Planning

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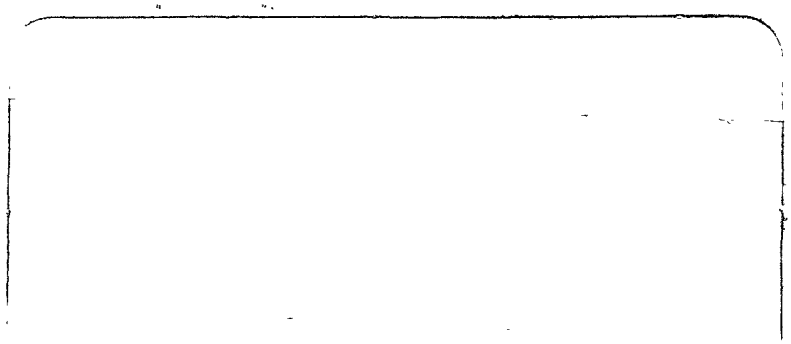

WINZLER & KELLY
Consulting Engineers

27.2600-01

89-842-A10

FINAL
ENVIRONMENTAL IMPACT REPORT
FOR
SWANSON WINERY

State Clearinghouse No. 88101111

August, 1989

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EIR15

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I. Summary

The project is to increase winery production at the existing Swanson Winery and Vineyards in three phases to 42,500 gallons and to construct a new tasting room on a 1.44-acre parcel on the south side of Manley Lane 700 feet west of Highway 29 within an AP (Agricultural Preserve) Zoning District (APN: 27-260-01).

This project was the subject of an Initial Study and proposed Negative Declaration by the Napa County Conservation, Development and Planning Department. Further review by the Napa County Planning Commission and the Napa County Board of Supervisors resulted in a recommendation to prepare an EIR focusing on traffic. A public hearing on the Draft EIR was held on May 22, 1989, as summarized by comments contained in Appendices A and B.

No significant environmental effects are expected as a result of the project. However, mitigation measures are proposed in this FEIR to mitigate impacts classed as not significant. These mitigation measures are as follows:

Mitigation Measures
Swanson Winery Expansion
(#U-288788)

Public Health

1. Conformance with the Department of Forestry, Mosquito Abatement District, Department of Environmental Health, Department of Public Works requirements.

Archeology

2. Placement in the specifications covering this project of a stipulation binding the applicant, his employees, and/or contractor(s) to stop all work within 35 feet if buried archaeological or historic materials (e.g., worked stone, greasy soil, bone, charcoal, building foundations, historic dumps, etc.) are encountered outside the

boundaries of the leachfield, leachfield expansion, and force main trench areas. A qualified professional archaeologist shall be employed to collect the artifacts uncovered, do a survey prior to construction, evaluate their significance, and make recommendations to reduce any damage that would be involved to a non-significant level. All such recommendations shall, with the concurrence of the County Planning Director, be implemented. [Note: The potential for Cultural Resources impacts is considered minimal because the project will take place on a small (2680 square feet), disturbed parcel of land that does not lie within an identified area of archaeological sensitivity, and the existing winery building is of recent construction.]

Noise

3. Limitation of all construction activities to that portion of the weekday (Monday through Friday) when they will cause the least amount of annoyance (i.e., between 7:30 a.m. and 4:30 p.m.).

4. All construction equipment shall be properly and adequately mufflered at all times.

5. Place noisy stationary equipment such as compressors and chillers away from developed areas off-site and/or the provision of acoustical shielding around such equipment.

Aesthetics

6. All exterior lighting shall be shielded and directed away from residences and roadways off-site.

7. No pile of spoils generated by construction of the proposed project shall be located in an area visible from State Highway 29. All piles of spoils visible from public or private roads or off-site residences shall be removed within nine (9) months after commencement of use of the new facility involved.

8. Grading on this site shall only take place in conjunction with installation of the roads, parking areas, and buildings planned. Rough grading of the site and then letting it sit undeveloped for one or more construction seasons is strictly prohibited.

9. Water shall not be allowed to flow over cut and fill slopes. Drainage shall be intercepted and diverted away from cut and fill slopes by use of up slope berms or interceptor ditches. Energy dissipation structures shall be installed where necessary.

10. All fills within which the spoils from this project are placed shall be replanted with shrubs, grasses and forbs acceptable to the Napa County Resource Conservation District by October 15th of the year in which they are deposited OR all run-off from said fill shall be discharged through properly sized and maintained debris catch basins.

Public Safety (Fire Protection)

11. A water supply system capable of providing approximately 300 gpm to the proposed facility at 20 psi dynamic shall be installed prior to building occupancy and thereafter properly maintained. The design of said system shall be acceptable to and approved by the Napa County Fire Chief. Facilities to provide approximately 18,000 gallons of water in storage exclusively for fire protection shall be included. Exact water storage and delivery capacities shall be determined by the Napa County Fire Chief based on the final layout of the facilities involved.

12. Any fire hydrant or fire protection source shall be installed prior to building occupancy at locations acceptable to and approved by the Napa County Fire Chief.

13. Smoke detector system(s) acceptable to and approved by the Napa County Fire Chief shall be installed in the proposed building prior to its occupancy.

14. A lock box system acceptable to and approved by the Napa County Fire Chief shall be installed in the proposed facility at an acceptable location. A copy of the required business plan shall be placed therein.

15. A copy of the business plan required by Napa County Environmental Management Department shall be provided to the Napa County Fire Chief within three (3) months after building occupancy.

Public Safety (Traffic)

16. Manley Lane shall be widened to 20 feet from the driveway to the winery east to the intersection of the lane with Highway 29 before public tours and tasting can begin. As part of this project, as appropriate, utility poles shall be relocated or an equivalent drainage ditch on the north of the road provided. The road surface shall conform with Napa County subdivision standards.

17. Applicant shall provide to the County the northernmost 15 feet of the parcel on which the winery is located for future roadway use.

18. The proposed parking layout plan for the project shall be modified to include a minimum of 12 spaces for visitors and four spaces for employees before tours and tasting can begin.

19. At the intersection of Manley Lane and Highway 29, add a northbound left-turn lane, a southbound right-turn deceleration taper, and an eastbound right-turn acceleration taper on State Highway 29 before public tours and tasting begins. Although Caltrans may initiate a project that includes some or all aspects of this mitigation measure, the applicant will have sole reponsibility for mitigating the traffic impacts of the proposed project (T29).

20. The applicant shall agree to participate financially on an equitable basis in the operation of a shuttle bus system serving winery visitors in the Napa Valley, if and when one is developed by either a public agency or a private company (T30). It is not the intent of this measure that the applicant be responsible for

developing a shuttle bus system or participating in a system that requires unreasonable expenditures.

21. The applicant shall not operate tours and tasting after 4:00 p.m. on weekdays and weekends. This measure has been proposed as part of the project by the applicant but have been included as mitigation measures to reinforce their desirability.

22. To the extent possible, the applicant shall schedule the transportation of grapes and other freight shipments so that they do not occur during peak hours of travel on weekdays or weekends and when crossings of the wine train are scheduled.

23. The applicant shall maintain records of the number of visitors (vehicles and persons) so that the impact of the project can be monitored by the County.

FEIR Section 6 proposes several alternatives (Alternatives 4 through 6) that would require traffic mitigation different from that proposed above (mitigations 1 through 15 would be in force for these alternatives). The traffic mitigations proposed for the alternatives are as follows:

Alternative 4

17 and 22.

Alternative 5

17 and 22.

Alternative 6

All of the project mitigation measures (17-23).

The project proponent proposes to comply with all of the project mitigation measures.

Project Controversiality and Issues

The project is essentially non-controversial, except that some residents along Manley Lane object to the increase in traffic and are concerned about effects of the project on groundwater quality and quantity. The main issues to be resolved are to choose between the alternatives presented in this FEIR and to determine if the planned traffic improvements are adequate if the project proceeds.

II. Project Description

The project is to increase winery production at the existing Swanson Winery in three phases to 42,500 gallons and to construct a new tasting room on a 1.44-acre parcel on the south side of Manley Lane 700 feet west of Highway 29 within an AP Zoning District (APN: 27-260-01). The winery presently consists of a 3,984 square foot winery structure with a 20,000 gallons/year annual production capacity.

Phase 1 would entail increasing production capacity to 32,000 gallons/yr and add public tours and tasting. Tours and tasting would take place 7 days a week throughout the year from 10 a.m. to 4 p.m.

Phase 2 would add a new tasting room and office totaling 1,760 square feet and a roofed area for barrel work, fermentation and wine storage of 1,813 square feet. Although new tasting facilities would be added, public tours and tasting would operate with the same schedule as in Phase I.

Phase 3 would increase production capacity to 42,500 gallons/year. Public tours and tasting would continue as in the first two phases.

The project location is illustrated on Figures 1 and 2a and 2b. Figure 3 shows the proposed site plan.

The objectives of the project are to increase production and adding a tasting room.

The principal components of the project are: 1) to roof over and enclose an 1813 square foot concrete pad for expanded barrel work, fermentation, and wine storage operations, and build an 880 square foot first floor retail sales and tasting area, and an 880 square foot second floor area for offices; and 2) expand

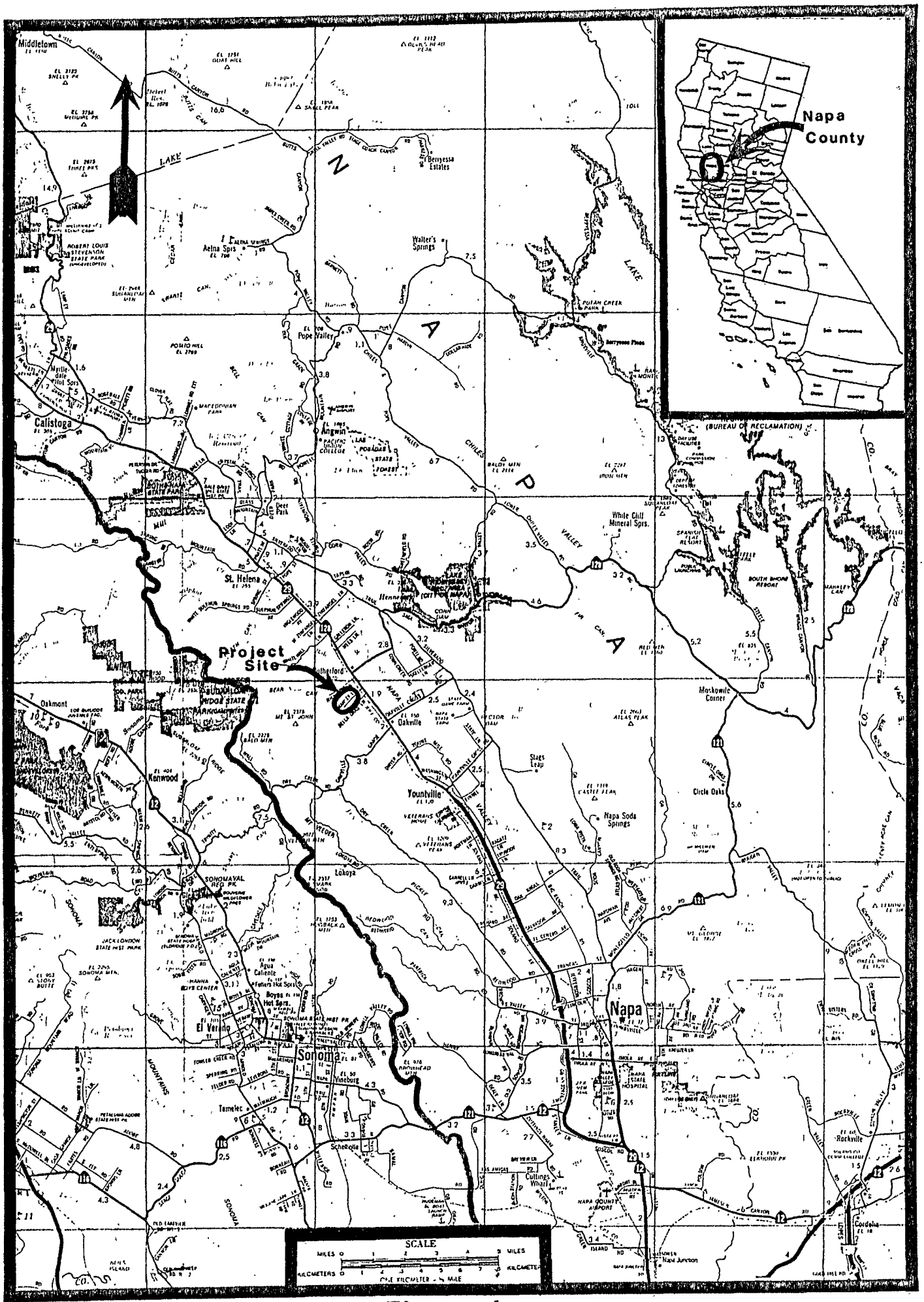

Figure 1
Project Vicinity

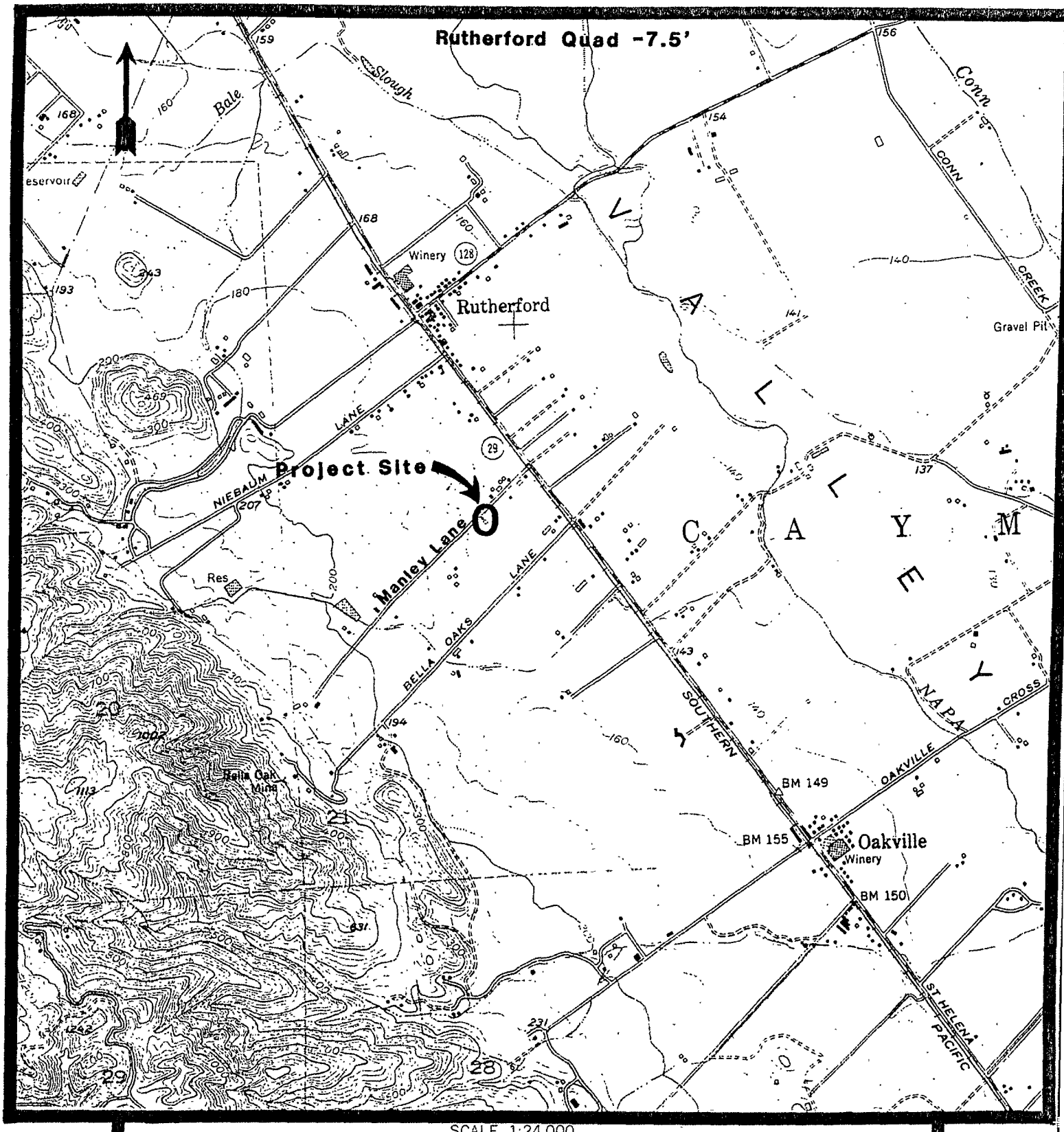

Figure 2a
Site Location

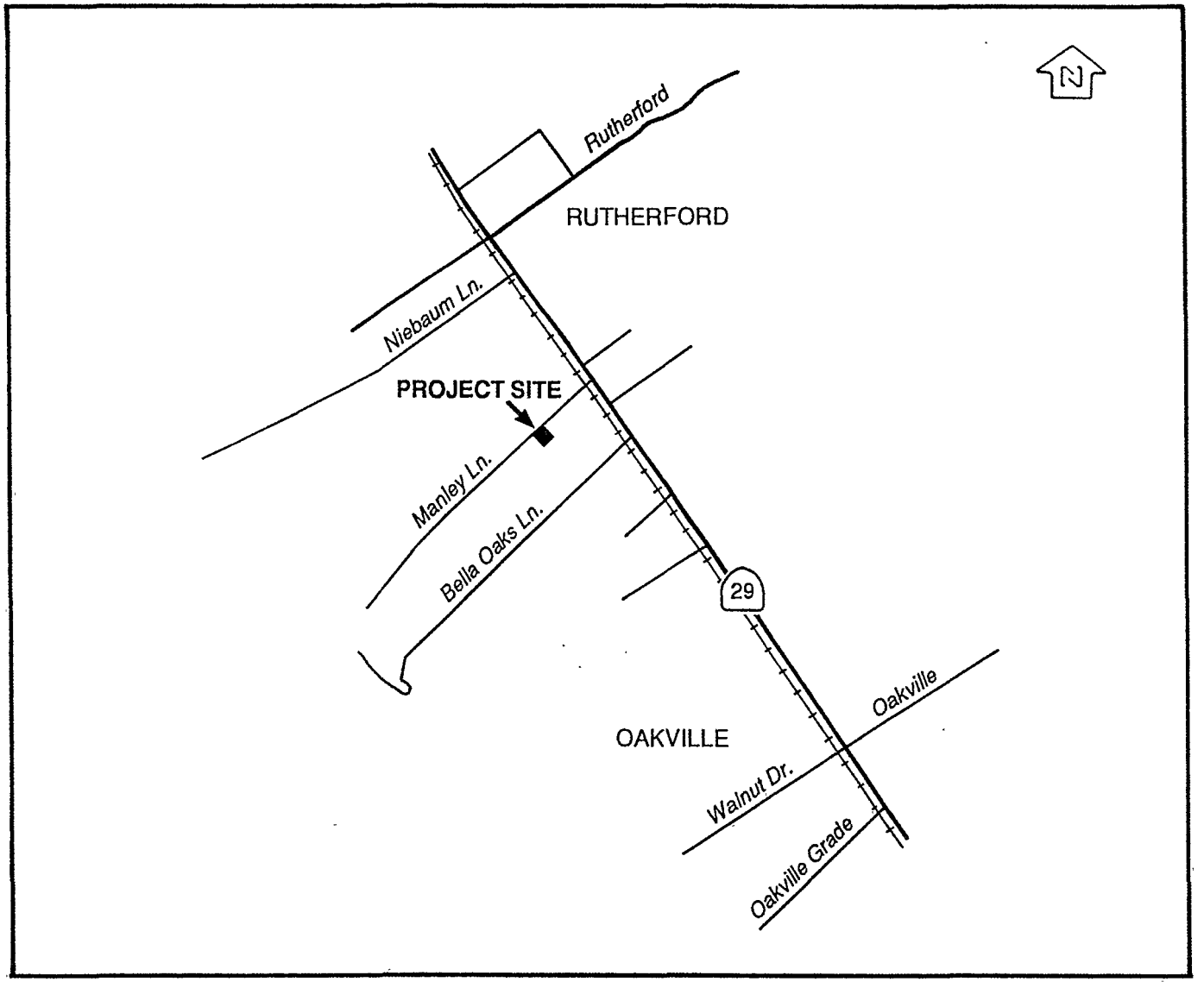

Figure 2b

Project Site Location

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Figure 2b

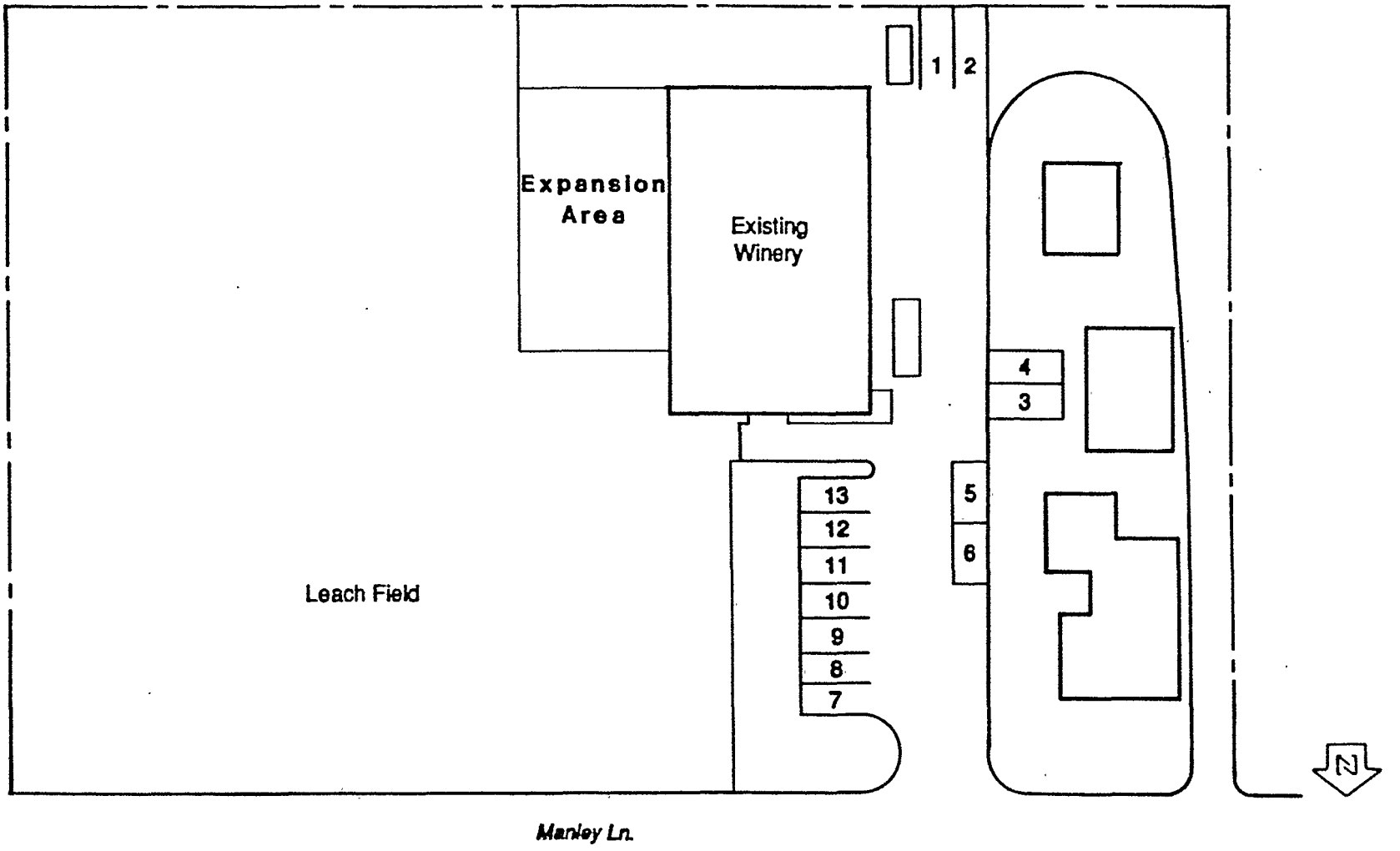

Figure 3
Proposed Site Plan

leachfield capacity to accommodate increased domestic and winery wastewater flows. The proposed site plan (Figure 3) shows one alternative for leachfield expansion, but a mound system that would meet the requirements of the Napa County Department of Environmental Management will also be considered.

III. Intended Uses of the EIR

The EIR will be used by the Napa County in determining whether to approve an application for a use permit. The Napa County Conservation, Development, and Planning Commission will be responsible to certify the Environmental Impact Report and decide on the Use Permit application, unless appealed to the Napa County Board of Supervisors. Approvals will also be required by the California State Alcoholic Beverage Control Commission, United States Bureau of Alcohol, Tobacco and Firearms, San Francisco Bay Area Air Quality Management District, County Departments of Public Works and Environmental Management.

IV. Environmental Setting

(in part from Napa County Project Specification RFP 88/04)

The site is a gently sloping to nearly level area (slopes typically 0-4%) at elevation 165 feet MSL on the floor of the Napa Valley located approximately 3/4 mile south of Rutherford. Foundation material consists of older alluvial fan overlain by Class 2 soil of the Bale Clay Loam (0-2%) series. Runoff is low and there is little hazard for erosion. Vegetative cover is primarily vineyards and introduced grasses and forbes. Existing land uses include the existing winery. Surrounding land uses include 8 vineyards and approximately 14 nearby houses along Manley Lane.

Regional access to the site is provided by State Highway 29, the major north-south arterial through Napa County. Local access is provided by Manley Lane. Manley Lane is a 16-foot wide two-lane roadway running from a "T" intersection at State Highway 29 westerly for approximately one mile where it dead ends. In addition to the Swanson Winery, there are 14 single-family residences along Manley Lane. Railroad tracks cross Manley Lane near the intersection of Manley Lane and State Highway 29. State Highway 29 is heavily used by tourists visiting the wineries in the Napa Valley.

The project is consistent with the Napa County General Plan. The Planning and Zoning Analysis provided by County staff in the Initial Study included the following information (in part):

9. The proposed use complies with applicable provisions of the Napa County Code and is consistent with the policies and standards of the Napa County General Plan.

10. The proposal is in conformance with the General Plan designation of Agricultural Resource and the AP (Agricultural Preserve) District Zoning specified for the property.

V. Environmental Impact

No significant environmental impacts were found. This conclusion rests on the following analysis:

The Initial Study (Appendix A) determined that the project would have no substantial impact. A subsequent review by the Napa County Planning Commission and the Napa County Board of Supervisors of the proposed Negative Declaration and public testimony resulted in a decision to prepare an EIR focusing on the following traffic issues:

1. Getting on and off Manley Lane at the intersection of Highway 29.
2. Traffic on Manley Lane and the Manley Lane Area in general.
3. The general cumulative impact of traffic on the Highway 29 corridor.

Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in an EIR unless the County subsequently receives information inconsistent with the findings in the Initial Study (Napa County CEQA Guidelines, 1986, Section 912).

Our review of the record of public hearings conducted on the project indicates that the Initial Study was correct in classifying impacts other than traffic as not significant. Impact areas other than traffic are not further discussed in this FEIR except as noted in the following paragraph.

The scope of work that the Napa County Conservation, Development and Planning Department subsequently issued also called for investigations in the areas of energy use, agricultural lands, and growth inducement, consistent with the requirements of the Napa County CEQA Guidelines (1986). The following three sections discuss these issues, followed by the traffic section.

(Comments on the DEIR are summarized in Appendices A through C. These comments are identified by a letter/number designation - e.g., T5. Responses to the comments in the FEIR impacts discussion are followed by the comment identifier in parentheses. Those comments not specifically responded to in the FEIR text are discussed in Appendix C.

1. Energy Use

Energy use at the existing winery ranges from a low of about 2.6 KWH/day in the winter to a high of about 150 KWH/day in the summer. The average for the year (1988) was 38.3 KWH/day, for a total yearly energy consumption of 15,360 KWH, about the consumption of a large house. The existing facilities include energy-conserving measures such as a fan on the roof to pull in night air to cool the winery, 1/2-inch foam insulation jackets on outside tanks, and insulation on all hot water pipes. The new facilities would be equipped with similar energy saving measures. While the ultimate energy consumption is difficult to predict, the size of the expansion suggests roughly a doubling of energy consumption. Contact with the Pacific Gas & Electric Company Marketing Department (1989) reveals that facilities are in place to supply the expansion. Energy will not be used in an inefficient and unnecessary manner. No significant energy impacts are expected.

2. Agriculture

The building construction will take place on 880 square feet of land adjacent to the existing winery that might once have been suitable for agriculture. Adjacent and surrounding agricultural production would be affected only to the extent that increased traffic on Manley Lane impedes operations (see Traffic Impacts section), or to the extent that a change in the character of the neighborhood from agricultural/residential to winery/commercial and thus encourages other similar activity on agricultural land (see Growth Inducement section) (G2) (A3) (A1).

However, the impact of the project itself on regional and, even local agricultural production would be small. Prime agricultural land is defined as land with Class 1 or Class II soils. In the County, there are 51,490 acres of land with either Class I or Class II soils (Napa County Conservation, Development, and Planning Department, 1989). This includes some land in cities which has been developed. Assume, for example, that one-half of available prime agricultural land is in non-agricultural purposes. That would leave 25,745 acres. The project will convert 880 square feet, or .019 acres of prime agricultural land. This quantity represents 0.0000007 of the assumed remaining County prime agricultural land base. Even using the total acreage of the Swanson parcel, 1.44 acres, the figure is .00005 of the County prime agricultural land base. Clearly, the agricultural land conversion aspect of this project viewed by itself is not significant (see also Growth Inducement and Cumulative Impacts sections (A4, G2).

3. Growth Inducement

The proposed expansion would result in the employment of 2½ additional people (G1). If the project is successful in producing increased revenue through wholesale and on-site retail wine sales, this might ultimately lead to further employment and a growth-inducing impact, but the scale of activity is not sufficient to be considered significant.

The project might also lead to growth inducement by contributing to a change in the character of the neighborhood from agricultural/residential to winery/commercial. A winery management firm already exists farther west on Manley Lane. Should the project stimulate other winery/commercial activity, other impacts would occur in growth-related categories, particularly traffic, views and noise. Some residents along Manley Lane would find these changes in their neighborhood unpleasant, especially if many agricultural operations were to include wineries. However, the project is consistent with the

Napa County General Plan and the Agricultural Preserve zoning specified for the property. Because of this, and the small scale of the project, the growth-inducing impact is considered not-significant (N2, G2).

4. Traffic

a. Setting

1 Site Access

Regional access to the site is provided by State Highway 29. The project site is located on Manley Lane, which is one of three county lanes located on the west side of Highway 29 between Rutherford and Oakville. It forms a "T" intersection with Highway 29 and extends approximately one mile to the west where it deadends. Niebaum Lane is located to the north and Bella Oaks Lane to the south. Manley Lane is generally 16 feet wide although in the vicinity of the existing winery it is up to 18 ft. 6 in. wide (T1). An easement of at least 26 feet exists for the full length of the lane, and in instances where replatting has occurred in recent years Napa County has required that an additional easement of 15 feet on each side be conveyed by the property owner so that an ultimate easement of 56 feet can be obtained. The parcel directly east of the winery has provided such an easement for a distance of 214 feet to within 506 feet of the intersection (see Figure 4). The additional easement already exists on the north side of the road from the winery east to the intersection. The existing roadway dimensions, however, do not reflect the additional easement. The original five feet of easement north of the paved surface is used for a drainage ditch, for approximately the first 500 feet of the road (T2), and the five feet on the south side are used as a shoulder and for the placement of telephone poles (see Figure 5). Between the winery driveway and Highway 29, there are five telephone poles.

The winery is located on a 1.44 acre parcel on the south side of the lane, and the driveway is approximately

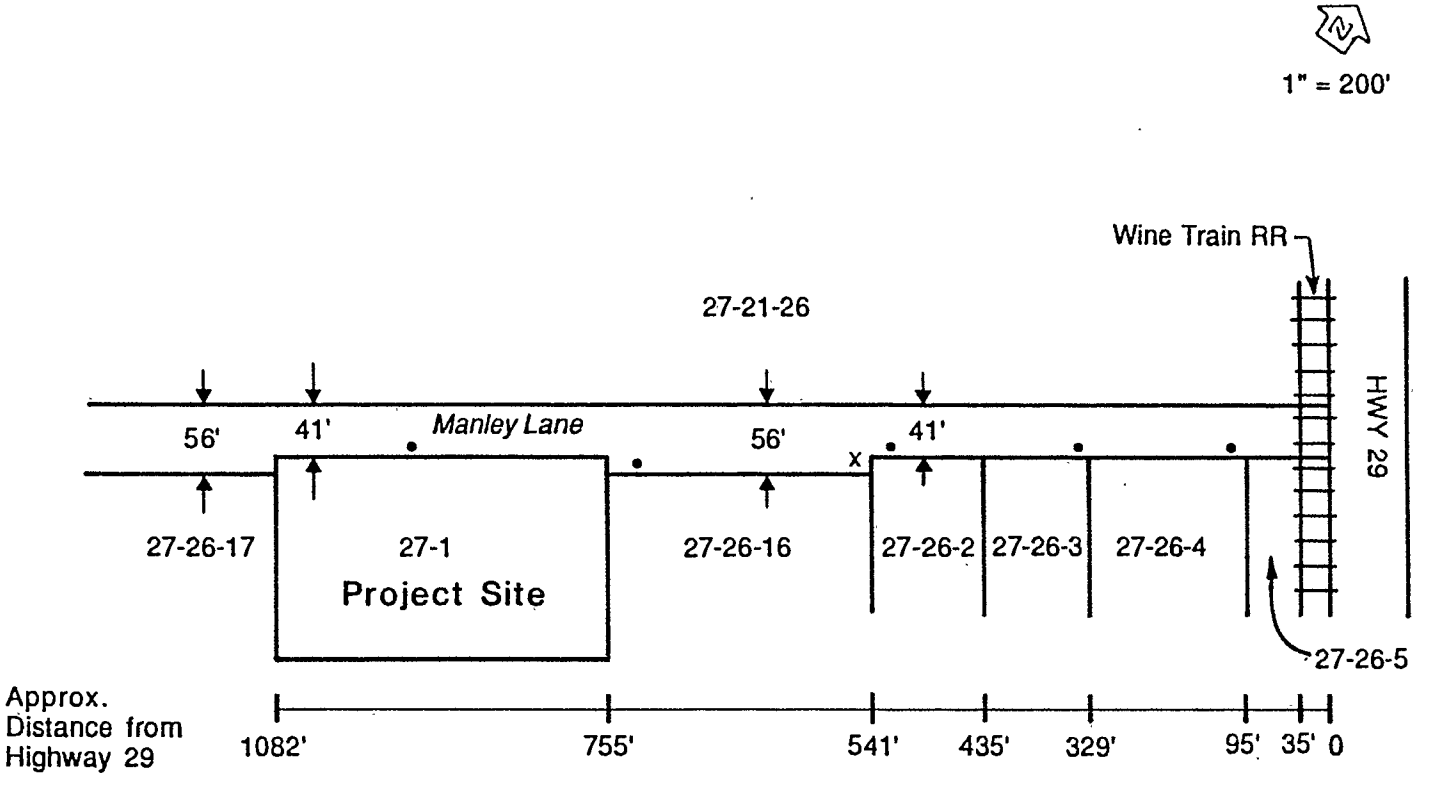

Figure 4
Manley Lane Showing Parcel Boundaries and Existing Easements

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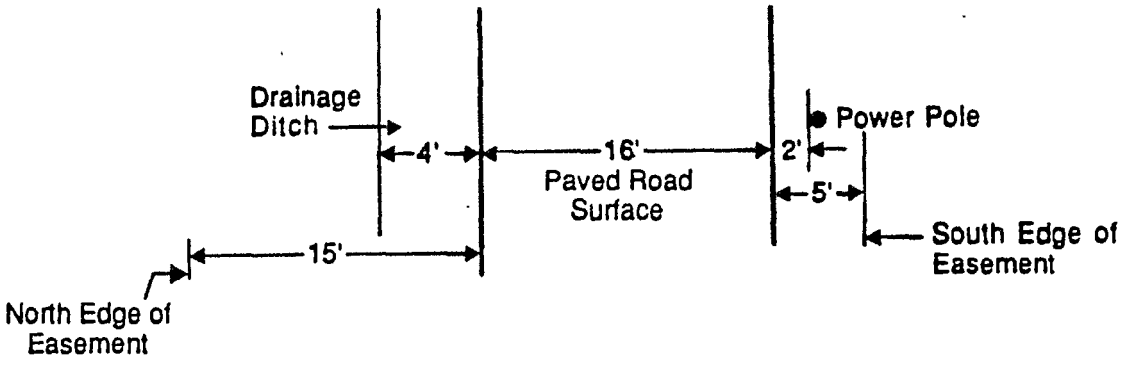

Figure 5
Manley Road Detail

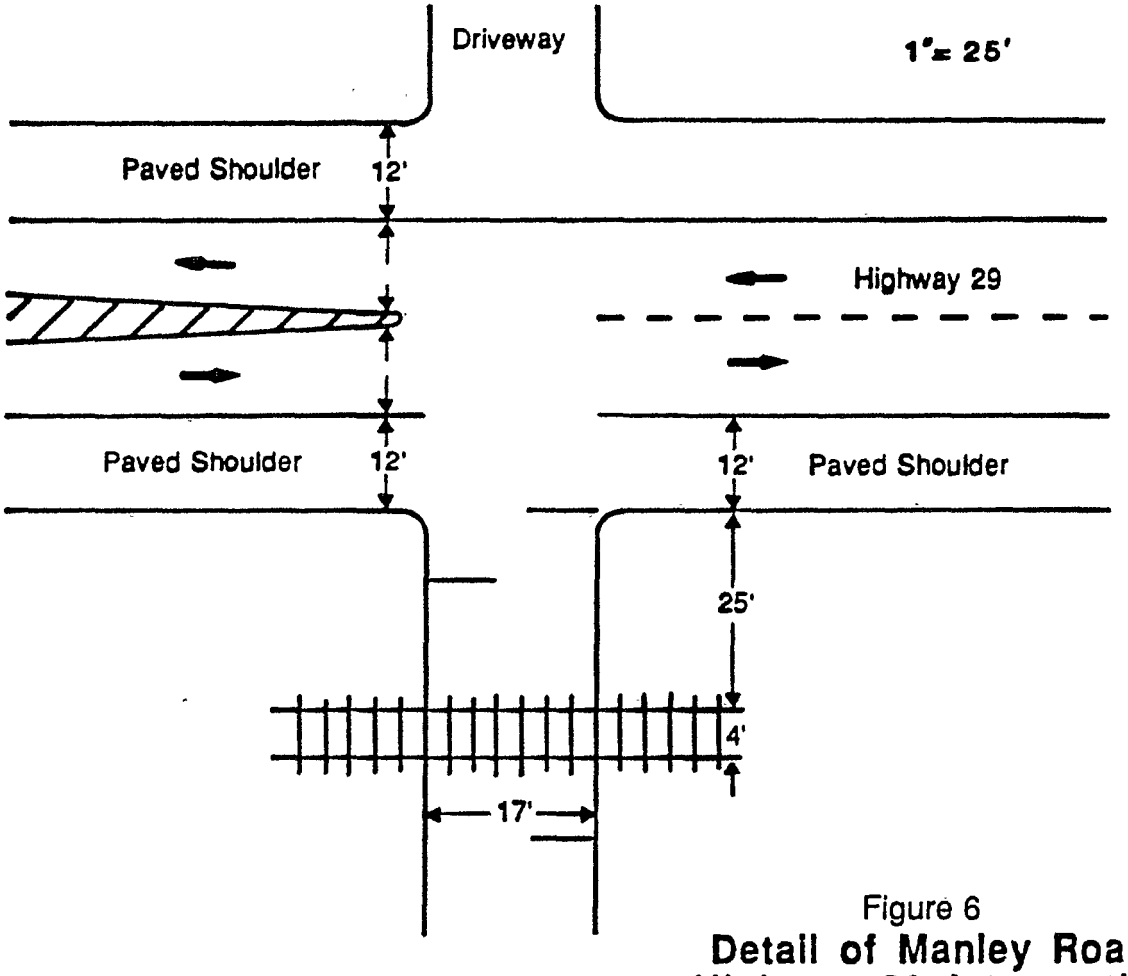

Figure 6
Detail of Manley Road/ Highway 29 Intersection

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0.2 miles from the Highway 29 intersection. There are 14 residences located on Manley Lane, in addition to two residences located on the winery property, and eight operating vineyards (T4). Five of the 14 are between the winery and Highway 29 and the remainder are west of the winery. All of the parcels with access to Manley Lane are zoned Agricultural Preserve (AP) and total approximately 148 acres. For purposes of this analysis, it has been estimated that 70 percent of this area contains the eight operating vineyards.

Railroad tracks cross Manley Lane 40 feet west of the Highway 29 intersection as shown in Figure 6. The tracks are the property of the Napa Valley Wine Train, which is scheduled to begin service in August, 1989. In preparation for this service, the company has installed new signing and painted new pavement markings. No protection for the at-grade crossing at Manley Lane exists except for the signing and pavement markings.

An entrance to a single family residence is located on the east side of Highway 29 almost directly east of Manley Lane. Also, a new winery, St. Supery, has its entrance on the east side of the road approximately 300 feet north of Manley Lane. As part of the project, a two-way left turn lane has been constructed at the entrance. The taper for the middle lane ends at Manley Lane, but the paved shoulder has been widened to 12 feet as part of the two-way left turn lane and for 120 feet south of Manley Lane.

The posted speed limit on Highway 29 near Manley Lane is 55 miles per hour. Through Rutherford, which is located to the north, the speed limit is 35 miles; and through Oakville, located to the south, it is 45 miles per hour.

2. Traffic Volumes

Traffic volumes on Highway 29 continue to increase as increased numbers of tourists visit the wineries in the region and as the year-round population of the area grows. According to the Caltrans Annual Traffic Volumes, the annual average daily traffic (AADT) on Highway 29 north of Oakville was 14,900 vehicles per day in 1987. The AADT increased at a rate of approximately five percent per year from 1982 to 1987. The peak month ADT in 1987 was 17,700 vehicles per day at this location.

To supplement the volumes provided by Caltrans, mechanical tube counters were placed on Manley Lane and Highway 29 from Friday, January 6 to Tuesday, January 10. The 24-hour volumes for Saturday through Monday are listed below in Table 1:

Table 1
24-hour Two-Way Volumes

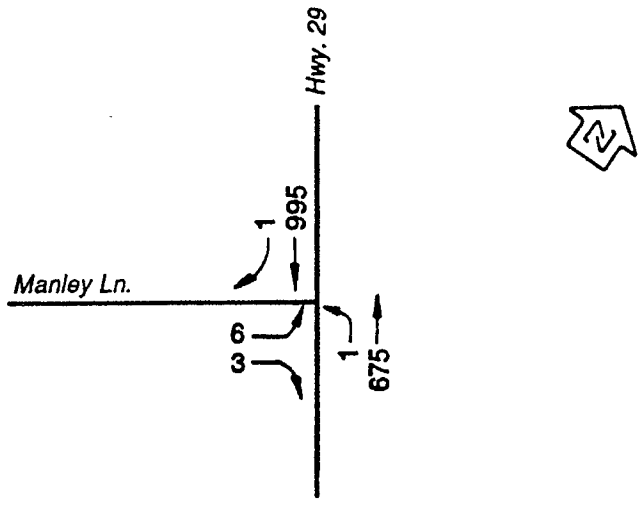
	Hwy 29	Manley Lane
Saturday	12,095	119
Sunday	9,097	122
Monday	13,142	197

Based on an interview with the winery manager, the winery presently generates a baseline figure of 30 trips per day. The manager lives on the property, and another vineyard employee lives in a second residence on the property. Based on an average weekday traffic volume of 200 vehicles, the winery traffic represents 15 percent of total traffic on the lane. The remaining 170 trips represent an average of 12 trips per day for the 14 residences (T22). This average is slightly higher than the average of 10 trips per day that is normally used

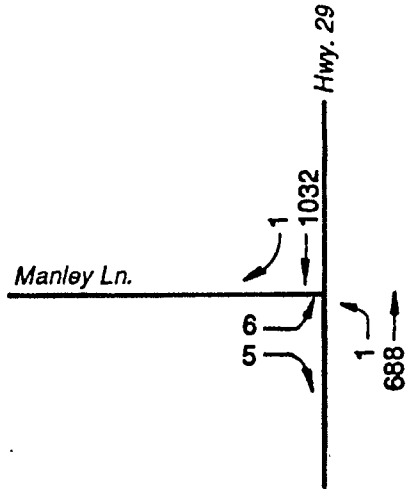
for residences but is understandable given that the lane contains operating vineyards as well as residences.

Vehicle turning movement counts were conducted at the intersection of Manley Lane and Highway 29 on Tuesday, January 10, 1989 from 4:00 to 6:00 P.M. Since volumes are somewhat lower during the winter months than during the summer months, the peak hour volumes counted on Highway 29 were adjusted to reflect peak month conditions. It was assumed, however, that volumes on Manley Lane are consistent throughout the year at the present time except for trips associated with the cultivating and harvesting of grapes. Counts taken in August, 1988 by the Goodrich Traffic Group found that the weekday peak hour volume on Highway 29 was 1,875 vehicles (DEIR #056 La Croix Blanche Napa Winery, Baseline Environmental Consulting, January, 1989), and the Sunday peak hour volume was 1,720 vehicles (DEIR #055 Stone Hedge Winery, Baseline Environmental Consulting, December, 1988). The estimated weekday P.M. and Sunday peak hour turning movement volumes are shown in Figure 7.

As a street with operating vineyards and a winery, Manley Lane has three identifiable periods of the year when the volume and type of traffic as follows: the base period (October 1 to mid-August), short periods at each vineyard during the spring and fall when cultivation activities are taking place, and the harvesting, or crush, period (generally, mid-August to October 1). Tables 2 and 3, respectively, show the estimated weekday and Sunday make-up of traffic generated by Swanson Winery and the other land uses on the road for each of these time periods. The assumptions used in generating the traffic figures are as follows:



Weekday P.M. Peak Hour



Sunday P.M. Peak Hour

Figure 7

Existing Turning Movement Volumes

jhk & associates

Table 2
Manley Lane Weekday Traffic for Existing Conditions

Time Period and Type of Traffic	Time Period		
	Base	Cultivation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	30	30	30
Tours and Tasting	0	0	
Harvesting - inbound grapes			4
o Other Traffic			
Basic Traffic	170	170	170
Cultivation Trips		8	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	1	1	1
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	10	10	10
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Daily Traffic (Vehicles/Day)			
Swanson Winery	30	30	34
Percent of Total	15.0%	14.4%	14.0%
Other	170	178	208
Percent of Total	85.0%	85.6%	86.0%
Total	200	208	242
o P.M. Peak Hour Traffic (Vehicles/Hour)			
Swanson Winery	1	1	1
Percent of Total	9.1%	9.1%	9.1%
Other	10	10	10
Percent of Total	90.9%	90.9%	90.9%
Total	11	11	11

Note: See text for assumptions.

Table 3
Manley Lane Sunday Traffic for Existing Conditions

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	15	15	15
Tours and Tasting	0	0	
Harvesting - inbound grapes			4
o Other Traffic			
Basic Traffic	105	105	105
Cultivation Trips		0	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	2	2	2
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	11	11	11
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	15	15	19
Percent of Total	7.5%	7.2%	7.9%
Other	105	105	143
Percent of Total	52.5%	50.5%	59.1%
Total	120	120	162
o P.M. Peak Hour Traffic			
Swanson Winery	2	2	2
Percent of Total	18.2%	18.2%	18.2%
Other	11	11	11
Percent of Total	100.0%	100.0%	100.0%
Total	13	13	13

Note: See text for assumptions.

Basic Traffic: This traffic occurs throughout the year irrespective of seasonal activities related to vineyards and the winery. The average traffic has been estimated at 200 trips per day based on counts made by JHK, with 30 generated by the winery.

Tours and Tasting: The winery does not offer tours and tasting at this time; and, therefore, there is no traffic due to this activity.

Cultivation: These trips involve vineyard maintenance activities such as pruning, spraying, dusting, tilling, and fertilizing (T6, T15, T17, T18). They occur during the fall and spring but their timing is not as critical as harvesting and can be spread out. The trips involve movement of tractors and farming equipment on trailers with low beds and worker trips. All trucks hauling cultivation equipment are road-legal, which means that they are eight feet or less in width. In estimating trips, it was assumed that two trucks per day would travel to Manley Lane as well as two worker vehicles for a total of eight trips (4 inbound, 4 outbound). One of the larger vineyards on Manley Lane is managed by equipment that is located on the property. Finally, it was assumed that all cultivation trip-making occurs on weekdays.

Harvesting: Trips related to harvesting on Manley Lane include the inbound movement of grapes to Swanson Winery, the outbound movement of grapes from the vineyards on the road, and vehicle trips by pickers (T17). The size of grape shipments transported by a single vehicle varies from 3.5 to 15 tons, depending upon the size of gondolas used for collecting grapes. The actual size varies from vineyard to vineyard. At the present time, Swanson Winery uses 3.5 ton gondolas that can

be pulled between rows of vines and, when full, attached to the back of a pick-up truck and transported to the winery. Such a system works well when grapes are located close to a winery, but larger shipments would be used over long distances. Two vineyards under the same ownership as Swanson Winery are located approximately 3.5 and 5 miles from the winery and total approximately 130 acres, which is more than adequate to supply the needs of the winery. Most of the grapes for the winery will come from this source. Although the vineyards on Manley Lane may use larger or smaller shipments than 3.5 tons, a common size has been used for both inbound and outbound grape shipments so that traffic comparisons are meaningful. It has been assumed that 70 percent of the 148 acres with access to Manley Lane, exclusive of the winery parcel, produce grapes and that the average production is four tons per acre. The harvesting, or crush, period generally extends for six weeks from September 1 to October 15, but a much shorter period exists for the shipment of grapes from an individual vineyard. For purposes of this analysis, peak traffic has been estimated by assuming that all grapes are shipped to or from Manley Lane during a three week period (21 days). In estimating vehicle trips by pickers, it was assumed that approximately one-half of land under cultivation would be harvested at one time, and that one picker would be on site for every two acres of land being harvested. Also, it was assumed that two pickers would arrive in each vehicle. Harvesting, it is assumed, would occur throughout the week.

Based on the above assumptions, the Swanson Winery for the base period accounts for 15 percent of total weekday traffic and 9.1 percent of weekday peak hour traffic on Manley Lane. The percentage is less on weekends because then the winery is not open. During cultivation, the Swanson Winery percentage of total traffic decreases slightly because it does

not have any cultivation-related traffic. Its percentage decreases slightly to 14.0 percent during harvesting because the amount of outbound grapes exceeds the amount of inbound grapes to the winery.

All grapes for the winery will come from Napa Valley vineyards, and primarily from two nearby vineyards under the same ownership as the winery. The routing is via Oakville Cross Road, a right turn onto Highway 29, and then a left turn onto Manley Lane. The reverse route is used for return trips. This route does not require outbound left turns from Manley Lane, which has the lowest level of service. For outbound shipments of grapes, it is difficult to accurately estimate the direction of trips. One of the vineyards is leased by Pine Ridge Winery, which is located to the south on the Silverado Trail, and another is owned by Joseph Phelps Winery, which is located to the north in St. Helena. The others could be delivered to any winery in the area. To date, none of the vineyards on the Lane has sold grapes to Swanson Winery; but the winery has indicated that it would be open to such an arrangement.

Napa County has established guidelines for the width of local County roads in relationship to traffic that is generated (T12,T25). For up to 60 vehicles per day, a street 16 feet in width is considered adequate. The width requirement increases to 20 feet for up to 250 vehicles per day and to 24 feet for up to 1,000 vehicles per day. It should be emphasized that the traffic volume figures are guidelines, and situations are reviewed on an individual basis. Traffic in excess of the figures does not necessarily represent congested or unsafe conditions. Because the need for county road funds greatly exceeds available funds, the county generally relies on the establishment of local assessment districts to improve existing

lanes. Based on existing traffic volume counts, a traveling surface 20 feet wide can be justified for Manley Lane. During most of the year, daily traffic is 200 vehicles per day on weekdays and is 120 vehicles per day on Sundays. Maximum estimated traffic on several weekdays during the crush reaches 242 vehicles. The actual number of trips likely will be less because of the small shipment size (3.5 tons) used in estimating trips for all shipments of grapes.

3 Planned Roadway Improvements

The State Transportation Improvement Program for Highway 29 includes left-turn channelization for locations from Yountville to St. Helena. Specifically, a two-way left turn lane will be included between Bella Oaks Lane and Manley Lane. Design is underway and construction would begin in 1990 at the earliest (P. Badal, personal communication). As part of the project, tapers for traffic turning right onto Manley Lane and for traffic turning right onto Highway 29 will be constructed (T28). No plans exist for the County to upgrade Manley Lane at this time.

4 Wine Train Service and Grade Crossing Improvements

The Napa Valley Wine Train has plans to operate a 36 mile round-trip service between Napa and St. Helena beginning in the summer of 1989 (T16). Although the service has been included as part of the existing conditions analysis, when and if the service will operate remains uncertain. A jurisdictional dispute between the State Public Utilities Commission and the Interstate Commerce Commission is in the courts, and the decision among other things will affect whether

or not an environmental impact statement must be prepared before the service can operate on more than a temporary basis. During the first year of operation, the service as proposed would consist of two round trips on weekdays and three round trips on Friday, weekends, and holidays. By mid-1990, the service expects to be operating six round trips per day using two trains, each with ten passenger cars (T10). The regular travel speed outside of Napa will be 20 m.p.h. Because Manley Lane is near one of the train's stops (Rutherford), crossing speed at Manley Lane has been estimated by the Napa Wine Train staff at 18 m.p.h. At full operation, it will take 35 seconds for the train to cross Manley Lane. The 12 crossing times at Manley Lane will occur from 10:18 A.M. to 8:40 P.M. with times between crossings varying from approximately 50 to 70 minutes.

The California Public Utilities Commission is responsible for establishing the need for protection at at-grade railroad crossings. It has developed a list of 20 crossings to receive protection equipment. Priorities have been established based on traffic levels on the roads that are crossed, past accident histories, and proposed neighborhood growth prospects. Manley Lane is located in the middle of the list after crossings located within the cities of Napa and St. Helena. No timetable has been set for the installation of crossings, but an implementation period of 3-4 years is not uncommon for securing funding, carrying out design, and carrying out letters of agreement between a railroad, local governments, the Commission, and Caltrans. Funding for improved grade crossing protection comes 90 percent from the Federal government and 10 percent from local governments.

5 Levels of Service

The existing levels of service were determined for the intersection of Manley lane and Highway 29. The concept of levels of service is defined in the 1985 Highway Capacity Manual (Transportation Research Board) as "a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists". Six levels of service are defined and given letter designations A through F, with level of service A representing free flow conditions and level of service F representing a breakdown in flows.

The level of service at an unsignalized intersection is based on the reserve, or unused, capacity of each of the movements on the minor approach and the left turn from the major approach. Through traffic on the major road is assumed to be unimpeded. The reserve capacity is the difference between the potential capacity and the volume for a given movement. The potential capacity is dependent on the number of available gaps in the traffic stream, which is affected by volumes and speeds on the major road in both directions.

The levels of service at the intersection of Manley Lane and Highway 29 were calculated for the weekday P.M. peak period and the Sunday peak period. The volumes shown in Figure 7 were used for the analysis to present peak summertime conditions. The resulting levels of service are provided in Table 4. The volume and reserve capacity are also included for each movement.

The analysis shows that the northbound left turns from Highway 29 to Manley lane and the eastbound right turns from Manley Lane to Highway 29 operate at acceptable levels

Table 4

EXISTING LEVELS OF SERVICE
HIGHWAY 29 AT MANLEY LANE

Time Period	Direction	Movement*	Volume	Reserve Capacity	Level of Service
Weekday	EB	L	6	38	E
PM Peak	EB	R	3	228	C
	EB	LR	9	52	E
	NB	L	1	331	B
Sunday	EB	L	6	38	E
Peak	EB	R	5	215	C
	EB	LR	11	58	E
	NB	L	1	317	B

* L = Left Turn
R = Right Turn
LR = Shared Lane Capacity for Left and Right Turns

of service, B or C. The left turns from Manley Lane are at level of service E with a reserve capacity of 38 during both peak periods. Only six vehicles turned left during each peak hour, but the number of acceptable gaps in the traffic is limited because of the relatively high levels of through traffic on Highway 29, 1,620 vehicles during the weekday P.M. peak and 1,420 vehicles during the Sunday P.M. peak hour.

b. Project Impacts

This section discusses the traffic impacts of the project after Phase 3 has been completed. At that point, the winery will produce 42,500 gallons of wine annually and will provide public tours and tasting seven days a week from 10:00 A.M. to 4:00 P.M. throughout the year (T24).

1 Trip Generation

The proposed project will generate additional trips in three categories, as follows: (1) new trips related to the day-to-day operation of the winery; (2) trips related to public tours and tasting, and (3) trips related to the transportation of grapes to the winery.

With the completion of Phase 3, the winery will have four full-time employees, two more than at present. One of the employees will have primary responsibility for operating the public tours and tasting and the other will be a marketing manager. It is estimated that 10 new daily vehicle trips (5 inbound and 5 outbound) will be added, six for new employees and an additional four trips by two business-related visits. It is estimated that only one of the new trips will occur during the P.M. peak hour. For the transportation of

grapes to the winery, the same assumptions used for estimating existing trips of this type were used.

Various small-scale studies have been conducted on establishing trip generation rates for visitors to wineries in Napa County, but they do not adequately consider location or the extent to which tasting and tours are promoted. Potential visitor traffic at wineries is very much dependent on the location of a winery and the extent to which each winery promotes visitor activities. Visitor trips attracted to wineries are most affected by hours of operation, highway signing, the size of the tasting areas, name recognition, visibility of the winery from the highway, and the size of parking lots. A high percentage of winery visits can be considered impulse trips. The visitor may be making a trip specifically to visit wineries but probably has not pre-selected the location of all wineries to be visited. Table 5 presents a comparison of winery production and visitor trips for a sample of wineries as compiled from other sources. The ratio of visitors to production varies from 0.6 to 8.3. Swanson Winery, because it is not visible from the highway, is expected to have a ratio toward the lower end of this range.

Regression analysis was used to estimate the trip generation rate for tours and tasting trips based on data compiled from previous studies. For the analysis, four wineries in Table 5 were used that had annual productions less than 75,000 gallons and a ratio of visitors to 1,000 gallons of production less than 5.0. The resulting equation is as follows:

$V = -50.19 + 0.00384 \times G$ with $R^2 = 0.74$, where

V = expected number of peak day visitors;
G = gallons of wine produced annually, and
R^2 = correlation coefficient.

Table 5

Comparison of Tours and Tasting Visitors and Annual Winery Production

Winery	Production (Annual Gallons)	Peak Visitors/ Days	Daily Visitors/ 1,000 Gallons Production
Joseph Phelps	166,000	100	.6
Quail Ridge*	24,000	50	1.0
Silverado	119,000	150	1.3
Pepi*	42,000	60	1.4
Clos du Val	143,000	250	1.7
Swanson (estimated)	42,500	113	2.7
Girard*	33,000	100	3.0
Conn Creek*	60,000	200	3.3
Pine Ridge	76,000	300	3.9
Stag's Leap	83,000	350	4.2
Whitehall	50,000	250	5.0
Sequoia Grove	41,000	340	8.3

Note: *Indicates winery is considered typical of what is proposed for Swanson Winery and was used in the regression analysis.

The projected number of peak day visitors, based on an annual production of 42,500 gallons of wine, was 113 visitors. The estimate is subject to some error because of the small sample size and because variables other than production size have not been considered. The figure of 113 visitors is consistent with data contained in other traffic studies for wineries and to estimates of peak day visitors provided by winery personnel. Based on a conservative estimate of two persons per vehicle visitors, the proposed project would be expected to generate 113 vehicle-trips (57 trips inbound and 57 trips outbound) on a peak summer weekend day. Assuming that 30 percent of the peak day visitors will occur during the peak hour, it was estimated that 34 peak-hour trips would be generated (17 trips inbound and 17 trips outbound) on a peak weekend day. The number of trips generated on a weekday was estimated assuming that 50 percent of the trips generated on a peak weekend day would be generated on a weekday. Based on this, the number of trips expected on a weekday would be 57 vehicle-trips (29 trips inbond and 29 trips outbound). Again assuming that 30 percent of the peak day visitors will occur during the peak hour of operation, it was estimated that 8 peak-hour trips would be generated (9 trips inbound and 9 trips outbound) on a peak weekday. However, these trips will not occur during the peak hour of travel on Highway 29 because the winery will close at 4:00 p.m. on weekdays.

Tables 6 and 7 present a break-down of estimated trips on Manley Lane on a daily and P.M. peak hour basis for both weekdays and Sundays, respectively. Compared to existing conditions, the base period daily traffic will increase

Table 6
Manley Lane Weekday Traffic for Project: 42,500 gallons/year
(with Public Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Cultivation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	40	40	40
Tours and Tasting	57	57	57
Harvesting - inbound grapes			8
o Other Traffic			
Basic Traffic	170	170	170
Cultivation Trips		8	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	2	2	2
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	10	10	10
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	97	97	105
Percent of Total	36.3%	35.3%	33.5%
Other	170	178	208
Percent of Total	63.7%	64.7%	66.5%
Total	267	275	313
Increase over Existing Conditions	67	67	71
Pct. Incr. over Existing Cond.	33.5%	32.2%	29.3%
o P.M. Peak Hour Traffic			
Swanson Winery	2	2	2
Percent of Total	16.7%	16.7%	16.7%
Other	10	10	10
Percent of Total	83.3%	83.3%	83.3%
Total	12	12	12
Increase over Existing Conditions	1	1	1
Pct. Incr. over Existing Cond.	9.1%	9.1%	9.1%

Note: See text for assumptions.

Table 7
Manley Lane Sunday Traffic for Project: 42,500 gallons/year
(with Public Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	21	21	21
Tours and Tasting	113	113	113
Harvesting - inbound grapes			8
o Other Traffic			
Basic Traffic	105	105	105
Cultivation Trips		0	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	4	4	4
Tours and Tasting	34	34	34
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	11	11	11
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	134	134	142
Percent of Total	56.1%	56.1%	49.8%
Other	105	105	143
Percent of Total	43.9%	43.9%	50.2%
Total	239	239	285
Increase over Existing Conditions	119	119	123
Pct. Incr. over Existing Cond.	99.2%	99.2%	75.9%
o P.M. Peak Hour Traffic			
Swanson Winery	38	38	38
Percent of Total	77.6%	77.6%	77.6%
Other	11	11	11
Percent of Total	22.4%	22.4%	22.4%
Total	49	49	49
Increase over Existing Conditions	36	36	36
Pct. Incr. over Existing Cond.	276.9%	276.9%	276.9%

Note: See text for assumptions.

by 67 vehicles on weekdays to 267 vehicles and by 119 vehicles on Sundays to 239 vehicles. The respective percentages of increase are 33.5 percent and 29.3 percent. Tours and tasting accounts for 85 percent of the weekday increase and 95 percent of the Sunday increase. Project traffic will increase the winery's percent of daily traffic during the base period to 36.3 percent on weekdays and 56.1 percent on Sundays. The highest number of daily trips would occur during the crush with 313 on weekdays and 285 on weekends. The percentage increases due to the project are actually less than for existing conditions because of the higher existing traffic volumes. During weekdays during the crush, 21 additional trips would be generated compared to the base period, a 29.3 percent increase, and during weekends 123 additional trips, a 75.9 percent increase.

The traffic increase resulting from the project during afternoon peak hours is greater during weekends than on weekdays. During weekdays, tours and tastings will operate from 10:00 a.m. to 4:00 p.m. and, thus, will not generate trips during either the morning or afternoon peak hours. On the weekends, however, the peak hour occurs earlier, and it is assumed that the peak hour for tours and tasting will overlap with the peak hour of traffic on adjacent streets. As a result, the increase of traffic on Manley Lane will be from 11 to 49 vehicles.

2 Trip Distribution

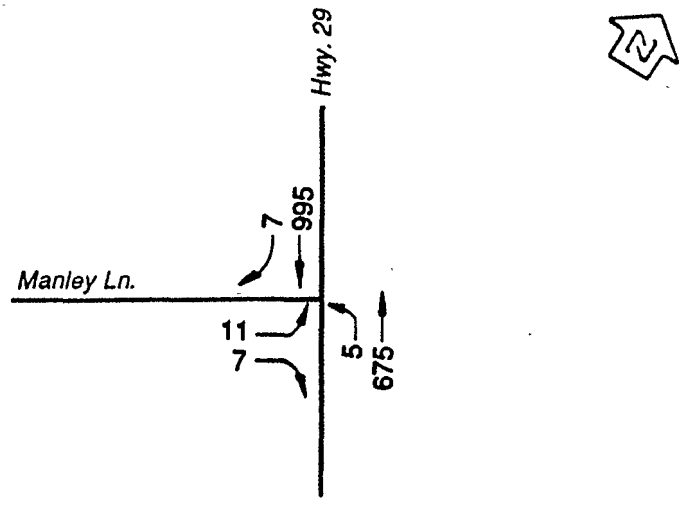
All project-generated traffic would use Manley Lane east of the project site. It was assumed for this analysis that during peak hours 50 percent of the project-generated traffic would be inbound and 50 percent would be outbound. It was further assumed that 60 percent of the inbound

traffic would come from southbound Highway 29 and make a right-turn onto Manley Lane, while 40 percent would come from northbound Highway 29 and make a left-turn into Manley Lane. This is based on the existing traffic distribution pattern at this intersection. For outbound traffic, it was assumed that 50 percent of the traffic would turn left from Manley Lane to northbound Highway 29 and 50 percent of the traffic would turn right Manley Lane to southbound Highway 29.

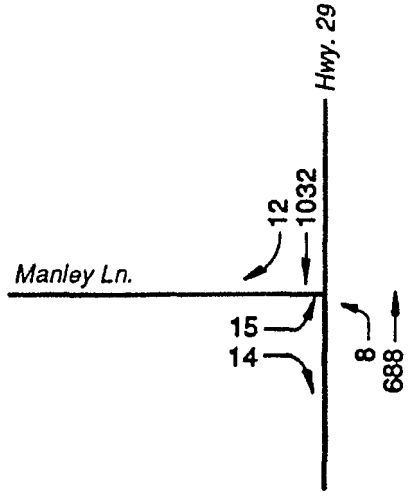
Although existing traffic patterns at this intersection indicate that more vehicles could turn left from Manley Lane to northbound Highway 29, the 50/50 split was used because it was felt that on a peak afternoon vehicles that had to make left turns into or out of Manley Lane would be less inclined to visit the winery than vehicles which can make a right turn in and a right turn out, i.e. southbound vehicles. The existing plus project turning movement volumes for the base period (October 1 to mid-August) at the intersection of Manley Lane and Highway 29 are illustrated in Figure 8.

3 Capacity Analysis

Capacity analyses were conducted at the intersection of Manley Lane and Highway 29 with the project-generated traffic added to the existing traffic at this intersection based on the trip distribution described above. There was no change in the level of service with the addition of the project-generated traffic. The reserve capacity for each of the critical movements was reduced slightly. Levels of Service at the intersection of Manley Lane and Highway 29 with the addition of the project-generated traffic for the base period are shown in Table 8. Existing levels of service are also shown for comparison. The impacts on the intersection function are considered to be not significant.



Weekday P.M. Peak Hour



Sunday P.M. Peak Hour

Figure 8

Existing Plus Project
Turning Movement Volumes

jhk & associates

Table 8

EXISTING PLUS PROJECT LEVELS OF SERVICE
HIGHWAY 29 AT MANLEY LANE

Time Period	Direction	Movement*	Existing			Existing Plus Project		
			Volume	Reserve Capacity	Level of Service	Volume	Reserve Capacity	Level of Service
Weekday	EB	L	6	38	E	11	32	E
PM Peak	EB	R	3	228	C	7	223	C
	EB	LR	9	52	E	18	45	E
	NB	L	1	331	B	5	324	B
Sunday	EB	L	6	38	E	15	28	E
Peak	EB	R	5	215	C	14	203	C
	EB	LR	11	58	E	29	40	E
	NB	L	1	317	B	8	305	B

* L = Left Turn
R = Right Turn
LR = Shared Lane Capacity for Left and Right Turns

The capacity analysis procedures do not consider delays to through traffic on the major street when a vehicle is stopped to turn left, which in this case is northbound traffic on Highway 29. The extent of this delay is the primary criterion for establishing a left turn lane on the highway. A research paper written in 1967 established the relationship between opposing traffic, approaching traffic, and left-turn volumes through a combination of traffic flow theory and empirical data (Harmelink, 1967). Equations and assumptions in this research were used to analyze existing peak hour conditions on a Sunday afternoon. For these conditions (see Figure 7), a left turn is justified when the number of left turns in the approaching traffic reaches 1.0 percent, or four vehicles per hour. This small percentage is due to the large through traffic volumes in both directions. Caltrans' requirement for a left turn lane on Highway 29 whenever a winery project includes tasting is reasonable given the small margin of error that exists and the relatively large number of locations that are either a winery driveway or an intersection with a County road.

4 Impacts on Manley Lane.

It should be noted that several aspects of the project have been included to reduce potential traffic impacts. The weekday hours of operation for tours and tasting are from 10:00 A.M. to 4:00 P.M. so that trips during either the morning or afternoon peak hours will not occur (T8, T9).

The County's daily traffic guidelines for 20 foot wide roads would be exceeded by only 17 vehicles on weekdays during the base period, which is not enough to warrant further increase of the road width to 24 feet. The increase during the P.M. peak hour on weekdays is minimal (1 vehicle trip) because tours and tasting is scheduled only until 4:00 P.M. On the weekends, however, the hours of operation for tours and tasting will coincide with peak traffic, and the increase for the peak hour will be 36 vehicle trips. This impact is considered to be no significant, as it would not affect the level of service on Manley Lane. Nevertheless, the increase in traffic on Manley Lane is substantial both on weekdays and Sundays and increases the justification for widening the road to 20 feet between the winery and Highway 29.

5 Parking

The proposed site plan, shown in Figure 3, provides 13 parking stalls after the winery expansion is complete. The results of the trip generation analysis for tours and tasting indicate that the peak trip generation rate for the proposed winery is expected to be 36 vehicle-trips (18 inbound trips and 18 outbound trips) per hour. It was assumed that visitors would stay at the site for an average of 40 minutes, or two-thirds of an hour. The required number of parking spaces for visitors, thus, was estimated to be 12.

Based on the results of the trip generation analysis, the proposed number of parking stalls (four spaces for employees and nine spaces for visitors) as shown in Figure 3 would not be adequate for both visitors and employees of the winery. Recommended improvements for the proposed parking layout are discussed in the section on mitigation measures.

6 Wine Train Impacts

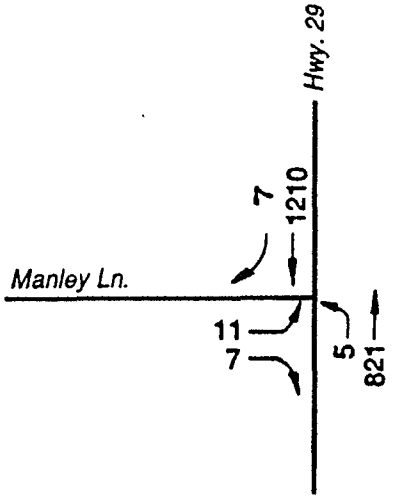
The increase in traffic on Manley Lane will increase the justification for the installation of protection devices at the crossing of Manley Lane with the Napa Wine Train tracks. A contributing factor will be when the service reaches its projected full service of six round trips (12 crossings) per day. Initial service in 1989 will only be three round trips on weekends and two on weekdays. Also, the number of train crossings would be greater than what existed when the tracks handled primarily freight shipments. Adequate signing on Manley Lane exists to alert motorists of the railroad crossing. In establishing its priority list for projects statewide, the Public Utilities Commission considers proposed as well as existing traffic volumes. Thus, it is possible that the priority for additional protection at Manley Lane would be increased if public tours and tasting were approved for Swanson Winery.

Both the traffic exiting Manley Lane to Highway 29 and the traffic entering Manley Lane from Highway 29 could experience delays if and when the Wine Train is in operation. No significant impacts are related to the cars waiting to turn onto or off Manley Lane, after a gate is installed, for three reasons: (1) the 25 foot distance between the traveling surface on Highway 29 and the railroad tracks; (2) the wide (12 foot) shoulders that have been constructed as part of the two-way left turn lane for the new St. Supery Winery located to the north of Manley Lane, and (3) the low probability (2.1 percent) that more than one vehicle will turn right during a 65 second passing of a wine train, which includes 30 seconds that a gate would be closed in advance of an approaching train (T10,T11),

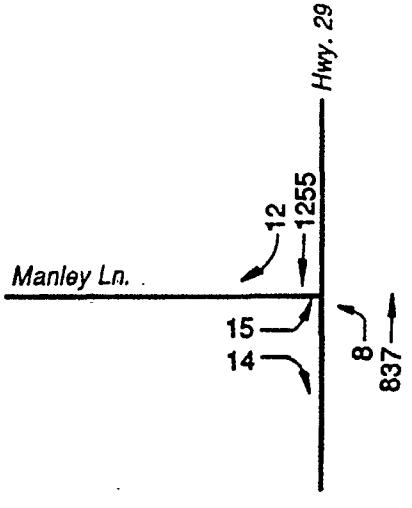
7 Cumulative Impacts (T23)

The cumulative impact of new or expanded wineries, especially those that have tours and tasting, is of concern because of increasing congestion on Highway 29. Existing traffic on Highway 29 does not include traffic that will be generated by projects that have been approved but not constructed nor those which have not as yet been approved. In the examination of cumulative impacts, three categories of traffic can be considered: (1) employee-related traffic; (2) tours and tasting, and (3) transportation of grapes. Employee trips can be considered new trips, but they are the least important of the three categories of trips. Assuming three trips per employee (1.5 round trips), employee trips for the project represent less than six percent of total estimated base period weekday trips. The transportation of grapes occurs only during a four- to six-week period during the fall but can represent a significant percentage of traffic during that time. They are not considered in this cumulative analysis for two reasons. The first is that they occur for only a short period during the year, and the second is that the grapes would be transported to Napa Valley wineries irrespective of whether new wineries are constructed.

Tours and tasting trips are of greatest concern, but are the most difficult to estimate from a cumulative perspective. For the proposed project during the base period, tours and tasting trips represent 59 percent of total daily weekday trips and 84 percent of weekend trips. Four approaches exist for estimating the cumulative impacts of other winery projects, as follows: (1) overall annual growth rate; (2) additional tours and tasting and non-tours and tasting trips resulting from new and expanded wineries based on estimated trip generation rates; (3) additional trips based on local and regional population growth, and (4) additional trips based only on employee-related growth, which assumes that existing tours and



Weekday P.M. Peak Hour



Sunday P.M. Peak Hour

Figure 9

Cumulative Turning Movement Volumes

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tasting trips will only be redistributed and will not increase in the future. Each approach is described below:

1. Assume a continuation of the existing growth rate for traffic.

Based on peak month daily traffic volumes estimated by Caltrans in its annual traffic volume reports, the average annual growth in traffic from 1982 to 1987 has been 2.96 percent. It is considered likely that at least this level of growth will continue, given the number of pending projects. Levels of service were calculated for peak hours based on an annual growth rate of four percent for the next five years, and the results are shown in Table 9. The turning volumes are shown in Figure 9. The impacts are relatively minor. The level of service for left turns from Manley Lane remain at LOS E, the level of service for the eastbound right-turn would decrease from LOS C to LOS D, and the level of service for the northbound left-turn would decrease from LOS B to LOS C without the proposed mitigation measures. With the proposed mitigation measures, the eastbound right-turn would operate at LOS C and the northbound left-turn would operate at LOS C.

2. Additional Trips Generated by Projects.

For this approach, trip estimates were made for all projects that are pending or that have been approved but not yet implemented. The projects that have been included are shown in Table 10 with the assumptions and results on the following page. A total of 355 daily trips are forecast on Highway 29 at Manley Lane resulting from the new projects, which is a 2.3 percent increase over the existing traffic volume. If one assumes that this growth occurs over a three year period, the average annual

Table 9

EXISTING PLUS PROJECT LEVELS OF SERVICE (WITH IMPROVEMENTS)
HIGHWAY 29 AT MANLEY LANE

Time Period	Direction	Movement*	Volume	Existing Plus Project		Existing Plus Project With Improvements	
				Reserve Capacity	Level of Service	Reserve Capacity	Level of Service
Weekday	EB	L	11	32	E	32	E
PM Peak	EB	R	7	223	C	331	B
	EB	LR	18	45	E	47	E
	NB	L	5	324	B	324	B
Sunday	EB	L	15	28	E	28	E
Peak	EB	R	14	203	C	300	B
	EB	LR	29	40	E	44	E
	NB	L	8	305	B	305	B

* L = Left Turn
R = Right Turn
LR = Shared Lane Capacity for Left and Right Turns

Table 10
Estimates of Cumulative Traffic Generated by New/Expanded Wineries

Winery & Status	Gallons/Year Existing	Gallons/Year Additional	Tours & Tasting? (Y/N)	Total Daily Trips Basic	Total Daily Trips Tours & Tasting
Pending/Approved					
Black/Sears Winery	0	20,000	N	10	0
Chateau Postelle	0	48,000	N	14	0
Chias de Napa	0	20,000	N	10	0
Dakin Winery	0	600	N	0	0
Dominus Winery	0	50,000	N	14	0
Eisele Vineyard	0	20,000	N	10	0
Finkelstein Vineyard	0	3,300	N	2	0
Harris Winery	0	6,000	N	3	0
Hogue Winery	0	20,000	Y	10	27
Inniskillin Winery	0	60,000	Y	15	180
La Croix Blanche Napa	0	100,000	Y	20	111
La Vallette Winery	0	20,000	N	10	0
Liparita Vineyards	0	60,000	N	15	0
Meadowrock Winery	0	1,000	N	1	0
Opus One Winery	0	82,000	N	18	0
Rutherford Bench Winery	0	47,550	N	13	0
Screaming Eagle Winery	0	20,000	Y	10	27
Seavey Vineyard	0	47,550	Y	13	132
Shadowlace	0	20,000	Y	10	27
Simone Winery	0	5,000	N	3	0
St. Michael Vineyard	0	250,000	Y	26	303
Stags Leap Association	0	20,000	N	10	0
Stelling Vineyard	0	20,000	N	10	0
Stone Hedge	0	20,000	Y	10	27
Westgate Winery	0	40,000	N	13	0
Williams Winery	0	20,000	N	10	0
Subtotals	0	1,021,000		280	834
With Tours & Tasting	0	537,550	52.6%		
Without Tours & Tasting	0	483,450	47.4%		
Expansions					
Folie a Deux	48,000	48,000	Y	6	134
Stag's Leap Association	20,000	20,000	N	3	0
Stratford	120,000	120,000	Y	14	--
Silverado	240,000	240,000	Y	19	--
Saddleback Cellars	8,000	8,000	N	1	0
Sutter Home	5,200,000	6,800,000	N	292	0
Flora Springs	60,000	60,000	N	8	0
St. Andrews	75,000	75,000	N	9	0
Pine Ridge	120,000	120,000	Y	14	--
Sterling	750,000	750,000	Y	40	--
Whitehall Lane Winery	50,000	75,000	Y	9	238
ZD	25,000	25,000	N	3	0
Subtotals	6,716,000	8,341,000		418	372
Total New or Expanded	6,716,000	9,362,000		698	1,206
				36.7%	63.3%
Percent of Total Inventory		25.8%			

Table 10 (Continued)
Assumptions Used in Cumulative Analysis

Total annual production in winery inventory	45,678,662
Basic winery unit (annual gallons)	20,000
Daily non-tours and tasting trips/basic unit	10
Trips per add'l unit up to 100,000 gallons	2.50
Tours and Tasting factor for production above 100,000 gallons	0.33
Tours and Tasting factor for production above 100,000 gallons	0.33
Percent of Potential Trips that will Occur	75%
Percent of Non-Tours and Tasting Trips on Highway 29 at Manley Lane	33%
Percent of Tours & Tasting Trips per Winery	20%

Impacts of Cumulative Traffic Analysis

Total New Trips on Highway 29 at Manley Lane	355
Baseline Traffic Volume (Vehicles/Day) (Assumes peak hour weekday volume of 1,875 vehicles/hour and peak hour percent of 12 percent)	15,625
Percent Increase based on assumptions	2.3%

growth traffic would be only 0.84 percent. With a background growth of two percent, the total would be consistent with the results for the first approach.

3. Additional Trips based on Local and Regional Growth.

This approach assumes that the growth in traffic for tours and tasting is based not on the number of wineries offering this activity but on the demand for such services. With over 200 wineries in Napa County, and approximately 31 percent with tours and tasting, this approach recognizes that additional wineries may not by themselves create additional trips but that a constant demand per capita exists. This approach would be equivalent to Approach 1 if the same growth rates are used. Not enough information is available to establish more detailed estimates. Given this approach, approval for new tours and tasting facilities would be based on increased local and regional growth.

4. Constant Demand for Tours and Tasting.

For this approach, it is assumed that the demand for tours and tasting is constant. Any increase in facilities would not create any additional trips, but only a redistribution of visits. The extent of redistribution would depend upon such factors as marketing, name recognition, and location. Evidence exists that this approach has some validity. There are 73 existing and pending wineries with tours and tasting, but with several exceptions no significant differences between the facilities. Under such conditions, it is probable that incremental increases in the number of wineries with tours and tasting will not create a corresponding increase in demand. Based on this approach, new tours and tasting facilities would

have no cumulative impact; and such impacts would be limited to the impacts related to overall population and employment growth. If this approach is correct, Napa County would not have to concern itself with new small to medium-sized tours and tasting facilities.

Based on available information it is difficult to establish which approach would provide the most accurate forecast of cumulative impacts. It is hoped that the current master plan study will resolve some of the issues regarding cumulative impacts of additional wineries, including tours and tasting facilities. Nevertheless, no matter which approach is used, it appears that approximately a three percent increase in traffic on Highway 29 will occur in the near future. If one assumes that each tours and tasting trip that is forecast for the proposed project can be equally attributed to two other facilities, then it will generate a cumulative increase of 29 trips during the base period (10 for production and 19 for tours and tasting). A three percent increase in traffic for five years would result in an increase of approximately 2,915 daily vehicles on Highway 29. The project allocation of 29 trips is only one percent of this total.

c. Mitigation Measures

1. Vehicle Traffic

a Manley Lane

For the proposed project, mitigation measures are possible which would either accommodate the increased traffic volumes or reduce the traffic volumes. For increased traffic,

the principal mitigation measure would be the widening of Manley Lane by four feet to 20 feet. This additional width would increase safety by allowing for more clearance between passing vehicles. Four feet could be added to one side or the other or two feet to both sides. As part of the approval process, the winery should dedicate a 15 foot easement for widening of the roadway. So that the roadway could be widened on the existing right-of-way and minimize rerouting of the existing drainage ditch, the widening could be accomplished on the south side to within approximately 540 feet of the intersection and from there on the north side. It is recommended that a destination sign for the winery be placed on the north side of the roadway because many of the visitors will be unfamiliar with the location of the winery. No other mitigation measures of a capital improvement nature are recommended to accommodate the increased traffic.

Mitigation measures to reduce the forecast traffic on Manley Lane involve the use of larger vehicles for the transportation of persons to and from tours and tasting visits and for the transportation of grapes. Such measures would not eliminate the need for road improvements, but because of the increase in movements of larger vehicles would actually increase the justification for widening of the road. Their use would have the most impact in mitigating cumulative impacts on Highway 29 but are discussed in this section because they would also help mitigate impacts on Manley Lane. The use of larger vehicles for the transportation of grapes depends on the length of haul and the amount of grapes to be transported. The distances to the winery's existing supply of grapes are relatively short, with 3.5 and 5 mile haul distances for the two vineyards, but larger shipments become more feasible with an increase in capacity and the likelihood of longer hauls for some of the winery's production. Because of the trade-off involving fewer trips and

larger shipments, the desirability of this mitigation question is in doubt. It is not recommended that any reduction in trips related to the transportation of grapes in larger lots be tied to approval of the project.

The use of vans or buses to transport visitors to and from public tours and tasting facilities has been proposed, and a variety of operating scenarios are possible. One would involve a central facility in Napa from which visitors would be transported to wineries and then provided return transportation. Another would involve transportation to and from decentralized locations that would have parking as well as the possibility of transfers to and from the Wine Train. Concerning routing, three primary options are possible. One would be an emphasis on demand-responsive service where individuals could choose their destinations. The second would emphasize visits to pre-selected wineries, and the third would involve trips to and from a single winery.

For this analysis, it is necessary to focus on the actions that an individual winery can take in promoting ride-sharing. Because only three employees would live off-site, the role of ride-sharing would be limited to visitors for tours and tasting. Where trips are pre-arranged for groups, the winery can encourage group travel; but with public tours and tasting only a small percentage of trips will occur in this manner, especially for wineries with annual production of less than 45,000 gallons. The proposed project will only have a single employee to operate tours and tasting, which means that providing an employee specifically for the transportation of visitors would not be possible. Even if such a service were provided, its success would require that visitors be aware that the winery provides transportation and that they make use of the service.

For individual wineries to provide transportation separately, similarly to what is done for hotels and rent-a-car companies at airports, is infeasible given the number of wineries, the demand for such trips, the distance of trips, and the possible traffic impacts at transfer stations.

Tours and tasting facilities with less than 20 parking spaces, a group which include the proposed project, represent 31 percent of all such facilities based on county data. It is desirable to include these facilities in ridesharing programs, but on the other hand they represent only five percent of visitor trips based on their percentage of total parking spaces at wineries. Because small wineries cannot provide separate transportation systems for visitors, their role in reducing the number of visitor trips should depend upon the availability of a system serving all wineries on or adjacent to Highway 29. Such a service could either be funded by a group of wineries, operated on a for-profit basis by a private operator independent of wineries, or operated by a public agency.

For this project, the following mitigation measures related to transportation demand management are recommended: (1) the winery should encourage ride-sharing but should not be required to provide separate transportation services, and (2) the winery would be required to participate in any cooperative transportation service that is developed in the future and is economically feasible.

b. Intersection of Manley Lane and Highway 29

A separate left-turn lane should be provided for vehicles entering Manley Lane from northbound Highway 29 as well as a right-turn deceleration taper for vehicles entering

Manley Lane from southbound Highway 29 and a right-turn acceleration taper for vehicles exiting Manley lane to southbound Highway 29. The recommended improvements to Highway 29 at the entrance to Manley Lane are illustrated in Figure 10. As noted earlier, the improvements are expected to be provided in 1990 by Caltrans as part of an existing project. It is recommended that the tours and tasting aspect of the project, which is responsible for most of the additional traffic, not be allowed to operate until a northbound left-turn lane is installed. The winery, and not Caltrans, has the responsibility for implementing the improvements to comply with this recommendation. Because the project will not require any improvements in addition to those to be provided by Caltrans, the winery would have two options, as follows: (1) wait until the Caltrans project has been constructed, or (2) construct the project at its own expense.

The levels of service at the intersection of Manley Lane and Highway 29 with the addition of the recommended improvements under existing plus project-generated traffic conditions are shown in Table 11. There is some improvement for the eastbound right-turn movement due to the addition of the right-turn acceleration taper. However, since both the left-turn and right-turn movements on this approach use the same lane, there will be little difference in the overall delay on this approach. There is also no difference in the delay for northbound left-turns with the addition of the left-turn lane. This is because the addition of the left-turn lane is made primarily to reduce delay to the through traffic by separating the left-turning traffic into its own lane.

The transportation demand management measures discussed for Manley Lane impacts are also relevant to the intersection.

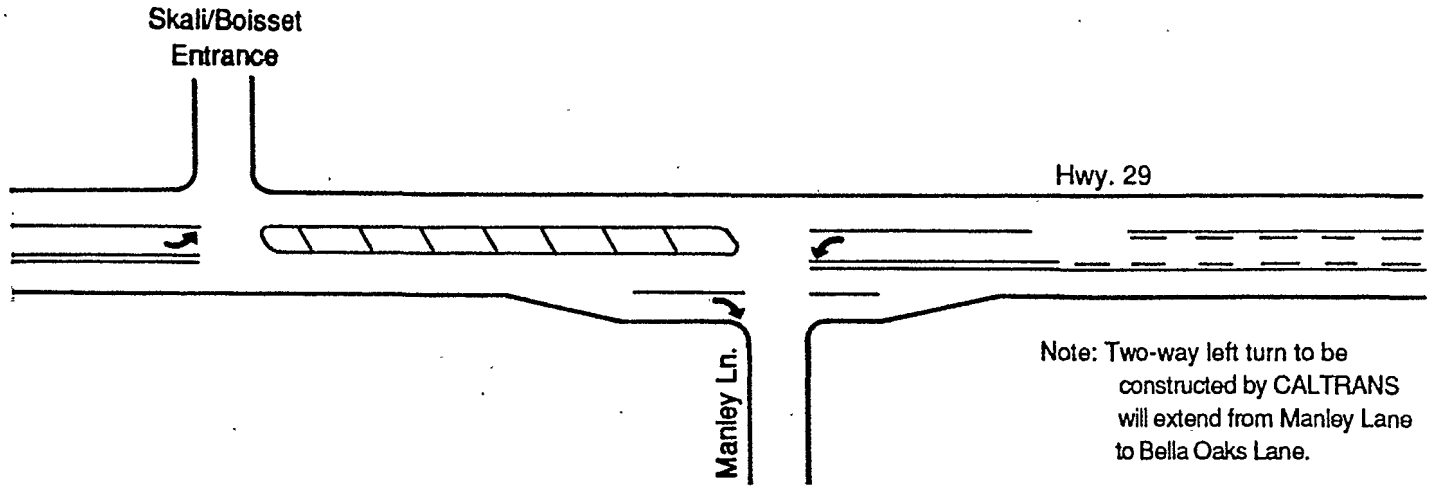


Figure 10

Improvements on Highway 29 at Manley Lane

Table 11

CUMULATIVE DEVELOPMENT LEVELS OF SERVICE (WITH IMPROVEMENTS)
HIGHWAY 29 AT MANLEY LANE

Time Period	Direction	Movement*	Volume	Cumulative		Cumulative With Improvements	
				Reserve Capacity	Level of Service	Reserve Capacity	Level of Service
Weekday	EB	L	11	32	E	32	E
PM Peak	EB	R	7	159	D	243	C
	EB	LR	18	42	E	46	E
	NB	L	5	244	C	244	C
Sunday	EB	L	15	27	E	27	E
Peak	EB	R	14	141	D	220	C
	EB	LR	29	35	E	40	E
	NB	L	8	224	C	224	C

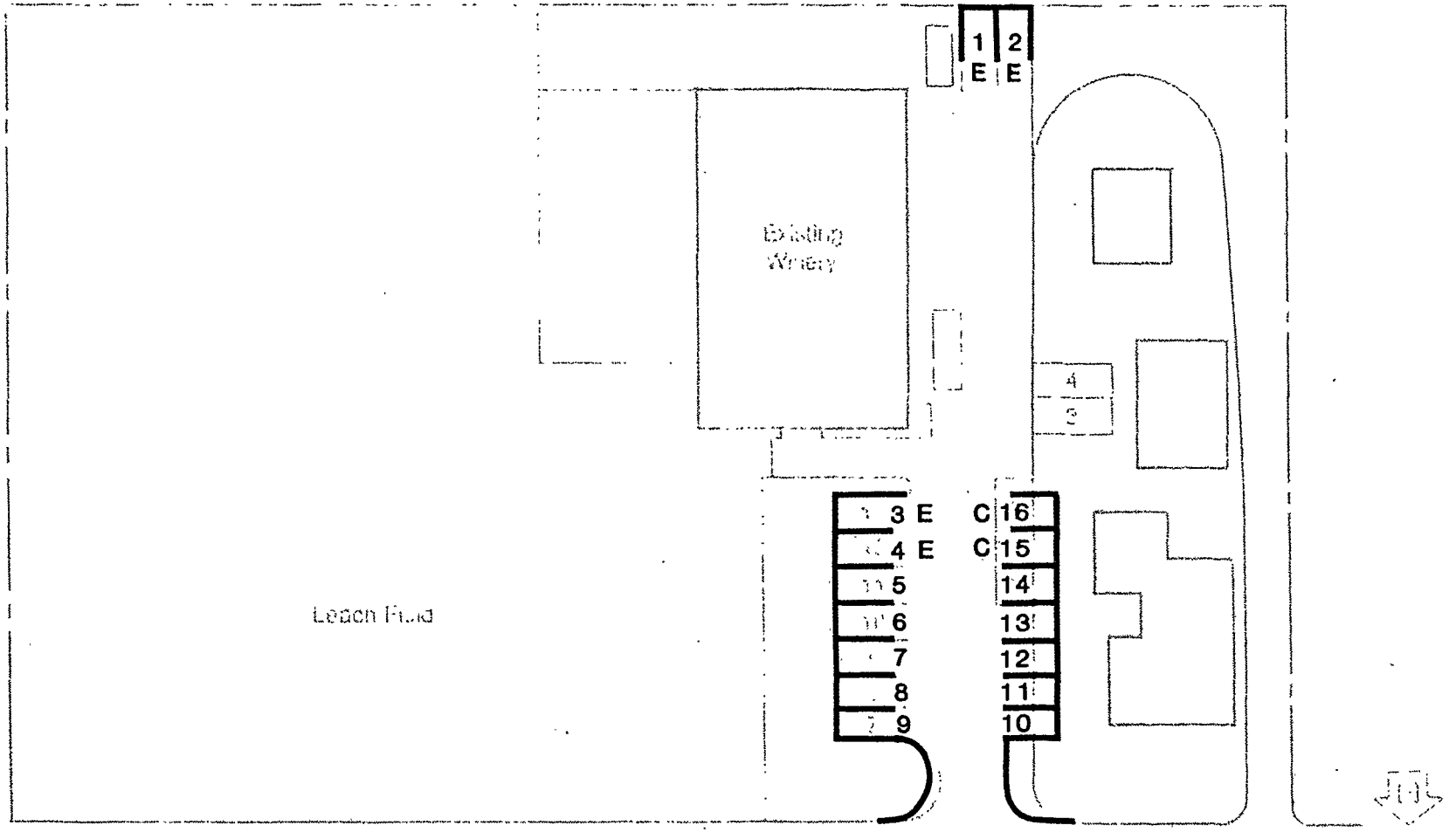
* L = Left Turn
R = Right Turn
LR = Shared Lane Capacity for Left and Right Turns

2. Parking

The estimated demand is for 12 parking stalls for visitors in addition to four stalls for employees. Several alternative layouts can provide this number of spaces. The option shown in Figure 11 provides the required 16 spaces. Two spaces in the rear will be for employees. The remaining 14 spaces will be in two rows of seven spaces each. Two of these spaces will be reserved for employees. Also, the two spaces in the row closest to the residence structure will be reserved for compacts. The two rows will be moved to the west compared to the existing layout in order to provide adequate maneuvering room for trucks going to and from the winery area.

3. Wine Train

The additional traffic on Manley Lane, together with the 12 crossings of the wine train at Manley Lane given full operation of the proposed service by the time that the project is completed, will increase the justification for additional protection at the existing grade crossing. The rating system used by the Public Utilities Commission recognizes that gates with flashing lights and signing are approximately three times as effective in reducing accidents as flashing lights and signing alone, which in turn are approximately three times as effective as crossbuck signs alone. Given the significantly greater effectiveness of gates, the Commission generally installs them rather than signals unless their are compelling reasons not to.



E = Employee Parking
C = Compact Car Parking

Approximate Scale

0 50'

Figure 11
Recommended Parking Layout

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Installation of gate protection at the rail crossing is considered desirable, but the timing should not be tied to approval of the project. It is uncertain if or when the Wine Train service will start and, even if it does operate, what the ultimate level of service will be or for how long it will operate. The Public Utilities Commission has responsibility for analyzing safety conditions at grade crossings and in establishing priorities. The increase in vehicle traffic because of the project is not enough to warrant treating this crossing as a special case apart from the overall prioritization process that is in place. If the project were approved, this action would be considered by the Commission in establishing its priorities; and it is likely that the priority for installing gates at Manley Lane would improve somewhat but not above projects within the cities of Napa and St. Helena.

In general, adequate funding is available for the funding of increased grade crossing protections; 90 percent is provided by the Federal government and 10 percent by the local governments (T20). Although the project should not be tied to the installation of gates, it is recommended that the applicant agree to fund 50 percent of the local share of installation costs.

Recommended mitigation measures are limited to providing employees and drivers of vehicles involved in the transportation of grapes with listings of the proposed crossing times so that they can minimize the potential for having to wait for a stopped train.

4. Summary of Project Traffic Mitigation Measures

1. Widening of Manley Lane to 20 feet from the driveway to the winery east to the intersection of the lane with Highway 29 before public tours and tasting can begin. As part of this project, as appropriate, utility poles shall be relocated or an equivalent drainage ditch on the north of the road provided. The road surface shall conform with Napa County subdivision standards.

2. Applicant shall provide to the County for future roadway use the northernmost 15 feet of the parcel on which the winery is located.

3. The proposed parking layout plan for the project shall be modified to include a minimum of 12 spaces for visitors and four spaces for employees before tours and tasting can begin.

4. At the intersection of Manley Lane and Highway 29, a northbound left-turn lane shall be added as well as a southbound right-turn deceleration taper, and an eastbound right-turn acceleration tapers on State Highway 29 before public tours and tasting begins. Irrespective of actions that Caltrans may take, the applicant shall have sole responsibility for ensuring that this mitigation measure is accomplished (T29).

5. The applicant shall agree to participate financially on an equitable basis in the operation of a shuttle bus system serving winery visitors in the Napa Valley, if and when one is developed by either a public agency or a private company (T30). It is not the intent of this measure that the applicant be responsible for developing a shuttle bus system or participating in a system that requires unreasonable expenditures.

6. The applicant shall not operate public tours and tasting after 4:00 P.M. on either weekdays or weekends. This measure has been proposed as part of the project by the applicant but has been included as a mitigation measure to reinforce its desirability.

7. To the extent possible, the applicant shall schedule the transportation of grapes and other major freight shipments so that they do not occur during peak hours of travel on weekdays or weekends and when crossings of the wine train are scheduled.

8. The applicant shall maintain records of the number of visitors (vehicles and persons) so that the impact of the project can be monitored by the County.

VI. Project Alternatives

1. Alternative 1: No Project

The no project alternative would eliminate all impacts discussed in the Initial Study and in this DEIR. The project proponent would lose the opportunity to increase revenues from the site. Because the project is small, the regional economic impact of withholding approval of the project would be relatively small, but the impact on the planned economic activities of the proponent would be large, since the proposed expansion is substantial with respect to existing operations. The no project alternative appears to be environmentally superior.

2. Alternative 2: Expansion on Another Parcel Owned by the Proponent or on a Parcel Not Owned by the Proponent

Alternative 2 options are limited by the character of the project, which is the expansion of an existing winery. In order for the project to be economically feasible, it would have to take place on the present site or on a site adjacent to the present site (N1). Otherwise, duplicate equipment would have to be purchased and additional staff would have to be hired, which is beyond the proponent's proposal. Land adjacent to the present site is currently in agricultural production. Traffic and other impacts at an adjacent parcel would be similar in type and magnitude, and the alternative would have the additional impact of taking agricultural land out of production. Alternative 2 is not recommended as environmentally superior, and appears to be remote and speculative with respect to the proponent's project objectives.

3. Alternative 3: Alternative Project Configuration on Same Sites

Alternative configurations could be envisioned on the same site, but none would substantially change the character or magnitude of project impacts, and all would interfere with the proponent's existing or planned use of the site. This alternative might be environmentally superior to Alternative 2, but would not be environmentally superior to the project as proposed.

4. Alternative 4: Increasing production capacity from 20,000 to 32,000 gallons/year without public tours and tasting (T21).

a. Description

Under this alternative, the project would not proceed past Phase 1 and would delete public tours and tasting. Visits would be limited to members of the wine trade invovled in wholesale purchases. No additional employees would be required. Tables 12 and 13 present the estimated traffic volumes for this alternative, respectively, on weekdays and weekends. The same assumptions used in estimating trips for the project were used for this alternative. Traffic volumes would remain the same during the base and cultivation periods because the project does not include tours and tasting and because no new employees are to be located at the winery.

The only additional traffic would occur during the harvesting (crush) period. This increase is not expected to occur during the peak hour of traffic during the late afternoon. By that time, most harvesting activities have stopped for the day. During the harvesting period, an increase of only two daily vehicle trips will increase weekday total trips by only 0.8 percent and weekend total trips by 1.2 percent on weekends. The increases in traffic will occur for only four to five weeks of the year and, even then, will not represent a significant increase.

b. Impacts and Mitigation Measures

This alternative will not create any significant traffic impacts and, thus, no major mitigation measures are required. Although traffic on Manley Lane meets the Napa County

Table 12
Manley Lane Weekday Traffic for Alternative 4: 32,000 gallons/year
(No Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	30	30	30
Tours and Tasting	0	0	
Harvesting - inbound grapes			6
o Other Traffic			
Basic Traffic	170	170	170
Cultivation Trips		8	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	1	1	1
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	10	10	10
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	30	30	36
Percent of Total	15.0%	14.4%	14.8%
Other	170	178	208
Percent of Total	85.0%	85.6%	85.2%
Total	200	208	244
Increase over Existing Conditions	0	0	2
Pct. Incr. over Existing Cond.	0.0%	0.0%	0.8%
o P.M. Peak Hour Traffic			
Swanson Winery	1	1	1
Percent of Total	9.1%	9.1%	9.1%
Other	10	10	10
Percent of Total	90.9%	90.9%	90.9%
Total	11	11	11
Increase over Existing Conditions	0	0	0
Pct. Incr. over Existing Cond.	0.0%	0.0%	0.0%

Note: See text for assumptions.

Table 13
Manley Lane Sunday Traffic for Alternative 4: 32,000 gallons/year
(No Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	15	15	15
Tours and Tasting	0	0	
Harvesting - inbound grapes			6
o Other Traffic			
Basic Traffic	105	105	105
Cultivation Trips		0	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	2	2	2
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	11	11	11
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	15	15	21
Percent of Total	12.5%	12.5%	12.8%
Other	105	105	143
Percent of Total	87.5%	87.5%	87.2%
Total	120	120	164
Increase over Existing Conditions	0	0	2
Pct. Incr. over Existing Cond.	0.0%	0.0%	1.2%
o P.M. Peak Hour Traffic			
Swanson Winery	2	2	2
Percent of Total	15.4%	15.4%	15.4%
Other	11	11	11
Percent of Total	84.6%	84.6%	84.6%
Total	13	13	13
Increase over Existing Conditions	0	0	0
Pct. Incr. over Existing Cond.	0.0%	0.0%	0.0%

Note: See text for assumptions.

guideline for a 20 foot wide roadway, this alternative does not generate a significant increase in traffic during either the base period or harvesting and, thus, the applicant cannot be responsible for making improvements. The only mitigation measure would be for the winery management to try to reduce trip-making during both weekday and weekend peak traffic times and to minimize the times when trips on Manley Lane occur when the Wine Train is scheduled to make a crossing. This alternative would not require either the prior construction of a left-turn lane on Highway 29 or additional grade-crossing protection.

5. Alternative 5: Increasing production capacity from 20,000 to 42,500 gallons/year without public tours and tasting (T21).

a. Description

This alternative would provide for the production capacity contained in the project application but would not allow public tours and tasting. As with Alternative 4, visits would be limited to members of the winery trade involved in wholesale purchases. This alternative would add one employee and additional office space totaling 1,760 square feet and a roofed area for barrel work, fermentation and wine storage of 1,813 square feet. The estimated traffic volumes for this alternative for weekdays and weekends, respectively, are presented in Tables 14 and 15.

b. Impacts and Mitigation Measures

Compared to existing conditions, this alternative would increase daily trips by only six trips, or 3.0 percent. The increase during the afternoon peak hour during the base period on weekdays would be only one trip, which would be

Table 14
Manley Lane Weekday Traffic for Alternative 5: 42,500 gallons/year
(No Tours & Tasting)

	Time Period		
Time Period and Type of Traffic	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	36	36	36
Tours and Tasting	0	0	
Harvesting - inbound grapes			8
o Other Traffic			
Basic Traffic	170	170	170
Cultivation Trips		8	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	2	2	2
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	10	10	10
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	36	36	44
Percent of Total	17.5%	16.8%	17.5%
Other	170	178	208
Percent of Total	82.5%	83.2%	82.5%
Total	206	214	252
Increase over Existing Conditions	6	6	10
Pct. Incr. over Existing Cond.	3.0%	2.9%	4.1%
o P.M. Peak Hour Traffic			
Swanson Winery	2	2	2
Percent of Total	16.7%	16.7%	16.7%
Other	10	10	10
Percent of Total	83.3%	83.3%	83.3%
Total	12	12	12
Increase over Existing Conditions	1	1	1
Pct. Incr. over Existing Cond.	9.1%	9.1%	9.1%

Note: See text for assumptions.

Table 15
Manley Lane Sunday Traffic for Alternative 5: 42,500 gallons/year
(No Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	15	15	15
Tours and Tasting	0	0	
Harvesting - inbound grapes			8
o Other Traffic			
Basic Traffic	105	105	105
Cultivation Trips		0	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	2	2	2
Tours and Tasting	0	0	
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	11	11	11
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	15	15	23
Percent of Total	12.5%	12.5%	13.9%
Other	105	105	143
Percent of Total	87.5%	87.5%	86.1%
Total	120	120	166
Increase over Existing Conditions	0	0	4
Pct. Incr. over Existing Cond.	0.0%	0.0%	2.5%
o P.M. Peak Hour Traffic			
Swanson Winery	2	2	2
Percent of Total	15.4%	15.4%	15.4%
Other	11	11	11
Percent of Total	84.6%	84.6%	84.6%
Total	13	13	13
Increase over Existing Conditions	0	0	0
Pct. Incr. over Existing Cond.	0.0%	0.0%	0.0%

Note: See text for assumptions.

outbound from Manley Lane. No base period increase would occur on weekends because the winery would not be open. The only significant increases in traffic would occur during the harvesting period when more than twice as many grapes would be transported to the winery as at present. The estimated percent increase in daily traffic during the harvesting period is 22 vehicle trips, which is an 8.7 increase on weekdays and a 9.2 percent increase on weekends.

The 3.0 percent increase for the base period is insignificant and will not require mitigation measures. As with Alternative 4, even though the traffic levels meet the guideline for a 20 foot roadway, the increase above existing traffic levels is not significant enough to require widening as a condition for this project. During the crush period, the increases are substantial but still only 4.1 and 2.5 percent, respectively, for weekdays and the weekend. Although the increase in traffic on Manley Lane due to the winery increases slightly from 15.0 to 17.5 percent during the base period, this increase is not considered significant enough to warrant major improvements.

6. Alternative 6: Increasing production capacity from 20,000 to 32,000 gallons/year with public tours and tasting.

This alternative assumes that Phases 1 and 2 but not Phase 3 of the proposed project would be constructed. Tours and tasting would be offered 10 A.M. to 4 P.M. seven days a week as proposed for the project. Traffic estimates for this project are presented in Tables 16 and 17 for weekdays and weekends, respectively. The estimated visits for tours and tasting are less than those for the project because visits have been based on the production capacity, but they still represent approximately

Table 16
Manley Lane Weekday Traffic for Alternative 6: 32,000 gallons/year
(with Public Tours & Tasting)

	Time Period		
Time Period and Type of Traffic	Base	Cultivation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	34	34	34
Tours and Tasting	37	37	37
Harvesting - inbound grapes			6
o Other Traffic			
Basic Traffic	170	170	170
Cultivation Trips		8	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	1	1	1
Tours and Tasting	0	0	0
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	10	10	10
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	71	71	77
Percent of Total	29.5%	28.5%	27.0%
Other	170	178	208
Percent of Total	70.5%	71.5%	73.0%
Total	241	249	285
Increase over Existing Conditions	41	41	43
Pct. Incr. over Existing Cond.	20.5%	19.7%	17.8%
o P.M. Peak Hour Traffic			
Swanson Winery	1	1	1
Percent of Total	9.1%	9.1%	9.1%
Other	10	10	10
Percent of Total	90.9%	90.9%	90.9%
Total	11	11	11
Increase over Existing Conditions	0	0	0
Pct. Incr. over Existing Cond.	0.0%	0.0%	0.0%

Note: See text for assumptions.

Table 17
Manley Lane Sunday Traffic for Alternative 6: 32,000 gallons/year
(with Public Tours & Tasting)

Time Period and Type of Traffic	Time Period		
	Base	Culti-vation	Crush
Daily Traffic (Vehicles/day)			
o Swanson Winery			
Basic Traffic	21	21	21
Tours and Tasting	73	73	73
Harvesting - inbound grapes			6
o Other Traffic			
Basic Traffic	105	105	105
Cultivation Trips		0	
Trips by Pickers			26
Harvesting - outbound grapes			12
P.M. Peak Hour Traffic (Vehicles/Hour)			
o Swanson Winery			
Basic Traffic	4	4	4
Tours and Tasting	22	22	22
Harvesting - inbound grapes			0
o Other Traffic			
Basic Traffic	11	11	11
Cultivation Trips		0	
Trips by Pickers			0
Harvesting - outbound grapes			0
Totals by Period			
o Total Traffic			
Swanson Winery	94	94	100
Percent of Total	47.2%	47.2%	41.2%
Other	105	105	143
Percent of Total	52.8%	52.8%	58.8%
Total	199	199	243
Increase over Existing Conditions	79	79	81
Pct. Incr. over Existing Cond.	65.8%	65.8%	50.0%
o P.M. Peak Hour Traffic			
Swanson Winery	26	26	26
Percent of Total	70.3%	70.3%	70.3%
Other	11	11	11
Percent of Total	29.7%	29.7%	29.7%
Total	37	37	37
Increase over Existing Conditions	24	24	24
Pct. Incr. over Existing Cond.	184.6%	184.6%	184.6%

Note: See text for assumptions.

three-fourths of total winery trips during the base period on weekdays.

No impacts are expected during the afternoon peak hour period on weekdays because the tours and tasting facility will close at 4:00 P.M., and harvesting activities also will have stopped by this time. Significant impacts will occur during the peak hour of travel on weekends, when the traffic on Manley Lane is expected to increase by 185 percent to 37 vehicles. On a daily basis during the base period, increases for traffic on Manley Lane would be 20.5 percent on weekdays and 65.8 percent on weekends.

With public tours and tasting, the impacts for this alternative closely resemble those for the project even though the winery has an annual production level that is 10,500 gallons lower. As a result, the mitigation measures are exactly the same as for the project. Manley Lane would have to be widened to 20 feet, and the left-turn lane on Highway 29 would have to be in place before tours and tasting could be fully operational. As with the project, approval should not be conditioned on the installation of a crossing gate at the railroad crossing.

VII. Impact Overviews

1. Effects Found Not to be Significant

The Initial Study and supporting data available at Napa County cited in the Initial Study, provide the reasons why effects other than those covered in this EIR were found not to be significant. This EIR concludes that Energy Use, Agriculture, and Growth Inducement impacts will be not significant.

2. Potentially Significant Effects and Unavoidable and Irreversible Significant Effects

With tours and tasting, the traffic levels on Manley Lane both on weekdays and Sundays will experience substantial increases. All potentially significant traffic effects related to the project can be mitigated effectively by mitigation measures proposed as part of the project; and, thus, there are no unavoidable or irreversible significant effects. Both safety and level of service at the Highway 29 intersection will improve with the addition of a northbound left-turn lane and tapers for vehicles turning right onto or off of Manley Lane. The widening of Manley Lane from 16 to 20 feet also will increase safety over present conditions. The operation of the Napa Valley Wine Train will create a potentially significant impact, but the focus for mitigation measures should be on the operation of the train and should consider other grade crossings.

3. Local Short-Term Uses of the Environment Versus Its Long-Term Productivity

The project has no significant effects that would affect long-term environmental productivity. The project's impact on growth inducement and its cumulative impact on agricultural conversion may contribute to non-significant levels of loss of agricultural productivity. The winery will, on the other hand,

support agricultural activity at the Swanson Vineyards. The project will contribute, in an insignificant manner, to the long-term decrease in level of service on Highway 29, but is consistent with existing plans that attempt to reconcile level of service and economic activity.

4. Growth Inducement

See Section V.3.

5. Cumulative Impacts

Conversion of 880 square feet of prime agricultural land to winery activity is cumulative with other similar conversions, which are a concern in the County. However, the 1989 figure for acres of vineyards is 32,000, compared to 28,996 in 1985. While these figures alone do not reveal all trends that may be of concern regarding agricultural conversion, they do suggest that the present conversion, which does not even involve land that is in agricultural production, is not a significant issue in loss of vineyard production.

The construction of the winery building is cumulative with other winery construction. The scope of the project is insignificant, however, in the overall picture of winery development in the County (G2).

Cumulative traffic impacts are limited to traffic increases that will occur on Highway 29 because no additional projects on Manley Lane have been proposed. Several approaches for estimating cumulative impacts were examined. The daily increase in base period traffic due to the project would be only one percent of the growth forecast for Highway over a five-year period, given a three percent growth rate. The possibility of an individual winery owner, particularly one with the relatively small production size of 42,500 gallons per year, to mitigate cumulative impacts is limited. Recommended mitigation measures

are for the applicant to promote larger shipments of grapes and the timing winery-related trips during non-peak periods as well as to participate in a cooperative shuttle bus system for the wineries in the area, if and when one becomes operational.

No other cumulative impacts are expected.

VIII. Organizations and Persons Consulted

Aspergyn, D., Vineyard Management Contractor.

Badel, P. Caltrans District 4 Engineer. Personal Communication. February 6, 1988.

California Public Utilities Commission.

California State Historic Preservation Office. January, 1988. Dwight Dutschke.

Napa County Conservation, Development, and Planning Department. January, 1988. James O'Loughlin.

Napa County Public Works Department.

Napa Valley Wine Train.

Pacific Gas & Electric Company, Napa Marketing Department. January, 1988. Frank Burrows.

Perrin, D., Skalli Winery, January, 1988.

IX. Bibliography

Baseline Environmental Consulting. 1988. Draft Environmental Impact Report #055, Stone Hedge Winery. Prepared for County of Napa. Oakland, CA.

Baseline Environmental Consulting. 1989. Draft Focused Environmental Impact Report #056, La Croix Blanche Napa Winery. Prepared for County of Napa. Oakland, CA.

California Department of Transportation. 1987 Traffic Volumes on the California State Highway System. Sacramento, CA.

Harmelink, M.D. 1967. Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections. Highway Research Record No. 211. Highway Research Board, Washington, D.C.

Napa County Board of Supervisors. 1986. Napa County CEQA Guidelines.

Transportation Research Board. 1985. Highway Capacity Manual, Special Report 209. Washington, D.C.

APPENDIX A

Summary of Written Responses to DEIR

Summary of Written Comments Not Related to Traffic

Code for comment identifiers:

A: Agriculture
G: Growth Inducement
N: Neighborhood Effects -- Quality of Life Issues
W: Water Issues: Groundwater and Drainage

Summary of Written Comments Not Related to Traffic

Identifier	Comment Summary
N1	Swanson Winery has other properties where the winery could be put with less damage.
A1	The proposed winery will affect adjacent vinyards on all four sides.
W1	Winery will impact the well on the Sullivan property.
A2	The acreage of the winery parcel will not support the size and scope of the proposed project.

Summary of
Traffic Related Written Comments

Summary of Traffic-Related Written Comments

T26. Manley Lane traffic will be greatly increased. Pay particular attention to its effects.

T27. Address specific concerns expressed at the public hearing for the DEIR.

T28. Caltrans will construct acceleration and accelaration tapers, not lanes.

T29. Caltrans is not responsible for traffic impacts caused by the project nor is it responsible for implmentation of mitigation measures.

T30. Mitigation measures should include traffic reduction strategies, including shuttle buses and buspool service.

APPENDIX B

Summary of Comments
During Public Hearing Held on DEIR on
May 22, 1989

Summary of Hearing Comments Not Related to Traffic

Code for comment identifiers:

A: Agriculture
G: Growth Inducement
N: Neighborhood Effects -- Quality of Life Issues
W: Water Issues: Groundwater and Drainage

NOTE: Sequential numbering system for comments starts with written comments.

I. Public Testimony Portion of Hearing

Comment Identifier	Comment
G1.	Is only one employee needed for the expansion?
G2.	Will this project encourage adjacent parcels to build wineries?
A3.	Don't like logic that agricultural value is compromised because adjacent land is already compromised.
A2.	20,000 gallons is a lot of production for 1.4 acres.
W2.	Water exits leach field through a pipe into an adjacent ditch.
A1., N2.	EIR doesn't address impacts on adjacent properties.
W2.	Pipe from winery empties into ditch.
N2.	Winery building will hide back of Sullivan property.
A4.	Only one small paragraph in DEIR about agriculture.
A2.	Parcel is at more than maximum density.

II. Planning Commission Summary Comment Portion of Hearing

N2.	FEIR needs to cover impact on standard of living of neighbors.
A4.	Stronger section needed on agriculture.
W1.	Water quality/supply issues need to be discussed.
W1.	Explore well-owner contract questions.
W1.	Will the maximum production capacity be lower as a result of well question?
W1.	With the well issue, the 30,000-gallon alternative needs to be explored.
G2.	What would cumulative effect be of development of all parcels for wineries?
N2., A5.	Study impact on adjacent lands -- lost row of grapes.

Comment Identifier	Comment
W1., W2.	Drainage ditch/well issue may affect use permit decision.
W2.	What is the water table?
G2., N2.	This is an agricultural preserve -- what is the effect of more commercial activity in a residential setting?

Summary of
Traffic-Related Hearing Comments

I. Public Testimony Portion of Hearing

Comment Identifier	Comment
T1.	Manley Lane is only 16 feet for most of its length.
T2.	Ditches on north side of Manley Lane are dangerous.
T3.	Manley Lane is unsafe for children that play on adjoining lots.
T4.	There are eight operating vineyards on the lane and 14 residences, not the 11 mentioned in the DEIR.
T5.	Tour buses use Manley Lane at present.
T6.	Traffic is the main concern. Thinks that traffic underestimated because traffic related to eight vineyards not considered.
T7.	Parking of other people's vehicles occurs on his property.
T8.	Suggestion that tours and tasting be shut down during the crush.
T9.	Traffic impacts would be eliminated if tours and tasting eliminated.
T10.	Traffic on Manley Lane will be affected by the wine train. Heard that there will be as many as 19 trains in each direction per day.

II. Planning Commission Summary Comment Portion of Hearing

T11.	Need to examine protection at railroad crossings. Concerned about capacity for vehicles between tracks and intersection.
T12.	Need to further examine road width issue.

T13. Mitigation measures such as reducing speed not an adequate mitigation measure.

T14. Concerned about difficulty of an emergency response on Manley Lane if tracks are blocked.

T15. Maintenance of vineyards by management firms must be addressed.

T16. Need to talk to Wine Train people and the Public and the Public Utilities Commission.

T17. Need to include trips related to transportation of grapes and cultivation of vineyards.

T18. Should talk to owners of vineyards on Manley Lane.

T19. There is an overlap of the tourist season and grape processing.

T20. Discuss funding of railroad crossings.

T21. It is necessary to examine the project with and without tours and tasting.

T22. Clarify the number of trips per residence.

T23. Expand the discussion of cumulative impacts.

T24. What will be the hours of operation for public tours and tasting.

T25. Clarify county standards for lanes.

APPENDIX C

Responses to Comments Not Otherwise Covered in FEIR Text

Comments Not Related to Traffic

Code for comment identifiers:

A: Agriculture
G: Growth Inducement
N: Neighborhood Effects -- Quality of Life Issues
W: Water Issues: Groundwater and Drainage

Comment Identifier	Comment

A5. Lost row of grapes on Sullivan property.

Response: A number of vines were apparently browsed by construction workers at the Swanson site. It is regarded as a one-time occurrence not related to the current project.

A1., N2. Winery building will hide back of Sullivan property.

Response: The viewshed from some locations along Manley Lane will be slightly altered by the expansion of the Swanson building. This is not regarded as a significant environmental effect.

A2. The parcel is at maximum density and will not support winery expansion.

Response: The maximum density of the parcel for its permitted use would be governed by considerations such as production space, parking availability, and leachfield capacity. The proposed plan, making use of innovative leachfield design, will be able to meet Napa County Department of Environmental Management regulations at the 42,500-gallon production capacity.

W1., W2. The parcel has a pipe exiting the leachfield that drains into a ditch along Manly Lane. The project may impact groundwater quantity and quality, particularly at the Sullivan well.

Response: These water quality and quantity concerns were determined to be outside the scope of this EIR by the Napa County Board of Supervisors, which determined the EIR focus. The EIR preparer was unable to observe any flow from the drainage pipe, which the project proponent states carries surface water runoff only, based on his observation that during dry weather it does not flow, even during maximum production operations. The project proponent has hired a consulting engineer, who has devised a mounded leachfield system that will allow treatment of the 42,500-gallon production while staying outside the required 100-foot distance from the Sullivan's well.

Traffic Related Comments

Comment Identifier | Comment

T3. Manley Lane is unsafe for children that play on adjoining lots

Response: Nothing in the design of Manley Lane or its current traffic volumes is inherently unsafe. Safety for pedestrians of a roadway depends to a large extent on sight distance, which in turn depends upon vegetation and fencing that is provided by residents. Residents also might wish to initiate a speed study so that a speed limit sign can be placed on the roadway.

T5. Tour buses use Manley Lane at present.

Response: Once or twice a year Swanson Winery has hosted an educational group that has visited Napa Valley by bus. The buses have not been related to public tours and tasting activities. Caltrans in its comments encouraged the use of shuttle buses to reduce the number of vehicle trips on Highway 29. The winery will encourage the use of vans or small buses but not large buses. Regular visits to the winery by large tour buses is not expected.

T7. Parking of other people's vehicles occurs on his property.

Response: Such incidents probably occur during harvesting, which is the most labor-intensive activity that occurs on the lane. They would be unrelated to the winery, since all of its grapes come from vineyards not on the lane. The proposed parking lot would be adequate to serve the estimated number of visitors.

T13. Mitigation measures such as reducing speed not an adequate mitigation measure.

Response: Speed limit signs have been eliminated as a mitigation measure and other measures added.

T14. Concern about difficulty of an emergency response on Manley Lane if tracks are blocked.

Response: As a dead end road, Manley Lane does not have an alternative access. However, the likelihood of both the railroad tracks being blocked for a significant period of time and an emergency situation on Manley Lane is extremely small.

T19. There is an overlap of the tours season and grape processing.

Response: Agree. However, the revised analysis shows what the estimated impact of tours and tasting during the crush period.

T21. It is necessary to examine the project with and without tours and tasting.

Response: Alternatives 4 and 5 have been added to the analysis. Alternative includes a production of 32,000 gallons without tours and tasting, and Alternative 5 includes a production of 42,500 gallons without tours and tasting.

T26,
T27. Address traffic concerns expressed at public meeting.

Response: See comments T1 through T25 for traffic concerns that were expressed at the meeting. All have been addressed in the text or separately.

APPENDIX D

Written Responses to DEIR

STATE OF CALIFORNIA—OFFICE OF THE GOVERNOR

GEORGE DEUKMEJIAN, *Governor*

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

May 30, 1989

James O'Loughlin
Napa County Planning Division
1195 3rd Street
Room 210
Napa, CA 94559

RECEIVED
MAY 31 1989
NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

Subject: Swanson Vineyardssand Winery
SCH# 88101111

Dear: Mr. O'Loughlin:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code requires that:

> "a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact Loreen McMahon or Marilyn Nishikawa at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Chief
Office of Permit Assistance

Enclosures

cc: Resources Agency

Mail to: State Clearinghouse, 1400 Tenth Street, Room 121, Sacramento, CA 95814 — 916/445-0613

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

See NOTE below

SCH # 88101111

1. Project Title: Swanson Vineyards & Winery

2. Lead Agency: Napa County Planning Division 3. Contact Person: James O'Loughlin

3a. Street Address: 1195 - 3rd St. Room 210 3b. City: Napa

3c. County: Napa - File at #2 & 3 3d. Zip: 94559 3e. Phone: 707-253-4416

PROJECT LOCATION 4. County: Napa 4a. City/Community: Rutherford

4b. Assessor's Parcel No. 27-260-01 4c. Section 2(Extended) Twp. 7N Range 5W

5a. Cross Streets: St.Rt. 29 & Manley Lane 5b. For Rural, Nearest Community: Rutherford

APPROX. REVIEW PERIOD - April 6 - May 22, 1989

6. Within 2 miles: a. State Hwy # 29 b. Airports c. Railways S.P.R.R. Wine Train d. Waterways Bale Slough Napa River

7. DOCUMENT TYPE

CEQA
01. ___NOP 06. ___JCE
02. ___Early Cons 07. X NOC
03. ___Neg Dec 08. ___NOD
04. X Draft EIR
05. ___Supplement/Subsequent EIR (Prior SCH No.) 88101111

NEPA
09. ___NOI 11. ___Draft EIS
10. ___FONSI 12. ___EA

OTHER
13. ___Joint Document
14. ___Final Document
15. ___Other

8. LOCAL ACTION TYPE
01. ___General Plan Update
02. ___New Element
03. ___General Plan Amendment
04. ___Master Plan
05. ___Annexation
06. ___Specific Plan
07. ___Community Plan
08. ___Redevelopment
09. ___Rezone
10. ___Land Division (Subdivision, Parcel Map, Tract Map, etc.)
11. X Use Permit
12. ___Waste Mgmt Plan
13. ___Cancel Ag Preserve
14. ___Other

9. DEVELOPMENT TYPE
01. ___Residential: Units ___ Acres ___
02. ___Office: Sq. Ft. 3,984 sq.ft. Existing 2,693 - New Acres ___ Employees ___
03. ___Shopping/Commercial: Sq. Ft. ___ Acres ___ Employees ___
04. X Industrial: Sq. Ft. 6,677 Total Acres 1.44 Employees 4.5
05. ___Water Facilities: Type ___ MGD ___
06. ___Transportation: Type ___
07. ___Mining: Mineral ___
08. ___Power: Type ___ Watts ___
09. ___Waste Treatment: Type ___
10. ___OCS Related
11. ___Other: ___

RECEIVED APR 13 1989 STATE CLEARINGHOUSE

10. TOTAL ACRES: 1.44 11. TOTAL JOBS CREATED: 2.5

12. PROJECT ISSUES DISCUSSED IN DOCUMENT

01. ___Aesthetic/Visual	08. ___Flooding/Drainage	15. ___Septic Systems	23. ___Water Quality
02. X Agricultural Land	09. ___Geologic/Seismic	16. ___Sewer Capacity	24. ___Water Supply
03. ___Air Quality	10. ___Jobs/Housing Balance	17. ___Social	25. ___Wetland/Riparian
04. ___Archaeological/Historical	11. ___Minerals	18. ___Soil Erosion	26. ___Wildlife
05. ___Coastal Zone	12. X Noise	19. ___Solid Waste	27. ___Growth Inducing
06. ___Economic	13. ___Public Services	20. ___Toxic/Hazardous	28. X Incompatible Landuse
07. ___Fire Hazard	14. ___Schools	21. X Traffic/Circulation	29. X Cumulative Effects
		22. ___Vegetation	30. ___Other

13. FUNDING (Approx) Federal $ ___ State $ ___ Total $ ___

14. PRESENT LAND USE AND ZONING:
Winery -- AP (Agricultural PReserve) District

15. PROJECT DESCRIPTION:
To increase winery production in three phases to 42,500 gallon and construct a new tasting room on a 1.44 acre parcel on the south side of Manley Lane 700 feet west of Highway 29 within an AP Zoning District (APN: 27-260-01)

CLEARINGHOUSE CONTACT: 916/445-0613
LOREEN MCMAHON
M. Nishikawa MARILYN NISHIKAWA

STATE REVIEW BEGAN: 4-13-89

DEPT REV TO AGENCY: 5-22

AGENCY REV TO SCH : 5-26

SCH COMPLIANCE : 5-30

PLEASE RETURN NOC WITH ALL COMMENTS

AQMD/APCD: 2 (File Date: 4/15)

W/C	N/C	
		• Resources
		• Fish & Game
		5 Forestry
		• OHP
		• NAHC
		• ARB

W/C	N/C	
		• RWQCB# 2
✓		• Caltrans# 4
		• CHPs
		• Food & Ag

State of California — Business, Transportation and Housing Agency

Memorandum

To : Loreen McMahon
State Clearinghouse
1400 10th Street, Rm. 121
Sacramento, CA 95814

Date : May 26, 1989

File No.: NAPA-029-PM-24.09
SCH# 88101111
NAP029102

From : DEPARTMENT OF TRANSPORTATION - District 4

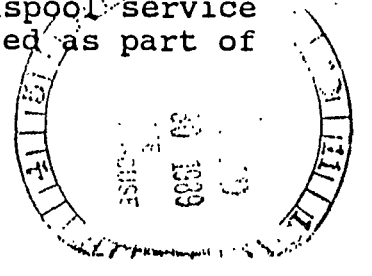
Subject: **DEIR - SWANSON VINEYARDS AND WINERY EXPANSION, TOUR, AND TASTING (7557 SQ. FT.)**

The State Department of Transportation (Caltrans) has reviewed the above-referenced document and forwards the following comments:

On page 28 of the DIER, it is implied that deceleration/ acceleration lanes entering and exiting Manley Lane at Highway 29 will be provided by Caltrans in 1990, if not provided by the applicant. The Department has a major improvement project along Highway 29 in the vicinity of the winery which is scheduled for completion, February 1991. Caltrans expects to provide a left-turn lane at the location of the project and intersection improvements based on the Department's Public Road Intersection design (Highway Design Manual, 1/87, pg. 400-17) which includes accel and decel tapers, not lanes as such. Please clarify this point in the FEIR.

Caltrans' improvements can not be used as a mitigation measure for this project, nor will Caltrans be financially responsible for project-generated mitigations on the state facility. In order for this project's impact to be mitigated in accordance with the CEQA guidelines, the applicant must participate in other means to alleviate the potential adverse effect. We recommend and encourage the implementation of non-highway mitigation measures which optimize the operational efficiency of the highway by increasing the throughput of people without increasing the number of vehicles. Consideration should be given to the promotion of Traffic Demand Management, Public Transit Development, and Traffic Reduction Strategies such as Ridesharing, Vanpools and Carpools.

The applicant should also consider the initiation of shuttle bus services originating at the following destinations: 1) the proposed Napa Valley Wine Train Station at McKinstry Street, 2) the proposed auxiliary Wine Train parking lot at the Napa County Fairground, and 3) the proposed train stops along Route 29 from the City of Napa to St. Helena, or subscription buspool service for the public which would be periodically announced as part of the winery's promotional activity.



We have attached a list of TSM references for your review, and we expect to see some of these mitigation strategies prior to approval of the FEIR. In addition, the county should adopt and implement a monitoring program to oversee the effectiveness of the mitigations. We appreciate the opportunity to work with you on this project. Should you have any questions regarding these comments, please contact Steve Buswell of my staff at (415) 557-9139.

GARY F. ADAMS
District CEQA Coordinator

Attachment

cc: Susan Pultz - MTC
Sally Germain - ABAG

COMMUTE ALTERNATIVES: A manual for Transportation Coordinators

Metropolitan Transportation Commission.

TRANSPORTATION SYSTEM MANAGEMENT: STATE OF THE ART FEBRUARY, 1977

U. S. Department of Transportation
Urban Mass Transportation

TRAFFIC MITIGATION REFERENCE GUIDE

A Review of Options available to the Public and Private Sectors
Metropolitan Transportation Commission

TRANSPORTATION SYSTEM MANAGEMENT ORDINANCE GUIDE

Caltrans - Department of Transportation

JOBS/HOUSING BALANCE FOR TRAFFIC MITIGATION

Association of Bay Area Governments

RALPH TROWER
ATTORNEY AT LAW
1730 JEFFERSON PLAZA
NAPA, CALIFORNIA 94559

TELEPHONE (707) 252-1730

RECEIVED

MAY 27 1989

NAPA CO. CONSERVATION
DEVELOPMENT & PLANNING DEPT.

May 26, 1989

Planning Commission
County of Napa
1195 Third Street
Napa, CA 94559

Subject: Edmond A. Chaix Trust B
Napa County Probate No. 16049
Edmond A. Chaix, Jr. & Dean Chaix, Trustees
Swanson Winery - DEIR-058

Gentlemen:

I represent the above-named Trust in the matter of the Draft Environmental Impact Report and the review period involved, which is indicated as approximately 4/13/89 to 5/29/89. I have been asked by the Trustees to make a comment about the DEIR for Swanson Winery, State Clearinghouse No. 88101111.

May I urge you to pay particular attention to the DEIR and all particulars in which it refers to the effect of increased traffic on Manley Lane, which will occur if the winery and visiting use are permitted. It is obvious from the contents of the report that the Manley Lane traffic will be greatly increased, and other property owners also adjoining Manley Lane will be imposed upon so greatly as to interfere with their ownership of the adjoining lands. The DEIR gives particular statistics bearing this out and should be weighed heavily by the Planning Commission and/or the Board of Supervisors in their decision in this matter.

I believe Swanson Winery has large acreages and other properties upon which they could put the winery rather than do the damage which will be done along Manley Lane.

Respectfully submitted,

Ralph Trower

RALPH TROWER, Attorney
for Trustees

RT:dc

cc: Napa County Board of Supervisors

Sullivan Vineyards P.O. Box G • 1090 Galleron Road • Rutherford • California • 94573 • (707) 963-9776

RECEIVED

MAY 30 1989

NAPA COUNTY CONSERVATION
DEVELOPMENT & PLANNING DEPT.

May 29, 1989

Napa County Conservation Development and Planning Department
1195 Third Street
Napa, California 94559

Dear Ladies and Gentlemen:

We are the owners of APN-27-260-16. This letter is in regards to use permit 288788. We are concerned with the omission of our name from the mailing list originally provided by the applicant. Due to this omission we were excluded from all public proceedings until May 22, 1989. This is noteworthy since our property borders two sides (50%) of the applicant's property. We feel that this omission is a significant event within the meaning of Section 110(C) of the CEQA Guidelines.

We attended the meeting of May 22, 1989 at which the proposed project was discussed. We feel that the draft of the Environmental Impact Report that was presented for consideration is inadequate for a number of reasons that appear below. It does not address the following:

1. The effect that the proposed winery will have on the properties that it borders. This is of particular importance because all four sides of the winery under consideration lie adjacent to producing vineyards.

2. The impact on the well situated on the Sullivan property that would result from the winery's operations.

3. A traffic report that addresses specific concerns expressed at the meeting of May 22, 1989.

4. The fact that the acreage of the winery parcel will not support the size and potential scope of the proposed project.

If this permit is granted without addressing these concerns as well as others, we believe that this would produce a substantially adverse impact on the value of the Sullivan property. If you desire any clarification or amplification of our concerns please do not hesitate to contact us as soon as possible.

Sincerely Yours,

James and JoAnne Sullivan

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

ALAMEDA COUNTY
Edward R. Campbell
Shirley J. Campbell
(Vice Chairperson)
Chuck Corica
Frank H. Ogawa

CONTRA COSTA COUNTY
Paul L. Cooper
Sunne Wright McPeak

MARIN COUNTY
Al Aramburu

NAPA COUNTY
Bob White

SAN FRANCISCO COUNTY
Harry G. Britt
Jim Gonzalez

SAN MATEO COUNTY
Gus J. Nicolopulos
Anna Eshoo

SANTA CLARA COUNTY
Martha Clevenger
Rod Diridon
Roberta H. Hughan
Susanne Wilson
(Chairperson)

SOLANO COUNTY
Osby Davis
(Secretary)

SONOMA COUNTY
Jim Harberson

May 22, 1989

Napa County Conservation, Development and Planning Department
1195 Third Street, Room 210
Napa, CA 94559-3092

Attention: James O'Loughlin
Environmental Protection Section

We have received a copy of the Draft Environmental Impact Report for the Swanson Winery. The proposed project is to increase winery production at the existing Swanson Winery and Vineyards in three phases to 42,500 gallons/year. The winery presently produces 20,000 gallons/year annual production capacity.

Phase 1 would entail increasing production capacity to 32,000 gallons/year.

Phase 2 would add roofed area for barrel work, fermentation and wine storage.

Phase 3 would increase production capacity to 42,500 gallons/year.

The project is located at 1271 Manely Lane, Rutherford (APN 27-260-01).

Please be advised that the proposed addition of barrel work, fermentation and wine storage does not require a permit from the BAAQMD. According to Regulation 2-1-123.3.8, equipment used exclusively for "the storage or fermentation of wine and beer" does not require an Authority to Construct or Permit to Operate provided emissions do not exceed 150 lbs/day.

If you have any further questions regarding this matter, please contact the Permit Services Division at (415) 771-6000, extension 194.

Sincerely,

John M. Joseph
Enforcement Specialist
Permit Services Division

JMJ

APPENDIX E

Cross-Reference Index for Comment Identifier Numbers, Commentors, and FEIR Page Numbers

Appendix E
Cross-Reference Index for Comment Identifier Numbers, Commentors, and FEIR Page Numbers

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A2	Oreste Quiricy James and JoAnne Sullivan	Appendix C
A3	Commissioner Winter	17
A4	James and JoAnne Sullivan	18
A5	James and JoAnne Sullivan	Appendix C
G1	Commissioner Jonas	18
G2	Oreste Quiricy Commissioner Jonas	17, 18, 19, 81
N1	Ralph Trower	68
N2	James and JoAnne Sullivan Commissioner Winter Commissioner Mitchell	18-19, 68
W1	Commissioner Kay Commissioner Mitchell James and JoAnne Sullivan Oreste Quiricy Margaret Woodbury (County Counsel's Office)	Appendix C
W2	Commissioner Fournier Oreste Quiricy Commissioner Mitchell	Appendix C
T1	Edmond Chaix, Jr.	20
T2	Oreste Quiricy	20
T3	Oreste Quiricy	Appendix C
T4	Edmond Chaix, Jr.	23
T5	Edwina Price	Appendix C
T6	Edmond Chaix, Jr.	29
T7	Edmond Chaix, Jr.	Appendix C
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Appendix E
(Continued)

Comment #	Commentors	Page #'s
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T10	Edmond Chaix, Jr.	33, 48
T11	Commissioner Kay	48
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T13	Commissioner Winter	Appendix C
T14	Commissioner Kay	Appendix C
T15	Commissioner Kay	29
T16	Commissioner Jonas	32
T17	Commissioners Fournier, Mitchell	29
T18	Commissioner Kay	29
T19	Commissioner Kay	Appendix C
T20	Commissioner Kay	65
T21	Commissioner Jonas	Appendix C
T22	CommissionerJonas	24
T23	Commissioner Jonas	48
T24	Commissioner Mitchell	36
T25	Commissioner Jonas	31
T26	Ralph Trower	Appendix C
T27	James and JoAnne Sullivan	Appendix C
T28	California Dept. of Transportation	32
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APPENDIX F

List of Commentors on DEIR

Appendix F
List of Commentors on DEIR

Planning Commission Members

Daniel Jonas
Guy Kay
Diana Mitchell
Kathryn Winter
Al Fournier

Citizens (All Manley Lane residents)

James and JoAnne Sullivan
Oreste Quiricy
Ralph Trower (representing Edmond Chaix, Jr. and Dean Chaix, Trustees
Edwina Price
Edmond Chaix, Jr.

Agencies

Bay Area Air Quality Management District
Department of Transportation, District 4

County Staff

Margaret Woodbury, Chief Deputy County Counsel
Jeffrey K. Redding, Deputy Planning Director
James O'Loughlin, Planner III

APPENDIX G

Notice of Preparation

NAPA COUNTY

CONSERVATION — DEVELOPMENT
AND PLANNING DEPARTMENT

JAMES H. HICKEY
Director

1195 THIRD STREET, ROOM 210 • NAPA, CALIFORNIA 94559-309
AREA CODE 707/253-4416

September 22, 1988

SWANSON VINEYARDS & WINERY
P.O. Box 459
Rutherford, CA 94573

SUBJECT: Notice of EIR Preparation, Administration & Review Fee

Gentlemen:

Please be advised that the Napa County Board of Supervisors at its regular meeting on September 6, 1988, upheld a decision by the Conservation, Development and Planning Commission on July 20, 1988 to continue the processing of Use Permit #U-288788 pending completion of a focused EIR to address the following issue:

The Impact of Traffic:

1) Getting on and off Manley Lane at the intersection of Highway 29.

2) Traffic on Manley Lane and the Manley Lane Area in general; and

3) The general cumulative impact of traffic on the Highway 29 Corridor.

The Board of Supervisors has established a $2,250 EIR administration and review fee to cover the costs incurred in setting EIR specifications, evaluating the proposal received, and conducting the EIR review process. Said fee must be received by the County Conservation, Development and Planning Depatment prior to initiation of the EIR preparation procedure and in no case more than thirty (30) calendar days after your receipt of this letter. If the required deposit is not submitted within 30 days, the Department shall, pursuant to Section 800(b) of the Napa County CEQA Guidelines, assume you have abandoned your project. A hearing before the Conservation, Development and Planning Commission will thereafter be scheduled to formally deny your request.

Once the EIR administration and review fee has been deposited, the Environmental Protection Section will prepare a Notice of Preparation and minimum specifications for the required EIR. Upon receipt of these materials, you will have ninety (90) calendar days to submit an administrative draft of the draft EIR. Said administrative draft shall be prepared by the consultant approved by this office and must meet the minimum specifications established by the Department and all the requirements of both the Napa County and State CEQA guidelines.

You may be required to post an additional deposit with a consultant for the applicant submitted EIR which shall meet the minimum specifications established by the Planning Division for that EIR and all general requirements of the State and Napa County CEQA Guidelines. It shall be prepared by a consultant of the applicant and County's choice from the County-approved list for this project.

Should additional information and evaluation be required to deal with issues that arise during the course of preparation and review of this EIR, and should these questions not be anticipated at the time of contract award, it is understood that a renegotiation of the scope-of-services and an additional deposit may be required.

The County list of approved consultants for your project is as follows:

EIP ASSOCIATES
150 Spear Street, Suite 1500
San Francisco, CA 94105
(415) 864-2311

JONES & STOKES ASSOCIATES, INC.
1725 - 23rd Street, Suite 100
Sacramento, CA 95816
(916) 444-5638

MILLS ASSOCIATES
1110 Alhambra Avenue
Martinez, CA 94553
(415) 372-2700

PLANNING ANALYSIS & DEVELOPMENT
530 Chestnut Street
San Francisco, CA 94133
(415) 398-8066

WINZLER-KELLY
495 Tesconi Circle
Santa Rosa, CA 95401
(707) 523-1010

Following completion of the EIR, your project and this environmental document will again be scheduled for consideration and action by the Conservation, Development and Planning Commission.

Thank you for your assistance.

Very truly yours,

JAMES O'LOUGHLIN
Planner III

JOL/jm.11
Attachment

cc: Jeffrey Redding, Deputy Planning Director
James Cool, Supervising Planner
Barbara Mahan/Dickenson, Peatman & Fogarty

NAPA COUNTY
CONSERVATION, DEVELOPMENT AND PLANNING DEPARTMENT
1195 THIRD STREET, ROOM 210
NAPA, CALIFORNIA 94559
(707) 253-4416

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Project Title: SWANSON VINEYARDS & WINERY
Date Issued: 12-Oct. 1988

This notice is prepared pursuant to Section 702 of the Napa County CEQA Guidleines.

REQUEST: To increase an existing 20,000 gallons/year winery to 42,500 gallons/year in three phases, adding 3,573 square feet to the existing 3,984 square feet winery and adding public tours and tasting as part of Phase 1.

LOCATION: On a 1.44 acre parcel on the south side of Manley Lane, 700 feet west of State Highway 29 within an AP (Agricultural Preserve) Zoning District. (APN 27-260-01 1271 Manley Lane, Rutherford.

Primary effects could be:

The Impact of Traffic:

1) Getting on and off Manley Lane at the intersection of Highway 29.

2) Traffic on Manley Lane and the Manley Lane Area in general; and

3) The general cumulative impact of traffic on the Highway 29 Corridor.

Napa County will be the lead agency and has determined that a significant effect on the environment may result and that an Environmental Impact Report should be prepared. We invite your comment on the effects this project may have on the environment and ways that you believe the project could be revised to reduce or avoid significant environmental impacts. Your ideas will help the County decide what issues to analyze in the Environmental Impact Report on this project.

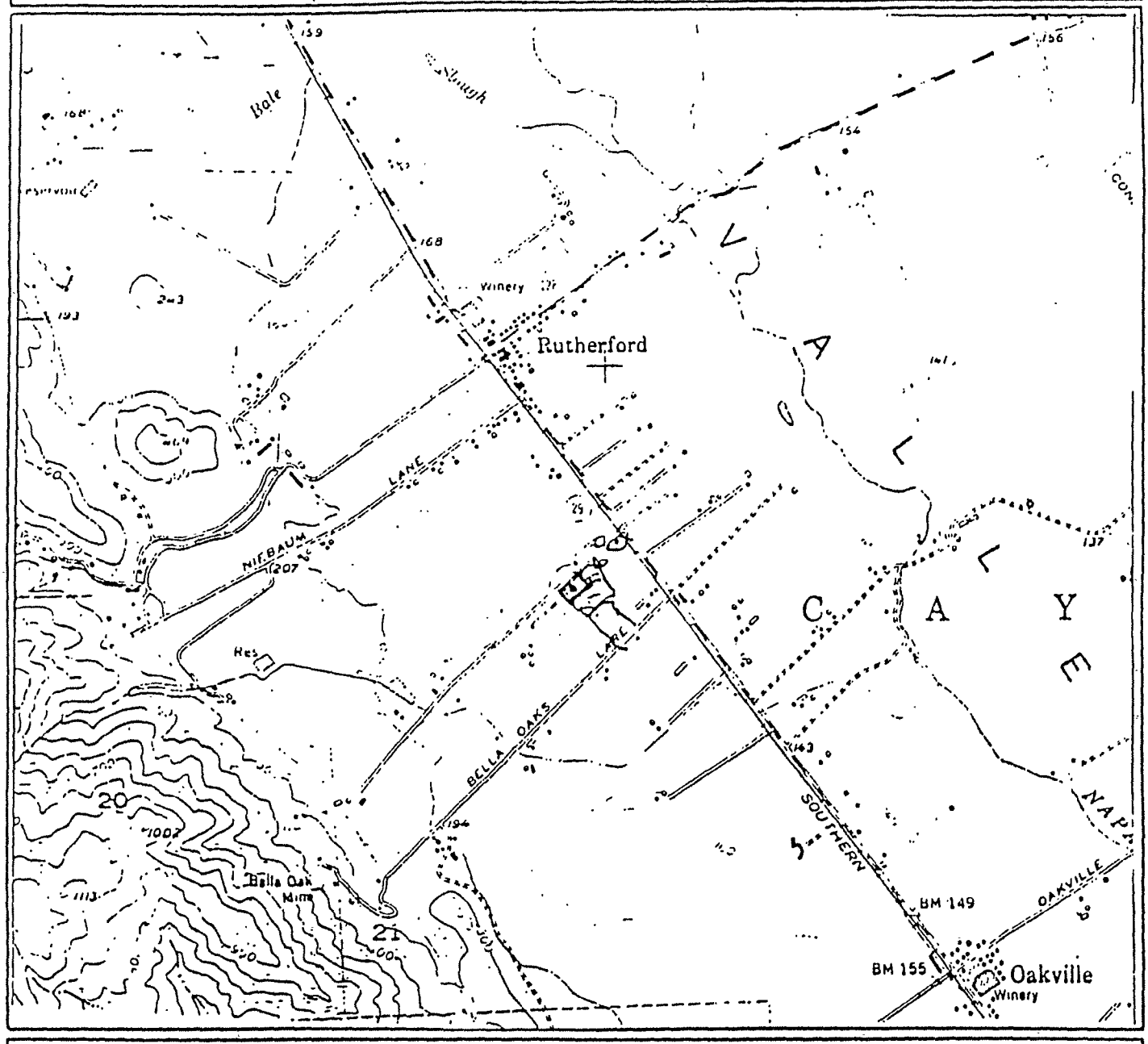
Due to the time limits mandated by state law please telephone or send your response at the earliest possible date but not later than 30 days after receipt of this notice to the address listed below.

NAPA COUNTY CONSERVATION, DEVELOPMENT AND PLANNING DEPARTMENT
ENVIRONMENTAL PROJECTION SECTION
ATTENTION: JAMES O'LOUGHLIN
1195 - 3RD, STREET, ROOM 210
NAPA, CALIFORNIA 94559

:P2H

SITE LOCATION MAP

GEOLOGICAL SURVEY QUADRANGLE TITLE: RUTHERFORD FILE NO. V895



LEGEND

	Existing	Proposed
Parcel Boundary		
Structure		
Septic System		
Well		
Spring		
Reservoir		
Road		
Parking Lot or Outdoor Storage Area		

JUL 15 1999

SEE SITE PLAN FOR FURTHER DETAILS

ACKNOWLEDGEMENT

State of California
Project Notification and Review System
Office of the Governor
(916) 445-0613

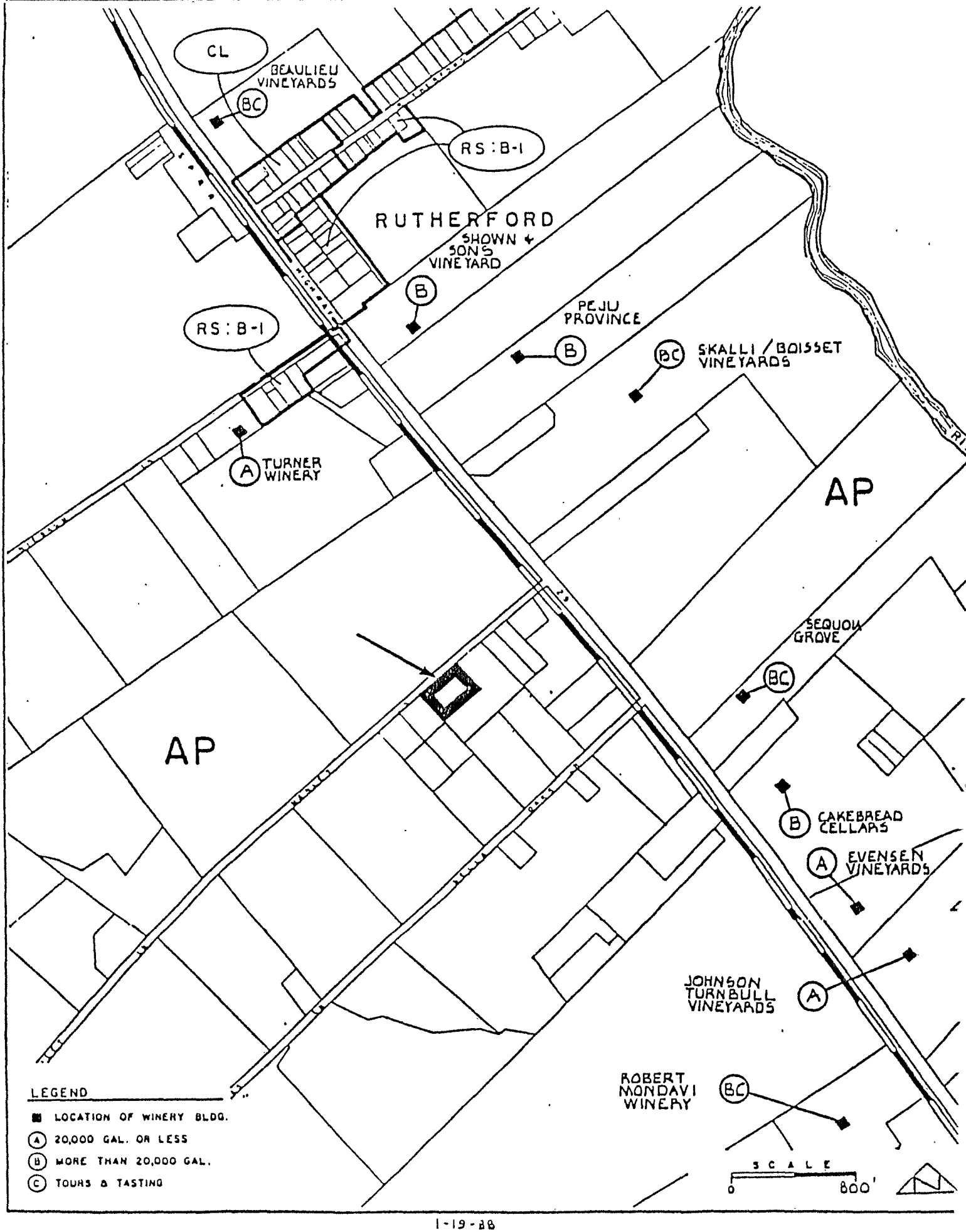
SWANSON VINEYARDS & WINERY
State Clearinghouse Number: 88101111
State Review Period: 10/12/88 to 11/10/88
Contact: LOREEN MCMAHON-MARILYN NISHIKAWA
Phone: 916-445-0613 Fax: 916-323-3749
(Review Starts On Next Working Day When Document Is Received After 10:00 am)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project.

This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

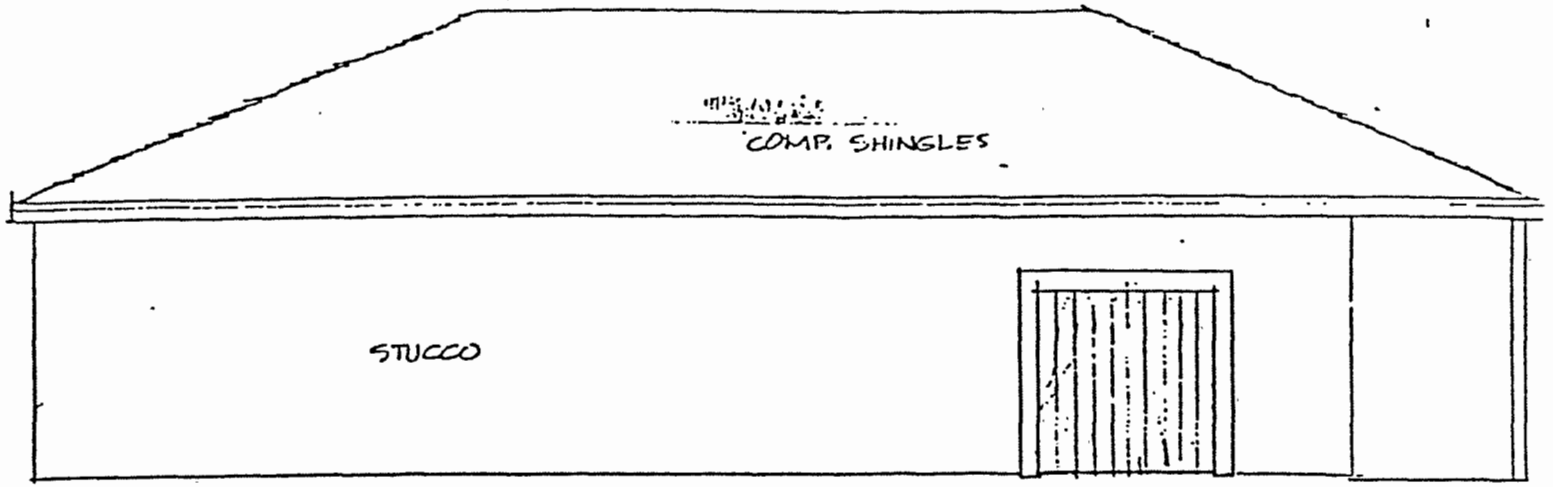
Rev. 3/82

SWANSON

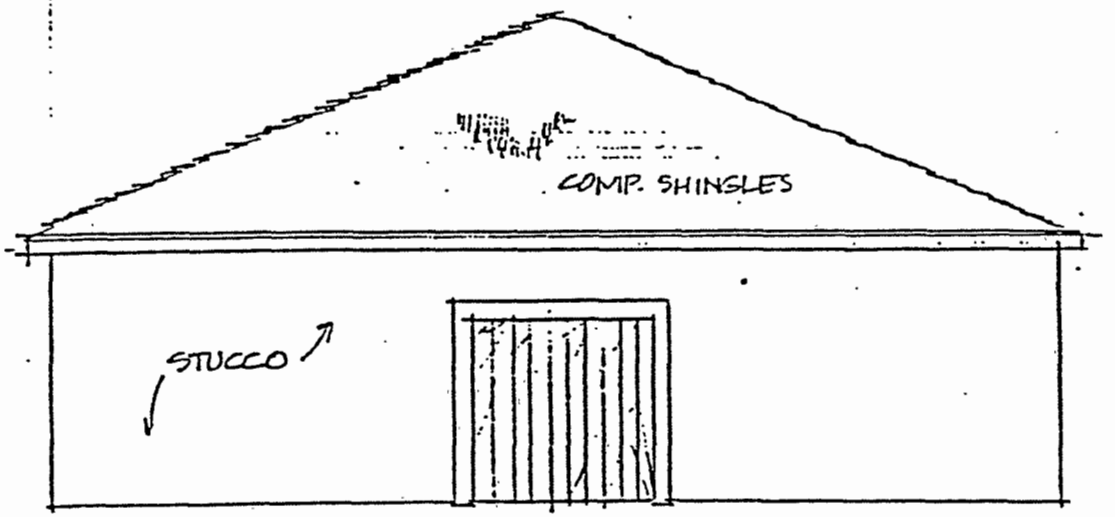


1-19-88
7D, 8C UP

SWANSON



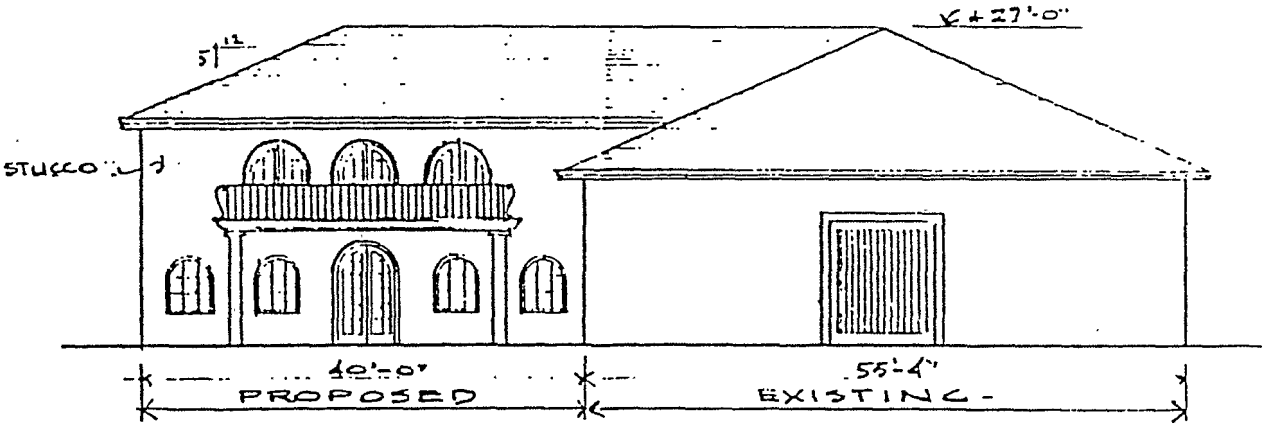
(EXIST'G) WEST ELEVATION [redacted]
WINERY & BARREL STORAGE



(EXIST'G) NORTH ELEVATION [redacted]

SCALE
0 11'±

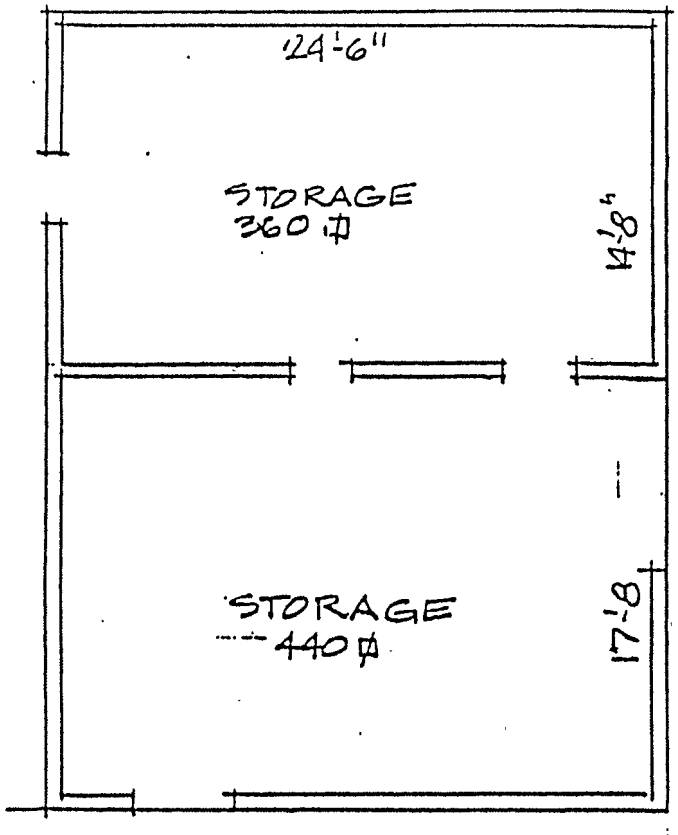
SWANSON



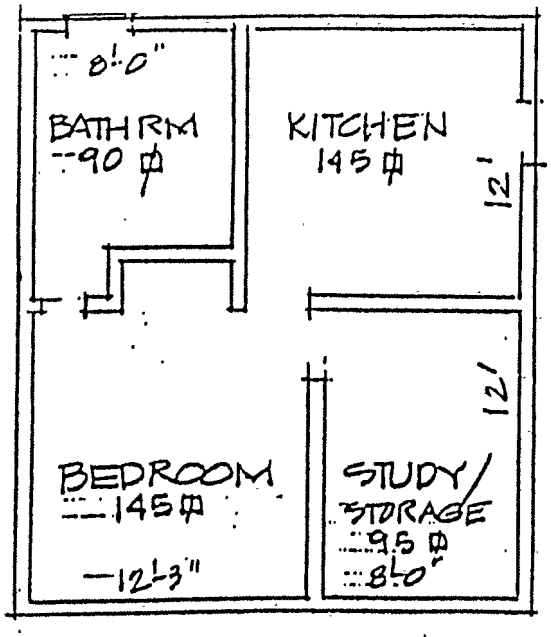
NORTH ELEVATION 3/32"=1'-0

SCALE
0 18"

SWANSON



BARN 1/8" = 1'-0"

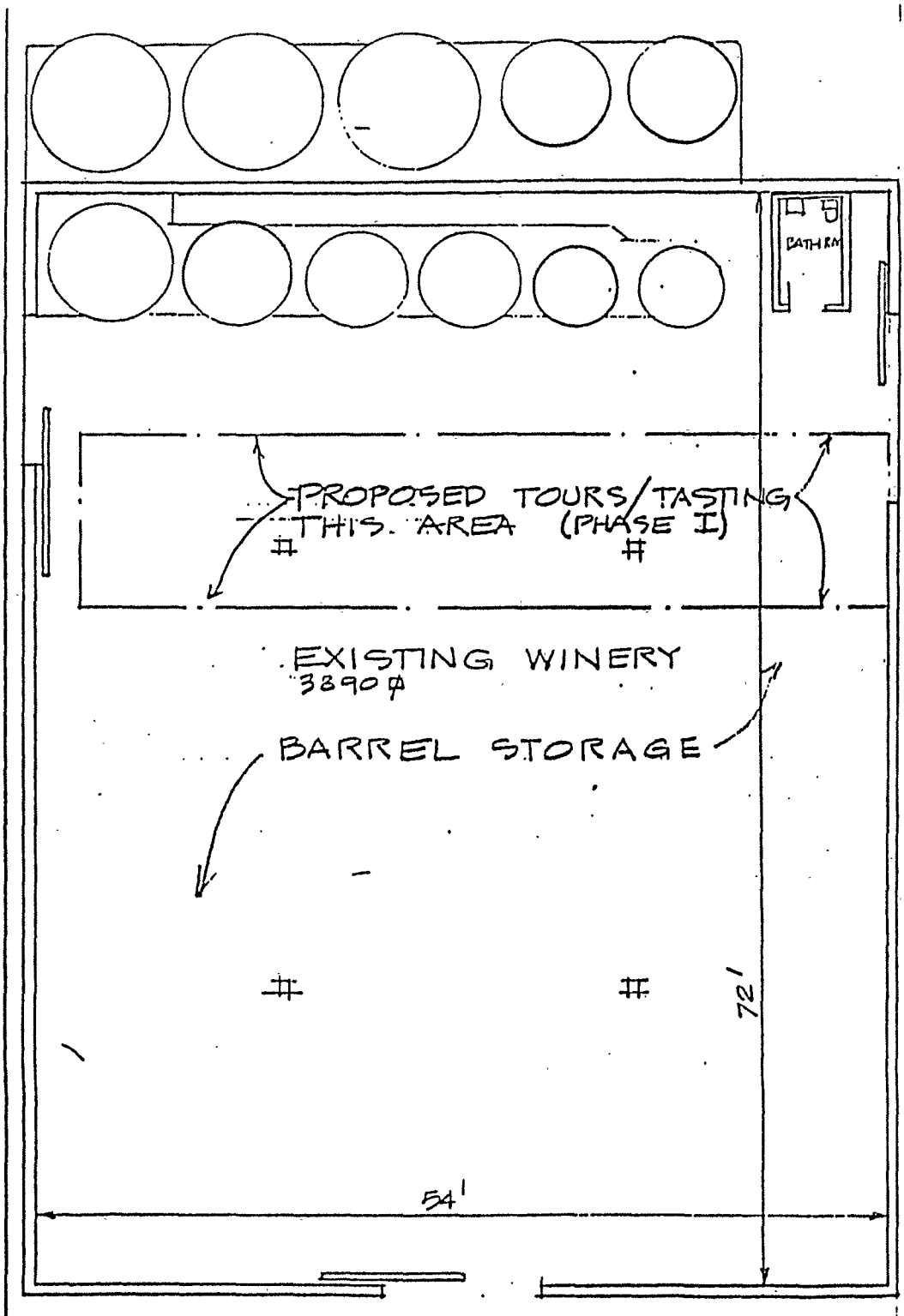


COTTAGE 1/8" = 1'-0"

SCALE 0 8'

3-16-88

SWANSON

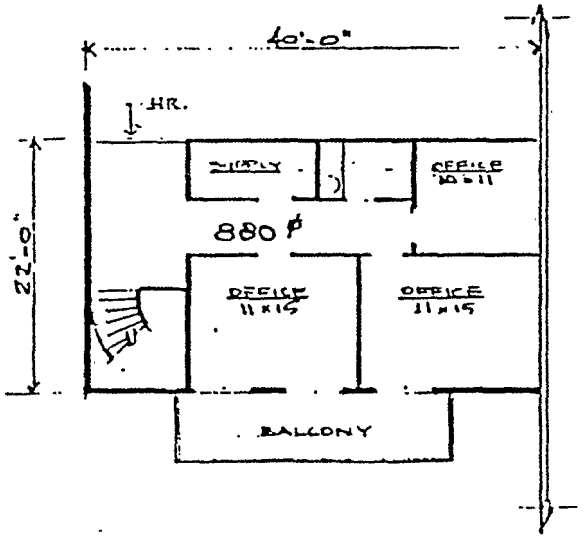


EXIST'G FLOOR PLAN ~~AMENDED~~

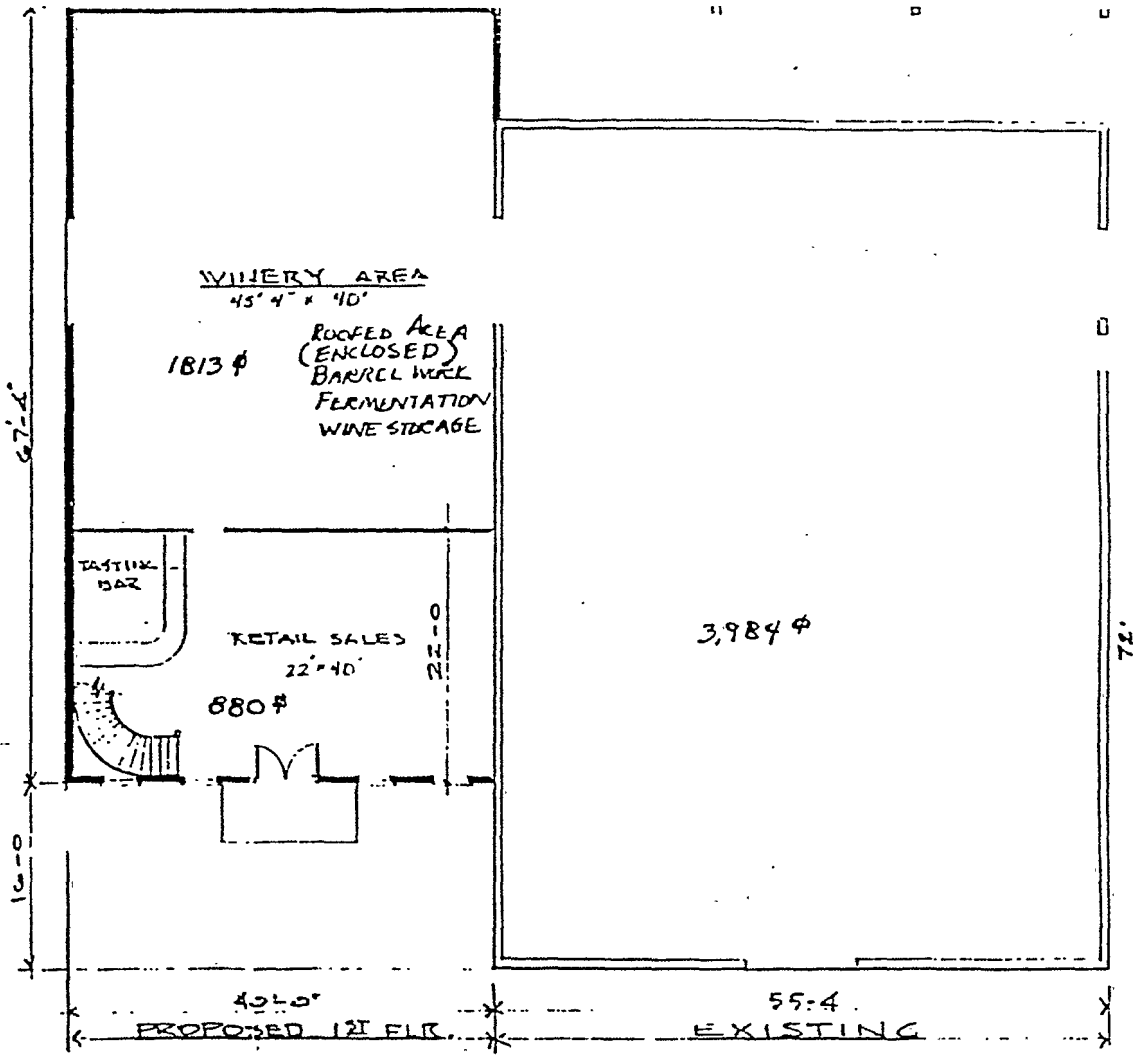
REDUCED

SCALE
0 11' ±

3-16-88
48



PROPOSED 2ND FLR.
3/32 = 1'-0"



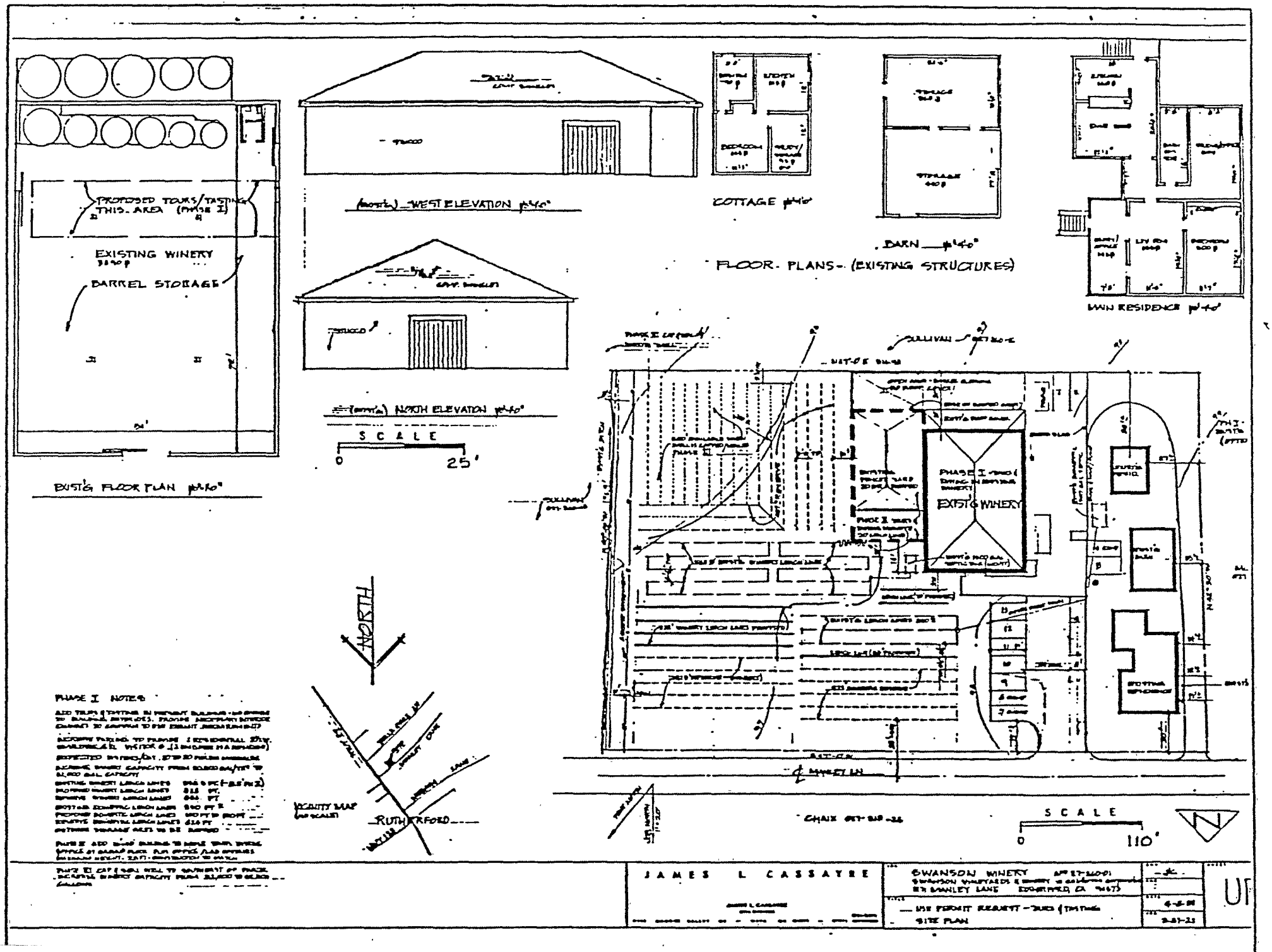
FIRST FLOOR PLAN 3/32 = 1'-0"

SWANSON VINEYARDS & WINERY
27-200-01 2/16/88

SCALE
0 18' ±

3-10-88

SWANSON



PROPOSED TOURS/TASTING THIS AREA (PHASE I)
EXISTING WINERY
BARREL STORAGE
EXIST'G FLOOR PLAN
WEST ELEVATION
NORTH ELEVATION
SCALE
0
25'
COTTAGE
BARN
FLOOR PLANS - (EXISTING STRUCTURES)
MAIN RESIDENCE
SULLIVAN
PHASE I
EXIST'G WINERY
NORTH
VICINITY MAP
RUTHERFORD
PHASE I NOTES
SCALE
0
110'
JAMES L CASSAYRE
SWANSON WINERY
USE PERMIT REQUEST - TOURS & TASTING
SITE PLAN

COUNTY OF NAPA
CONSERVATION, DEVELOPMENT AND PLANNING DEPARTMENT
1195 Third St., Rm. 210
Napa, California 94559
(707) 253-4416/4376

INITIAL STUDY

PROJECT NAME: Swanson Winery Expansion
FILE NO. U-288788
PROJECT DESCRIPTION: To increase winery production in three phases to 42,500 gallon and construct a new tasting room on a 1.44 acre parcel on the south side of Manley Lane 700 feet west of Highway 29 within an AP Zoning District (APN: 27-260-01).

JURISDICTIONAL BACKGROUND:

Public Plans and Polices

Based on an initial review completed by the Environmental Protection Section, the following findings were made for the purpose of the Initial Study and do not constitute a final finding by the County in regard to the question of consistency.

Is the project consistent with:	YES	NO	N/A
a) Regional and Subregional Plans and Policies?	X		
b) LAFCOM Plans and Policies?			X
c) The County General Plan?	X		
d) Appropriate City General Plans?			X
e) adopted Environmental Plans and Goals of the Community?	X		
f) Pertinent Zoning?	X		

Responsible Agencies

Other Agencies Contacted
State Dept. of Transportation

ENVIRONMENTAL SETTING: Gently to nearly level sloping area (slopes typically 0-4%) elevation 165 ft MSL on the floor of the Napa Valley located aproximately 3/4 mile southerly of Rutherford. Foundation material consists of older alluvial fan overlain by class 2 soil of the Bole Clay Loam (0-2%) series. Runoff is slow and there is little hazard for erosion. Vegetative cover is primarily vineyards and introduced grasses and forbes. Existing land uses inlcude the existing winery. Surrounding land uses include vineyards and approximately 8 near by houses and 9 houses scattered westerly along Manly Lane.

ENVIRONMENTAL EFFECTS:

Normally Significant Individual Impacts

YES	NO		
		(Geology)	
___	X	1.	Exposure of new site users to substantial life and/or property hazards from geologic processes (eg., severe settlement, sliding, faulting, intense seismically induced ground shaking, seismically-induced ground failures, etc.).
___	X	2.	Exposure of existing area occupants to substantially increased life and/or property hazards from geologic processes.
___	X	3.	Damage, destruction or burial of any unique or scientifically important geologic or geomorphologic feature.
		(Meteorology)	
___	X	4.	Substantial modification of climatic or microclimatic conditions (eg., temperature, rainfall, wind, shadow patterns, etc.).
		(Hydrology)	
___	X	5.	Exposure of new site users to substantial life and/or property hazards from flooding (eg., stream flooding, tsunamis, seiches, dam or levee failure, etc.).
___	X	6.	Exposure of existing area occupants to substantially increased life and/or property hazards from flooding.
___	X	7.	Substantial temporary construction period increase in erosion and/or sedimentation.
___	X	8.	Substantial permanent increase in erosion and/or sedimentation.
___	X	9.	Substantial depletion of groundwater resources or significant interference with groundwater recharge.
		(Water Quality)	
___	X	10.	Substantial degradation of the quality of waters present in a stream, lake, or pond.
___	X	11.	Substantial degradation of the quality of groundwater supplies.
___	X	12.	Substantial contamination of a public or private water supply.
		(Air Quality)	
___	X	13.	Exposure of new site users to substantial health hazards from breathing polluted air.
___	X	14.	Exposure of existing area occupants to substantially increased health hazards from breathing polluted air.
___	X	15.	Substantial degradation of local or regional air quality.
___	X	16.	Exposure of new site users or existing area occupants to annoyance from dust and/or highly objectionable odors.
		(Noise)	
___	X	17.	Exposure of new site users to health hazards from noise levels in excess of those recognized as necessary to protect public health and welfare.

* Mitigated (see Mitigation Measures below)
o Cumulatively Significant Only

YES	NO		
	X	18.	Exposure of existing area occupants to health hazards from noise levels in excess of those recognized as necessary to protect public health and welfare.
	X	19.	Exposure of people to high construction noise levels for substantial periods of time.
	X	20.	Exposure of existing area occupants to annoyance from substantially increased ambient noise levels.
			(Ecosystem)
	X	21.	Substantial reduction in the number of a rare or endangered species of plant or animal or damage or restriction of the habitat of such a species.
	X	22.	Destruction of or substaantial damage to a unique, scarce, or particularly productive biological area (eg., marshes, riparian galleries, vernal pools, etc.).
	X	23.	Substantial reduction in habitat for plants, fish, and/or wildlife.
	X	24.	Substantial modification in the number or diversity of plant or animal species present.
	X	25.	Substantial interference with the movement of a resident or migratory fish or wildlife species.
			(Social)
	X	26.	Disruption or division of an established community.
	X	27.	Displacement of a large number of people.
			(Aesthetic)
	X	28.	Blockage or substantial degradation of important public or private views.
	X	29.	Exposure of new site users or existing area occupants to annoyance from increased nighttime light levels or glare.
	X	30.	Creation of a litter problem.
			(Cultural)
	X	31.	Destruction of or substantial damage to a recognized archaeological site.
	X	32.	Destruction of or substantial damage to the historical character of a recognized historical structure, facility, or feature.
	X	33.	Elimination of or conflict with the established recreational, educational, religious, or scientific uses of the project site or surrounding properties.
			(Traffic)
X		34.	Exposure of new site users to substantial life and/or property hazards from traffic accidents.
X		35.	Exposure of the existing users of the roads providing access to the project site to substantially increased life and/or property hazards from traffic accidents.
X		36.	Exposure of the users of the roadways providing access to the project site to annoyance from noticably increased traffic congestion.

YES	NO		
___	X	37.	Increase in traffic on the roadways providing access to the project site which is substantial in relation to the existing traffic load and capacity of the street system.
___	X	38.	Creation of a substantial local parking problem.
			(Energy)
___	X	39.	Increase in the demand for energy which is substantial in relation to the existing energy demands of the area.
___	X	40.	Creation of a facility or development which will use fuel or energy in a wasteful manner.
___	X	41.	Creation of a facility or development which will use substantially higher than average amounts of fuel or energy for transportation purposes.
			(Public Health)
___	X	42.	Exposure of new site users to substantial health hazards from contaminated drinking water, inadequately treated sewage and/or insect or rodent pests.
___	X	43.	Exposure of existing area occupants to substantially increased health hazards from contaminated drinking water, inadequately treated sewage and/or insect or rodent pests.
___	X	44.	Exposure of new site users to substantial life and/or property hazards from fire.
___	X	45.	Exposure of existing area occupants to substantially increased life and/or property hazards from fire.
___	X	46.	Exposure of new site users to substantial life and/or property hazards from air crashes.
___	X	47.	Exposure of existing area occupants and/or existing air or heliport users to substantially increased life and/or property hazards from air crashes.
___	X	48.	Exposure of new site users or existing area occupants to substantial annoyance from insect or rodent pests.
			(Community Services)
___	X	49.	Increase in the demand for a community service (eg., sewer, water, fire protection, schools, etc.) which is substantial in relation to the currently existing uncommitted capacity of the agency involved to provide such a service.
			(Commercial Resources)
___	X	50.	Perclusion of the development of aggregate, rock product, or mineral resources of current or potential importance.
___	X	51.	Removal of a substantial amount of agricultural or grazing land from current or potential production.
			(Fiscal)
___	X	52.	Creation of a development to which it would cost the community substantially more to provide services than it would return in taxes.
			(Growth Induction)
___	X	53.	Induction of substantial residential, commercial, or industrial development.

Mandatory Findings of Significance

	YES	NO
Does the project:		
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	___	X
b) Have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X
c) Have possible environmental effects which are individually limited but cumulatively considerable?	X	___
d) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	X

Impact Discussion (Optional)

None

MITIGATION MEASURES:

___ None Required
___ Identified By This Study - Unadopted (see attached Potential Mitigation Measure List)
___ Included By Applicant As Part of Project (see attached Project Revision Statement)
___ Recommended For Inclusion As Part of Public Project (see attached Recommended Mitigation Measure List)

BASIS OF CONCLUSIONS:

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

DETERMINATION:
Agency Staff Participating in the Initial Study:

Resource Evaluation: JAMES O'LOUGHLIN Date: 7 June '88

Site Review: _____ Date: _____

Planning/Zoning Review: _____ Date: _____

On the basis of this preliminary evaluation:

_____ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION should be approved.

_____ 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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION should therefore be approved.

__X__ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: Oct. 11,1988 BY: JAMES O'LOUGHLIN

:7n

STATE OF CALIFORNIA-- BUSINESS, TRANSPORTATION AND HOUSING AGENCY GEORGE DEUKMEJIAN, Governor

DEPARTMENT OF TRANSPORTATION
BOX 7310
SAN FRANCISCO, CA 94120
(415) 923-4444

RECEIVED
OCT 24 1988

October 20, 1988

NAP 029 PM 24.09
SCH# 88101111
NAP029102

James O'Loughlin
Napa County Planning Division
1195 Third Street, Room 210
Napa, CA 94559

RE: Notice of Preparation: Swanson Vineyards and Winery Expansion, Tour, and Tasting (3984 Sq. Ft.)

Dear Mr. O'Loughlin:

Thank you for including the State Department of Transportation (Caltrans) in the environmental review process for the above-referenced Notice of Preparation. The environmental document should address the traffic impact in terms of:

a) Trip generation, distribution and assignment;

b) ADT, and AM and PM peak hour volumes for the State Route 29, and for all significantly affected streets and highways, including crossroads, and controlling intersections, for existing and future traffic.

c) Future conditions with project traffic, and with cumulative traffic generated by all approved developments in the area. Coverage should include all traffic that would affect the facilities evaluated, and should not be limited to projects under the jurisdiction of the lead agency.

d) Mitigations that consider highway and non-highway improvements and services. Special attention should be given to the development of alternative solutions to circulation problems which do not rely on increased highway construction. For example, include methods of Public Transit Development such as the Napa Wine Train.

e) All mitigation being proposed should be fully discussed in the environmental document. Those discussions should include, but not be limited to, the following areas:

financing,
scheduling considerations,
implementation responsibilities,
monitoring.

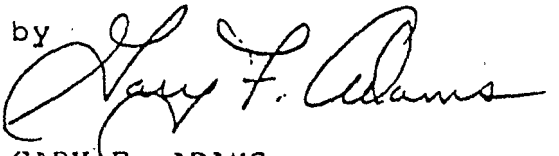
We look forward to reviewing the draft EIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned contact person for this agency at the following address:

GARY F. ADAMS
District CEQA Coordinator
Caltrans District 4
P.O. Box 7310
San Francisco, CA 94120

Should you have any questions regarding these comments, please contact Phillip Badal of my staff at (415) 557-9139.

Sincerely yours,

BURCH C. BACHTOLD
District Director

by 

GARY F. ADAMS
District CEQA Coordinator

cc: Loreen McMahon, State Clearinghouse
Jeff Georgevich, MTC
Sally Germain, ABAG

APPENDIX H

Letter from Proponent
to Napa County Regarding
Leachfield Alternatives

HOWARD S. DICKENSON
JOSEPH S. PEATMAN
WALTER J. FOGARTY, JR.
DAVID W. MEYERS
C. RICHARD LEMON
FRANCIS J. COLLIN, JR.
DAVID B. GILBRETH
CHARLES H. DICKENSON
ANNE M. KIRLIN
PAUL G. CAREY
RICHARD P. MENDELSON
PAUL A. NEUMILLER
XAVIER A.M. LAVOIRIERRE
CATHY A. ROCHE

DICKENSON, PEATMAN & FOGARTY
A PROFESSIONAL LAW CORPORATION
809 COOMBS STREET
NAPA, CALIFORNIA 94559-2977
TELEPHONE 707 252 7122

OF COUNSEL
JAMES D. BOITANO
ROGER D. PETERSON

TELECOPIER
707 255-6876

June 23, 1989

James O'Laughlin
Napa County Conservation,
Development and Planning Department
1195 Third Street
Napa, CA 94559

Re: Swanson Winery, U-288788

Dear Mr. O'Laughlin:

This will confirm our recent telephone conversation concerning the proposed Swanson Winery expansion use permit. Current mitigation measures for U-288788 include conformance with Department of Environmental Management requirements. One of these requirements is capping of the neighboring well (Sullivan) before going to phase three (42,500 gallons) because of the need to place additional conventional leach lines for that capacity within 100 feet.

We would like more flexibility in satisfying Environmental Management requirements if the phase three expansion to 42,500 gallons is approved. Applicant's engineer believes an ETI raised bed leachfield system can accommodate disposal for 42,500 gallons capacity and not encroach to within 100 feet of the Sullivan well. There may also be other special design solutions. Accordingly, Applicant would not want a condition or mitigation measure imposed on phase three of the expansion if the use permit is approved that requires the well be capped. That is one alternative, but others are design and installation of an ETI raised bed system acceptable to Environmental Management, or of some other type of disposal system acceptable to Environmental Management.

I think the current mitigation measures (dated June 20, 1988, prepared for the scheduled hearing date of July 20, 1988) are flexible enough as presently worded to allow for these options, but thought it appropriate to clarify this issue before action on the Use Permit.

If you have any questions or comments, please call. Thank you for your attention.

Very truly yours,

DICKENSON, PEATMAN & FOGARTY

David W. Meyers

DAVID W. MEYERS

DWM:do
cc: Jill Pahl, Environmental Management
Swanson Winery

APPENDIX I

CEQA Guidelines
on
Significant Effects

SIGNIFICANT EFFECTS

A project will normally have a significant effect on the environment if it will:

(a) Conflict with adopted environmental plans and goals of the community where it is located;
(b) Have a substantial, demonstrable negative aesthetic effect;
(c) Substantially affect a rare or endangered species of animal or plant or the habitat of the species;
(d) Interfere substantially with the movement of any resident or migratory fish or wildlife species;
(e) Breach published national, state, or local standards relating to solid waste or litter control;
(f) Substantially degrade water quality;
(g) Contaminate a public water supply;
(h) Substantially degrade or deplete ground water resources;
(i) Interfere substantially with ground water recharge;
(j) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study;
(k) Induce substantial growth or concentration of population;
(l) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system;
(m) Displace a large number of people;
(n) Encourage activities which result in the use of large amounts of fuel, water, or energy;
(o) Use fuel, water, or energy in a wasteful manner;
(p) Increase substantially the ambient noise levels for adjoining areas;
(q) Cause substantial flooding, erosion or siltation;
(r) Expose people or structures to major geologic hazards;
(s) Extend a sewer trunk line with capacity to serve new development;
(t) Substantially diminish habitat for fish, wildlife or plants;
(u) Disrupt or divide the physical arrangement of an established community;
(v) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected;
(w) Conflict with established recreational, educational, religious or scientific uses of the area;
(x) Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations;
(y) Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land;
(z) Interfere with emergency response plans or emergency evacuation plans.