles to maneuver through the site was examined using the Auto Turn analysis software to simulate vehicle turning movements. Due to the compact size of the site, it is our understanding that the largest truck the applicant would use for deliveries or other winery operations would be a single-unit delivery or flat-bed truck. Additionally, maneuverability was examined for the City of Calistoga Fire Department's largest fire apparatus. It was determined that while the drive paths would be very tight, drivers of these large vehicles should be able to maneuver through the site, but would need to utilize the hammer-head turn around with a three-point turn to complete the full circuit. Additionally, in order to accommodate truck maneuvers, an approximately 2.5-foot by 13-foot portion of the landscape planter on the north side of the main

building would need to be replaced with pavement. A figure of the site plan showing the vehicle maneuvering and widening area is included in the Traffic Study prepared by W-Trans dated September 21, 2011.

Additionally, because of the compact nature of the site, it is important that the drive aisles and turn around areas be kept clear of storage, and vehicles should be parked only in designated areas. To help ensure that drivers park their vehicles outside of the drive path, it is recommended that the parking stripe projection be reduced to a standard length of 16 feet (measured perpendicularly from the front of the parking space to the end of the stripe), which will encourage drivers to pull their vehicle as far forward as possible.

Mitigation Measure HAZ-1: Emergency Vehicle Access

Mitigation Measure HAZ-1: Prior to building permit issuance, the landscaped planter on the north side of the main building shall be removed and replaced with pavement to accommodate emergency vehicle access. Additionally, prior to occupancy appropriate signage shall be installed indicating that the drive aisles and turn around areas be kept clear of storage, parked vehicles and debris. Signage shall also indicate that drivers are to pull their vehicles as far forward in parking spaces as possible to ensure accessibility. Parking stripe projection may be reduced to a standard length of 16 feet, as appropriate.

VIII. h) <u>No Impact.</u> The project is not located in a High Fire Hazard Severity Zone as recommended by Cal Fire. The surrounding vegetation is primarily landscape specimen trees or mature manicured trees. No impact is anticipated.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☐	☒

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

IX. a) <u>Less than Significant.</u> Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act.

Calistoga is within the jurisdiction of the San Francisco Bay RWQCB. The San Francisco Bay RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards.

Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. The City of Calistoga has adopted a Stormwater Runoff Pollution Control ordinance to ensure new developments comply with SQMP. This ordinance requires the submittal of a plan to the City that demonstrating how the project will comply with the City's Stormwater Runoff Pollution Control ordinance.

The proposed use is not a point source generator of water pollutants with the exception of those related to landscaping, and thus, no quantifiable water quality standards apply to the project. As an urban development, the proposed project would add typical, urban, nonpoint-source pollutants to storm water runoff. These pollutants are permitted upon implementation of the appropriate best management practices (BMPs)/mitigation measures, and provided the levels do not exceed any receiving water limitations. BMPs will be incorporated into the project to the maximum extent practicable. Therefore, it is anticipated that the proposed project would not violate any water quality standards or waste discharge requirements, and would have no related significant impacts.

IX. b) <u>No Impact.</u> The project will be connected and served by the City's water system. No subsequent effect to the groundwater is anticipated resulting from this development.

IX. c, d & e) <u>Less than Significant.</u> Delta Consulting and Engineering prepared a Hydrological and Drainage Report dated August 2011 that analyzes the site hydrology associated with the proposed development. The purpose of this report was to investigate the pre-construction and post-construction storm water runoff flows for a 2-year, 24 hour storm. This report indicates the post-construction runoff flows exceed the pre-construction flows by 0.09 cubic feet per second. Per state requirements, the post-construction runoff flows must be less than the pre-construction flows. In order to mitigate for the additional flows, on-site detention features will be installed.

To detain the storm water on-site, sub-surface infiltrator trenches are proposed to be used. The infiltrator trench, includes 6" depth of ¾" clean crushed rock below an Infiltrator Systems Quick4 High Capacity Chamber. The infiltrator trench and crushed gravel provides 2.64 cubic feet of storage per linear foot. Therefore, 28 linear feet of storage shall be provided on-site in order to provide 73.92 cubic yards of storage. This exceeds the required storage of 70.94 cubic feet. . Therefore, the project will provide the 28 linear feet of infiltrator trench to reduce the post-construction runoff to a level at or below the pre-construction flow volume.

IX. f) No Impact. There are no other factors in this proposal that would otherwise substantially degrade water quality. Therefore, a less than significant impact is expected.

IX. g-i) No Impact. This site is not located within the 100 year floodplain according to the FEMA, Flood Insurance Rate Map, Community Panel 06055C0229E, dated September 26, 2008.

According to the General Plan (Figure SAF-4) is near but no portion of the project is within an inundation area. Therefore, exposure to people or structures to a significant risk of loss, injury or death due to inundation is not expected.

IX. j) No Impact. The parcel is not located in an area that is subject to inundation by seiche, tsunami, or mudflow. Therefore, no impact is expected.

X. LAND USE AND PLANNING -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Setting:
The project is located within the City of Calistoga and is regulated by the City of Calistoga General Plan and Zoning Ordinance. The General Plan Land Use designation for the winery site is Community Commercial (CC). Under General Plan Policy LU-2.2), these lands are to provide visitor and resident serving businesses.

The City of Calistoga Zoning Ordinance is intended to protect and promote public health and safety; to promote a safe, traffic circulation system; and to prevent human and property loss

from hazards. These mandates are directly applicable to the project. The Zoning for the project site is Community Commercial – Design District (CC-DD). Under the CC zoning designation, it is recognized that site improvements may be required.

X. a) No Impact. No aspects of the project proposal that will have an affect of physically dividing a community. Therefore, the project as proposed will have a less than significant impact on the surrounding established community.

X. b) Less than Significant. The subject parcel is located in the CC (Community Commercial) zoning district, which allows wineries and uses accessory to wineries subject to use permit approval. The City is in the process of adopting a 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. Therefore, use permit conditions of approval will ensure regulatory compliance with all applicable land use policies and regulations.

X. c) No Impact. There are no habitat conservation plans or natural community conservation plans applicable to the project area. Therefore, there would be no impact.

XI. MINERAL RESOURCES -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

XI. a and b) No Impact. There are no known important mineral resources located within the City of Calistoga. Therefore, the General Plan does not delineate any important mineral resources locally. No adverse impacts to mineral resources would result from the proposed project.

XII. NOISE -- Would the project result in:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**

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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

XII. a and b) <u>Less than Significant.</u> The project is located in a rural setting. The concentration of residences is approximately 600 feet of the planned winery. During the construction phase, the proposed project will cause a temporary increase in noise levels. Standard Conditions of Approval require that construction activities occur during the daylight hours between 7 am and 7 pm on weekdays- normal waking hours and construction vehicles are properly muffled, Therefore, noise generated during this time is not anticipated to be significant. All construction activities will be conducted in compliance with the City's Noise Ordinance (City Code Chapter 8.20.025). Construction noise may result in short-term ground borne vibrations and noise levels. However, given the generally sparsely populated setting, there is a relatively low potential for noise from the construction site as conditioned thus resulting in a less than significant impact.

XII. c and d) <u>Less then Significant.</u> Noise from the proposed winery operations is generally limited and typical of agricultural winery and rural uses. However, the proposed marketing plan

could create additional noise impacts.

The Municipal Code (Chapter 18.16) and standard conditions of approval address noise related issues including but not limited to, prohibiting outdoor-amplified sound system or amplified music unless a use permit is obtained and requiring mechanical equipment be kept indoors or inside acoustical enclosures.

XII. e and f) No Impact. The project is not located within an airport land use plan or within two miles of a public airport, and is not located in the vicinity of a private airstrip. Therefore the project would not expose people to excessive aircraft noise levels.

XIII. POPULATION AND HOUSING -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

XIII. a-c) Less the Significant. This project proposes to construct a winery production building, and make minor civil improvements. No new homes or extension of roads are proposed as part of this project. The applicant is, however, requesting approval to have up to six full-time employees and this new employment may lead to some population growth in the City. However, the City's housing impact mitigation fee, which provides funding to meet local housing needs and would be applied to the building permits associated with this project, would act to reduce the very limited population growth potentially resulting from this project to a level of insignificance. The project will not displace substantial numbers of existing housing or numbers of people or necessitate the construction of replacement housing elsewhere.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in 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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

XIII. a) <u>No Impact</u>. The project site is located within the City of Calistoga. The site is currently served by the Calistoga Fire Department and the Calistoga Police Department. No new facilities or public services will be required as a result of approval of this project. Prior to commencing construction, the project will be subject to the payment of building permit fees which pay for the time and services provided by the City to review and inspect the project. Based on the project valuation, the project is also subject to payment of a housing impact fee and increased property taxes which are used to offset the project's fair share contribution toward public services.

Fire protection measures are required as part of the entire project development pursuant to the Fire Chief's conditions of approval including the provision of sufficient, permanent water for fire protection. City fire services and police protection are already provided to this site and there will be no foreseeable impacts to emergency response times resulting from this project with the inclusion of conditions of approval from the Public Works and Fire Departments. School impact mitigation fees, which assist local school districts with capacity building measures, will be levied pursuant to building permit submittal. The proposed project will have little to no impact on public parks. Therefore, proposed project will have a less than significant impact on public services.

XV. RECREATION --	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Would the project 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

XV. a – b) <u>No Impact.</u> No portion of this winery development project, nor any foreseeable result thereof, would significantly increase the use of existing recreational facilities. This project does not include recreational facilities nor does it require the construction of expansion of recreational facilities which will have a significant adverse effect on the environment. Therefore, no impact is expected.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
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 county congestion management agency for designated roads or highways?				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

XVI. a and b) Less than Significant. Silverado Trail is a County maintained roadway classified as an Arterial Street in the *City of Calistoga 2003 General Plan*. This roadway has two 12-foot travel lanes and approximately six-foot wide paved shoulders within the vicinity of the project site and a posted speed limit of 45 miles per hour (mph). Radar speed survey data collected for previous projects in the vicinity indicate an 85th percentile speed of 48 mph, so a design speed of 50 mph was utilized for analysis purposes.

A winery tasting room and several offices currently exist on the site; however, all wine is produced offsite.

For purposes of estimating the number of trips that a proposed use is expected to generate, *Trip Generation* by the Institute of Transportation Engineers is typically used. However, since *Trip Generation* does not contain information for wineries, W-Trans has developed a spreadsheet that covers all aspects of operation and determines trips associated with activities such as arrival of materials (fruit, barrels, etc.), shipping of products, and disposal of pomace, as well as trips made by employees, visitors and special event guests. This spreadsheet was used to determine the potential trip generation of the proposed project.

The proposed Lava Vine Winery would be a full production facility, including the processing, crushing, fermenting, barrel aging and bottling of wine as well as tasting and special events. At buildout, the winery is expected to have a total of four full-time employees for daily operations, including the tasting room. Other traffic associated with the proposed project was assumed to include an average of 64 visitors per day (a maximum of 90 daily) and approximately one truck

trip per weekday (including production-related traffic and deliveries). During harvest season four additional employees would be expected. Approximately 800 square feet of one building on the site is leased as office space to other users. Since this space is currently occupied and no change in use is proposed, no change in traffic associated with this office use is expected.

In addition to winery and tasting room operations, creation of a bicycle rental facility is proposed as part of the project. It is expected that the bicycle rental center would operate seasonally in April through November and would employ one part-time employee. The majority of people using the bicycle rental center are expected to arrive as part of an organized tour group and some would walk from adjacent resorts. Since exact details of the bicycle rental center operation are not available at this time, the anticipated trip generation was developed using a series of conservative assumptions resulting in a maximum of four trips per day by the bicycle rental employee, six trips per day by bike tour group vans, and two trips associated with related uses (deliveries, visitors seeking information on renting a bicycle), for a total of twelve daily trips.

The likely trip generation of the proposed project includes an average of 80 new daily trips. This is an increase of 22 from the existing average of 58 daily trips generated at the site. Since no changes to the 800 square feet of leased office space are proposed, trips associated with this use were not included in trip generation calculations.

Special events proposed at Lava Vine Winery include wine marketing and other promotional events. Four special events per year currently occur and are proposed to continue, but would increase from a current maximum of 25 guests per event to a maximum of 60 guests per event. Using an average occupancy of 2.5 persons per vehicle, a 60-person special event would be expected to generate 48 trip ends, including 24 inbound trips at the start of the event and 24 outbound trips upon its conclusion. Additionally it is expected that there would be 10 trips associated with a staff of up five employees, though these trips would mostly occur more than hour before and after the event.

Since these events are infrequent and generate a fairly low volume of trips during the peak periods for traffic, they are expected to result in less-than-significant impacts.

XVI. c) No Impact. Construction would be completed using ground-based vehicles. The project would not affect air traffic patterns or result in safety risks. There would be no impact.

XVI. d) Less than Significant. Access to the project will be provided via an existing driveway on Silverado Trail. The site currently is configured to provide one-way circulation around the main building. Parking is provided along the north and south sides of the loop. A hammerhead turn out is proposed to be installed at the west end of the site that would be used by large trucks to compete the turning maneuver.

Sight distance from the project's driveway on Silverado Trail was evaluated based on criterion contained in the *Highway Design Manual* published by the California Department of Transportation (Caltrans). The recommended sight distance for minor street approaches that are either a private road or a driveway is based on stopping sight distance and the approach travel

speeds on the major street.

For a 50-mph design speed, stopping sight distance of at least 430 feet is needed from the project driveway. During a site visit in July, 2011, it was noted that the available sight distance to the north was restricted to approximately 250 feet due to the presence of trees along the neighboring Jehovah's Witness church property line. In September, 2011, the tree closest to Silverado Trail (the easternmost tree) was removed, resulting in acceptable sight lines exceeding 430 feet. To the south, current sight lines exceed the required 430 feet, so no modifications are necessary.

Any vegetation or frontage improvements that may be installed as a component of the project should be low-lying or located back from the roadway to avoid further reduction of sight lines. Furthermore, the presence of on-street parking can affect the availability of clear sight lines. So that parking will not further restrict clear sight lines, it is recommended that "No Parking" signs be installed between the Lava Vine Winery and the driveways for the Jehovah's Witness Church to the north and Calistoga Water to the south.

The need for left-turn lanes on Silverado Trail at the Lava Vine Winery Driveway was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which is referenced in Section 405.2, Left-turn Channelization, of Caltrans' *Highway Design Manual*.

The need for left-turn channelization in the form of a left-turn pocket on Silverado Trail was evaluated based on projected future p.m. peak hour volumes presented in the *Roundabout Feasibility Study for Lincoln Avenue (SR 29)/Silverado Trail-Lake Street* (W-Trans, 2008) as well as safety criteria. These projected year 2030 volumes were used as they represent a worst-case scenario. It was conservatively assumed that up to twenty percent of daily inbound winery traffic could occur during the peak hour, of which seventy-five percent would make the westbound left turn movement. Even with these conservative assumptions, a left-turn lane would not be warranted on Silverado Trail at the winery driveway.

The ability for drivers of large vehicles to maneuver through the site was examined using the Auto Turn analysis software to simulate vehicle turning movements. Due to the compact size of the site, it is our understanding that the largest truck the applicant would use for deliveries or other winery operations would be a single-unit delivery or flat-bed truck. Additionally, maneuverability was examined for the City of Calistoga Fire Department's largest fire apparatus. It was determined that while the drive paths would be very tight, drivers of these large vehicles should be able to maneuver through the site, but would need to utilize the hammer-head turn around with a three-point turn to complete the full circuit. Additionally, in order to accommodate truck maneuvers, an approximately 2.5-foot by 13-foot portion of the

landscape planter on the north side of the main building would need to be replaced with pavement. A figure of the site plan showing the vehicle maneuvering and widening area is enclosed.

Because of the compact nature of the site, it is important that the drive aisles and turn around areas be kept clear of storage, and vehicles should be parked only in designated areas. To help ensure that drivers park their vehicles outside of the drive path, it is recommended that the parking stripe projection be reduced to a standard length of 16 feet (measured perpendicularly from the front of the parking space to the end of the stripe), which will encourage drivers to pull their vehicle as far forward as possible.

XVI. e) Less than Significant with Mitigation. The site is compact and operations have the potential to create conflicts with emergency vehicles. Mitigation requiring minor site improvements, proper operational management and signage will reduce the potential impact to less than significant.

Mitigation Measure HAZ-1: Emergency Vehicle Access

XVI. f) No Impact. Silverado Trail generally lacks sidewalks in the vicinity of the project site, which is consistent with the rural character of this segment of roadway. However, sidewalk is present along the frontage of the site, connecting to sidewalk in front of the neighboring church property to the north, but there are no sidewalks beyond that. Since the project's frontage is fully developed with sidewalks and paved shoulders exist where there are no sidewalks, no additional improvements are recommended.

Class II bicycle lanes are provided along Silverado Trail in the vicinity of the project. Bicycle racks should be provided near the tasting room to accommodate bicyclists.

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVIII. a) No Impact. The project proposes an on site pressure distribution septic system. As such, the project will not exceed wastewater treatment requirements as established by the Regional Water Quality Control Board and will not result in a significant impact related to wastewater discharge.

XVIII. b) No Impact. The proposed project involves the construction of a winery facility. The proposed project would not generate substantial amounts of wastewater nor would it require water in amounts that would impact existing facilities.

XVIII. c) No Impact. The post construction storm water runoff will be less the pre-construction run off. As such, the project will not require or result in the construction of new storm water drainage facilities or an expansion of existing facilities which would cause a significant impact to the environment.

XVIII. d) No Impact. The proposed project does not require substantial increase in water usage. The project is consistent with the projected land use development as identified in the City of Calistoga 2003 General Plan Update. Under the General Plan, it is assumed that there are sufficient water resources and supply to accommodate projects approved through the now established Growth Management Allocation procedures. No impacts are identified.

XVIII. e) No Impact. The proposed project would not result in the generation of water in excess of the capacity of the current wastewater treatment system. The proposed project involves the construction of a new winery, which has minimal domestic demand.

XVIII. f) No Impact. The project will be served by a landfill with sufficient capacity to meet the project's demands. No significant impact will occur from the disposal of solid waste generated by the project.

XVIII. g) No Impact. Construction activities would also require disposal of solid waste generated from demolishing the existing structure and scrap or surplus construction materials. The anticipated volume of solid waste could be accommodated by the Clover Flat landfill.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
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?	☐	☐	☒	☐
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)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

XIX. a) Less than Significant. With implementation of the standard mitigation measures and additional recommended mitigation measures, the project does not have the potential to degrade the quality of the environment, including fish or wildlife species or their habitat, plant or animal communities, or important examples of the major periods of California history or prehistory.

The Property Owner would be responsible for ensuring standard mitigation measures and additional recommended mitigation measures for impacts in the areas of air quality, biological resources, cultural resources, greenhouse gases, hydrology, land use / planning and public services are properly implemented. With these measures in place, the potential for project-related activities to degrade the quality of the environment would be reduced to less than significant levels.

XIX. b) No Impact. As discussed above, the proposed project does not have impacts that are individually limited, but cumulatively considerable.

XIX. c) No Impact. The proposed project would not result in any environmental effects that will cause substantial adverse effects on human beings.

REFERENCES:

The following information sources were utilized in the preparation of this initial study and are available for review at the Planning & Building Department, City of Calistoga, City Hall, 1232 Washington Street, Calistoga:

ABAG Liquefaction Maps and Information, website accessed on June 1, 2011. http://gis.abag.ca.gov/Website/liq_scenario_maps/Run.htm

Alpha Fire Suppression Systems Inc., *Hydraulic Calculations (Fire Flow),* dated April 12, 2011.

Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, December 2010 (Updated May 2011)

California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

California Department of Conservation, California Geological Survey, Geologic Map of the Calistoga 7.5' Quadrange, Napa County, CA, A Digital Database, 2004.

California Department of Conservation. 2009. Napa County Important Farmland 2010. Division of Land Resource Protection. Farmland Mapping and Monitoring Program. August.

California EPA. Cortese List Data Resources, Website accessed on June 1, 2011. http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm

Calistoga General Plan, adopted October 21, 2003

Caltrans (California Department of Transportation). 2010. http://www.dot.ca.gov/hq/LandArch/scenic_highways/napa.htm.

Delta Consulting and Engineering, *Lava Vine Winery Hydrology and Drainage Report*, August 2011

Delta Consulting and Engineering, *Lava Vine Winery Irrigation Demand*, August 26, 2011

Delta Consulting and Engineering, *Lava Vine Winery Vegetative Swale Calculation*, August 26, 2011

Delta Consulting and Engineering, *Water Feasibility Report for Lava Vine Winery*, revised August 26, 2011

Federal Emergency Management Agency, Flood Insurance Rate Map # 06055C0229E, September 26, 2008.

San Francisco Bay Regional Water Quality Control Board, Water Quality Control Plan (Basin Plan), September 15, 2009.

United States Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, accessed on February 24, 2010

Whitlock & Weinberger Transportation, Inc. *Traffic Study for the Lava Vine Winery*, dated September 21, 2011

ENVIRONMENTAL DETERMINATION:

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.

X 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.

Erik V. Lundquist, Senior Planner, City of Calistoga — Date: DEC. 15, 2011

Property Owner Signature — Date: 12/15/11

Property Owner Signature — Date: 12/15/11