YOLO COUNTY
PLANNING AND PUBLIC WORKS DEPARTMENT

INITIAL STUDY

FILE # 2009-038

BOGLE VINEYARDS DELTA WINERY

APPROVAL OF ZONE CHANGE,
TENTATIVE PARCEL MAP,
AND
WILLIAMSON ACT SUCCESSOR AGREEMENTS

November, 2009

Initial Environmental Study

1. **Project Title:** Bogle Vineyards Delta Winery Zone Change

2. **Lead Agency Name and Address:**
   Yolo County Planning and Public Works Department
   292 West Beamer Street
   Woodland, CA 95695

3. **Contact Person, Phone Number, E-Mail:**
   Eric Parfrey, Principal Planner
   (530) 666-8043
   eric.parfrey@yolocounty.org

4. **Project Location:**
   The project site consists of two contiguous properties, including a 114.9-acre and a 147.0-acre parcel, both located approximately four miles southwest of the unincorporated community of Clarksburg, Yolo County, at the intersection of Jefferson Boulevard (State Route 84) and Hamilton Road (37690 Jefferson Blvd, Assessor Parcel Numbers: 043-310-011 and 043-310-012, see Figure 1, Vicinity Map and Figure 2, Aerial Map)

5. **Project Sponsor's Name and Address:**
   Bogle Family Limited Partnership
   37783 County Road 144
   Clarksburg, CA 95612
   Attn: Ryan Bogle
   (916) 744-1139
   rbogle@boglewinery.com

6. **Land Owner's Name and Address:**
   (same)

7. **General Plan Designation(s):**
   Designated as "Agriculture" in the 2030 Yolo Countywide General Plan

8. **Zoning:**
   Currently zoned Agricultural Preserve (A-P)

9. **Description of the Project:**
   See attached "Project Description" on the following pages for details

10. **Surrounding Land Uses and Setting:**
    Agricultural uses to the north, west, and south; agriculture and some rural residences to the south

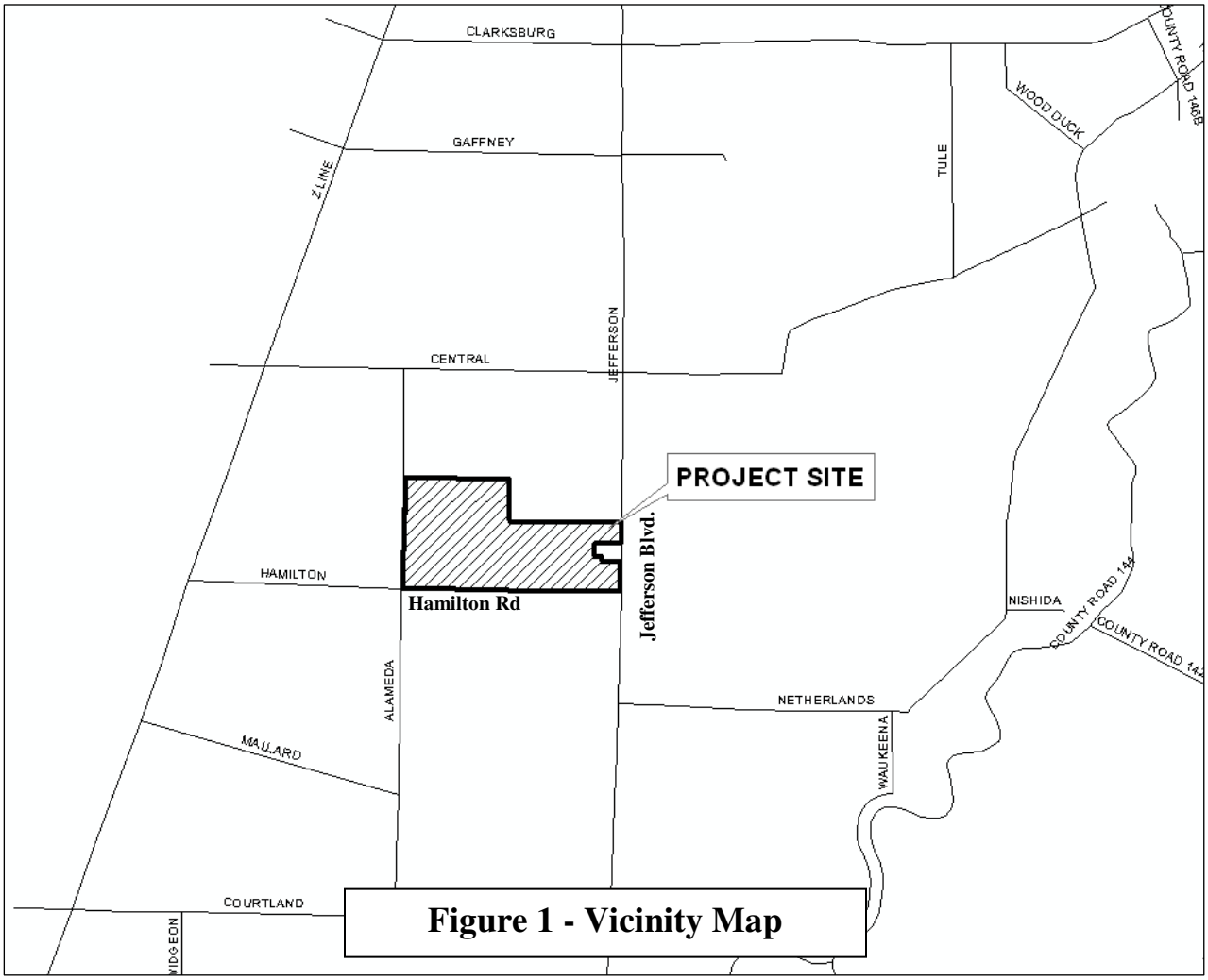

Figure 1 - Vicinity Map

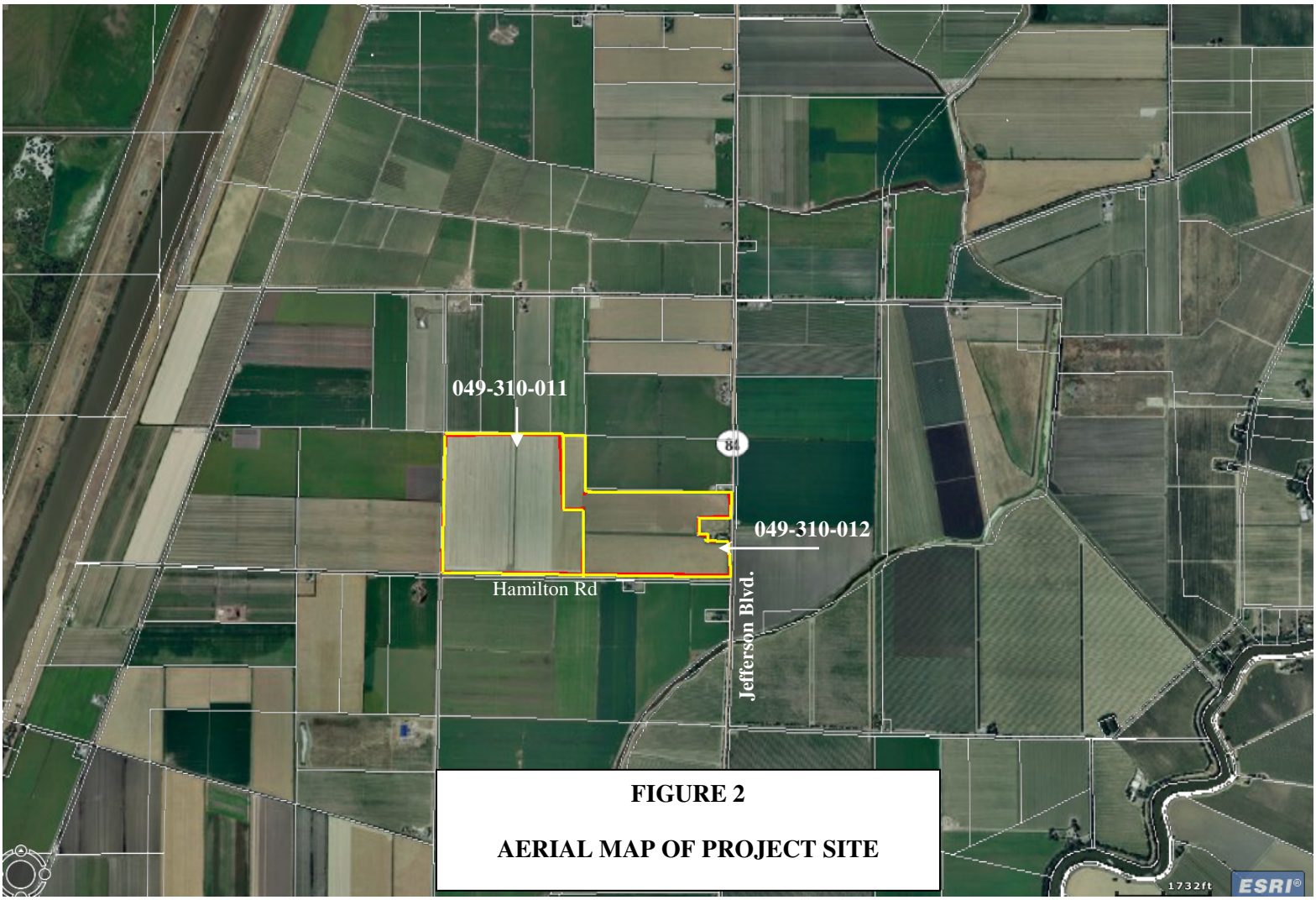

FIGURE 2

AERIAL MAP OF PROJECT SITE

11. Other public agencies whose approval is required:

- Central Valley Regional Water Quality Control Board: Approval of Report of Waste Discharge for winery waste
- Yolo County Environmental Health: Approval of domestic septic system and well construction
- Caltrans: encroachment permit

12. Other Project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulations including, but not limited to, County of Yolo Improvement Standards, the State Health and Safety Code, and the State Public Resources Code.

Project Description

The "Project" Under CEQA

This Environmental Initial Study is prepared in accordance with the California Environmental Quality Act (CEQA). The term "project" is defined by CEQA as the whole of an action that has the potential, directly or ultimately, to result in a physical change to the environment (CEQA Guidelines Section 15378). This includes all phases of a project that are reasonably foreseeable, and all related projects that are directly linked to the project.

The "project" which is the subject of this Environmental Initial Study involves four separate components: a Rezoning; a Tentative Parcel Map; Williamson Act Successor Agreements; and subsequent applications for ministerial permits to construct a winery production facility. Each of these components is described below.

Proposed Rezoning and Parcel Map

The project involves two separate contiguous parcels of approximately 115 acres (APN: 043-310-012) and 147 acres (APN: 043-310-011) (Figure 2). The existing boundary lines of the two parcels would be modified through a Rezoning and a Tentative Parcel Map to create three new parcels of 80.0 acres, 59.8 acres, and 115.4 acres. The western 59.8 acre portion of the existing 115 acre parcel is proposed to be rezoned from the existing Agricultural Preserve (A-P) zoning to the Agricultural Industry (AGI) zoning (Figure 3). The remaining portion of the 115 acre parcel would retain the A-P zoning and would be combined with a part of the adjacent 147-acre parcel to create a new 80.2 acre parcel zoned A-P. The current 147-acre parcel would be reduced to approximately 115.4 acres. The resulting proposed Tentative Parcel Map for the three lots is shown in Figure 4.

The rezoning would be followed by the submittal of building plans to construct a new winery facility and associated treatment ponds, which are allowed "by right" uses in the AGI zone.

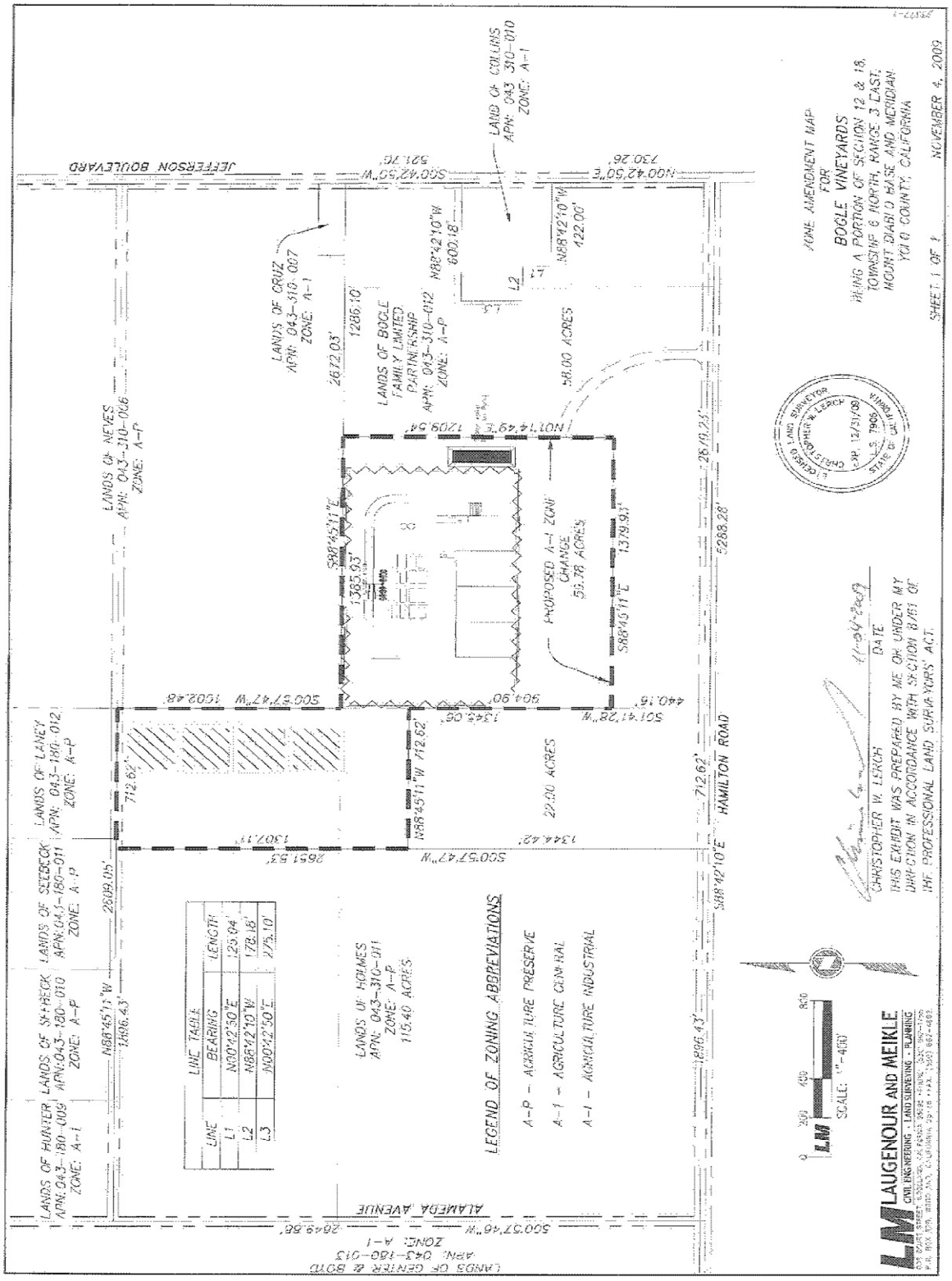

FIGURE 3 – PROPOSED REZONING

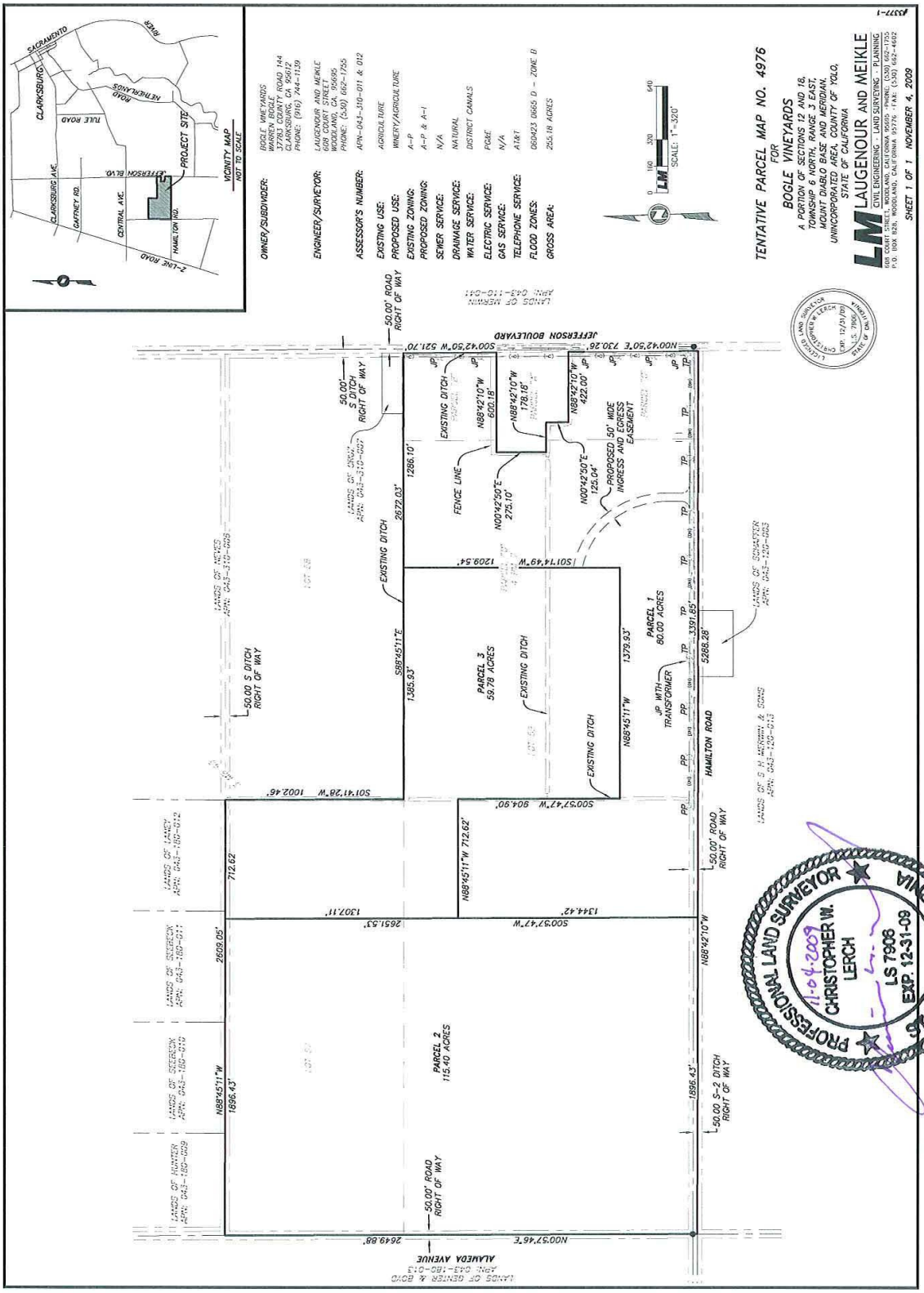

FIGURE 4 – TENTATIVE PARCEL MAP

Proposed Winery Facility

The following is a description of the specific development project that is anticipated to be submitted for approval following the rezoning of a portion of the two agricultural properties from A-P to AGI. The winery facility described below is a "reasonably foreseeable" phase or component of the rezoning project.

The Bogle family, third generation Delta farmers and grape growers, is proposing to consolidate its winery operations on a 114-acre parcel of land located on the corner of Hamilton Road and Jefferson Blvd. in Clarksburg. Bogle Winery is the 18th largest winery in the United States producing 1.2 million cases annually. Currently, only a portion of the grape processing and approximately forty percent of the bottling is accomplished in the Delta, due to the size limitations of their existing facilities south of Clarksburg. The family is proposing to build a new facility that would allow Bogle Winery to consolidate their operations close to their headquarters in Clarksburg and bring more wine production, jobs, and revenue back to Yolo County. In order to accomplish this, the family is requesting to rezone approximately 60 acres of land from Agricultural Preserve (A-P) to Agricultural Industry (AGI).

The new production facility would be completed in several phases over a ten-year period. It would be a complete winemaking facility, handling all aspects of wine production from receiving and crushing grapes, through packaging and shipment off-site for warehousing and distribution, and limited on-site retail sales of wine. At full buildout, the winery would include a 30,000 ton grape crushing capacity, 4.5 million gallons of stainless steel tanks, 5.9 million gallons of barrel storage, and 200,000 cases of wine storage. The winery is also planning to install a high capacity, fully automated bottling line which would be serviced by 60 full-time and 20 seasonal employees.

Grading to prepare the site for construction of buildings will involve the importation of approximately 120,000 cubic yards of fill for the building and tank pad areas. The source of the imported fill depends on the contractor selected to perform the initial site grading. Excess unsuitable materials are expected to include trench excavation spoils and topsoil that cannot be feasibly incorporated into the final site design. Every feasible attempt will be made to retain topsoil onsite. These quantities are not yet determined, and may range up to several thousand cubic yards. The destination for any exported soil has not yet been determined. Placement of off-hauled soils will be done under the appropriate grading permit with the agency having jurisdiction.

Phase I would be designed to crush 20,000 tons of grapes and bottle approximately 1.2 million cases annually. Phase I is scheduled to be completed over a two-year period and consist of the following improvements:

- 150,000 square feet (sf) of building for temperature and humidity controlled storage of barrels;
- 50,000 sf of building for temperature controlled storage of finished goods;
- 25,000 sf of building to house the high speed bottling line;
- 2,500 sf of building for offices, laboratory, break rooms and restrooms;
- four loading docks;
- 1.8 million gallons of stainless steel storage tanks;
- Wine presses, grape receiving dump hoppers, and grape crusher/destemmers; and

- 70 parking spaces, including 3 accessible spaces.

Winery process wastewater would be generated from tank and barrel washing, and the cleaning of equipment and floors. This water would be collected and conveyed to a facultative aerated pond system for treatment to irrigation water quality levels. Treated process wastewater would be stored and reclaimed by irrigating approximately 145 acres of on-site crops and landscape areas. A total of about 68.5 acre-feet of water would be disposed of by irrigation of on site crops annually. This results in a monthly application of about 1 to 2 inches of water per month during the dry growing season. The process wastewater treatment and reclamation system will be permitted through the Central Valley Regional Water Quality Control Board. Sanitary sewage from the facility would be collected and conveyed to a septic tank and leachfield system located on-site, which would be permitted through the Yolo County Environmental Health Department.

Solid waste from the project would consist of general refuse and grape pomace. General refuse would be collected by the local hauler. Grape pomace (residue left over from the grape pressing) would be stockpiled during harvest and disced into approximately 75 acres of crop areas on the site to provide supplemental soil nutrients.

Water for the facility would be obtained from an on-site well to be developed as part of the project. A large percentage of the water pumped from the ground for winery use would be reclaimed and reused for irrigation of onsite crops and landscaping, reducing net groundwater demand.

Traffic from the facility would consist of grape delivery trucks, empty glass deliveries, finished goods shipments off-site, employees, general business deliveries, and business visitors. There are no plans for a tasting room or other hospitality events to occur at the site. The facility is located proximate to Jefferson Boulevard, a state highway (SR 84) with existing low traffic volumes. The facility would be accessed from Hamilton Road, so that traffic entering the state highway will use an existing developed intersection at Hamilton Road.

The facility is being designed to be sustainable and energy efficient. Some of the sustainability measures that are being considered include:

- Installation of up to 350 kilowatts of capacity of a photovoltaic solar system on the roof of the barrel building complex;
- Use of recycled steel for the building structure;
- Use of fly ash admixtures in concrete to reduce cement content;
- Increased insulation levels in the conditioned building areas to reduce energy demand;
- Use of premium efficiency motors;
- Reclamation of heat energy from refrigeration equipment to preheat water for cleaning and sanitizing operations;
- Reclamation of process wastewater for irrigation use; and
- Maximization of the use of pervious and permeable surfaces to reduce runoff.

Relationship to the 2030 Yolo Countywide General Plan

The rezoning of land in the Clarksburg area from A-P to AGI is consistent with, and is encouraged by, policies included in the recently adopted 2030 Yolo Countywide General Plan. The policies encourage development of approximately 100 acres of winery-related facilities to strengthen the local wine industry. The policies are intended to implement a January, 2008 action by the county that established the "Clarksburg Agricultural District" in order to explore ways to encourage agricultural business development and expansion. The Clarksburg Agricultural District encompasses the federally-recognized Clarksburg wine appellation area. The county is considering an array of possible tools that could be applied within the District, such as relaxing regulatory standards and level of service standards; subsidizing marketing efforts; lowering building permit fees; allowing additional on-site housing and designating specific economic focus points where shipping, processing, trade and other services would be centrally located.

The new County General Plan includes Economic Development Policy ED-1.13 to "Develop and expand agricultural businesses within the Clarksburg Agricultural Districts, including Industry processing facilities, commercial sales and agricultural tourism, through the use of targeted regulatory streamlining, financial incentives and specialized marketing efforts." Community Character Policy CC-3.14 recognizes that there are four alternative sites of about 100 acres in size that have been identified for the location of a future winery-related agricultural Industry facility in Clarksburg. Only one of the 100 acre sites is intended for development. The Policy states that "The project is intended to complement the Old Sugar Mill and to assist in establishing a successful critical mass of grape processing facilities to support emerging wineries." The project site is one of the four alternative sites.

These General Plan policies specifically anticipate that about 100 acres of land in Clarksburg would be rezoned to the Agricultural Industry (AGI) zone, and the accompanying environmental impact report prepared to analyze the new General Plan examined traffic and other impacts related to the rezoning of 100 acres of land. Thus, the proposed rezoning of approximately 60 acres of land to AGI would fulfill these policies and would leave approximately 40 acres of additional lands that could be rezoned in the Clarksburg area for additional winery-related projects.

Compliance with the California Environmental Quality Act

The rezoning of land in the Clarksburg area from A-P to AGI is encouraged by policies included in the recently adopted 2030 Yolo Countywide General Plan, and the impacts of such rezoning were analyzed in the accompanying certified Final Environmental Impact Report (FEIR).

For purposes of compliance with the California Environmental Quality Act (CEQA), the project is exempt from further CEQA review, as required under Public Resources Code (PRC) section 21083.3 and CEQA Guidelines section 15183. PRC section 21083(b) states:

> "If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or

which substantial new information shows will be more significant than described in the prior environmental impact report."

The rezoning was analyzed in the recently certified Final Environmental Impact Report for the 2030 Yolo Countywide General Plan (November, 2009, SCH#2008102034). The description of the site is provided on page 424 of the Response to Comments document. Page 437 of the Response to Comments document indicates that the subject property is similar to the Site A alternative previously analyzed in the Draft Environmental Impact Report (DEIR) (see Figure III-4, page 89) in terms of physical setting including the same soils, flood exposure, proximity to Jefferson Boulevard (SR 84) for access, central location within the Clarksburg Agricultural District, and proximity to vineyards and wineries. It concludes that impacts from this alternative would be substantially similar to those identified for Site A in all areas of impact, as identified in Table V-9 on page 795 of the DEIR. Altogether, as reflected in the initial study prepared for this project, none of the potential environmental effects of the project require further review or analysis pursuant to Public Resources Code Section 21083.3 or CEQA Guidelines Section 15183."

The following Initial Study has been prepared and has determined the following:

- The previously certified General Plan FEIR adequately discussed all potentially significant impacts of this project, including offsite or cumulative impacts;

- There is no substantial new information that shows previously identified significant effects will be more significant than described in the General Plan FEIR;

- In approving the 2030 Yolo Countywide General Plan, the county adopted all feasible mitigation measures relevant to a potentially significant effects that this project could have on the environment;

- The mitigation measures and policies identified in the 2030 Yolo Countywide General Plan, plus other uniformly applied development policies or standards, will substantially mitigate the environmental effects of this winery project, and will be incorporated into the project or otherwise undertaken in connection therewith.

Environmental Factors Potentially Affected

The environmental factors checked below could potentially be affected by this project, involving at least one impact that is still a "Potentially Significant Impact" (before any proposed mitigation measures have been adopted or, alternatively, have been made or agreed to by the project proponent) as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☒ I find that although the proposed project could have a significant effect on the environment, because the project is consistent with an adopted general plan and all potentially significant effects have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT, the project is exempt from further review under the California Environmental Quality Act under the requirements of Public Resources Code section 21083.3(b) and CEQA Guidelines Section 15183.

Planner's Signature Date Planner's Printed name

Purpose of this Initial Study

This Initial Study has been prepared consistent with CEQA Guideline Section 15063, to determine if the project as described herein may have a significant effect upon the environment.

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. A "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than significant Impact". The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from Section XVIII, "Earlier Analyses", may be cross-referenced.)
5. A determination that a "Less Than Significant Impact" would occur is appropriate when the project could create some identifiable impact, but the impact would be less than the threshold set by a performance standard or adopted policy. The initial study should describe the impact and state why it is found to be "less than significant."
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D) of the California Government Code. Earlier analyses are discussed in Section XVIII at the end of the checklist.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

I.	AESTHETICS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion of Impacts

a) Less than Significant Impact. The project area is located within a flat, irrigated agricultural area. On a clear day, distant views can be seen of the coastal mountains to the west, and the Sierra Nevada mountains to the east. Rezoning of approximately 50 acres of agricultural land to allow the construction of winery facilities would have a less than significant impact on views in the area.

b) No Impact. The proposed project would not damage scenic resources. Jefferson Boulevard (State Route 84) is not designated as a scenic highway by either Yolo County or the State of California. There are no scenic resources such as trees or rocks on or near the project site.

c) Less than Significant Impact. The proposed project consists of a rezoning to allow construction of winery production buildings, large outdoor stainless steel winery tanks, and other production facilities. Although the use is consistent with the agricultural use of the land, some of the existing views in the area would be changed with the erection of the new structures. Overall, however, the new winery production facility would not degrade the existing agricultural visual character or the quality of the site and its surroundings.

d) Less than Significant Impact. The project would include some outdoor lighting for the grape receiving and processing areas, which could be used all night during the harvesting season. Outdoor lighting would be designed to focus down and not spill over onto adjacent properties. Some residences within the area could be exposed to more night lighting and a consequent reduction of the night sky. However, the project site is located within a very remote area and the nearest residences that could be exposed to light pollution are located approximately 1,800 and 1,200 feet to the east and south. The impact of outdoor lighting during the crush season would be considered a less than significant impact.

II.	AGRICULTURAL AND FOREST RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b.	Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment that, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

The Yolo County General Plan designates land use on the project site as "Agricultural." An Agricultural land use designation is applied to lands best suited for agriculture, to preserve them from the encroachment of nonagricultural uses. It is intended to include lands in contracted agricultural preserves. Examples of uses which are considered appropriate under the agricultural designation include, but are not limited to: growing and harvesting field crops, grain and hay crops; processing of agricultural crops; wildlife preserves; and other similar agricultural uses.

The California Department of Conservation Division of Land Resource Protection maintains a Farmland Mapping and Monitoring Program (FMMP) that has developed

Important Farmland Maps for the state. The FMMP is a classification system that combines technical soil ratings and current land use as the basis for the Important Farmland Maps. The Important Farmland Maps identify prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, grazing land, urban and built-up land, other land and water. The designation for the project site is Prime Farmland.

The Soil Survey of Yolo County, California (U. S. Soil Conservation Service, 1972) indicates that the project site is composed of Sacramento clay (Sc), which is a Class III soil, with a Storie Index of 38. Sacramento clay soils are found in basins. Permeability of the soil is slow and runoff is very slow. According to the Soil Survey, this type of soil is used mainly for crops such as rice, alfalfa, tomatoes and asparagus, as well as for irrigated pasture and dryland safflower.

The project site has historically been farmed for alfalfa production. The 115 acre parcel (APN: 043-310-12) has been fallow for a year. Approximately 50 acres of historic alfalfa fields would be removed from production to accommodate the project. Approximately 75 acres of alfalfa would be converted to winter wheat in the areas proposed for irrigation disposal of treated process wastewater.

The 145 acre parcel (APN: 043-310-11) would be split between winter wheat or similar crop, for spreading the solid waste, and the remainder would remain in alfalfa for the waste water application. The winter wheat crop value is estimated to range between $50 and $125 per ton. The value of the alfalfa crop is estimated at $100 to $125 per ton.

Discussion of Impacts

a) Less than Significant Impact. The proposed project would result in the conversion of approximately 50 acres of existing cultivated farmland to a winery processing facility and treatment ponds. This impact is considered less than significant because the Yolo County General Plan and zoning regulations consider a winery and associated uses to be an agricultural, not a “non-agricultural” use. Loss of this cultivated farmlands would not be required to mitigate under the county’s adopted Agricultural Conservation Easement Program (Section 8-2.2416 of the Yolo County Code), which requires mitigation at a ratio of one acre conserved through easement for every acre converted from an agricultural to a non-agricultural use. Although the proposed project would result in the conversion of farmland to a winery facility, this impact is considered less than significant because wine production is listed as an allowed use in the agricultural zones.

b) No Impact. As described above, the project site is designated Agricultural by the Yolo County General Plan and the zoning is Agricultural Preserve (A-P). The proposed rezoning of 50 acres of the project site from Agricultural Preserve (A-P) to Agricultural Industry (AGI) is consistent with the General Plan, since both the A-P and AGI zoning districts are consistent with the General Plan designation of Agriculture.

The proposed ultimate use of the project site as a winery production facility is consistent with applicable zoning. Wineries are allowed “by right” without a Use Permit in the AGI zone (Section 8-2.612(q) of the Yolo County Code). A “winery” is defined in the County

Code as "a building, or portion thereof, used for the crushing of grapes, the fermenting and/or processing of grape juice, the aging, processing, storage, and bottling of wine, or the warehousing and shipping of wine. It shall also include accessory uses, such as: related office, laboratory, wholesale, and retail sales activities and wine tasting and winery tours" (Section 8-2.299.27.5).

The two parcels that constitute the project site are under the same Williamson Act contract (#72281) established in 1972. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space. The rezoning to AGI and the construction of a winery facility is defined by the county as an agricultural use and is consistent with the Williamson Act contract.

The project includes an application for a Tentative Parcel Map to adjust the property boundary lines between the two parcels to conform with the new zoning boundaries, and a an application for Williamson Act Successor Agreements. When a Parcel Map is approved for parcels under Williamson Act contract, new successor contracts are drafted and approved by the county to recognize the new property boundaries.

The Yolo County Board of Supervisors has recently adopted a resolution in response to the de-funding of the Williamson Act tax subvention payments in the adopted 2009-2010 state budget, which reimburse counties for the loss in property tax revenues from contracted lands. The resolution instructs staff to "cease accepting new applications and deny any pending applications for approvals that require the County to enter into new Williamson Act contracts. This includes, but is not limited to, lot line adjustments covered by Government Code 51257." However, lot line adjustments that do not result in a change to the exterior boundaries of the parcels involved are exempted from this provision.

c) and d) No Impact. The project does not conflict with existing zoning for, or cause rezoning of, forest land and would not result in the loss of forest land or conversion of forest land to non-forest use.

e) No Impact. The project is consistent with the General Plan and zoning designations and does not involve any other changes that could result in the conversion of farmland to non-agricultural uses.

III.	**AIR QUALITY.**	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Where applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

III.	AIR QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project site is within the Yolo-Solano Air Quality Management District (YSAQMD), and the Sacramento Valley Air Basin regulates air quality conditions within Yolo County. Yolo County is classified as a non-attainment area for several air pollutants, including ozone (O_3) and particulate matter 10 microns or less in diameter (PM_{10}) for both federal and state standards, and is classified as a moderate maintenance area for carbon monoxide (CO) by the state.

Development projects are most likely to violate an air quality plan or standard, or contribute substantially to an existing or project air quality violation, through generation of vehicle trips.

The YSAQMD sets threshold levels for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources in the Handbook for Assessing and Mitigating Air Quality Impacts (YSAQMD, 2007). The handbook identifies quantitative and qualitative long-term significance thresholds for use in evaluating the significance of criteria air pollutant emissions from project-related mobile and area sources. These thresholds include:

- Reactive Organic Gases (ROG): 10 tons per year (approx. 55 pounds per day)
- Oxides of Nitrogen (NOx): 10 tons per year (approx. 55 pounds per day)
- Particulate Matter (PM_{10}): 80 pounds per day
- Carbon Monoxide (CO): Violation of State ambient air quality standard

Discussion of Impacts

a) No Impact. A project is deemed inconsistent with air quality plans if it would result in population and/or employment growth that exceeds growth estimates included in the applicable air quality plan. The proposed project would result in employment growth of approximately 60 full-time and 20 seasonal employees. The addition of this amount of

employment growth is within the amount of growth anticipated by the YSAQMD in unincorporated Yolo County. The project would be consistent with the adopted air district plan.

b) Less than Significant Impact. Potential short-term impacts may occur from equipment exhaust emissions and dust during excavation and grading for the proposed winery facility, following the rezoning. Though, vehicle emissions of ozone, ozone precursors, and PM_{10} will not contribute significantly to local violations of regulatory standards. The following standard measures to reduce construction dust and reduce construction equipment emissions are recommended by the YSAQMD and will reduce potential impacts to a less than significant level:

Condition AQ-1:

The project shall incorporate the standard construction dust mitigation measures recommended by the YSAQMD, including:

a. Water active construction sites at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.

b. Haul trucks shall maintain at least 2 feet of freeboard.

c. Cover all trucks hauling dirt, sand, or loose materials.

d. Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area.

e. Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

f. Plant vegetative ground cover in disturbed areas as soon as possible.

g. Cover inactive storage piles.

h. Treat accesses to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips or mulch, or a 6-inch layer of gravel.

Condition AQ-2:

The project shall incorporate the standard NOx reduction requirements recommended by the YSAQMD, including:

a. Construction equipment exhaust emissions shall not exceed District Rule 2-11 Visible Emission limitations.

b. Construction equipment shall minimize idling time to 10 minutes or less.

c. The primary contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road

equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy duty equipment on the inventory list.

d. An enforcement plan shall be established to weekly evaluate project-related on- and off-road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180 - 2194. An Environmental Coordinator, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours. Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB-certified off-road engines, as follows:

   175 hp - 750 hp 1996 and newer engines

   100 hp - 174 hp 1997 and newer engines

   50 hp - 99 hp 1998 and newer engines

   In lieu of or in addition to this requirement, other measures may be used to reduce particulate matter and nitrogen oxide emissions from project construction through the use of emulsified diesel fuel and or particulate matter traps. These alternative measures, if proposed, shall be developed in consultation with District staff.

c) Less than Significant Impact. Development projects are considered cumulatively significant by the YSAQMD if: (1) the project requires a change in the existing land use designation (i.e., general plan amendment, rezone); and (2) projected emissions (ROG, NOx, or PM_{10}) of the project are greater than the emissions anticipated for the site if developed under the existing land use designation. Although the project is a rezoning, the change from one agricultural zone (Agricultural Preserve or A-P), to another agricultural zone (Agricultural Industry or AGI) would not necessarily result in greater projected emissions, since winery processing is a permitted or allowed use in both zones.

Following the proposed rezoning of the land to Agricultural Industry (AGI), the anticipated construction of the winery production facility could result in temporary impacts to air quality during construction. Temporary construction emissions could contribute to levels that exceed State ambient air quality standards on a cumulative basis, contributing to existing nonattainment conditions, when considered along with other construction projects. By implementing standard Measure AQ-1 and AQ-2, construction-related emissions for the proposed project that could have had a potentially significant impact would be reduced to a less than significant level.

Short-term air quality impacts will be generated by truck trips during grading to prepare the site for construction of buildings. Grading will involve the importation of

approximately 120,000 cubic yards of fill for the building and tank pad areas over a period of approximately six weeks. This grading will require approximately 150 to 175 truck trips per working day, or a total of approximately 6,000 truck trips over a period of six weeks. Air emissions generated by 175 truck trips per day will be below the thresholds set by the YSAQMD.

Long-term mobile source emissions from the anticipated winery operations would also not exceed thresholds established by the Yolo-Solano Air Quality Management District Handbook (2007) and would not be cumulatively considerable for any non-attainment pollutant from the project. Truck deliveries to the facility would occur approximately six times each day, with about 35 truck trips per day during harvest periods. Additionally, vehicle trips would be associated with employees commuting to the winery facility, which consists of 60 full-time and an additional 20 seasonal employees.

Traffic generated by the project is thus estimated at approximately 132 daily vehicle trips (230 trips during harvest) to and from the site. (This is a worst-case analysis that assumes each employee drives him- or herself to work, i.e., no ride sharing or carpooling). This traffic would create air emissions equal to 1.54 or 2.69 daily pounds of ROG, 1.73 or 3.01pounds of NOx, and 0.29 or 0.51 pounds of PM_{10} (see Table 1 on the following page). These air emissions are lower than the significance thresholds set by the YSAQMD.

The Yolo-Solano Air Quality Management District also regulates Volatile Organic Compound (VOC) emissions through a permit process for combustion sources with a rated heat input greater than 1 MMBtu/hr. The applicant would be required to obtain permits for the winery operation in accordance with existing Yolo-Solano Air Quality Management District regulations 3.1 (general permit) and 3.2 (exemptions). Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant.

TABLE 1

Vehicle Emissions Generated by The Project Compared with YSAQMD Thresholds Year 2010 (pounds per day)

	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Particulate Matter (PM_{10})
Project Mobile Source Emissions	1.54 (2.69 at harvest)	1.73 (3.01 at harvest)	0.29 (0.51 at harvest)
YSAQMD Significance Threshold	55	55	150
Significant Impact?	No	No	No

Note: Assumes emissions based on EMFAC7F (1.1) for year 2010, as noted in Appendix B, *CEQA Air Quality Handbook* (YSAQMD, 2002). All values are total unmitigated values in pounds per day (ppd).

d) Less than Significant Impact. The proposed project is located in a rural agricultural area and there are no sensitive receptors in the vicinity. ("Sensitive receptors" refer to those segments of the population most susceptible to poor air quality, i.e. children, elderly and the sick, and to certain at-risk sensitive land uses such as schools, hospitals, parks, or residential communities.) There are three rural residences located in the vicinity of the project; however, individual rural homes are not considered sensitive receptors. The rezoning, and the proposed grading, construction, and operation of the winery facility are not expected to generate pollutant concentrations at a sufficient level to be noticed by any rural residences, particularly given the agricultural nature of the project area.

The nearest rural residences in the project vicinity include two homes on Jefferson Boulevard (APN 043-310-10 and -07) that are located approximately 1,800 feet east of the proposed winery facility, and one home on Hamilton Road (APN 043-310-12) located approximately 1,200 feet to the south. The air pollutants generated by the winery project would be primarily dust and particulate matter during construction and improvement activities, vehicle trips generated through visitor and employee activity, truck deliveries, and the fermentation process of the winery. The project could have the potential to expose sensitive receptors to minimal pollutant concentrations from construction equipment, truck deliveries, and fermentation emissions. However, dust will be controlled through effective management practices, such as water spraying during construction activity. Wine production would be conducted at considerable distance from the rural residences with no adverse impacts from the fermentation process. Therefore, the project would have a less than significant impact on air pollutant concentrations.

e) Less than Significant Impact. The proposed winery production facility and associated uses are not anticipated to create objectionable odors. The proposed project would be constructed using diesel-powered heavy equipment. Diesel exhaust from construction activities may generate temporary odors while project construction is under way. However, there are no sensitive receptors of substantial numbers of people within the vicinity of the project.

As part of the proposed project, the process wastewater treatment ponds will be properly designed and permitted to prevent odor problems. Mechanical surface aerators will be installed and designed to provide adequate aeration such that the wastewater does not turn septic and create excessive odors. The pond effluent will be highly treated wastewater suitable for irrigation and is not expected to produce odors. In the unlikely event that odors occur, several operational measures may be taken such as: increasing aeration, addition of chemicals, diversion of wastewater to remote processing facilities, etc.

Pomace stockpiles will be disced into the agricultural land owned by the applicant in a timely manner to reduce odor impacts. Normal grape receiving and wine fermentation activities are not expected to generate significant odors. The facility will be designed to locate potentially odor generating activities in a manner to prevent obnoxious odors from reaching adjacent properties.

Solid waste removal from the winery operation will be subject to the requirements of a permit, through the Central Valley Regional Water Quality Control Board, which must issue an Approval of Report of Waste Discharge for winery waste. Under the CVRWQCB permit, the applicant will be required to develop a Solids Disposal Operation and Maintenance Plan that uses best management practices for solid waste removal and/or reuse of the solid winery waste. Any odor generated by the winery would be consistent with those typically found in an agricultural area. Thus, objectionable odors from the proposed uses are thus expected to be less than significant.

IV.	BIOLOGICAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

As noted above in the Agriculture section, historically, the two parcels at the project site have been in alfalfa production.

One special-status wildlife species is expected to occur in the area because suitable habitat occupies the project site. This species is the Swainson's hawk (Buteo swainsoni),

which is designated as a federal species of concern and state listed as threatened. The Swainson's hawk is a summer resident in the study area. In the Central Valley, the Swainson's hawk nests primarily in riparian areas adjacent to agricultural fields or pastures, although it sometimes uses isolated trees or roadside trees (California Department of Fish and Game,1994). Nest sites are in mature trees and are typically located near suitable foraging areas. The primary foraging areas for Swainson's hawk include open agricultural lands and pastures (California Department of Fish and Game, 1994).

Suitable nesting habitat for raptors, including Swainson's hawk, white-tailed kite, northern harrier, red-tail hawk, red-shouldered hawk, and great horned owl, occurs in the project vicinity, although there are no suitable nesting trees located on either of the two project parcels. The temporary disturbance of nesting habitat as well as noise and other construction-related disturbances may affect nesting raptors in the vicinity of the project area during the breeding season (March through August).

Discussion of Impacts

a) Less than Significant Impact. The project site has historically been used for alfalfa production. The 115 acre parcel (APN: 043-310-12) has been fallow for a year. Approximately 50 acres of historic alfalfa fields would be removed from production to accommodate the project. In addition, approximately 75 acres of alfalfa would be converted to winter wheat in the areas proposed for irrigation disposal of treated process wastewater. The 145 acre parcel (APN: 043-310-11) would be split between winter wheat or similar crop, for spreading the solid waste, and the remainder would remain in alfalfa for the waste water application.

Thus, rezoning of the approximately 50 acres of agricultural to allow construction of the winery project will result in the conversion of approximately 50 acres of actively farmed alfalfa row crop. Alfalfa is widely recognized as having the highest value as Swainson's hawk foraging habitat. All recent habitat use studies in the Central Valley have found the frequency of use of alfalfa fields the highest of any cover crop. The low profile of the crop and the relatively abundant stable prey populations due to the lack of annual cultivation create conditions that are suitable throughout the Swainson's hawk breeding season (Estep, 2009).

As a Condition of Approval, the project will be required to comply with the mitigation requirements of the Yolo County Joint Powers Authority (JPA), also known as the Natural Heritage Program, or by working directly with the California Department of Fish and Game (CDFG). The loss of habitat can be mitigated using one of the following options:

- secure and deliver a permanently protected minimum 80 acre parcel to the satisfaction of the JPA (the JPA must approve location, easement terms, and easement holder);

- mitigate directly for the loss of 60 acres of foraging habitat by purchasing credits from an approved Mitigation Bank or mitigation receiving site within Yolo County; or

- work with CDFG on an alternative solution.

In addition, pre-construction surveys shall be performed in advance of construction to ensure that no potential hawk or other raptor nests in the vicinity of the project will be affected.

Condition BIO-1:

As a condition of approval, the applicant will be required to mitigate for the loss of Swainson's hawk habitat by complying with the mitigation requirements of the JPA/Natural Heritage Program, such as securing a minimum 80 acre conservation easement; participating in a JPA approved Mitigation Bank; or working directly with the California Department of Fish and Game.

Condition BIO-2:

A qualified biologist will conduct preconstruction surveys to locate all active raptor nest sites within one-quarter mile of construction activities. Direct disturbance, including removal of nest trees and activities in the immediate vicinity of active nests, will be avoided during the breeding season (March through August). No-disturbance buffers will be established around any identified active nest to avoid disturbing nesting birds. The size and configuration of buffers will be based on the proximity of active nests to construction, existing disturbance levels, topography, the sensitivity of the species, and other factors and will be established through coordination with California Department of Fish and Game representatives on a case-by-case basis.

b) *No Impact.* The project would have no substantial adverse effect on any riparian habitat or any other sensitive natural community identified in local or regional plans, policies, or regulations.

c) *No Impact.* Agricultural lands surround the project to the north, south, east and west. There are no known wetlands or riparian habitat on the site.

d) Less than Significant Impact. Construction of the project would temporarily disrupt use of the project site by local wildlife; however, any disruption would be temporary. The project would not impact migratory patterns of any species.

e) No Impact. The proposed project would not conflict with any local policies or ordinances protecting biological resources.

f) No Impact. The Yolo County Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP) is in preparation by the Natural Heritage Program, with an anticipated adoption sometime in 2010. The proposed project would be required to mitigate under the provisional Swainson's hawk guidelines, and would not conflict with the HCP/NCCP effort or any conservation plan protecting biological resources.

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

Discussion of Impacts

a) No impact. There are no structures currently located on either of the two parcels that constitute the project site. No historic or cultural resources are known or suspected to occur on the project site.

b) No impact. The two parcels have been extensively cultivated and no cultural resources are known or suspected to occur on the project site.

c) No impact. No paleontological resources are known or suspected and no unique geologic features exist on the project site.

d) Less than Significant Impact. No human remains are known or predicted to exist in the project area. However, the potential exists during construction to uncover previously unidentified resources. Any development that uncovers cultural resources is required to follow procedures and recommendations as set forth in the CEQA Guidelines, Section 15064.5

In addition, Section 7050.5 of the California Health and Safety Code states that, when human remains are discovered, no further site disturbance shall occur until the county coroner has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission within 24 hours.

VI.	GEOLOGY AND SOILS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
	1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
	2. Strong seismic groundshaking?				
	3. Seismic-related ground failure, including liquefaction?				
	4. Landslides?				
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Discussion of Impacts

a) Less than Significant Impact. A geotechnical investigation for the site has been prepared (Bauer Associates, 2009). There is one known fault located in the immediate vicinity of the project area, called the Coast Range-Sierran Block Boundary. This fault is currently recognized as a potential seismic source capable of generating moderate earthquakes that could affect Yolo County (Yolo County, 2009). Additionally, a second fault, the Foothill Fault Zone extending from Oroville to Fresno, is a little understood fault that could affect the county. The seismic ground-shaking hazard in the project area is judged to be severe. To mitigate seismic related forces, the geotechnical engineer recommends the structures be designed and constructed in accordance with current building standards for earthquake-resistant construction.

The project site has gentle topography and no potential for major landslides.

b) Less than Significant Impact. The Soil Survey of Yolo County, California (Soil Conservation Service 1972) indicates the project site is composed of Sacramento clay (Sc), which is a Class III soil. Surface runoff on this soil type is very slow, and the erosion hazard is none to slight. However, ground disturbance caused by project activities has the potential to increase erosion and sedimentation above preconstruction levels.

The applicant is required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) to address erosion, stormwater runoff, sedimentation, and other construction-related pollutants during project grading and construction until all areas disturbed during construction have been permanently stabilized. Implementation of a SWPPP would substantially minimize the potential for project-related erosion and associated adverse effects on water quality. In addition, all disturbed areas will be seeded and/or planted following construction to prevent soil erosion.

c) and d) Less than Significant Impact. The geotechnical report prepared for the project notes that the site is typically blanketed with clays of high expansive potential. Expansive soils will experience volume changes with seasonal moisture variations. Such volume changes may crack and heave lightly loaded, shallow foundations and slabs. Test borings of the 145-acre parcel indicate that the surface soils are weak to about 2 to 3 feet deep.

The geotechnical report concludes that the existing surface soils in their present condition are unsuitable for support of fills, foundations, and concrete slabs. The weak surface soils and old fills (if present) must be upgraded (in and adjacent to building areas) by removal and recompaction for their full depth.

As a Condition of Approval, construction of any structures on the project site shall implement the recommendations of the applicable geotechnical and soil studies prepared by a licensed engineer, in order to mitigate the impacts of loose and expansive soils on the site. The Bauer geotechnical study recommends that in the building and critical slab-on-grade areas, the risk of future structural damage by shrinking and swelling of the expansive clays must be reduced by covering the expansive soils with 30 inches of select fill. The non-expansive fill can consist of import materials or lime treated on-site soils. Satisfactory foundation support for the proposed structures can then be obtained from spread footings or mat foundations bottomed on properly compacted, nonexpansive fill.

e) Less than Significant Impact. The project would generate domestic wastewater from approximately 60 on-site employees. A domestic sewage septic system would be constructed, which requires approval from Yolo County Environmental Health. A special above ground septic disposal system may be required, as in other parts of Clarksburg, due to the high groundwater table. The applicant will be required to contact Environmental Health for necessary approvals, prior to issuance of any building permits.

VII. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
c. Be affected by climate change impacts, e.g., sea level rise, increased wildfire dangers, diminishing snow pack and water supplies, etc.?	☐	☐	☒	☐

Environmental Setting

The issue of combating climate change and reducing greenhouse gas emissions (GHG) has been the subject of recent state legislation (AB 32 and SB 375). The Governor's Office of Planning and Research has recommended changes to the California Environmental Quality Act (CEQA) Guidelines, and the environmental checklist which is used for Initial Studies such as this one. The recommended changes to the checklist, which have not yet been approved by the state, are incorporated above in the two questions related to a project's GHG impacts. A third question has been added by Yolo County to consider potential impacts related to climate change's effect on individual projects, such as sea level rise and increased wildfire dangers. To date, specific thresholds of significance to evaluate impacts pertaining to GHG emissions have not been established by local decision-making agencies, the Yolo Solano Air Quality Management District, the state, or the federal government. However, this absence of thresholds does not negate CEQA's mandate to evaluate all potentially significant impacts associated with the proposed project.

The following discussion of GHG/climate change impact relies upon, and "tiers off" the analysis, conclusions, and measures included in the Final Environmental Impact Report (FEIR) of the 2030 Yolo Countywide General Plan. While the FEIR analysis concluded that the severity of impacts related to planned urban growth and GHG/climate change could be reduced by some policies and some available mitigation measures, the overall impact could not be reduced to a less than significant level. The impacts of countywide cumulative growth on GHG emissions, and the impacts of climate change on cumulative growth, are considered significant and unavoidable at this time.

The adopted 2030 Yolo Countywide General Plan contains several policies and implementation programs that require proposed development projects to reduce GHG emissions and conserve energy, as follows:

Policy CO-7.3: Require all projects to incorporate energy-conserving design, construction, and operation techniques and features into all aspects of the project including buildings, roofs, pavement, and landscaping.

Policy CO-7.4: Require the use of Energy Star certified appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units, where feasible.

Policy CO-7.5: Require all new parking lots to significantly increase shading to relieve the potential for "heat islands."

Policy CO-7.6: Encourage the use of building materials and methods that increase energy efficiency a minimum of 15 percent beyond State Title-24 standards for residential buildings and 20 percent beyond State Title 24 standards for commercial buildings.

Policy CO-7.11: Strongly encourage LEED certification or equivalent for all public, private and existing buildings and strongly encourage LEED Neighborhood Design (ND) certification or equivalent for other applicable projects, particularly within the Specific Plan areas.

Policy CO-8.2: Use the development review process to achieve measurable reductions in greenhouse gas emissions.

Action CO-A115.1: In the interim until the GHG Emissions Reduction Plan/Climate Action Plan is in effect, the following significance thresholds shall be used for project analysis:

• Projects consistent with the General Plan and otherwise exempt under CEQA – Assumed to be de minimus.

• Projects consistent with the General Plan and subject to CEQA – Net zero threshold to be achieved by the applicant as follows:

- Apply practical and reasonable design components and operational protocols to reduce project GHG emissions to the lowest feasible levels;
- Use verifiable offsets to achieve remaining GHG reductions to the greatest feasible extent, offsets shall be: locally based, project relevant, and consistent with other long term goals of the County. (implements Policy CO-8.9).

Action CO-A117: Require the implementation of cost-effective and innovative GHG emission reduction technologies in building components and design. (Policy CO-8.2, Policy CO-8.4)

Action CO-A119: Require new development to incorporate designs and/or programs to reduce travel demand and vehicle emissions. (Policy CO-8.2, Policy CO-8.4)

Action CO-A120: Require that new development incorporate alternative modes of transportation, including transit, bicycling and walking, in order to reduce vehicle emissions. (Policy CO-8.2, Policy CO-8.4)

Discussion of Impacts

a) Less than Significant Impact. The project could affect GHG emissions through vehicle trips generated, as well as physical changes in the vegetation of the land and the reduction in agricultural activities. To measure the impacts of trip generation associated with the project, GHG emissions have been estimated based on the projected carbon dioxide emitted from typical vehicle trips.

As noted above in the Air Quality section, short-term air quality and GHG impacts will be generated by truck trips during grading to prepare the site for construction of buildings. Grading and importation of fill will require approximately 150 to 175 truck trips per working day, or a total of approximately 6,000 truck trips over a period of six weeks. The carbon dioxide emissions (the main GHG associated with auto and truck trips) generated by 175 truck trips would be a temporary impact.

Long-term GHG impacts from the anticipated winery operations would be caused by daily truck deliveries to the facility and commuting by employees. Truck deliveries would occur approximately six times each day, with about 35 truck trips per day during harvest periods in the fall. Vehicle trips would be associated with employees commuting to the winery facility, including 60 full-time and an additional 20 seasonal employees.

Traffic generated by the completed winery production facility is thus estimated at approximately 132 daily vehicle trips (230 trips during harvest) to and from the site, which would create carbon dioxide emissions equivalent to approximately 2,880 pounds (5,018 pounds during harvest) (Table 2). This is a worst-case analysis that assumes each employee drives him- or herself to work, i.e., no ride sharing or carpooling. This analysis also does not consider that construction of the Bogle winery project will allow some local growers to send their grapes to the new local facility, thus reducing some long distance winery truck traffic that would otherwise occur as a consequence of sending Yolo County grapes out of the county to a processing facility some miles away.

TABLE 2

Daily Carbon Dioxide Emissions Generated by Project Traffic

Project Vehicle Trips	132 trips (230 trips at harvest)
Project Vehicle Miles Traveled (VMT)	2,640 VMT (4,600 VMT at harvest)
Carbon Dioxide Emissions Generated	2,880 pounds (5,018 pounds at harvest)

Note: Assumes average trip length of 20 miles, and average fuel mileage rate of 22 miles per gallon. One gallon of gas generates 24 pounds of CO_2 equivalent.

The proposed project is not considered to have an individually significant or cumulatively considerable impact on global climate change. Such a conclusion is supported by a finding that none of the thresholds described above in the Environmental Setting section will be triggered. Considering that California produces over 500 million tons of CO_2 annually, the estimated 2,880 pounds daily (or about 525 tons annually) that is generated by the winery project will only contribute a tiny fraction of the total annual statewide CO_2 emissions.

The applicant has proposed to incorporate numerous "green" or energy efficient design features into the winery facility plans. Many of these design features will serve to reduce the level of energy consumed in the construction and operation of the project, and thus help to reduce GHG impacts of the project. These design features include:

- Installation of up to 350 kilowatts of capacity of a photovoltaic solar system on the roof of the barrel building complex;
- Use of recycled steel for the building structure;
- Use of fly ash admixtures in concrete to reduce cement content;
- Increased insulation levels in the conditioned building areas to reduce energy demand;
- Use of premium efficiency motors;
- Reclamation of heat energy from refrigeration equipment to preheat water for cleaning and sanitizing operations;
- Reclamation of process wastewater for irrigation use; and
- Maximization of the use of pervious and permeable surfaces to reduce runoff.

Additional design and energy features can be incorporated into the winery production facility, as required by the following Conditions of Approval.

Condition GHG-1:

The applicant shall incorporate all feasible "green building" features into the design of all buildings in the proposed winery facility, to reduce greenhouse gas emissions. These features include those already incorporated into the project description, as well as additional features that would comply with the General Plan policies cited above, and below:

> Policy CC-4.1 Reduce dependence upon fossil fuels, extracted underground metals, minerals and other non-renewable resources by:
>
> - Requiring projects to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
> - Encouraging projects to use regenerative energy heating and cooling source alternatives to fossil fuels.

- Encouraging projects to select building materials that require less energy-intensive production methods and long-distance transport, in compliance with Leadership in Energy and Environmental Design (LEED) or equivalent standards.

Policy CC-4.6 Encourage all new residences to exceed Title 24 energy standards by at least 15 percent, and encourage all new commercial buildings to exceed Title 24 by at least 20 percent.

In addition, the applicant shall establish an on-site program to strongly encourage, and offer incentives, for employee ridesharing and/or vanpooling.

b) Less than Significant Impact. The proposed project would not conflict with any applicable plan, policy or regulation adopted to reduce GHG emissions, including the numerous policies of the newly adopted 2030 Yolo Countywide General Plan.

c) *Less than Significant Impact.* The project could be affected by climate change impacts, specifically sea level rise. The project is located in the Clarksburg area of southern Yolo County adjacent to the Sacramento River Deep Water Channel. Projections of the sea level rise caused by global warming and climate change have been prepared by the United State Geological Survey (USGS), and are included in the FEIR of the 2030 Yolo Countywide General Plan. The USGS projections show that areas within the one meter average daily tidal range will be inundated by sea level rise by the year 2100. These inundated areas include large portions of the Clarksburg area on either side of the Sacramento River Deep Water Channel, including the project site.

Numerous flooding-related policies and action programs included in the 2030 Yolo Countywide General Plan will help to reduce the potential impacts of future climate change and sea level rise.

VII.	HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

VII.	HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Impacts

a) Less than Significant Impact. The proposed project will require the short-term use of construction equipment and the storage of fuel and oil for equipment. Construction equipment used on the site could include excavators, backhoes, scrapers, dump trucks, and water trucks. The routine use of construction equipment and vehicles to and from the site would not create a significant hazard to the public or the environment.
The proposed project will include the storage use and disposal of a small amount of chemicals related to the wine production process, including carbon dioxide, nitrogen, sulfur, propane, fuel, motor oil, and hydraulic oil. All hazardous materials will be stored and handled in accordance with all applicable federal, state, and local requirements, including Yolo County Environmental Health regulations. Due to the limited amount of material, hazardous impacts to the public or environment would be considered less than significant.

The proposed winery project includes wastewater ponds, which could present a health hazard. The ponds will be regulated by the Central Valley Regional Water Quality Control Board. Under the CVRWQCB permit, the applicant will be required to develop a Solids Disposal Operation and Maintenance Plan that uses best management practices for solid waste removal and/or reuse of the solid winery waste.

b) Less than Significant Impact. The construction equipment associated with this project typically uses only a minor amount of hazardous materials, primarily motor vehicle fuels and oils. Small volumes of hazardous materials (fuel and engine oil) would be temporarily used and handled to operate the construction equipment. Refueling of all

equipment would be limited to a designated staging area. There is a danger that these materials may be released in accidental spills and result in harm to the environment. Implementation of a SWPPP, as described above in the Geology section would ensure that the risk of accidental spills and releases into the environment would be minimal.

c) No Impact. No schools exist or are proposed within 0.25 mile of the proposed project area.

d) Less than Significant Impact. Although no Phase I Environmental Site Assessment has been conducted for the project site, based on the lack of structures on the site and the long term use of the site for alfalfa production, no underground or other hazardous materials are anticipated to be located on the two parcels.

e) No Impact. The proposed project is located more than 2 miles from a public airport. The project would not result in a safety hazard for people residing or working in the project area.

f) No Impact. The project is located more than 2 miles from any private airstrips. The project would not result in a safety hazard for people residing or working in the project area.

g) No Impact. No emergency response plans will be affected by the proposed project during or upon completion of construction.

h) No Impact. The project site is not located in a hazardous fire zone, as mapped by the State. The new winery facility will be surrounded by irrigated agriculture and would not expose people or structures to wildland fires.

VIII.	HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or off-site?	☐	☐	☐	☒
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or off-site?	☐	☐	☒	☐

VIII.	HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
e.	Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g.	Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	☐	☐	☒	☐
i.	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion of Impacts

a) *Less than Significant Impact.* A number of new buildings will be constructed as part of this project. The driveways and parking area will be overlain with gravel. Absorption rates will decrease slightly, but would be addressed though the construction of an on-site stormwater detention pond. A Stormwater Pollution Prevention Plan is required of the project. The facility will construct a self-contained septic system established for domestic wastewater purposes.

As already noted, the project will include installation of treatment ponds to dispose of wastewater from the winery operation. In addition, a total of about 68.5 acre-feet of water would be disposed of by irrigation of on site crops annually. This results in a monthly application of about 1 to 2 inches of water per month during the dry growing season. Construction of the wastewater system requires approval from the Central Valley Regional Water Quality Control Board. Any potential water quality impacts from the process wastewater ponds will be reduced through installation of a proper liner, which will be required by permit with the Regional Board. In addition, setbacks of at least 100 feet between the ponds and nearest property lines will be required to further mitigate any potential impact to adjacent wells.

The applicant will be required to comply with best management practices established under the permit agreement with the Regional Board. Therefore, impacts on water quality and discharge of pollutants into the wastewater system, or violations of existing water quality standards or waste discharge requirements, would be less than significant.

b) *Less than Significant Impact.* The project will be served by the construction of an on-site well. The well will need to pass inspection and water quality requirements to meet standards and approvals from Yolo County Environmental Health. Permits will be

required from Environmental Health for the construction and operation of a public water supply. The yearly water usage for the winery operation is estimated to be 50 acre-feet per year. Agriculture wells in the general vicinity of the project provide water for agricultural uses well in excess of this estimated usage. It is highly unlikely that the cone of depression generated by the proposed well will have any impact on water flows on any neighboring wells.

c) *No Impact.* The proposed project would not substantially alter the existing drainage pattern of the project site or the surrounding area and would not, therefore, result in substantial erosion or siltation on- or off-site. No stream or river crosses the project site.

d) *Less than Significant Impact.* A number of new buildings will be constructed as part of this project. The driveways and parking area will be composed of gravel. Absorption rates will decrease slightly, but would be addressed though the construction of an on-site stormwater detention pond located to the east of the planned winery facility. The proposed project has the potential to slightly change absorption rates, drainage patterns, and the rate and amount of surface runoff. The exact location and size of the detention pond has not yet been determined. However, the Yolo County Improvement Standards (Yolo County, 2008) require preparation and submittal of a hydrology/hydraulics report for a development project of this size prior to the issuance of any building permits. A Condition of Approval will be applied to require that the report shall document the design and size of the detention pond and discharge structure to ensure that the project would not result in any additional flooding on- or off-site. The report shall be signed and sealed by a civil engineer licensed in the State of California.

e) Less than Significant Impact. See d), above. Grading plans are required for all construction to address erosion control and drainage. A Stormwater Pollution Prevention Plan is required of the project. The project would not provide significant additional sources of runoff pollution.

f) *No Impact.* See (a), (d), and (e), above. No additional impacts to water quality are anticipated.

g) *No Impact.* The project does not include any housing and would not place housing in an existing floodplain.

h*) Less than Significant Impact.* The project is not located within the 100-year floodplain, as currently designated by the Federal Emergency Management Agency (FEMA), and is not considered to be subject to 100-year flood flows. Thus, the proposed winery facility would not be expected to impede any flood flows. However, the site is located approximately three miles west of levees along the Sacramento River and approximately two miles east of levees along the Sacramento River Deep Water Channel. These levees could fail and subject individuals on the project site to risk from flooding.

Although the site is not currently in the floodplain, FEMA is in the process of updating the Flood Insurance Rate Maps for the Yolo County area. Yolo County has approximately 215 miles of project levees, managed by various agencies, including the County, 13 reclamation districts, one levee district, one drainage district, and the California Department of Water Resources. These levees provide flood protection to West

Sacramento, Woodland, Knights Landing, Clarksburg, Davis and important agricultural lands. In addition, the Yolo Bypass helps protect Sacramento and other urban communities in the region from flooding by the Sacramento River. The local levees have been assumed to provide adequate protection since their acceptance into the Sacramento River Flood Control Project in 1918. Recently, where insufficient geotechnical information exists to evaluate the integrity of the levees, the State Department of Water Resources has taken the position, in conjunction with FEMA, that levees may not be recertified. DWR has completed geotechnical evaluations of the urban Sacramento River Flood Control Project levees within the county, and proposed to do additional (as yet unknown) evaluations of non-urban levees in the next two years. Preliminary indications are that local levees will not be considered adequate to protect against the 100-year flood (Yolo County, 2009).

The preliminary updated map that has been released for review by FEMA indicates that a wide area of Clarksburg, including the project site, will be included within the newly designated 100-year floodplain when the preliminary maps are made final, now scheduled for June, 2010 (FEMA, 2009). Thus, if any new construction on the project site were to begin after the new updated FEMA maps became finalized, the new buildings would have to be elevated at least one foot above the base flood elevation.
The applicant intends to complete grading and construct the pads and the first phase of the winery facility before June, 2010. Under the existing FEMA rules, completing the pads and the foundation for the project will "grandfather" the project in under the current FEMA map, and buildings will not be required to be elevated. A Condition of Approval applied to the project will clarify this and ensure compliance with the new FEMA map to elevate the structure, if construction does not begin until after the updated maps are approved.

In addition, a Condition requires the project to comply with specific General Plan policies and implementation programs, including a requirement to purchase flood insurance.
Condition HYDRO-1:

(a) If the grading for the project, plus construction of pads and initial buildings are not constructed by the time the FEMA maps become final and in effect by about June 1, 2010, the applicant will be required to redesign and resubmit the building plans to reflect the base flood elevation of the updated FEMA maps.

(b) The project shall purchase flood insurance prior to the adoption date of the new FEMA maps, to comply with General Plan Action HS-A31, which "encourages all landowners within the 100-or 200-year floodplain, and/or within areas protected by levees, to purchase and maintain flood insurance."

i) *Less than Significant Impact.* The project site is not located immediately down stream of a dam. However, the site is located approximately three miles west of levees along the Sacramento River and approximately two miles east of levees along the Sacramento River Deep Water Channel. These levees could fail and subject individuals on the project site to risk from flooding. See (h), above.

j) *No Impact.* The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. In addition, the project site is relatively flat and is not located near any physical or geologic features that would produce a mudflow hazard.

IX.	LAND USE AND PLANNING.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Impacts

a) No Impact. The project site is located in a rural agricultural area, well outside any established community; therefore, there would be no impact.

b) Less than Significant Impact. As already noted above in the Agriculture section and the Project Description, the proposed project would not conflict with any Yolo County General Plans policies, and, in fact, would implement several key policies that call for rezoning of about 100 acres to accommodate winery-related agricultural industrial facilities.

The project is located within the Primary Zone of the Delta, which is regulated by the Delta Protection Commission through its adopted Land Use Resource Management Plan (LURMP). The Delta Protection Commission is a state agency that was created by enactment of the Delta Protection Act of 1992. Consistency with the LURMP is ensured through the policy framework of the 2030 Yolo Countywide General Plan, approved by Yolo County in November 2009. The DPC is currently engaged in a process to update the LURMP. Once the LURMP update is adopted by the DPC, Yolo County will review the General Plan for consistency with the LURMP update and will make amendments as necessary.

The Delta Protection Commission staff reviewed and responded to the Draft 2030 Yolo Countywide General Plan and its accompanying Draft Environmental Impact Report and did not note any inconsistencies with the updated General Plan policies as they relate to the Primary Zone of the Delta, including the proposed rezoning of 100 acres in the Clarksburg area to winery related agricultural industry. The DEIR for the General Plan did identify a potential conflict with one current policy of the LURMP, to the extent it may

apply to this project. Utilities and Infrastructure Policy P-3 of the LURMP prohibits any new sewage treatment facilities, including storage ponds, within the Delta. However, the treatment ponds associated with the winery production facility would not treat domestic sewage, only wine processing waste, so the project would not be inconsistent with the LURMP.

c) No Impact. The county does not have an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP), although a draft plan is now being prepared by the Yolo County Natural Heritage Program (the Joint Powers Agency). The project is required to mitigate for the loss of Swainson's hawk habitat, consistent with the Joint Powers Agency interim agreement with the Department of Fish and Game.

X.	MINERAL RESOURCES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion of Impacts

a) and b) No impact. The project area has not been identified as an area of significant aggregate deposits.

XI.	NOISE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

XI.	NOISE.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion of Impacts

a) Less than Significant Impact. Yolo County has not adopted a noise ordinance which sets specific noise levels for different zoning districts or for different land uses in the unincorporated area, except for mining activities along Cache Creek, which restricted to no more than 65 dBA Leq measured at the property boundaries between 6 p.m. and 6 a.m.

Construction of the proposed project would temporarily increase noise in the vicinity of the project area. Noise increases would result from grading and on-site construction activities, including noise from up to 175 trucks per day delivering grading fill materials to the site. The 2030 Yolo Countywide General Plan Final Environmental Impact Report (FEIR) (Yolo County, 2009) notes that typical construction noise ranges between 80 to 88 dBA at 50 feet generated by tractors, front loaders, trucks, and dozers. Temporary construction noise associated with the grading and construction activities would be similar to existing noise associated with ongoing agricultural activities, such as tractors disking fields, in the adjacent areas. The FEIR notes that typical noise levels for tractors conducting farming activities ranges from 78 dBA L_{max} to 106 dBA at 50 feet, with an average of about 84 dBA.

The noisiest typical construction equipment is pile drivers, which may measure 93 dBA at 50 feet. Depending on the soils encountered, the winery facility may require pile driving to anchor the pad, so noise levels in this upper range may be generated during construction.

The proposed grading, construction, and operation of the winery facility are not expected to generate noise levels at the boundaries of the property that will significantly impact the nearest neighbors, since the residences are located so far away from the noisiest construction activities. Noise levels diminish or attenuate as distance from the noise source increases, based on an inverse square rule. Noise from a single piece of construction equipment attenuates at a rate of 6dB for each doubling of distance.
The proposed project is located in a rural agricultural area and there are no sensitive receptors in the vicinity. There are three rural residences located in the vicinity of the project; however, individual rural homes are not considered sensitive receptors. The nearest rural residences in the project vicinity include two homes on Jefferson Boulevard (APN 043-310-010 and -007) that are located approximately 1,800 feet east of the

proposed winery facility, and one home on Hamilton Road (APN 043-120-003) located approximately 1,200 feet to the south.

b) Less than Significant Impact. Groundborne vibration levels may be measured similar to noise in vibration decibels (VdB). The 2030 Yolo Countywide General Plan FEIR notes that typical construction vibration levels range from 58 VdB at 25 feet for a small bulldozer up to 112 VdB for a pile driver, As noted above, the winery facility may require pile driving to anchor the pad, so vibration levels in this upper range may be generated during construction. However, construction activities are not expected to generate vibration levels at the boundaries of the property that will significantly impact the nearest neighbors, since the residences are located so far away from the construction activities.

c) Less than Significant Impact. See a), above. Upon completion of the winery facility, noise from the operations would be generated from air compressors, refrigerators, bottling, fork lifts, and truck deliveries. Ongoing operational noise can be mitigated through building design, location, and buffers.

Noise generated by the normal operations of the winery facility would be expected to be at a level similar to normal agricultural activities, and should not adversely impact the nearest homes since they are so far away (1,200 to 1,800 feet) from the facility.

d) Less than Significant Impact. As described above, temporary construction activities could result in substantial increases in ambient noise levels but would be attenuated at the property boundaries to acceptable levels. Operational noise levels of the winery facility would not be adverse to the nearest homes, even during harvest periods.

e) No Impact. The proposed project is located more than two miles from the nearest public airport. The project would not expose people residing or working in the project area to excessive noise levels.

f) No Impact. The proposed project is located more than two miles from the nearest private airstrip. The project would not expose people residing or working in the project area to excessive noise levels.

XII.	**POPULATION AND HOUSING.**	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a) No Impact. The proposed project would not induce any population growth either directly or indirectly. Construction of a winery production facility with 60 full time employees would not be expected to induce population or housing growth beyond the demand for housing that already exists in the area and in the region.

b) No Impact. The proposed project would not displace any existing housing units.

c) No Impact. There are no housing units on the project site, and implementation of the proposed project would not displace any housing units or people.

XIII.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☐	☒

Discussion of Impacts

a) *Less than Significant Impact.* The addition of the winery facility and employees to the area could slightly increase the demand for fire and emergency medical services. The Clarksburg Fire Department provides primary service to the project site. Conditions of Approval will require that the facility maintain an on-site water supply adequate for fire suppression and that defensible space be maintained around the proposed buildings. Impacts to fire protection services will be less than significant.

b) *Less than Significant Impact.* The addition of the winery facility and employees to the area could slightly increase the demand for police protection services. The proposed project would not significantly impact police services provided by the Yolo County Sheriff's Department.

(c)(d)(e) *No Impact.* The proposed winery facility would not increase the need for schools, parks or other public facilities and services.

XIV.	RECREATION.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion of Impacts

a) No Impact. The project would not require the construction of additional recreational facilities nor substantially increase the use of existing recreational facilities.

b) *No Impact.* The project would not require the construction of nor include additional recreational facilities.

XV.	TRANSPORTATION/TRAFFIC.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:					
a.	Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒

XV.	TRANSPORTATION/TRAFFIC.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
f.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Environmental Setting

The project site and the proposed winery facility would be accessed by a newly constructed driveway off Hamilton Road (County Road 155), which in turn is accessed off Jefferson Boulevard (State Route 84).
Existing traffic volumes on roadways in the vicinity of the project site are extremely low, Jefferson Boulevard is a conventional two lane highway that is a designated truck route. The highway serves mainly local and agricultural traffic.

The 2030 Yolo Countywide General Plan Final Environmental Impact Report (FEIR) (Yolo County, 2009) and Caltrans data (Caltrans, 2008) indicate that existing daily and peak hour traffic volumes on Jefferson Boulevard (State Highway 84) between Clarksburg and Courtland Roads, the segment that includes the Hamilton Road intersection, are 1,450 and 160 vehicles per day and per hour, respectively, equivalent to a level of service (LOS) of B, or stable operating conditions.

Traffic volumes on State Highway 84 and local roads in the project vicinity are forecast to increase significantly, but still remain relatively low in the future. The 2030 Yolo Countywide General Plan FEIR projects the amount of future traffic on all key roadways in Yolo County due to buildout of growth allowed under the 2030 General Plan policies. Traffic levels on the portion of Jefferson Boulevard (SR 84) north of Clarksburg Road, approximately two miles north of the project site, is projected to increase from 160 peak hour vehicles in 2007 to 450 vehicle peak trips.

This cumulative future increase in traffic would change the conditions on SR 84 from LOS B (stable operating conditions) to LOS C (stable operating conditions, but individual users are affected by others in the traffic stream). The Yolo Congestion Management Plan sets a maximum LOS standard on SR 84 of LOS D, which is equivalent to a maximum capacity threshold of 1,410 vehicles at peak hour in one direction. (The existing and projected peak hour volumes discussed above are measured in both directions combined.)

Hamilton Road is an agricultural collector rural road with geometric characteristics similar to other low-volume county roads serving agricultural lands. Pavement widths and design features do not meet modern design standards (i.e. 12 foot vehicle lanes and 4 foot paved shoulders). The Hamilton Road pavement section was not designed to handle heavy truck traffic and is in poor condition. Hamilton Road, west of Jefferson Boulevard, last received a chipseal repair in 2001.

The proposed winery facility would be accessed via a new driveway off Hamilton Road. The curving driveway would traverse through a portion of the 115-acre parcel that would

remain zoned A-P (Figure 3). All future truck deliveries and employee traffic would use the new driveway. However, construction activities would use an existing driveway further to the west along the western property line of the 115-acre parcel. The trucks that would haul in substantial amount of fill to construct the pad for the new buildings would drive west along Hamilton Road to the existing dirt driveway.

Discussion of Impacts

(a) Less than Significant Impact. Rezoning of 60 acres of A-P land to AGI, consistent with the General Plan policies, would allow construction of a winery-related industrial facility. Grading to prepare the site for construction of buildings will involve the importation of approximately 120,000 cubic yards of fill for the building and tank pad areas. The source of the imported fill depends on the contractor selected to perform the initial site grading. During the grading activities, a total of 6,000 truck trips are expected to be required over a period of approximately six weeks. Work is expected to occur six days per week (Monday through Saturday) during the hours of 7:00 am to 5:00 pm. This would result in about 150 to 175 truck trips per working day.

Long-term changes to local traffic circulation from the proposed project would be generated by additional vehicle trips from truck deliveries and employees. The applicant estimates that truck deliveries would occur approximately six times each day, with about 35 truck trips per day during harvest crush season (August and September). Traffic would be generated by employees commuting to the winery facility, consisting of 60 full-time and an additional 20 seasonal employees. Total permanent traffic generated by the project is estimated at approximately 132 daily vehicle trips (230 trips during harvest) to and from the site. As already noted above in the Climate Change,/Greenhouse Gas section, this is a worst-case analysis that assumes each employee drives him- or herself to work, i.e., no ride sharing or carpooling). This analysis also does not consider that construction of the Bogle winery project will allow some local growers to send their grapes to the new local facility, thus reducing some long distance winery truck traffic that would otherwise occur as a consequence of sending Yolo County grapes out of the county.

The amount of heavy truck traffic associated with the grading of the building pads, up to 175 truck trips per working day over six weeks, could have a significant impact on the local access road and the intersection at the project site driveway. As noted above, Hamilton Road is a minor agricultural collector road of substandard width that is in poor condition. With the significant increase in truck traffic expected due to the construction activities and the agricultural industrial operations, it is anticipated that the Hamilton Road pavement will fail unless the road is reconstructed to current county standards for the length of the development. The increase in agricultural industrial traffic will necessitate county standard lane widths and shoulders to reduce potential conflicts with existing agricultural traffic, and to improve public safety. In addition, the intersection of Hamilton Road at SR 84 and at the existing dirt driveway will need to be improved. Work will be required in Caltrans right-of-way on the west side of Jefferson Boulevard to accommodate the Hamilton Road reconstruction.

As a Condition of Approval for the project, the applicant will be required dedicate the amount of right-of-way necessary on the north side of Hamilton Road, from Jefferson Boulevard to the western Parcel 3 property line extended, to provide an overall road

right-of-way width of fifty-four feet, to include twelve foot lanes, eight foot shoulders (four foot paved, four foot aggregate base), and roadside ditches to match Yolo County Improvement Standards for a rural street. Dedication shall include the transition length necessary (west of the Parcel 3 property line extended) to conform and connect to the existing Hamilton Road.
Condition TRANS-1

To reduce mode conflicts and maintain public safety, Hamilton Road will be widened to the county standard rural street width for the length of the development. The applicant will submit engineered civil improvement plans for the reconstruction of Hamilton Road to Yolo County Improvement Standards (rural street) from Jefferson Boulevard to the western Parcel 3 property line extended, for review and approval by the County Engineer. The design shall include the transition length necessary (west of the Parcel 3 property line extended) to conform and connect to the existing Hamilton Road, and provide STAA (Surface Transportation Assistance Act of 1982) vehicle turning radii for all turning movements. The plans must be signed and sealed by a civil engineer licensed in the State of California.

A paved driveway connection with culvert to Hamilton Road is required per Yolo County Improvement Standards. The county shall determine minimum culvert diameter. The culvert will be required to be maintained by the applicant or applicant's successor.
The applicant will also be required to submit an encroachment permit application to Caltrans and construct improvements to the existing intersection at Hamilton Road and Jefferson Boulevard (State Route 84) to accommodate the Hamilton Road widening as required by Caltrans. Caltrans may require additional mitigation for the intersection due to heavy truck traffic from the project, which will be determined as part of the encroachment permit issuance process.
b) No Impact. The project would not conflict with any applicable congestion management program. The Yolo Congestion Management Plan sets a maximum LOS standard on SR 84 near the project site of LOS D. Future traffic levels, including project generated traffic, are projected to increase on SR 84 from LOS B to LOS C, due to cumulative growth in the areas and region, as discussed above in the Environmental Setting section.

c) No Impact. The project would not affect air traffic patterns.

d) No Impact. The proposed project does not have any design features that would result in hazardous traffic conditions.
e) No Impact. The proposed project would not result in inadequate emergency access.

f) No Impact. Construction of the proposed project would not conflict with any adopted policies, plans, or programs supporting alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact

Would the project:

XVI.	UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

a) *Less than Significant Impact.* The facility will construct a self-contained septic system for domestic liquid wastes and a new well for domestic potable water. The project includes installation of treatment ponds to dispose of process wastewater and laboratory waste water from the winery operation, which requires approval from the Central Valley Regional Water Quality Control Board (CVRWQCB). Yolo County Environmental Health regulates the installation of septic systems, and the construction of new wells. The applicant will be required to contact Environmental Health for necessary approvals. Impacts from the project are anticipated to be less than significant. The proposed project would not create any new demand for public utilities or public service systems. It would not exceed wastewater requirements, nor would it necessitate expansion of any public wastewater treatment facilities or water supply entitlements.

b) Less than Significant Impact. One new well is proposed on the western edge of the site near the proposed winery facility. Yields for a well with an 8-inch diameter casing are expected to be on the order of 200 to 400 gallons per minute. A single well is expected to be adequate for the proposed facility. Reclaimed treated process wastewater will be used to offset irrigation demands on site. The well will need to pass inspection and water quality requirements to meet standards and approvals from Yolo County Environmental Health. The yearly water usage for the winery operation is estimated to be approximately

50 acre-feet per year. Agricultural wells in the general vicinity of the project provide water for agriculture uses well in excess of this estimated usage.

c) *Less than Significant Impact.* The project will require the construction of new stormwater drainage facilities in the form of an on-site retention pond.

d) *Less than Significant Impact.* The project will require the construction of a new well. See b), above.

e) *No impact.* There is no wastewater treatment provider; the project will construct its own septic system and waste water ponds.

f) *No Impact.* The existing County landfill would adequately accommodate the project. The project would not significantly impact disposal capacity at the landfill.

g) Less than Significant Impact. The proposed project would be required to comply with all solid waste regulations as implemented and enforced by Yolo County, as well as requirements under CVRWQCB. Solid waste from the winery operation will be removed from the facility and used in the winery's local vineyards for composting purposes, subject to a Solids Disposal Operation and Maintenance Plan developed for the project using best management practices.

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

Discussion of Impacts

a) Less than Significant Impact. As discussed in the Biological Resources section of the Initial Study, the proposed agricultural industry rezoning could result in a potentially significant impact in terms of reducing the habitat of a wildlife species, the Swainson's hawk, as a result of the construction of the winery project. This individual project impact has the potential to degrade the quality of the environment. However, implementation of the standard Conditions of Approval required by the Yolo Natural Heritage Program described in this Initial Study would reduce these individual impacts to less-than-significant levels.

b) Less than Significant Impact. The proposed project has temporary construction impacts which could degrade air quality cumulatively, in combination with other construction projects in Yolo County. These potential impacts will be reduced to a less-than-significant level through implementation of the standard air quality measures described in this Initial Study. In addition, the project will contribute incrementally to an increase in cumulative energy demand, traffic levels, and greenhouse gas (GHG) emissions in the region and globally. The latter cumulative impacts are associated with growth allowed under the 2030 Yolo Countywide General Plan. The General Plan includes numerous policies that will require new development, including this project, to reduce air quality, energy, transportation, and GHG impacts, through application of design features and specific mitigation measures. Although these impacts may be mitigated at an individual level, at a cumulative level these impacts cannot be fully mitigated and would be considered significant and unavoidable, as noted in the certified Final Environmental Impact Report for the 2030 Yolo Countywide General Plan.

c) Less than Significant Impact. The impact of the proposed project includes the potential to expose human beings to an increase in flood hazards, due to the potential failure of nearby levees. With implementation of a commitment to conform to any future changes in the adopted flood plain maps and regulations by the Federal Emergency Management Agency, included as a Conditions of Approval, the proposed project would not result in environmental effects that could cause adverse effects on human beings, either directly or indirectly.

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