



City of Calistoga

Planning & Building Department

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Calistoga CA 94515
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INITIAL STUDY

Prepared for the

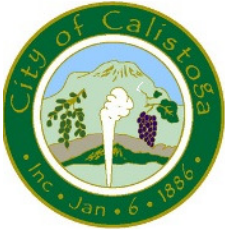
Brian Arden Winery

331 Silverado Trail (APN 011-050-030)

CITY OF CALISTOGA, CALIFORNIA

Lead Agency:

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



February 14, 2012

California Environmental Quality Act

INITIAL STUDY

Environmental Checklist Form

1. **Project title:** Brian Arden 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:** 331 Silverado Trail (APN 011-050-030)
5. **Project sponsor's name and address:** Burt Harlan
16 Paseo Estrellas
Rancho Santa Margarita, CA 92688
6. **General Plan Designation:** Rural Residential;
PD Overlay, Maxfield / Adams Beverage Company Properties;
Entry Corridor 2: Downvalley Silverado Trail
Zoning District: “PD”, Planned Development
8. **Description of project:** Development of a winery and wine related uses including administrative offices, retail sales and tasting located at 331 Silverado Trail within the City of Calistoga. The project requires approval of a Zoning Ordinance Text Amendment, Preliminary/Final Development Plan, Conditional Use Permit and Design Review. A complete *Project Description* is provided commencing on Page 5.
9. **Introduction:** This initial study 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. City of Calistoga Department of Public Works (Encroachment Permit)
 2. City of Calistoga Building Division (Building and Grading Permit)
 3. Napa County Department of Environmental Management (process & wastewater permits, HMBP)
11. **Attachments:**
 1. Project Plans
 2. Brian Arden Wines Draft Planned Development District (PD 2011-01)

3. RGH Consultants, *Geotechnical Study Report*, Brian Arden Winery, June 8, 2011
4. Whitlock & Weinberger Transportation, Inc. *Focused Traffic Impact Analysis for the Brian Arden Winery*, dated November 29, 2011
5. Delta Consulting and Engineering, *Brian Arden Winery Hydrology and Drainage Report, (Submittal No. 2)*, February 1, 2012

CEQA REVIEW

The *Brian Arden 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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |

- | | | |
|---|--|--|
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> 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

A. BACKGROUND AND SETTING

The project property is located at 331 Silverado Trail (APN 011-050-030). The 2.25 acre property (1.95 net acres) is currently vacant with exception of a driveway serving the adjoining property. The subject site is roughly 0.15 miles northwest of the easterly city limits and approximately 0.75 miles east of the Silverado Trail/Lincoln Avenue (SR 29) intersection. Adjacent properties include a +13.85 acre vineyard to the east (zoned RR), a city owned 9.63 acre parcel to the west being developed with a municipal water tank (zoned PD), a 2-acre parcel with a winery to the south (zoned PD) and Silverado Trail along the parcel's frontage. Silver Rose Winery and Resort is north across Silverado Trail (zoned PD). The property is very flat

with exception to the western portions of the property that are at the base of Mt. Washington. An existing driveway is shared by this site and the parcel to the south.

B. PLANNED IMPROVEMENTS

Structural Improvements: The project includes the development of a 10,000 case winery (approximately 24,000 gallons) consisting of 2 buildings connected by a sky-light covered crush pad. Building #1 (Barrel & Tank Room) will consist of a barrel room housing approximately 500 barrels, a small tank room with 8 stainless fermentation tanks, skywalks, service areas, a laboratory and restroom.

Building #2 (Operations Building) will contain support offices, case storage, small sales area, dry-good storage, a public tasting room, a small private tasting room, sitting room, men and woman’s bathroom and a small kitchen for supportive tastings and pairings. Operations will also have a second floor for administrative offices, an employee bathroom, storage and an area that is now left open.

The Crush Pad will be covered with a translucent canopy for light and temperature control, rainwater retention and year-around usability. Functions will include handling of fruit, processing of grapes and wine, related barrel maintenance and bottling operations.

	Square Feet	Coverage
Footprint		
Tank Room	4,000	
Operations Building	3,129	
Building Footprint	7,129	7.27%
Crush Pad	3,500	
Porches & Patios	1,406	
Covered Area (under Roofline)	12,035	12.28%
2 nd Floor Operations Bldg.	2,482	
Total Useable Area	14,517	14.81%
Mezzanine & Other		
Roof Decks	216	
Mezzanine & Catwalks	759	

Parking: 12 parking spaces including 1 handicap parking space will be provided on site.

Landscaping: The landscape architect’s overall vision was to create a rustic vernacular Northern California landscape of natives and drought tolerant plants. The plan includes the reintroduction of 27 native trees and 75 native shrubs and perennials along with a selection of drought tolerant plants.

These plants will be strategically placed to soften and nestle the buildings into the existing landscape, with plans to screen the parking and wine making operations from adjacent neighbors to the South, while still allowing horizon views to the East. The goal at the front gate is to create a sense of entry with low laying plants full of seasonal color and textures.

Agricultural Use: Approximately 40,252 square feet will be retained for agricultural use. The majority of this land would be planted with grape vines.

Irrigation: Water for irrigation will be rain harvested onsite or water brought in from off site. Since 40% of the plant palette will consist of native plants, the irrigation requirements will be minimal.

No Calistoga City water will be used to irrigate the vineyard, at planting or during the early years when the vines are being established:

- The vineyard will be ‘dry farmed’
- Initial planting will be a bore hole, back-filled with mulch and fertilizer, counter-sunk and surrounded by a small water well.
- A rented water truck will be filled with well water and used to transfer water to a small tractor pulled water tank capable of moving down the vine rows for individual hand watering.
- The young vines will have approximately 2-3 gallons added at planting and then an additional 2-3 gallons 2x during the year, July and September, depending upon weather conditions. More frequent watering may be required during severe heat, or if the young vines begin to show signs of stress.
- Given the depth of the water table, it is anticipated that the need for the water truck and hand watering will diminish by year 2 and not be needed at all by year 3.

Water trucks will be used to haul water from wells to the site and ultimately used to fill the water trailers.

Water: a 12” water main runs along the north side of the property along the Silverado Trail and along the east side of the property in a 15’ easement. The project will connect to the water main line located within the Silverado Trail right of way. Projected annual water demand is 1.13 acre feet or 368,211 gallons.

Sanitary Sewer: A “Wastewater Disposal Feasibility Study & Water Use and Wastewater Generation Estimates” was prepared by Applied Civil Engineering, Napa, CA. Given the study’s findings and the determination by Public Works that the 15’ easement running along the eastern border of the subject property has the appropriate clearances to contain both sewer and water, the following scenario for the treatment of Sanitary Wastewater disposal and the disposal of Winery Waste is proposed:

Sanitary Wastewater Disposal: City of Calistoga Sewer Main Extension

Process Wastewater Disposal: Hold and Haul System

Projected wastewater disposal is 0.75 acre feet or 244,388 gallons per year. The following sections of this report outline the conceptual design of the wastewater disposal system.

Site Access: The site has 410.66' of frontage on the Silverado Trail with access off the Silverado Trail to the parking entrance along a 40' easement for ingress/egress and utilities. The easement runs along the southeasterly property line and extends from the Silverado Trail to 333 Silverado Trail (APN 011-050-031).

Electrical: There is an electrical transformer on the southeast corner of the property.

Gas: The gas main has been brought down the Silverado Trail as far as Solage Resort. There are no plans at the present to extend the line to the property. A propane gas tank will be placed underground south of the barrel room.

Phasing: Site Work – Spring 2012;
Construction Barrel & Tank Room – May/June 2012;
Operations Building – Spring 2013;
Constraints: subject to avoiding earth work and excavation during the crush and weather related delays.

C. GENERAL OPERATIONS

Hours of Operation: Tasting Room - 10:00 AM to 5:00 PM seven days per week. Administrative hours will be between 8:00 AM and 6:00 PM Monday through Friday.

Events - General: The Operations Building will have a small commercial kitchen for the preparation of food pairings and a limited number of catered events annually.

- No commercial food service or restaurant type operation will be conducted at the winery.
- Size will be limited to capacity of the onsite parking unless public transportation is provided for, but in no case will any event restrict or impede access to the neighboring properties.

Event Hours: Events will be held in the evening outside of normal business and tasting room hours.

Opening Events (3):

1-Calistoga Community & Civic Leaders

1 – Industry & Trade

1 – Friends & Family

Annual Events (6):

2 – Wine Release Events

4 – Club Member Appreciation Evenings

Two events will have approximately 50 guests, four events with less than 25 guests.

General Event: The maximum number of guests per any given event shall be 50 unless otherwise approved. Each event may include food or food/wine pairings, which will either be catered or prepared in the commercial kitchen.

Special Events (e.g. weddings, bar mitzvahs, etc.): None anticipated or planned. Additional review and approval by the City of Calistoga would be necessary if pursued by the applicant.

D. WINERY OPERATIONS

Production: Brian Arden Wines is requesting a Use Permit to produce 10,000 cases of wine annually. The request includes all aspects of winemaking; receiving, crushing, fermentation, barrel aging, blending and bottling, most of the finish case goods storage will occur offsite.

Harvest: The harvest season will begin in mid-September and extend until the end of October or the 1st week of November. The processing and handling of fruit will occur during this time period each year.

Grape Deliveries: At maximum allowed production level of 10,000 cases per year the winery would receive approximately 150 tons of grapes over a 6 week period beginning in September and ending in late October or early November. Deliveries will typically arrive between 7:00 AM and 11:00 AM, but grapes in an emergency will be accepted in the afternoon, subject to next day processing.

All of the grapes will arrive on flat-bed trucks of various lengths, but all will be able to turn in the space provided at the crush pad. In addition, all of the grapes will arrive in ½-ton stackable forklift bins.

Processing & Crush: Once inside the winery, grapes will be processed in different ways depending on the varietal, style and desired quality. In general, whites will be whole-cluster to press, juice to tank(s) and reds will be destemmed, sorted, crushed, and transferred to tank(s). The pomace or solid waste (leaves, stems, seeds and skins etc.) will be transferred back into the emptied ½ -ton bins and disposed of for composting.

Both the interior of the winery and the covered areas are classified as “process areas” and all water in these areas drain to the process-water collection and hauling facilities. The process equipment necessary for these activities; crusher stemmer, press, sorting table and assorted pumps / sumps will be stored on-site.

Tank Fermentation: The tank room contains eight stainless steel temperature controlled fermentation tanks: 2 7-ton, 4 5-ton and 2 3-ton.

Barrel Storage, Wine Aging: The barrel room is designed to accommodate approximately 500 barrels. Should production demand more barrel storage, Brian Arden Wines will contract with one of a number of storage facilities in the valley, or arrange to have the barrels stored at nearby facilities.

Bottling: All bottling operations will be conducted at the winery 2x per year. All of the related blending and transfer to holding tanks, filtering (if required) will be conducted at the winery.

Case Storage & Shipping: A small amount of case storage will be provided for in the Operations building. This storage will be used to meet tasting demands and retail sales. The remainder and majority of the case storage will be at commercial storage facilities within the valley. Brian Arden Wines currently uses Biagi Bros in the City of Napa for case storage and VinLux for shipping and distribution.

FIGURE 1
North San Francisco Bay Region

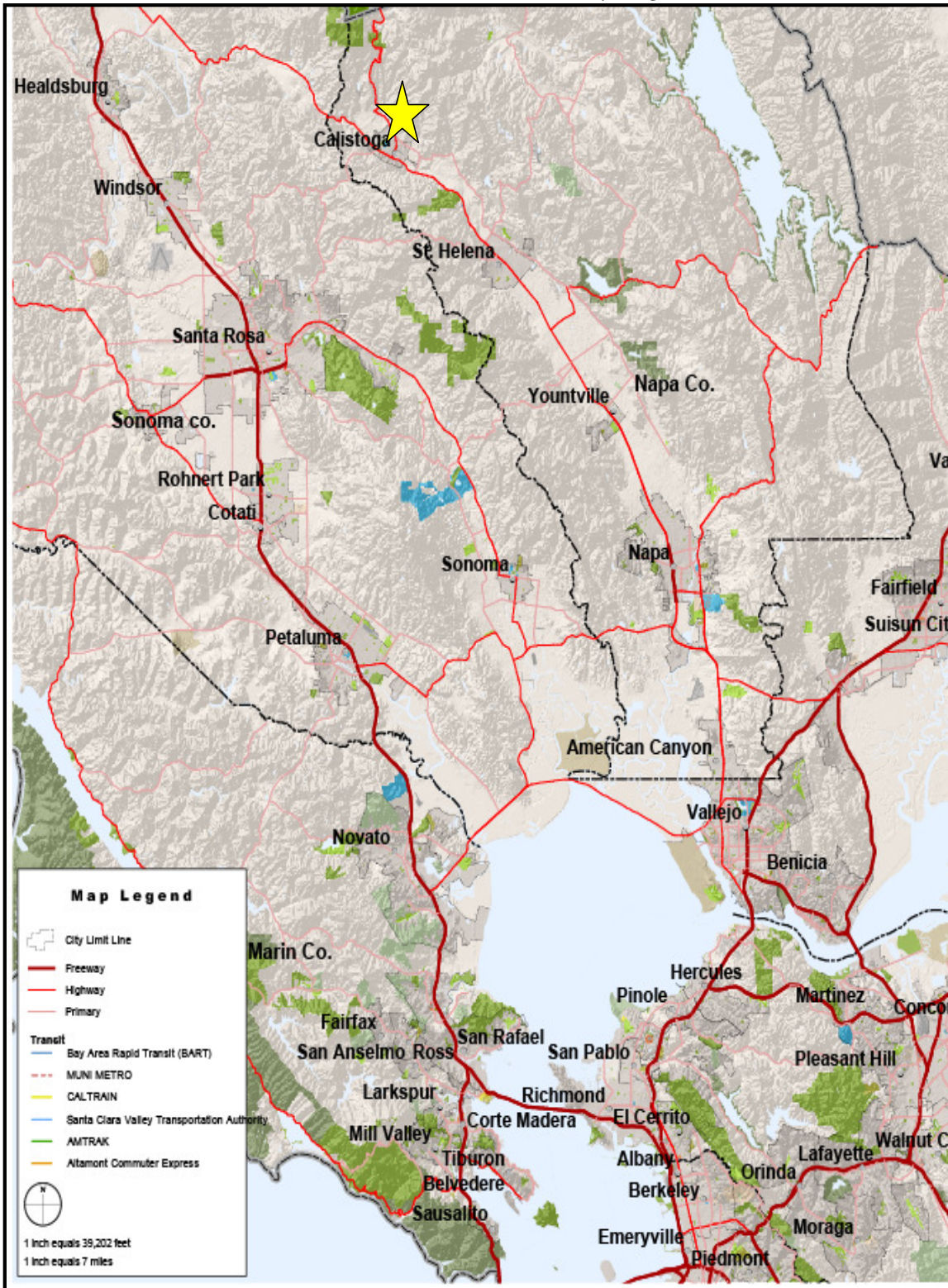
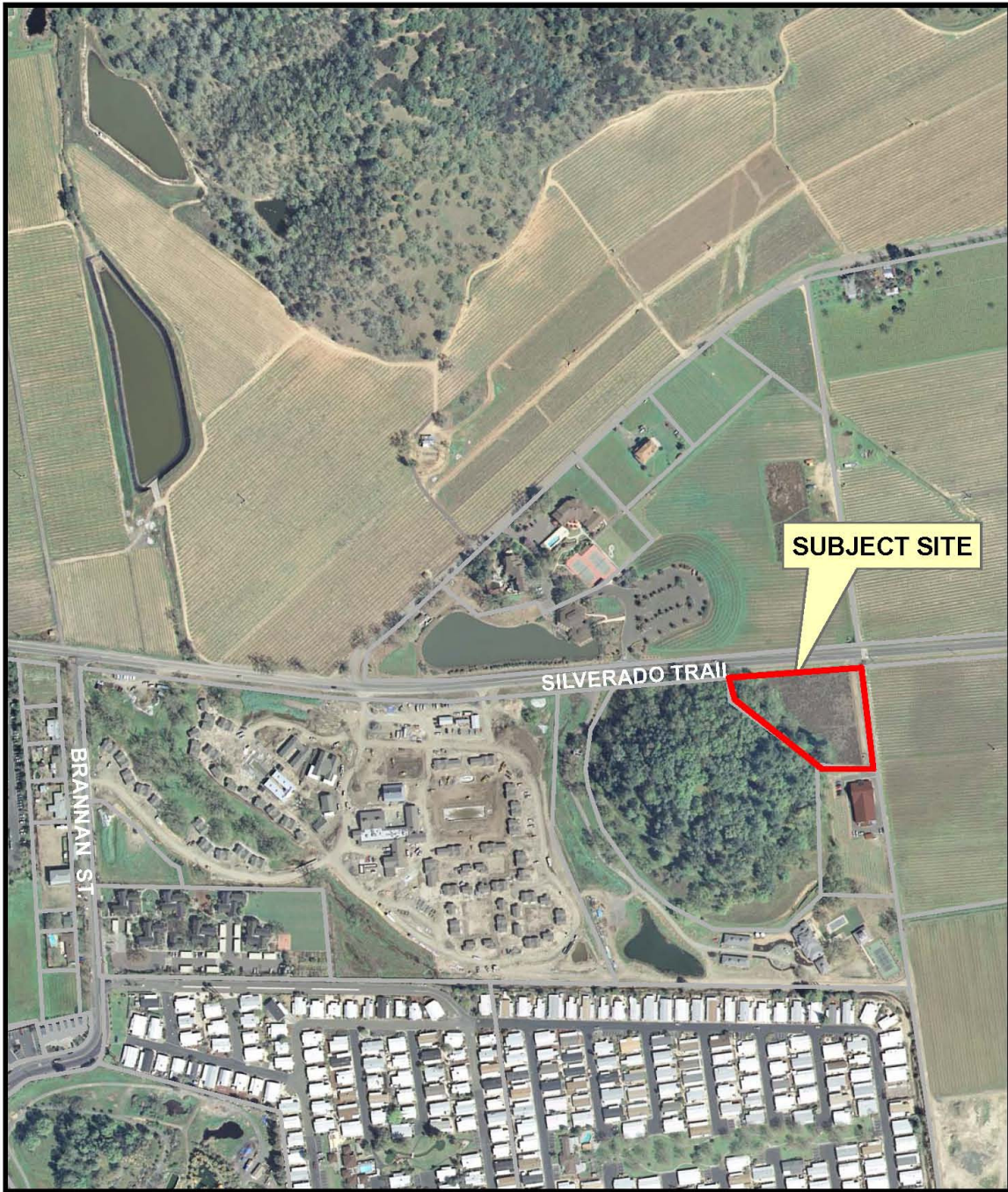
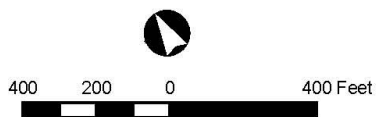


FIGURE 2
Aerial Map



VICINITY MAP

Brian Arden Winery



I. AESTHETICS – Would the project:

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

Setting: Calistoga's vistas and scenic corridors are a valued local asset for the community. Views of and from the City serve to situate the community in its local environment and landscape, and comprise an important element for Calistogans' sense of place. Calistoga is in the upvalley section of the Napa Valley, which is punctuated by small landmarks such as Mount Washington and Mount Lincoln. Most of the visually prominent features, such as the ridgelines of the Palisades.

Scenic resources in the Planning Area include:

- Views of the Palisade and Western Ranch from downstream.
- Open space associated with the Gliderport.
- Rural lands along Silverado Trail, including views of Mt. Washington.
- Views of Mount Lincoln from upper Lincoln Street.
- Mora Avenue, Greenwood Avenue and upper Grant Street corridors.
- Corridor through Pioneer Cemetery to the open space of the Herrero property across Highway 128.
- Corridor alongside the Bounsall property and adjacent agricultural parcels.
- Canopy of trees along Cedar Street.
- Highway 128 North of Petrified Forest Road.

Calistoga possesses a number of scenic corridors, most of which are associated with the City's major thoroughfares and the primary routes that connect Calistoga with the wider region. As the

paths of transition between more rural surrounds and the urban area of the City itself, the gateways or “entry corridors” to Calistoga are also located along these routes.

Scenic corridors in the Calistoga include:

- Silverado Trail and Highway 29, up-valley of Silverado Trail
- Highway 128/29 up- and down-valley of Lincoln Avenue
- Tubbs Lane
- Lincoln Avenue
- Foothill Boulevard
- Petrified Forest Road

Views of the night sky are a important part of the natural environment, particularly in a small community like Calistoga which generally enjoys excellent views of the night sky. As the City grows, light pollution has the potential to become an increasing issue. Calistoga recognizes the problems presented by light pollution. Forms of light pollution include:

- Glare, which is the uncomfortable brightness of a light source when viewed against a dark background.
- Light trespass, which is the spilling of light from beyond the property where the light is located.
- Sky glow, in which where excess and poorly designed lighting obscures views of the night sky.

I. a - c) Less than significant. The project would be placed at the foot of Mt. Washington on the eastern side. The structure is situated against the base of the mountain, as opposed to orientating the structure along Silverado Trail, lessening the project’s overall presence on the property while retaining views to the upper slopes and peak Mt. Washington. The project will have a less than significant effect on scenic vistas since the defining features of Mt. Washington will remain visible and will not be dramatically alter or diminished and other scenic resources located in the planning area are not within the view shed.

The project is located in an “entry corridor”. Policies contained in the General Plan ensure that new development is in a scale subordinate to the agricultural uses of properties located at these entry corridors (G.P. LU-26). Buildings associated with the project will be setback over 70 feet from the Silverado Tail right-of-way allowing significant land allocation to vineyards and landscaping. The vineyards will soften the new buildings and reinforce the rural character of the agricultural landscape and portray an understated visual appearance resulting in a less than significant impact on scenic resources and the visual character of the property.

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. Additionally, many of the fixtures will be on dimmers and many are required, by Title 24, to be on motion sensors devices. The fixtures that would be located in areas highly visible from outside will also be connected to a timer; after a certain hour, those fixtures will shut off automatically. 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Setting: The property is located on the valley floor, which is more suitable for agriculture. Agriculture, especially viticulture, is a major activity within unincorporated portions of the Planning Area. Currently, approximately 3,500 acres are under intensive agricultural cultivation within the Planning Area, including 268 acres in the City. Vineyards, organic crops, fruit, vegetables and orchards are the main types of agriculture.

II. a - b) Less than Significant Impact. The City of Calistoga, General Plan has designated the property Rural Residential and the property is within a “PD” Planned Development District. The California Department of Conservation Farmland Mapping and Monitoring Program designates the site as “Other 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. However, the General Plan polices support the preservation of agricultural lands with the interest of protecting it as an element of local identity. The project would reserve approximately 40,252 square feet (53% of the developable area) in agricultural production, primarily grape vines. The developable area excludes hillside and access easement. The developable area is approximately 75,780 square feet.

The project area is not under Williamson Act contract.

II. c - e) No Impact. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(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?

Setting: The City of Calistoga is located in northwestern Napa County. The Bay Area Air Quality Management District is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties

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 or exceed vehicle miles traveled provided by the Metropolitan Transportation Commission, 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. The project site is planned for development and is in close proximity to transit facilities. Since the project would not generate growth and alternative transportation is readily available, 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 Dust and Exhaust 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, if wind speeds are higher than 15 mph.*
- 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 muffled 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.*
- h) Earthwork and excavation shall not occur during crush from September 15th to October 30th.*

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The property is located at the foot of Mt. Washington and is characterized as a non-native grassland/savannah in the General Plan.

IV. a, b & c) Less than Significant.

Non-native grasslands occupy most of the vacant parcels and lower elevations in the eastern portion of the Planning Area, composed of introduced grasses and broadleaf weedy species which quickly recolonize disturbed areas. In Calistoga, as throughout California, intensive grazing, dryland farming, and other disturbance have eliminated most of the native grasslands that once formed the area's historic rangelands. No native grasslands have been mapped in the planning area (G.P. OSC-9). While documented special-status species are in relative proximity, the site has historically been disturbed by mechanical agitation of various types as a result of activities associated fire suppression and property maintenance (e.g. mowing and cultivation) resulting in little to no native vegetation and/or viable habitat that would readily support any candidate, sensitive or special status species. Since this project would not through habitat modification substantially effect rare plants impacts are considered less than significant.

IV. d) Less than Significant with Mitigation.

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: Preconstruction Nest Surveys and Construction Exclusion Zones: If construction would take place outside of the nesting season (September to January), then preconstruction nest surveys would not be necessary. However, if construction would take place during the nesting season (February-August), then preconstruction nest surveys shall be conducted as follows in order to avoid any potential impacts to nesting birds.

- 1) Nest surveys shall be conducted no earlier than 14 days prior to tree removal and/or breaking ground (surveys should be conducted a minimum of 3 separate days during the 14 days prior to disturbance); and*
- 2) In the event that nesting birds are found, the Project applicant should consult with DFG and obtain approval for nest-protection buffers prior to tree removal and/or ground*

- disturbing activities; and*
- 3) *Nest protection buffers will remain in effect until the young have fledged. All nest protection measures should apply to off-site impacts and within 300 feet of project activities. If a lapse in project-related work of 15 days or longer occurs, another focused survey and if required, consultation with DFG, will be required before project work can be reinitiated.*

IV. e) Less than Significant with Mitigation. An Arborist Report was prepared by Pacific Tree Care dated August 22, 2011. There are protected trees, per the City’s Tree Ordinance, on the property and that surround the property. The Arborist Report recommends the immediate removal of one Madrone tree near the southwestern property corner due potential hazard resulting from significant lean. 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) No Impact. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

those interred outside of formal cemeteries?

Setting: Prehistoric human use of Calistoga extends over several thousand years. In the context of the historic period, the study area is within the 17,962 acre Carne Humana Mexican land grant that was given to Edward Turner Bale in 1841. The project area is known to contain archaeological resources. A Cultural Resource Reconnaissance was conducted by Archaeological Services dated August 9, 2011, which indicates that no cultural resources were discovered as a result of the survey but recommends certain procedures for accidental discovery during construction.

V. a) No Impact. 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. No impacts are identified.

V. b) Less than Significant with Mitigation. The proposed project involves grading activities 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.

Mitigation CR-1: Treatment of Archaeological Resources Discovered During Construction

Mitigation Measure CR-1: 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.

V. c) Less than Significant. 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 and less than significant impact is anticipated.

V. d) Less than Significant with Mitigation. 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-2: Treatment of Human Remains, Associated Grave Goods, or Items of Cultural Patrimony

Mitigation Measure CR-2: 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
<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>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</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Setting: The Napa Valley, in which Calistoga is located, lies within the east-central portion of the Coast Ranges geomorphic province, a region characterized by northwest-trending valleys and mountain ranges. This alignment of valleys and ridges has developed in response to folding and faulting along the San Andreas fault system, which includes several faults east and west of Calistoga. Most of the Planning Area is located near the center of the broad alluvial plain that occupies the floor of the Napa Valley, while part of it extends up toward the surrounding hills.

Bedrock in the Calistoga area consists mainly of Sonoma Volcanics, dating from two to seven million years ago. These rocks are mainly interbedded sediment, tuff and rhyolite.¹ Alluvial deposits ranging from two million years old to less than 11,000 years old blanket the Napa Valley floor. These unconsolidated sediments consist of interbedded sand, silt, clay and gravel deposited by the ancestral Napa River and its tributaries.

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. Building construction standards significantly reduce

impacts to a level of less than significant, see Geotechnical Study Report and Update prepared by RGH Consultants.

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 with Mitigation. Based upon the RGH Consultants, Geotechnical Study Report, the site has 3½ to 5½ feet of weak, porous compressible, clayey surface soils and local areas with loose gravel to a depth of about 9 feet. Subsurface groundwater is also present. These soil conditions can be mitigated to less than significant level with proper design-level engineering.

Mitigation Geo-1: Design Level Geotechnical Report

Mitigation Measure Geo-1: Prior to the issuance of a grading or building permit for any portion of the project site, the applicant shall have a qualified geotechnical engineer and certified engineering geologist prepare and submit to the Planning and Building Department a final design-level geotechnical, geologic and seismic hazards investigation that complies with all applicable state and local code requirements. The final design-level geotechnical investigation shall:

- a) Include an analysis of the expected ground motions at the site using accepted methodologies;*
- b) Determine structural design requirements as prescribed by the most current version of the California Building Code and City of Calistoga;*
- c) Determine the final design parameters for walls, foundations, foundation slabs, utilities, roadways, parking lots, sidewalks, and other surrounding improvements.*

Mitigation Geo-2: Geotechnical Monitoring

Mitigation Measure GEO-2: A qualified geotechnical engineer shall be retained by the Applicant to be present on the project site during excavation , grading, and general site preparation activities to ensure the implementation of the geotechnical mitigations contained in the final design-level geotechnical investigation.

VI. e) Less than Significant. The project does not involve the use of septic systems. Domestic waste from the winery will be discharged into the City's sanitary via a extension of the sewer main to the property. Process wastewater generated from winemaking activities will be collected in two below grade holding tanks. Process effluent will be off-hauled to the East Bay Municipal Utility District under their Winery Waste Management Program (www.ebmud/resourcerecovery.com) or other approved location.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Setting: 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.

VII. a & b) Less than Significant with Mitigation. 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.

As such, 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. However, project-specific increases in GHG emissions are expected to be negligible due to the estimated maximum of 46 vehicle trips per day and increasingly stringent Title 24 energy conservation requirements imposed as part of the building permit process. Additionally, planned grape vines and landscape vegetation will sequester carbon. This negligible increase does not exceed the thresholds suggested by BAAQMD, is consistent with the ARB’s Scoping Plan’s reduction target and is consistent with the Climate Action Framework adopted by Napa County Transportation Planning Agency.

Although, to further reduce overall emissions, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 as a result impacts are considered

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 not be located within one-quarter mile of an existing or proposed school. 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. Based on the AutoTURN analysis conducted by W-trans in their Focused Traffic Study dated November 29, 2011, it was determined that fire trucks would be able to enter and exit the site without the need for widening at the existing or proposed driveway locations beyond the code requirements. On-site roadways are also expected to be sufficient to accommodate the circulation of the evaluated trucks. Figures of the site plan showing maneuvering of the evaluated trucks are contained in the W-trans TIS, impacts are considered less than significant.

VIII. h) No Impact. The project is not located near or within 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

of surface runoff in a manner which would result in flooding on- or off-site?

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| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Setting: The subject property is approximately 2.25 acres, with the majority of the parcel being flat undeveloped land and located on the downstream side of a 2.14 acre watershed from Mount Washington. The property is outside of the FEMA floodplain per FIRMette 06097C0625E.

Delta Consulting & Engineering was hired to perform a hydrologic analysis of the proposed set of Use Permit Plans for the property prepared by James Cassayre and dated January 18, 2012. The items Delta Consulting & Engineering was requested to analyze included an analysis of the pre-project and post-project runoff flows, the detention basin sizing, and the site flow patterns.

IX. a) Less than Significant with Mitigation. 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 less than significant impacts with mitigation.

Mitigation Measure HYD-2: Stormwater Drainage Plan

Mitigation Measure HYD-2: Prior to issuance of a grading or building permit, the permit holder shall submit a stormwater drainage plan for approval by the Planning and Building Department consistent with the Hydrology and Drainage Report prepared by Delta dated February 1, 2012 and in conformity with the National Pollution Discharge Elimination System and including Best Management Practices (BMP) as described in the California Stormwater BMP Handbook or equivalent.

Mitigation Measure HYD-1: Stormwater Pollution Prevention Plan (SWPPP)

Mitigation Measure HYD-1: Prior to start of construction verification shall be provided indicating that a permit has been obtained or a Stormwater Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) has been filed with the California Regional Water Quality Control Board for a General Permit to Discharge Storm Water Associated with Construction Activity subject to the review and approval of the Planning and Building Department.

IX. b) Less than Significant. The project will be connected and served by the City's water system and landscaping will be irrigated by rain harvesting. Furthermore, implementation of the project would not deplete groundwater supplies or interfere with groundwater recharge resulting in groundwater loss. The project will create approximately 30,267 square feet of compacted and/or impervious surfacing. This represents approximately 36 percent of the net acreage. The amount of potentially impermeable surface created represents a minor amount of the project site and a small portion of the areas available for recharge in the groundwater basin. Therefore, impacts related to depletion of groundwater supplies or interference with groundwater recharge

are less than significant.

IX. c, d & e) Less than Significant. Delta Consulting and Engineering prepared a Hydrological and Drainage Report dated February 1, 2012 that analyzes the site hydrology associated with the proposed development. The purpose of this report is to investigate the storm water runoff hydrologic flows for the pre-construction and postconstruction conditions of the project. The proposed improvements will provide detention/meter box that will attenuate and release storm water runoff below the existing conditions (for the 2, 10, 100 year, 24 hour storm events; depth of 4.5”, 6.8” and 10” respectively). With a reduction in peak discharge and onsite storm water filtering, storm water quality will be improved from this site and not increase TMDL levels from their current conditions. 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.

Based on Delta Consulting & Engineering’s analysis of the proposed site improvements per the Use Permit Plans prepared by James Cassayre dated January 18, 2012, the flow patterns of the storm water runoff will be maintained to pre-construction conditions. The runoff will exit the property at the southern corner of the property similar to the pre-construction conditions. In addition, the detention basin and other hydrologic energy reducing features proposed in the plans will reduce the post-construction flows to be less than the pre-construction conditions.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 Rural Residential. This property is also a site within one of Calistoga’s entry corridors, it has also been designated within a Planned Development Overlay designation, the *Maxfield/Adams Beverage Company Properties* and is also within an Entry Corridor Overlay designation as described in the 2003 General Plan Update. “Entry Corridor: 2 Downvalley Silverado Trail”

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 “PD”, Planned Development.

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 no impact on the surrounding established community.

X. b) Less than Significant. The property is within the Rural Residential General Plan land use designation. The Rural Residential land use designation allows crop production, vineyards, light agricultural structures, and single family residences. Wineries and visitor accommodations may occur with discretionary approval. The suggested winery use is consistent with the Rural Residential designation.

The property has been designated within a Planned Development Overlay designation, the *Maxfield/Adams Beverage Company Properties*. This designation is applied to achieve a superior design and explain more specifically the development goals for the properties. Page LU-29 through LU-30 of the General Plan Land Use Element states:

“Development on these large parcels on the Silverado Trail shall be designed to be visually suitable for its entry corridor location on the edge of town and should contribute to the economic and/or community vitality of Calistoga. Development on this site shall respond to the following issues:

- *A balance of uses among various parts of the site.*
- *Sensitivity to the natural landscape, scenic vistas (particularly to the Palisades)*

and site features, including adequate creek setbacks and preservation of vegetation on Mount Washington.

- *Protection of natural resources, including retention of on-site drainage, mature trees and sensitive habitat.*
- *Clustering of development to allow for the retention of habitat-containing open space.*
- *Minimization of grading.*
- *Minimization of impacts on adjacent land uses, including appropriate siting of noise generators, lighting, and building location, height and style.*
- *Incorporation of adequate landscaping, including provision of a landscaped setback from Silverado Trail and a landscaped berm or other screening along the boundary with the mobile home park.*
- *Ensure that new development is of a scale subordinate to the agricultural uses of properties located at these entry corridors.*
- *Consideration of passive recreational opportunities on Mt. Washington and a pedestrian pathway on the site to provide public access to this area. An appropriate location for such a pathway may be along the boundary with the mobile home park.*
- *Adequate consideration, through submittal of geotechnical and preliminary drainage plans with a project application, of geological and hydrological constraints, including soil erosion and slope stability, drainage, flooding, and drainage ditch maintenance.*
- *Provision of on-site parking and circulation that includes safe access to Silverado Trail.”*

The Planned Development Overlay designation expressly states that wineries and retail wine sales are allowed in the Planned Development Overlay designation, *“provided that these uses are clearly subordinate to the primary agricultural use”*.

The Planned Development Overlay designation further indicates that *“Development of these parcels shall be varied and shall not include a single land use or predominant use such as visitor accommodations or wineries on each lot”* and *“due to Mount Washington’s visual and open space significance, private construction on its slopes shall be prohibited.”* It is staff’s impression that the Brian Arden Winery, in addition to the other developments, provides an adequate mix of uses in the designation. At the time the General Plan was adopted the Mt. Washington property (Parcel No. 4) was privately owned and there was concern about incompatible development on its slopes. It is staff’s interpretation that the General Plan direction was not intended to preclude situations such as the contemplated development.

Lastly, the property is also within an Entry Corridor Overlay designation as described in the 2003 General Plan Update. “Entry Corridor: 2 Downvalley Silverado Trail” states that development in the area along Silverado Trail should preserve vineyards and existing trees and conform to the rural quality of the area.

Development of this site responds to these aforementioned items. The site design and architecture reduce the scale of the project and respect and enhance the gateway to the city. The site plan strategically places the parking amongst vineyard screening it from view. The proposed intensity of the structures and the uses, together with the circulation pattern, are suitable for property and are compatible with the surrounding neighborhood. The agricultural use (i.e. vineyards) is the predominant use on the property.

The City’s Zoning Ordinance designates this site as “PD”, Planned Development; however there are no formal zoning standards that regulate its development, such as permitted or conditionally permitted uses. Under State law, a local agency is required to provide standards for the development of parcels in all zoning districts as a means of informing property owners and the general public of their development rights and the development potential of property. Several of the former Maxfield/Adams Beverage Company properties (i.e. Mt. Washington, Palisades, Helmer’s property, Silver Rose Inn and August Briggs Winery) have encountered this same issue. In order to resolve this issue, all of these properties have been rezoned (i.e. zoning ordinance text amendments) to accommodate development. Draft Planned Development District standards have been prepared.

The proposed Planned Development District would be consistent with the Municipal Code provisions pertaining to purpose and general development principles of the “Planned Development” zoning district. The proposed Planned Development District limits development to specific permitted uses and prohibits all other uses, thereby ensuring that strict parameters are placed on land use activities. In addition, the proposed Planned Development District sets forth development standards that limits the intensity and scale of the development, while also maintaining the rural character of the project site and surroundings, consistent with the purpose of the district.

As such, the proposed Planned Development District would fulfill the Municipal Code’s objective of facilitating a well-planned development that conforms to the General Plan, while also allowing certain desirable departures from the strict application of individual zoning district regulations. Impacts would be less than significant.

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
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a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

area to excessive noise levels?

Setting: The project is located in a rural setting. The concentration of residences (Chateau Calistoga MHP) is approximately 800 feet of the planned winery.

XII. a and b) Less than Significant. 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) Less then Significant. Noise from the proposed winery operations is generally limited and typical of agricultural winery and rural uses. However, the proposed events could create additional noise impacts. The Municipal Code (Chapter 8.20) and standard conditions will be incorporated into the conditional use permit addressing noise related issues including but not limited to, prohibiting outdoor-amplified sound system and hours.

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 Incorporati on	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

replacement housing elsewhere?

Setting: The 2010 United States Census estimated the City of Calistoga’s population to be 5,155.

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 four 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. Impacts are considered less than significant.

XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. a) No Impact. 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 Incorporati on	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. a – b) No Impact. 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 or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The project site is located along the southerly side of Silverado Trail within the City of Calistoga limits. Silverado Trail is a two-lane east-west rural arterial with no curb, gutter, or

sidewalk on either side of the street; however, Class II bike lanes are provided on both sides. The posted speed limit is posted at 45 miles per hour (mph) along the project frontage and changes to 55 mph about 750 feet east of the project site's driveway at the city limits.

Whitlock & Weinberger Transportation, Inc. (W-Trans) has completed a focused traffic analysis dated November 29, 2011 (Attachment No. 4).

XVI. a, b and d) Less than Significant. Access to the project will be provided via a new driveway connecting to an existing driveway on Silverado Trail which provides access to Aubert Winery via an existing easement. The new driveway is proposed to be 25 feet wide, which is adequate to accommodate two-way traffic.

It is understood that a new driveway for the Silver Rose Winery and Resort project is proposed on the north side of Silverado Trail approximately 200 feet west of the existing driveway that will provide access to the Brian Arden Winery. This proposed new driveway would be a secondary access as the existing main access driveway is located approximately 500 feet further west. Given that the closest driveway on Silverado Trail, either existing or proposed, will be at least 200 feet away, conflicts with the existing project driveway are expected to be minimal.

Sight distance: Sight distance from the existing 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 45-mph design speed, stopping sight distance of at least 360 feet is needed from the existing driveway. Sight distance to the east, or right, exceeds 700 feet, which is adequate for speeds of more than 65 mph and therefore adequate for the higher approach speeds as drivers transition from the 55-mph speed zone. To the west, or left, vehicles were visible from more than 600 feet away, which is adequate for speeds of up to 60 mph. The sight distance available is adequate for speeds in excess of the posted speed limit.

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 any reduction of sight lines.

Left-Turn Lane Warrants: The need for a left-turn lane, right-turn lane or right-turn taper on Silverado Trail at the project 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 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*.

Machine count data collected for the *Terrano Napa Valley Traffic Impact Study* (W-Trans, 2007) as well as safety criteria were evaluated. Note that traffic volume comparisons have consistently indicated that 2011 volumes are either equal to or less than volumes taken prior to 2008, so it is anticipated that these 2007 volumes represent a conservative analysis. Based on machine counts taken between Thursday and Monday, March 1-5, 2007, Silverado Trail east of Brannan Street had an average weekday volume of approximately 5,070 vehicles, including 319 vehicles during the a.m. peak hour and 476 vehicles during the p.m. peak hour. Based on information previously provided by City staff, population in this area has grown by an average of 1.35 percent per year. Using this average level, a growth factor was developed to determine future (2031) traffic volumes for a 20-year horizon from existing (2011) conditions. A growth factor of 1.38 was applied to 2007 through volumes on Silverado Trail to project 2031 conditions.

Existing peak hour trips accessing Aubert Winery, as referenced in the *Focused Traffic Analysis for the August Briggs Winery* (W-Trans, 2002), as well as the proposed trips that are expected to access Brian Arden Winery were added to future volumes as this represents a worst-case scenario. It was conservatively assumed that 75 percent of inbound peak hour traffic accessing either winery site would do so via a westbound left turn movement from Silverado Trail. Even with these conservative assumptions, neither a left-turn, right-turn or right-turn taper lane is warranted on Silverado Trail at the existing driveway.

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. e) Less than Significant. Based on the AutoTURN analysis it was determined that both fire trucks and bottling line trucks would be able to enter and exit the site without the need for widening at the existing or proposed driveway locations beyond the code requirements. On-site roadways are also expected to be sufficient to accommodate the circulation of the evaluated trucks. Drivers of these larger trucks will need to utilize the courtyard for backing up to perform a three-point turn to complete the full circuit. Figures of the site plan showing maneuvering of the evaluated trucks are contained in the W-trans TIS.

XVI. f) No Impact. There are no sidewalks in the immediate vicinity of the project, and installation of sidewalks along the project frontage is not proposed. Given the presence of a wide paved shoulder as well as a paved shoulder on the site's frontage, there is adequate clear space for pedestrian access. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting: The project would extend the existing City of Calistoga sewer main approximately 760 feet from its existing terminus located approximately 500 feet southwest of the subject parcel to the northeast corner of the subject parcel ending immediately adjacent to Silverado Trail. The existing sewer main at the proposed point of connection is eight inches in diameter. The proposed sewer main extension is 8 inches in diameter.

The project would connect to the existing 12 inch diameter water mainline located within the Silverado Trail right-of-way.

XVIII. a) No Impact. The City’s treatment plant has significant capacity to handle the increase flows anticipated as a result of this project. 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) Less than Significant. The post construction storm water runoff will be less the pre-construction run off. All project related storm drainage improvements will be contained within the project boundaries. As such, the project will not require or result in the construction of new storm water drainage facilities or an expansion of existing public 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 General Plan. 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 Mitigation. 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) Less than Significant. The proposed winery is consistent with the General Plan land use and zoning designation. Based on the size of the proposed lots, 5 to 9.1 acres, the potential for well interference between lots is considered unlikely. Aspects of the project manage storm water runoff, help preserve groundwater resources, and minimize the impact on the environment include detention basin, satellite based irrigation controllers, a rainwater harvesting system, and green building practices. Traffic generated by the project would be consistent with that projected in the General Plan. The winery will not cause an increase in traffic which is substantial or exceeds LOS standards. Traffic mitigation fees are required to be paid to assist with the overall City roadway maintenance. Therefore, the project does not pose cumulative impacts.

XIX. c) Less than Significant. The proposed project would not result in any environmental effects that will cause substantial adverse effects on human beings.

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

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James L. Cassayre RCE 17552, *Drainage and Detention Narrative and support analysis*, received September 16, 2011

James L. Cassayre RCE 17552, *Drainage and Detention Narrative (Revised 11-16-11) and support analysis*, received November 22, 2011

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RGH Consultants, *Geotechnical Study Report*, Brian Arden Winery, June 8, 2011

RGH Consultants, *Geotechnical Engineering Report Update*, Brian Arden Winery, November 18, 2011

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

Triade Design Studio, *Lighting Fixtures*, November 18, 2011

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

Whitlock & Weinberger Transportation, Inc. *Focused Traffic Impact Analysis for the Brian Arden Winery*, dated November 29, 2011

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

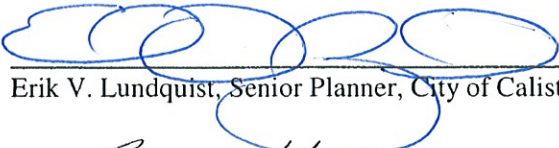
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

FEBRUARY 14, 2012
Date



Applicant's Signature

2/14/12
Date