



THE VERANDA HOTEL AT INDIAN SPRINGS

ENVIRONMENTAL CHECKLIST, INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

PREPARED BY:



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JULY 27, 2020

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**THE VERANDA AT INDIAN SPRINGS
CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY**

Initial Study Checklist	
Project Title:	The Veranda at Indian Springs
Lead agency name and address:	City of Calistoga Planning & Building Department 1232 Washington Street Calistoga, CA 94515
Contact person and phone number:	Zach Tusinger, Planning & Building Director (707) 942-2830
Project Location:	1502, 1504, 1506, 1510, 1522 Lincoln Ave, Calistoga CA 94515 (APNs 011-340-003; -004; -005; -006; -021; -022; 028; -029)
Project Sponsor/Owner:	Daniel Merchant, MF Calistoga 1512 Lincoln Ave Calistoga, CA 94515
General Plan Designations:	Downtown Commercial, Community Commercial; Gliderport Character Area Overlay
Zoning:	Community Commercial (CC) and Downtown Commercial (DC)
Description of project:	The proposed Project includes the demolition of seven existing single-story structures onsite and the development a 96-room hotel expansion, restaurant, ground floor retail, pools, public courtyard, parking and streetscape improvements to Lincoln Avenue and Fair Way as well as construction of an Emergency Vehicle Access (EVA) road extending between Fair Way and Magnolia Drive.
Surrounding land uses and setting:	The proposed project is an expansion of the existing Resort at Indian Springs located directly to the north of the project site. The project site is bordered by retail, office, and downtown commercial uses to the south and east along Lincoln Avenue. The Calistoga Springs Mobile Home Park is located to the northeast. The former Calistoga Gliderport and several associated buildings are located to the east of the project site.
Other public agencies whose approval is required:	California Department of Conservation - Geologic Energy Management Division (CalGEM, formerly Division of Oil, Gas, and Geothermal Resources (geothermal well and system) California Department of Transportation (temporary encroachment on SR 29) California Department of Fish and Wildlife (as trustee agency) Regional Water Quality Control Board (as trustee agency)
California Native American tribes traditionally and culturally affiliated with the project area that have requested consultation:	Mishewal Wappo Tribe of Alexander Valley

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LIST OF ACRONYMS

ASSEMBLY BILL	AB
ABOVE MEAN SEA LEVEL	AMSL
BAY AREA AIR QUALITY MANAGEMENT DISTRICT	BAAQMD
BEST MANAGEMENT PRACTICES	BMP
BRITISH THERMAL UNIT	BTU
CALIFORNIA AIR RESOURCES BOARD	CARB
CALIFORNIA DEPARTMENT OF CONSERVATION	
GEOLOGIC ENERGY MANAGEMENT DIVISION	CALGEM
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE	CDFW
CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION	CAL FIRE
CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL	DTSC
CALIFORNIA EMISSIONS ESTIMATOR MODEL	CALEEMOD
CALIFORNIA ENDANGERED SPECIES ACT	CESA
CALIFORNIA ENERGY COMMISSION	CEC
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY	ACAL-EPA
CALIFORNIA ENVIRONMENTAL QUALITY ACT	CEQA
CALIFORNIA NATURAL DIVERSITY DATABASE	CNDDB
CALIFORNIA REGISTER OF HISTORICAL RESOURCE	CRHR
CALIFORNIA SURFACE MINING AND RECLAMATION ACT	SMARMA
CARBON DIOXIDE EQUIVALENT	CO2E
CARBON MONOXIDE	CO
CLEAN WATER ACT	CWA
COMMUNITY NOISE EQUIVALENT LEVEL	CNEL
EMERGENCY VEHICLE ACCESS	EVA
ENVIRONMENTAL IMPACT REPORT	EIR
ENVIRONMENTAL SITE ASSESSMENT	ESA
EXECUTIVE ORDER	EO
FEDERAL EMERGENCY MANAGEMENT AGENCY	FEMA
FEDERAL ENDANGERED SPECIES ACT	FESA
FIRE HAZARD SEVERITY ZONES	FHSZ
FLOOD INSURANCE RATE MAPS	FIRM
GREENHOUSE GASES	GHG
HISTORICALLY RECOGNIZED ENVIRONMENTAL CONDITIONS	HREC
INITIAL STUDY	IS
INSTITUTE OF TRANSPORTATION ENGINEERS	ITE
LEAKING UNDERGROUND STORAGE TANK	LUST
LEVEL OF SERVICE	LOS
LOW IMPACT DEVELOPMENT	LID
MEGAWATT HOURS	MWH
METHANE	CH3
METRIC TONS	MT
MIGRATORY BIRD TREATY ACT	MBTA

MILLION GALLONS PER DAY	MGD
MITIGATED NEGATIVE DECLARATION	MND
MITIGATION MONITORING AND REPORTING PROGRAM	MMRP
MOST LIKELY DESCENDENT	MLD
NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM	NPDES
NATIONAL REGISTER OF HISTORIC PLACES	NRHP
NATIVE AMERICAN HERITAGE COMMISSION	NAHC
NITROGEN OXIDES	NOX
NORTHWEST INFORMATION CENTER	NWIC
NOTICE OF INTENT	NOI
OFFICE OF PLANNING AND RESEARCH	OPR
PARTICULATE MATTER	PM
PEAK PARTICLE VELOCITY	PPV
POUNDS PER DAY	LBS/DAY
PUBLIC RESOURCES CODE	PRC
REACTIVE ORGANIC GASES	ROG
RECOGNIZED ENVIRONMENTAL CONDITIONS	REC
REGIONAL TRANSPORTATION PLANNING AUTHORITY	RTPA
REGIONAL WATER QUALITY CONTROL BOARD	RWQCB
SENATE BILL	SB
STATE OFFICE OF EMERGENCY SERVICES	OES
STATE RESPONSIBILITY AREA	SRA
STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM	SWITRS
STORMWATER POLLUTION PREVENTION PLAN	SWPPP
TOXIC AIR CONTAMINANTS	TAC
TRAFFIC ANALYSIS ZONE	TAZ
TRAFFIC IMPACT STUDY	TIS
TRANSPORTATION DEMAND MANAGEMENT	TDM
TRIBAL CULTURAL RESOURCES	TCR
UNITED STATES DEPARTMENT OF AGRICULTURE	USDA
UNITED STATES FISH AND WILDLIFE SERVICE	USFWS
UNREINFORMED MASONRY	URM
VEHICLE MILES TRAVELED	VMT
WILDLAND-URBAN INTERFACE	WUI

1. INTRODUCTION

1.1. PURPOSE AND INTENT

This Initial Study/Mitigated Negative Declaration (IS/MND) for the Veranda Hotel at Indian Springs, consisting of the demolition of existing buildings onsite and the development of a 96-room hotel, restaurant, bar, courtyard, event lawn, pools, and associated amenities (hereinafter referred to as the “project”) has been prepared by the City of Calistoga as lead agency in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

This IS/MND is intended to inform City decision-makers, responsible agencies, interested parties and the general public of the proposed project and its potential environmental effects. This IS/MND is also intended to provide the CEQA-required environmental documents for all city, regional and state approvals or permits that might be required to implement the proposed project.

CEQA Guidelines Section 15063(c) lists the following purposes of an Initial Study:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration.
2. Enable an Applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby possibly enabling the project to qualify for a Negative Declaration.
3. Assist in the preparation of an EIR, if one is required.
4. Facilitate environmental assessment early in the design of a project.
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment.
6. Eliminate unnecessary EIRs.
7. Determine whether a previously prepared EIR could be used with the project.

The City of Calistoga, as the lead agency, has conducted an Initial Study to determine the level of environmental review necessary for the proposed project. Consistent with Section 15070(b) of the CEQA Guidelines, the Initial Study identified potentially-significant effects, but revisions in the Project made by or agreed to by the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect would occur and there is no substantial evidence, in light of the whole record before the City of Calistoga, that the Project as revised and with implementation of identified mitigation measures would have a significant effect on the environment. Therefore, as the lead agency, the City of Calistoga has determined that a Mitigated Negative Declaration is the appropriate level of environmental review.

1.2. PUBLIC REVIEW

In accordance with CEQA and the state CEQA Guidelines, a 30-day public review period for the project begins on July 27, 2020 and will conclude on August 25, 2020. This IS/MND has been distributed to interested or involved public agencies, organizations, and private individuals for review. In addition, the IS/MND has been made available for general public review at the following location:

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

Hours: 8:00 am to 4:30 pm, Monday – Friday, Closed 12:00 to 12:30 pm for lunch

And on the City's web site at:

www.ci.calistoga.ca.us

During the public review period, the public will have an opportunity to provide written comments on the information contained within this IS/MND.

In reviewing the IS/MND and as articulated in Section 15204(a) of the CEQA Guidelines, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential impacts on the environment from the proposed project, and ways in which the significant effects of the project are can be avoided or mitigated. Pursuant to Section 15204(b) of the CEQA Guidelines, public agencies and persons should focus on the proposed finding that the project will not have a significant effect on the environment. If a public agency or person believes that the proposed project may have a significant effect, they should:

1. Identify the specific effect;
2. Explain why they believe the effect would occur; and
3. Explain why they believe the effect would be significant.

Finally, per Section 105204(c), reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts.

Comments on the IS/MND should be submitted in writing and received by the City of Calistoga prior to the end of the 30-day public review period on August 25, 2020. Written comments should be submitted to:

Zach Tusinger
City of Calistoga
Planning & Building Department
1232 Washington Street
Calistoga, CA. 94515

Phone: 707.942.2830
Email: ztusinger@ci.calistoga.ca.us

2. PROJECT DESCRIPTION

2.1. PROJECT SETTING

Calistoga is located in northwestern Napa County at the northern portion of the Napa Valley along California State Routes 128 and 29, approximately 12 miles northeast of Santa Rosa and 22 miles northwest of Napa. Calistoga is situated south of Mount St. Helena near the headwaters of the Napa River. The City originated along the banks of the Napa River and attracted development for the natural hot springs in the area, as well as mining and agriculture. The project's location within the City of Calistoga and region is shown in **Figure 1: Regional Location**.

The proposed project would be located in downtown Calistoga on 6.97 acres, east of Lincoln Avenue (CA State Route 29), north of Fair Way Extension, and south of the existing Resort at Indian Springs. The project site is comprised of eight contiguous parcels (APN 011-340-003, -004, -005, -006, -021, -022, -028 and -029) on Lincoln Avenue within the city of Calistoga. The former Calistoga Gliderport overlaps with a portion of the site and previously occupied undeveloped lands to the east. Calistoga's downtown commercial, office, and retail uses are located across Lincoln Avenue to the west and south of the project site, including the Calistoga Train Depot (**Figure 2: Project Vicinity**). The proposed project would expand hotel and retail uses along Lincoln Avenue.

The former gliderport property overlaps with the project site and contains evidence of past commercial and industrial uses including the former landing strip, hardscape surfaces, and former hanger buildings used as shops and storage. Prior to functioning as a gliderport, the property contained the former Calistoga Airport, which was constructed in 1946 and supported aviation uses, including the gliderport function until its closure in 1998. Although the entirety of the project site has been subject to past disturbance, generally the western portion is improved with buildings, hardscape surfaces, and gravel parking areas. The southwestern portion of the project site, near the intersection of Lincoln Avenue and Fair Way Extension is occupied by existing single-story buildings¹ currently used for commercial, office, retail and storage. In the southeastern portion of the site are three existing structures associated with the former gliderport. All buildings, structures, and other improvements onsite would be removed under the proposed project.

To the east of the site lands contains predominately non-native grasses and encompasses a natural vegetated depression that exhibits wetland characteristics² with intercrossing gravel paths. The two existing former hanger buildings located east of the project site would remain in place under the proposed project.

One of the existing buildings within the project site was previously used by a dry-cleaning operation in the 1950s and 1960s. As a result of the chemical process in drying cleaning, the surrounding soil showed signs of heightened levels of chemicals but not to a level requiring further action (refer to Chapter 4.9 Hazards/Hazardous Materials below). Underground fuel storage tanks were previously removed from the property, including within the southwest portion of the project site. On August 30, 2007, the Napa County Department of Environmental Management issued a Case Closed status for removal of the underground storage tanks.

There are eight trees spread across the project site consisting of two London plane, two fruitless mulberry, one chestnut, one California pepper, one valley oak, and one coast live oak. Four of the trees onsite are considered protected trees under the City of Calistoga's tree ordinance. All existing trees would be removed under the proposed project.

¹ 1502, 1504, 1506, 1510, and 1522 Lincoln Avenue, Calistoga, California.

² San Francisco Estuary Institute's Aquatic Resources Inventory.

The project site is generally flat with the highest elevation of 356 feet above mean sea level (amsl) in the northeast corner and the lowest point in the southern portion at an elevation of 351 feet amsl. Stormwater runoff currently sheet flows in a southeasterly direction and drains to the existing Fair Way Extension Ditch, an open-channel drainage located north of unimproved Fair Way. From there, stormwater drains to the east across a large undeveloped parcel where it outlets to an open channel identified as Diablo Ditch.

Immediately south of Fair Way Extension Ditch is the planned location of a multi-use path. The approved alignments of the Napa Valley Vine Trail and Bay Area Ridge Trail are coterminous and are located north of unimproved Fair Way Extension and along the project site's western boundary (Lincoln Avenue).

2.2. GENERAL PLAN AND ZONING

The City of Calistoga General Plan identifies the City's vision for the future and provides a framework that guides decisions on growth, development, and conservation of its resources in a manner consistent with the quality of life desired by the City's residents, visitors, and future generations.

The project site is subject to the General Plan land use designations of Downtown Commercial for parcels along Lincoln Avenue and Community Commercial for the remaining parcels. It is also within the Gliderport Character Area Overlay (GCAO) and adjacent to the Downtown Character Overlay, which includes the Historic District subarea, as shown on **Figure 3: General Plan Land Use Designation**. The GCAO encourages the redevelopment of underutilized parcels that can serve as a catalyst for redeveloping downtown Calistoga into a vibrant and complimentary mix of land uses.

The City of Calistoga Zoning Code implements the goals, objectives, policies, and actions of the General Plan. Several different districts are identified in the Zoning Code that are intended to, among other things, provide for a wide range of uses and implement the City's vision to maintain its unique and walkable small-town character.

The project site is zoned Community Commercial (CC) and Downtown Commercial (DC) as shown on **Figure 4: Zoning Designations**. Pursuant to the City's Zoning Code, hotels are conditionally permitted uses within these zones. Hotels are defined in section 17.04.360 of the City's municipal code and may be operated in conjunction with other permitted uses including restaurants, retail shops, meetings rooms, and entertainment or recreational facilities.

2.3. PROJECT DESCRIPTION

The proposed project (Veranda at Indian Springs) consists of an expansion of the existing Resort at Indian Springs by redeveloping 6.97 acres of previously disturbed land located immediately south of the existing Resort. The proposed project would construct and operate a 96-guest room hotel, restaurant, bar, retail space, interior courtyard, event lawn, two pools with a pool-side snack shack, parking and ancillary improvements (**Figure 5: Site Plan**).

Hotel Resort Facilities

The proposed 96-room hotel would expand the existing Resort at Indian Springs by constructing a new two-story, U-shaped building with an average height of 30 feet. The building would be sited 30 feet from the property line at Lincoln Avenue. The hotel courtyard would include walking paths, a footbridge, play area, sculpture garden, rose arbor, hammock area and other outdoor spaces. It would provide access to other outdoor amenities, including an event lawn, two pools (adult and kids pool), a snack shack, hot tubs, and outdoor seating and fire pits.

The ground floor of the hotel building would primarily contain service-oriented uses including a restaurant/bar (3,437 square feet), retail (2,608 square feet), mercantile (2,677 square feet), lounge (2,688

square feet), meeting rooms (5,362 square feet combined), restrooms, office, event lawn, and a gym (713 square feet). The restaurant would have a capacity for 90 guests serving lunch and dinner and the bar will have seating for 45 patrons. The retail store would offer housewares, clothing and spa products. The mercantile marketplace would sell wine, confections, artisanal snacks, and prepackaged food. The meeting spaces would be located proximate to the event lawn and offer space for groups from 10 to 200 people. Additionally, nine guest suites would occupy the ground floor. A breezeway between the two ground-floor building components would provide pedestrian access from Lincoln Avenue to the courtyard.

The second floor of the hotel would contain guest rooms, suites, and back of house service areas. A total of 87 guest rooms would be provided on the second floor, including 6 suites with private balconies.

A 90-seat rooftop lounge (4,217 square feet) would be located atop the southwest corner of the building and offer light snacks and drink service to hotel guests and the public.

Architecture

The Veranda at Indian Springs would be designed with a classic architectural style with the Lincoln Avenue veranda serving as a primary architectural element. The veranda would be formed by a series of vertical white columns along the facade and the overhang of the second story above. The wood railing of the second-floor balconies would be visible above the vertical white columns. Elevations would be punctuated with large wood-framed windows and doors on the ground floor, with smaller similar-treated wood-framed windows and doors on the second story. The roof would have a slight slope, with rafter tails beneath.

Along the project site's Lincoln Avenue frontage, the ground floor would be developed with tall storefront windows. Outdoor restaurant seating within the veranda would be introduced at the southwest corner of the site and would include wood louvered shade structures.

Operations

As an extension of the existing operations at the Resort at Indian Springs, the proposed Veranda at Indian Springs would utilize existing hotel resources. The check-in desk for hotel guests would be at the existing primary entry point of the Resort at Indian Springs. Project guests would be able to utilize existing amenities offered at the Resort at Indian Springs. Similarly, guests at the existing Resort at Indian Springs would be able to utilize project amenities. Staffing and personnel (management, housekeeping, maintenance and gardening) would be shared between the existing Resort at Indian Springs and the proposed Veranda at Indian Springs.

The proposed hours of operation for new uses introduced by the Veranda at Indian Springs would vary for each use. Store and mercantile hours would vary depending on the season, with typical daily hours of operation between 10 am and 7 pm. The new restaurant and bar at the Veranda at Indian Springs would share staff with the existing Resort at Indian Springs and would generally be open for lunch and dinner until 10 pm during the week (Sunday through Thursday) and until midnight on Friday and Saturday. The rooftop lounge would be utilized primarily during the summer with operating hours between 3 pm and 9 pm Sunday through Thursday and would remain open until 10 pm on Friday and Saturday evening.

Geothermal Uses

Heating for the project is proposed to be supplemented by an on-site, closed loop geothermal energy system. The project proposes to extract geothermal water from the existing geothermal well located in the southwestern portion of the site and proposes to drill a new well in the same general vicinity for reinjection. Geothermal waters would be pumped from the existing well, piped to the pool's mechanical room, and used to heat the pools and spas. Heating would occur through a closed loop heat exchange plate system and would heat the pools and spas to temperatures of 90°F and 102°F, respectively. Geothermal waters in the closed

loop system would then be reinjected into a new well to be drilled onsite, in the vicinity of the pool's mechanical room. No geothermal water would interact directly with the hotel's water system. All pumps (suction and injection) and heat exchange plates would be located onsite, likely in the vicinity of the pool's mechanical room. Extracted geothermal waters will exclusively be utilized for heating purposes, all extracted geothermal water will remain in the closed loop system and will be reinjected into the ground.

The existing geothermal well onsite is currently idle, drilled to a depth of 130 feet, with fluid temperature of 140°F and a flow rate of 10-12 gallons per minute. The heat exchanger has a daily winter volume of 22.8 cubic feet and a flow rate of 0.38 cubic feet per second. The proposed new well to be used for reinjection would be drilled to a similar depth, approximately 130 feet below the ground surface and would return geothermal water at a temperature of approximately 110°F. Permits for geothermal wells and geothermal energy systems will be obtained from the Napa County (for well permits) and from the California Department of Conservation-Geologic Energy Management Division (CalGEM, formerly Division of Oil, Gas, and Geothermal Resources).

Access and Parking

The project is located with Lincoln Avenue on the west, which serves as the primary corridor in downtown Calistoga, and Fair Way Extension to the south which is currently an unimproved gravel road. Fair Way would be extended and fully improved along the project's southern border. Fair Way Extension would provide two-way vehicle access with 12-foot-wide travel lanes, a 3.5-foot landscaping swale and a 5-foot-wide sidewalk. At its intersection with Lincoln Avenue, a 10-foot left turn lane and a shared through and right turn lane would be provided. At the eastern limits of the project site, Fair Way Extension would transition to a narrow semi-improved road for emergency vehicle access only. A loading zone for hotel deliveries and receiving would be located along Fair Way Extension at the project site's southern boundary.

The existing Resort at Indian Springs provides a 25-space rectangular parking lot located within the northern portion of the proposed Veranda at Indian Springs development. The proposed project would expand this existing parking area and introduce additional parking along the northern portion of the site. The existing internal driveway connecting the Resort at Indian Springs to the parking lot will be retained. The expanded parking area would also extend along the eastern portion of the project site offering two rows of parking separated by a linear bio-retention area. Secondary access would be provided directly from Fair Way Extension at the eastern portion of the project site.

The primary vehicle parking area will be located on the eastern and northern edges on the project site away from the downtown Lincoln Avenue corridor. Based upon the project's proposed uses, Calistoga's parking ordinance requires 208 parking spaces. The project proposes to exceed this standard and would develop 5 American Disability Act spaces including 1 van space, 12 electric vehicle charging stations including 1 van space, and 222 standard stalls (9 feet x 19 feet) for a total of 239 parking spaces.

The Veranda at Indian Springs would introduce twenty-four bicycle parking spaces. Twelve bicycle spaces would be provided proximate to the gym and the other twelve would be provided at the breezeway.

Landscaping

According to the project's Landscape Concept Plan, landscaped areas would be distributed throughout the project site, along the site frontages, within and adjoining the parking areas and at the site periphery. Within the courtyard area, small palms would be interspersed among larger trees, with lawn, paved pathways and a small wooden bridge over a bioretention area. The project would plant a range of trees including small palm trees, street trees, evergreen and deciduous trees, and lawn trees. Generally, deciduous tree species are proposed along the parking area at the eastern portion of the site, an evergreen species would line the event lawn and pool area, and a variety of lawn trees, street trees, and palms would be planted in the courtyard. All

landscaping would adhere to California's Model Water Efficient Landscape Regulations. Landscaping plant species would be boron-tolerant to accommodate the use of recycled water for irrigation.

Water features and fountains would be placed throughout the project site, including a fountain at the corner of Lincoln Avenue and Fair Way and at the entrance to the breezeway into the courtyard, as well as four additional water fountains in the courtyard.

Water Supply and Demand

Calistoga's potable water supplies are sourced from the Kimball Reservoir and the North Bay Aqueduct that connects to the City of Napa's water system. The City of Calistoga is the potable water supplier and provides municipal water to existing buildings on the project site. Potable water would be accommodated by tying into the existing water line within Lincoln Avenue and installing a 12-inch water pipeline along Fair Way Extension, continuing parallel to the future Vine Trail before connecting to an existing 6-inch waterline at Anna Street. The proposed 12-inch waterline will be connected to watermain on Franklin, Gerard and Anna Streets. The project will install a 12-inch water pipe from Lincoln Avenue at Fair Way, to Stevenson Street at Lincoln Avenue.

The Veranda at Indian Springs would generate water demand for indoor and outdoor uses and would rely on both potable and recycled water supplies to meet demands. The project's estimated potable water demand would be approximately 21 acre-feet per year.

The project would incorporate water-efficient design into the hotel operation. The hotel would connect to the City's tertiary-treated water system and utilize recycled water for laundry services and landscaping. To reduce water use by hotel guests, the project would employ low-flow plumbing fixtures and bathrooms would offer showers rather than water-intensive bathtubs.

Recycled water

The project will install a 12-inch recycled water main on Fair Way Extension from Anna Street to Gerard Street, and along Gerard Street to Washington Street. Recycled water will be used by the project for landscape irrigation and laundry services.

Wastewater

The City of Calistoga provides wastewater treatment services to existing uses onsite. Wastewater would be accommodated by tying into the existing 8-inch diameter sanitary sewer line within Lincoln Avenue and installing a 24-inch diameter sanitary sewer line within Fair Way Extension from Anna Street to the intersection of Lincoln Avenue/Fair Way, with a new manhole in Lincoln.

The project will construct an 18-inch replacement sewer main in Lincoln Avenue from the intersection of Lincoln Avenue/Fair Way to Wappo Avenue.

The Veranda at Indian Springs would generate approximately 21 acre-feet per year of wastewater from hotel operations, including all indoor and outdoor uses (restaurant, bars and shops, hotel rooms, the rooftop lounge, laundry services, pool and hot tubs), as well as ancillary improvements. Wastewater would be conveyed to the City's Dunaweal Wastewater Treatment Plant for processing.

Solid Waste

Upper Valley Disposal and Recycling would provide waste collection services for the project. Solid waste collection would be contained within trash and recycling enclosures located towards the rear of the property. The trash enclosure would comprise 1,669 square feet and would contain garden equipment and five dumpsters (one each for trash, recycling, cardboard, food waste, and green waste/compost).

Storm Drain Infrastructure

The project would install new stormwater infrastructure throughout the project site, convey runoff to proposed bio-retention areas and an onsite stormwater detention chamber, and ultimately discharge to a proposed outfall east of the site. New 6-, 8-, 12- and 24-inch diameter storm drain pipelines would be installed along the site frontage to Lincoln Avenue, in the northeastern portion of the site near the kids pool, proximate to the adult pool and spa, the event lawn, and in the parking area at the eastern portion of the site. The stormwater detention chamber, located below ground in the eastern parking area, would provide for onsite detention and would be sized to accommodate peak flows.

The preliminary Stormwater Control Plan (SWCP) and the Hydrology Study prepared for the project calculate that approximately 5 acres of the project site currently contain impervious surfaces. The project would install approximately 5.7 acres of new and replaced impervious surfaces. The SWCP identifies best management practices, bioretention areas, self-retaining areas, and landscape areas to manage stormwater and has been designed in compliance with the BASMAA Post Construction Manual. Fifteen bioretention facilities located throughout the project site would collect storm water runoff from the project site's impervious surfaces, including sidewalks, roof, walkways and parking lots. The bioretention facilities are located upstream of the stormwater chamber and allow stormwater to partially percolate into the ground and the overflow to enter into the storm drain system onsite, including the stormwater chamber. Self-retaining areas along the proposed emergency vehicle access (EVA) road, east of the project site, would collect stormwater runoff from the EVA road and accommodate infiltration. The Hydrology Study concludes that the proposed onsite stormwater system would provide sufficient capacity to accommodate runoff from the 100-year storm event post-construction.

Site Preparation and Construction

For the purpose of this analysis, it is assumed that construction would occur over an approximately 24-month construction period. Site preparation would initiate with demolition to remove existing buildings, structures, and impervious surfaces onsite. Site preparation would also include grubbing to remove existing vegetation and trees. Grading onsite would result in approximately 9,000 cubic yards of cut and would require 3,000 cubic yards of fill. As such a net export of 6,000 cubic yards of soils would be required in order to achieve proposed elevations.

Following completion of grading activities, infrastructure improvements and building foundations would be constructed. The project proposes to construct a two-story, wood-frame structure with a concrete slab-on-grade floor. Mat slabs are proposed to be at least 12 inches thick with a thickened edge, at least 12 inches wide and extending at least 8 inches below the mat slab foundation.

Utilities, storm drains and bioretention basins would be installed. The proposed hotel building, other onsite structures, and the parking lot would be constructed. New driveways, roadways, frontage improvements, sidewalks, curbs and gutters, striping, landscaping, and signage would be installed.

Construction equipment expected to be utilized includes tractors, backhoes, haul trucks, graders, pavers and water trucks. All construction material and equipment would be staged on-site or, through issuance of an encroachment permit, on abutting rights-of-way.

Offsite Improvements

The project includes several offsite improvements including the extension of Fair Way, an emergency vehicle access road between Fair Way Extension and the Calistoga Springs Mobile Home Park, accommodation of the future signalization of the Lincoln Avenue/Fair Way intersection, construction of the multi-use path,

development of a public plaza behind the Calistoga Train Depot, and installation of utilities as described above (water, wastewater, recycled water and storm drain infrastructure).

The project includes improvements to Fair Way Extension consisting of accommodating signalization of the Lincoln Avenue and Fair Way intersection in the future, dedicating additional right-of-way, and installing paving, striping, street marking, curb and gutters. At the approach to Lincoln Avenue, Fair Way Extension will be improved to 34 feet in width to accommodate one 12-foot eastbound travel lane, one 10-foot westbound travel for left turn movements and one 12-foot westbound travel lane for shared through and right turn movements. In addition, a 14-foot-wide multi-use path will be installed along the southern extend of Fair Way Extension between Gerard Street and Lincoln Avenue. A 5-foot sidewalk will be installed along the site frontage to Fair Way extending between the parking area driveway and Lincoln Avenue. At Gerard Street, Fair Way Extension travel lanes narrow to accommodate one travel lane in each direction with a width of 26.5 feet. At this location a loading zone is proposed on Fair Way Extension at the frontage to the hotel. Further east, Fair Way Extension narrows to a 24-foot-wide travel lane. Full right of way improvement including paving, markings and striping, end just east of the proposed driveway/parking area. The balance of Fair Way Extension east of the parking area driveway and extending just past the EVA will be improved with gravel and will have a 20-foot width. Gates will be installed at the terminus of Fair Way Extension to limit access to residents and at the EVA to limit access to emergency vehicles.

The project proposes to provide the Calistoga Springs mobile home park with an emergency vehicle access from the Fair Way Extension. The EVA would be located approximately 500 feet east of the proposed new access driveway to the Veranda at Indian Springs off Fair Way Extension. The EVA to the mobile home park would be composed of all-weather surface and would have a width of 20-feet. It would extend from the end of the Fair Way Extension to the south and connect with Magnolia Drive to the north. The emergency access road would be restricted to emergency vehicles and would be available for pedestrian and bicycle use.

The project would develop a portion of the existing City-owned parking lot behind the Calistoga Train Depot into a public plaza with restrooms, bicycle parking, outdoor seating, a water feature, and landscaping. The plaza would serve as a gathering point and relief station for travelers along the future adjoining Napa Valley Vine Trail /Bay Area Ridge Trail.

Additionally, the existing onsite laundromat to be demolished under the proposed project will be relocated offsite to a new appropriately zoned location in the City, as called for in the Development Agreement. The exact location of the relocated laundromat is not known at this time but is presumed to be on a property where the use of a laundromat is permitted by right. As such, the relocation of the laundromat to an offsite location would be considered ministerial and not subject to CEQA. As such, this analysis does not further assess potential impacts associated with the relocation of the laundromat to an offsite location. Nonetheless, because the relocated laundromat would be located on a site that allows for such a use and would continue an existing established use of similar capacity and operations, it can be concluded that environmental impacts would be less than significant.

Required Discretionary Actions

The project is subject to the following discretionary entitlements from the City of Calistoga:

- Conditional Use Permit for the proposed hotel use and geothermal use
- Design Review
- Development Agreement

Other Public Agency Review

The project requires approval from the following public agencies:

- California Department of Conservation- Geologic Energy Management Division – Well Permit for geothermal wells and geothermal system
- Napa County Division of Environmental Management – Geothermal well permits
- California Department of Transportation (Caltrans) for temporary encroachment into right-of-way during construction on Lincoln Ave (State Route 29)
- Napa Valley Transportation Authority (NVTa) – Vine Trail
- San Francisco Bay Regional Water Quality Control Board – Notice of Intent for a Construction General Permit

California Native American Tribal Consultation

In accordance with PRC Section 21080.3.1(b)(1), the Mishewal Wappo Tribe of Alexander Valley, in a letter dated June 26, 2015, stated that its tribe was traditionally and culturally affiliated with a geographic area within the City of Calistoga geographic area of jurisdiction, and requested formal notice of and information on projects for which the City of Calistoga serves as a lead agency under CEQA.

In accordance with PRC Section 21080.3.1(d), the City of Calistoga provided written formal notification to the Mishewal Wappo Tribe of Alexander Valley on February 10, 2020, which included a brief description of the proposed project and its location, relevant project information, the City of Calistoga contact information, and a notification that the Mishewal Wappo Tribe of Alexander Valley has 30 days to request consultation pursuant to this section. The Mishewal Wappo Tribe of Alexander Valley did not request formal consultation within 30 days of notification.

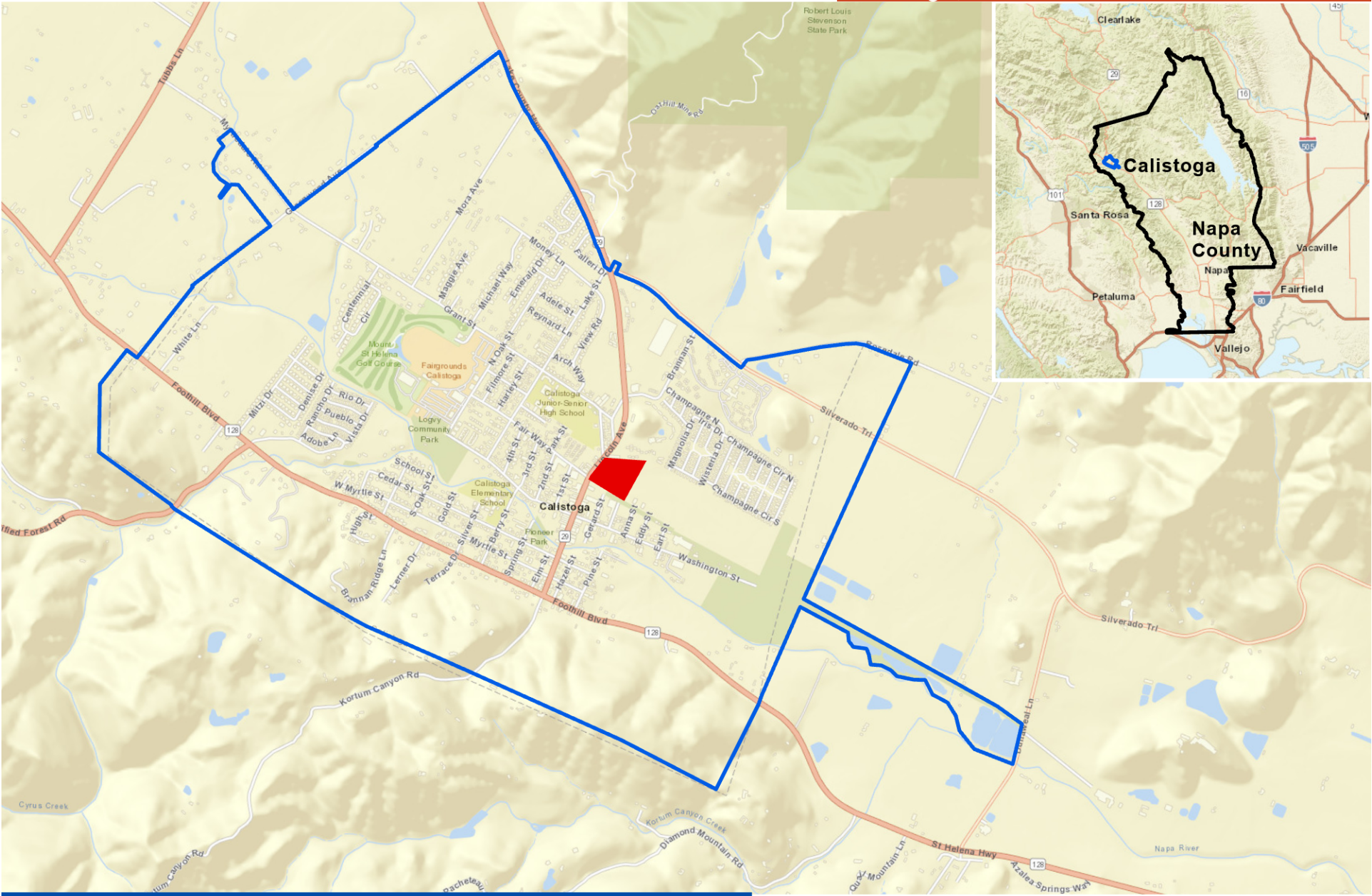
Tiering – Calistoga 2003 General Plan EIR

CEQA discourages “repetitive discussions of the same issues” (CEQA Guidelines §15152(b)) and allows limiting discussion of a later project that is consistent with a prior plan to impacts which were not examined as significant effects in a prior EIR or to significant effects which could be reduced by revisions in the later project (CEQA Guidelines §15152(d)). No additional benefit to the environment or public purpose would be served by preparing an EIR merely to restate the analysis and the significant and unavoidable effects found to remain after adoption of all General Plan policies/mitigation measures. All General Plan policies adopted as mitigation apply to the project analyzed herein.

The General Plan EIR reviewed potentially-significant environmental effects resulting from implementation of the General Plan and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were identified under future conditions that would cause roadway segments or intersections in Calistoga, particularly in the downtown, to fall below LOS D. Therefore, the City adopted a statement of overriding considerations, which balanced the merits of approving the General Plan despite the potentially significant and unavoidable environmental effects.

Because CEQA discourages “repetitive discussions of the same issues,” this environmental document tiers off the 2003 General Plan EIR (SCH No. 2003012009), which was certified on October 21, 2003, to examine site-specific impacts of the proposed project, as described below. A copy of the City of Calistoga General Plan and EIR are available at City of Calistoga, Planning & Building Department, 1232 Washington Street, Calistoga, CA 94515.

Figure 1. Regional Location



The Veranda Hotel at Indian Springs : Regional Location

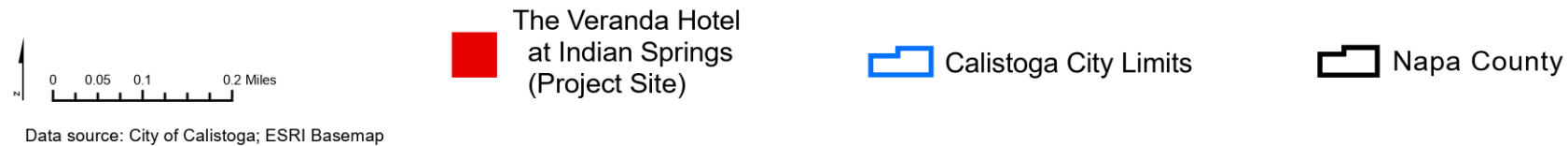
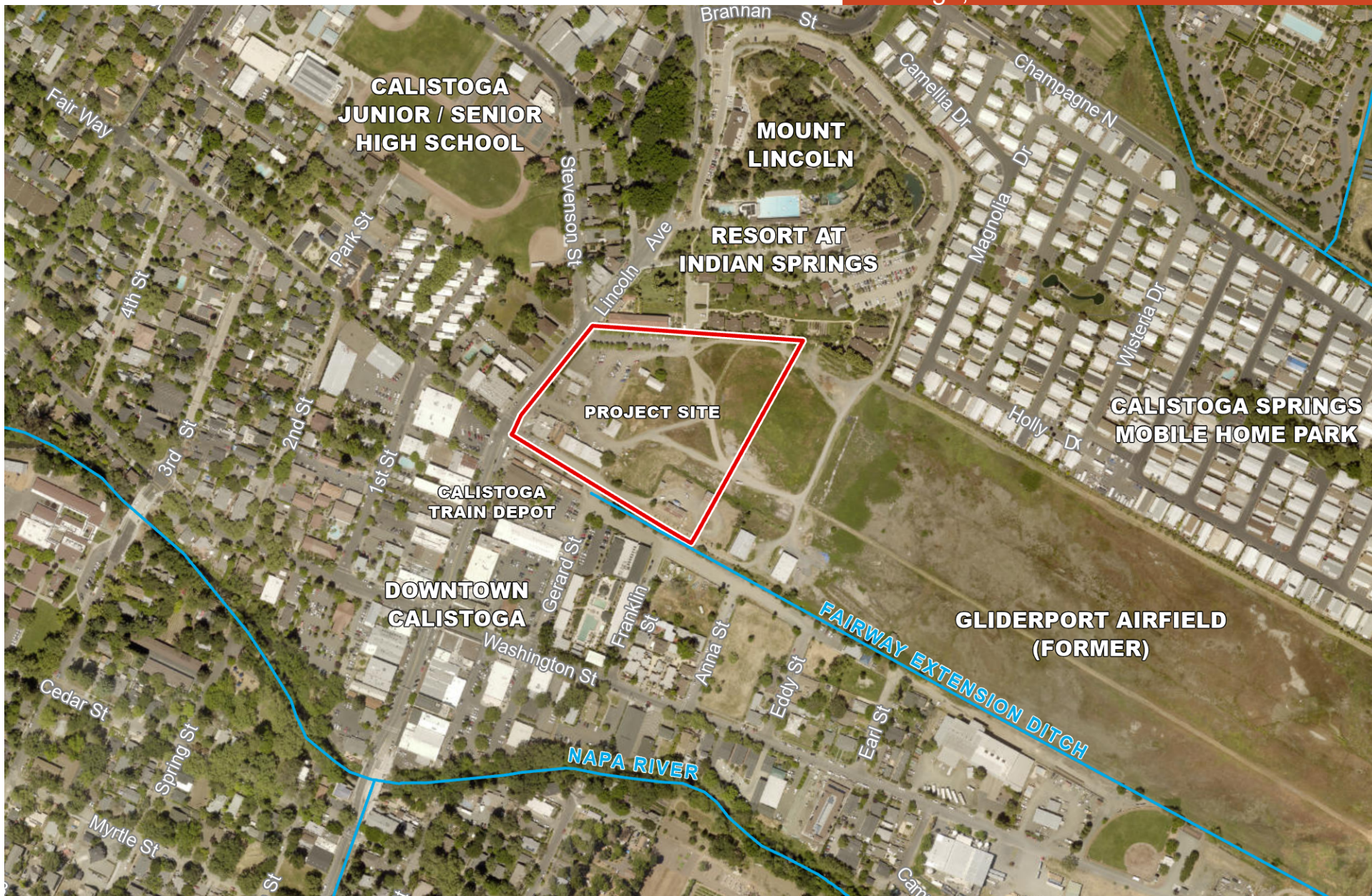
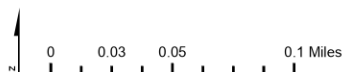


Figure 2. Project Vicinity

Calistoga, California



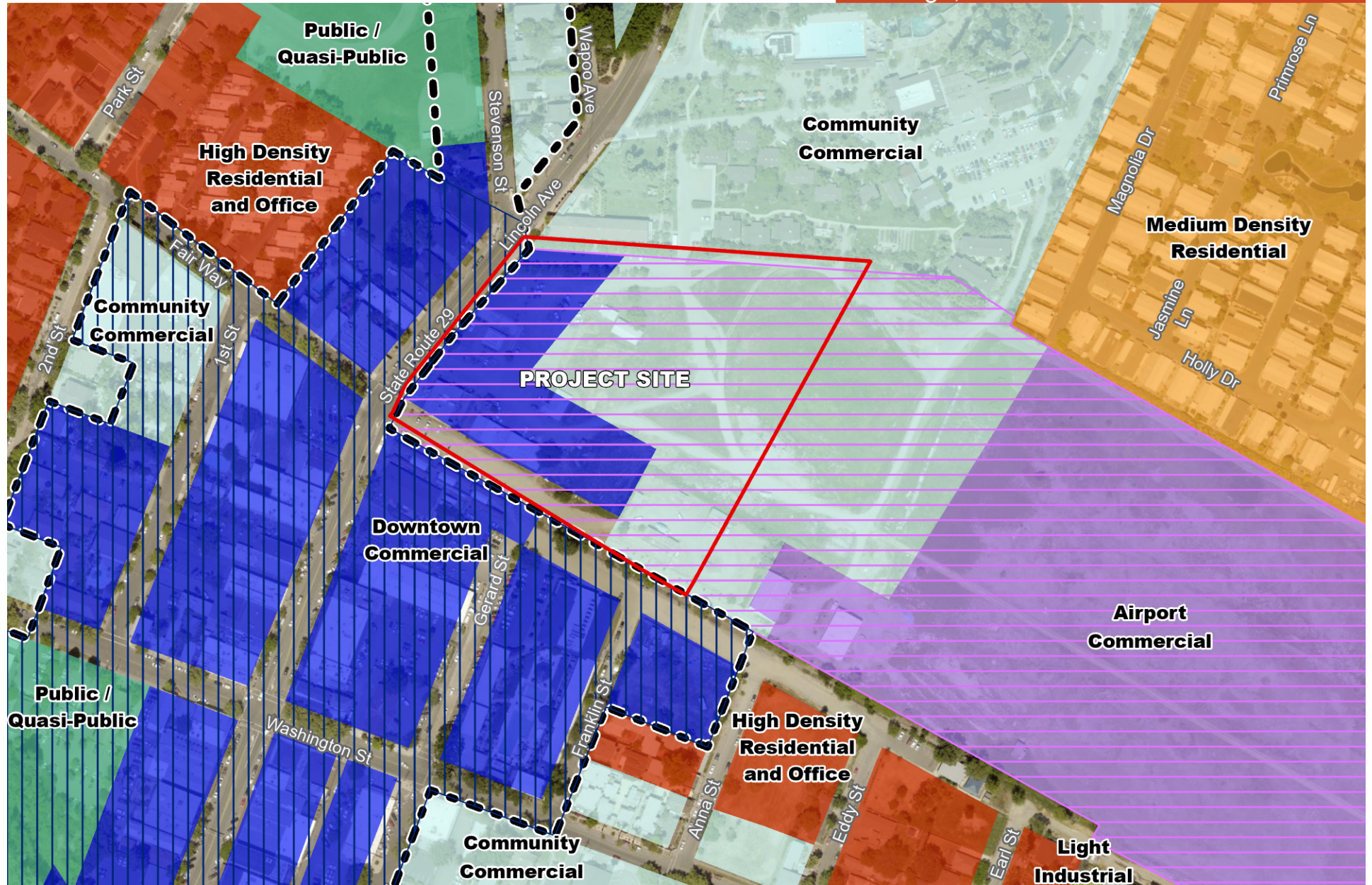
The Veranda Hotel at Indian Springs : Project Vicinity



 Project Site

Figure 3. General Plan

Calistoga, California



The Veranda Hotel at Indian Springs : General Plan Land Use



Data source: City of Calistoga; ESRI Basemap



Airport Commercial
Community Commercial

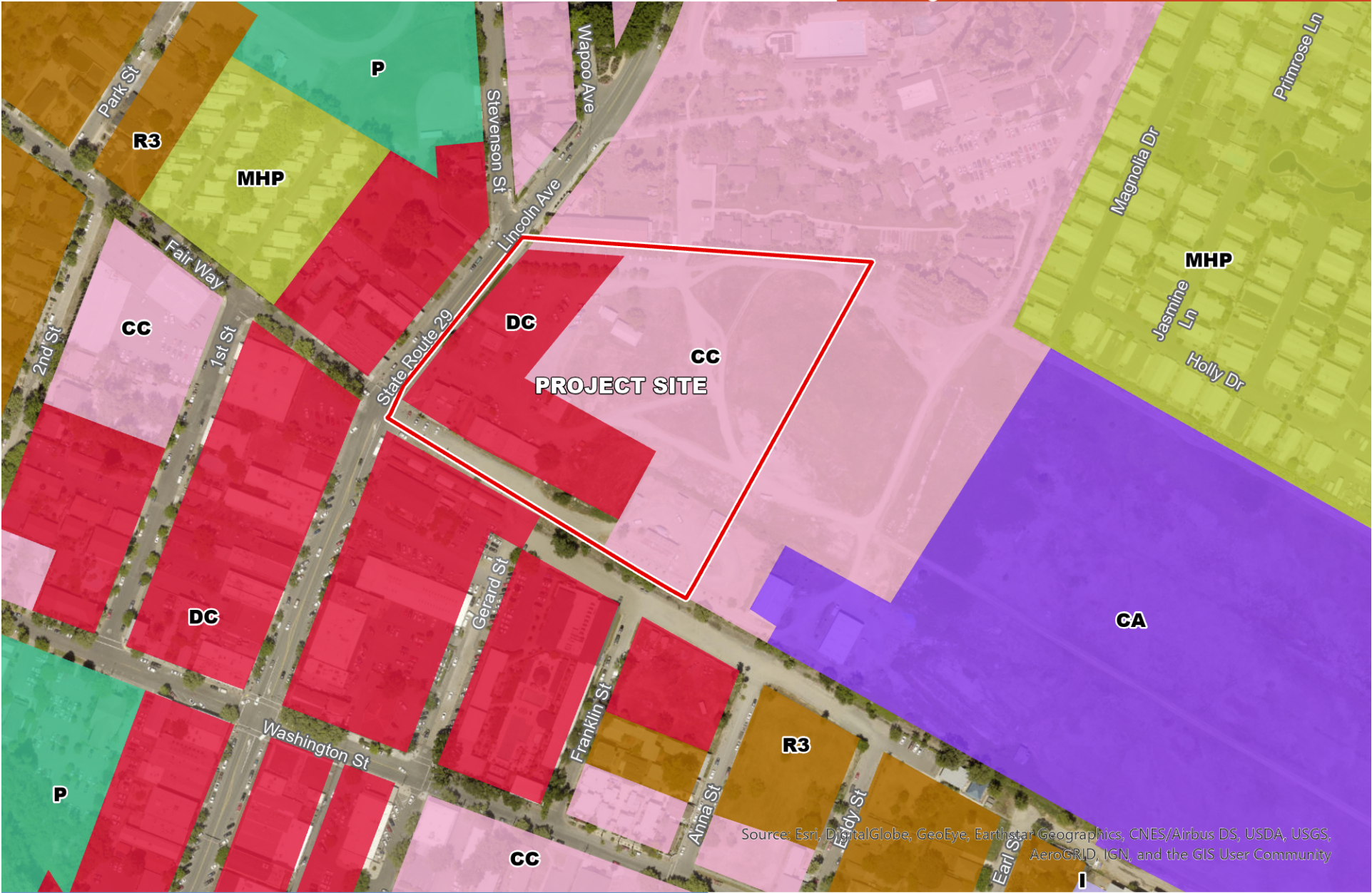
Downtown Commercial
High Density Residential and Office

Light Industrial
Medium Density Residential
Public/Quasi-Public

Character Area

Downtown
Gliderport
Historic District

Figure 4. Zoning



The Veranda Hotel at Indian Springs : Zoning

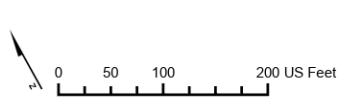


Figure 5. Site Plan

Calistoga, California



The Veranda Hotel at Indian Springs : Site Plan



-  Project Site
-  Off Site Improvements

Data source: The Veranda at Indian Springs Landscape Concept Plan ((1/27/2020) and Overall Site Plan (2/13/2020), Steven Lafranchi & Associates, ; ESRI Basemap

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3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact Unless Mitigation is Incorporated" as indicated by the checklist on the following pages.

Aesthetics	X	Hazards & Hazardous Materials	X	Recreation	
Agricultural & Forestry		Hydrology / Water Quality	X	Transportation / Traffic	X
Air Quality	X	Land Use / Planning		Tribal Cultural Resources	X
Biological Resources	X	Mineral Resources	X	Utilities / Service Systems	
Cultural Resources	X	Noise	X	Wildfires	
Geology / Soils	X	Population / Housing		Mandatory Findings of Significance	X
Greenhouse Gases	X	Public Services			

4. DETERMINATION (TO BE COMPLETED BY LEAD AGENCY)

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 4 below. The Initial Study Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources. On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	


Zach Tusinger, Planning & Building Director


Date

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5. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

5.1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Sources: Calistoga General Plan; California Scenic Highway Mapping System, Scenic Highway System Lists, accessed January 2020; Landscape Concept Plan for The Veranda at Indian Spring, prepared by The Garden Route, January 27, 2020; Arborist Report, prepared by Pramuk, Trees and Associates, LLC, January 21, 2020.

Existing Aesthetics Setting

The City of Calistoga is situated in the northern most portion of the Napa Valley. The relatively flat topography is interspersed with hills including Mount Washington and Mount Lincoln and mountains at the valley margins. The western city limit extends into the foothills of the Mayacamas Mountains, which rise to a height of approximately 4,700 feet. The eastern city limit abuts the Palisades, a mountain range rising to a height of approximately 2,500 feet and located within the Robert Louis Stevenson State Park. The Napa River flows southward through the central part of the City, from Greenwood Avenue to Dunaweal Lane, and terminates in the San Pablo Bay approximately 50 miles to the south. There are a number of creeks within the City, some of which flow to the Napa River, including Blossom Creek, Garnett Creek, Simmons Creek, and Cyrus Creek.

Calistoga has a small historic walkable downtown with pedestrian-oriented services along Lincoln Avenue. Important visual features include the tree-lined streets found throughout the City, the Napa River, and several historic homes and commercial buildings on the National Register of Historic Places. Through downtown, the buildings range in height from one to two stories and limited three-story structures. Views from downtown Calistoga along Lincoln Avenue highlight the Palisades Mountains to the north and the Mayacamas Mountains to the south. The hilly areas surrounding the city limits are heavily forested, contrasting with the landscape of

in and around Calistoga, which contains large expanses of vineyards, orchards, open space, houses, buildings, and infrastructure.

There are no designated State Scenic Highways within the City of Calistoga. Through Calistoga, Lincoln Avenue is coterminous with State Route (SR) 29 which is considered eligible to be officially designated by the state according to California Scenic Highway Mapping System. The project site is located on Lincoln Avenue/SR 29.

According to Calistoga's Zoning Ordinance Chapter 17.22, the Downtown Commercial and Community Commercial districts allow for hotel uses as a conditional use, requires setback of 10 feet on the front of the property, and establishes a maximum height of 30 feet at two-stories.

The Open Space and Conservation Element of the Calistoga General Plan identifies a number of scenic resources and scenic corridors within Calistoga's Planning Area. Scenic resources in the project's vicinity include views of the Palisade and Western Ranch, open space associated with the Gliderport, and views of Mount Lincoln from Lincoln Avenue. Calistoga General Plan contain policies to protect scenic resources. Open Space and Conservation Policy P5.1-2 require planting and maintenance of street trees along the city public streets. OSC Policy P5.1-1 requires that new development safeguards scenic corridors in order to maintain the rural small-town character of these roadways, and includes the following strategies to accomplish this:

- Retaining landscaped pedestrian/ bicycle pathways.
- Limiting structures adjacent to roadways to one story.
- Setting structures back from roadways.
- Implementing design review for development along scenic corridors.
- Implementing setbacks and screening from roadways.
- Limiting or prohibiting certain types of development, particularly that with "big box" or strip commercial characteristics.

The Land Use Element of the General Plan identifies Character Areas that are intended to provide a unique opportunity for community identity. The project site is subject to the Gliderport Character Area Overlay (GCAO). The GCAO calls for redevelopment of the downtown area to improve access and circulation that results in a vibrant and synergistic mix of uses that complement the existing downtown uses and can catalyze future redevelopment. According to the GCAO, the applicable development, design, and connectivity considerations include the following:

- Redevelopment properties should include retail/commercial uses, a signature full-service resort and spa, residential uses and community and visitor serving uses.
- Ensure that development of the disproportionately large former Gliderport properties reflects Calistoga's small-town character.
- Design concepts should be imaginative and complementary in nature consistent with the Napa Valley architectural heritage while reflecting the small-town character of Calistoga.
- Shared parking opportunities should be considered as part of new development or redevelopment.
- All overhead utilities shall be placed underground.
- Outdoor lighting shall be designed to preserve and protect the nighttime environment in accordance with the following International Dark Sky Association model ordinance objectives:
 - Provide the minimum lighting level necessary for night-time safety, utility, security, productivity, enjoyment, and commerce.
 - Minimize adverse offsite impacts such as sky glow, light overspill and obtrusive light.
 - Conserve energy and resources to the greatest extent possible.
- The Fair Way Extension should connect with Washington Street via cross streets within the Lower Washington Character Area to facilitate adequate circulation.

- The extension of Fair Way on the east side of Lincoln Avenue should be designed to accommodate surface parking and include generous canopy tree landscaping, appropriate lighting and pedestrian amenities.
- A Class I bicycle path should be constructed along the Fair Way Extension from Lincoln Avenue to the existing Class I path located at lower Washington Street.
- New development projects or major redevelopment of non-residential properties must participate in the necessary mitigation to accommodate improved access, circulation and parking.

General Plan Action A5.4-1 requires new development minimizes contributions to glare, light trespass (spilling of light from beyond the property where the light is located), and sky glow (lighting that obscures views of the night sky), while continuing to provide adequate safety lighting. The Downtown Historic District Character Area Overlay calls for outdoor lighting to preserve and protect the nighttime environment in accordance with the following International Dark Sky Association model ordinance objectives:

- Provide the minimum lighting level necessary for night-time safety, utility, security, productivity, enjoyment, and commerce.
- Minimize adverse offsite impacts such as sky glow, light overspill and obtrusive light.

Existing sources of light and glare in the City of Calistoga include streetlamps, pole mounted lights for parking areas, outdoor lights on buildings, and automobile headlights. The project site is surrounded by current sources of light and glare including from the Resort at Indian Springs to the north, Lincoln Avenue, commercial and single-family homes to the west, and commercial to the south, all of which contribute to the ambient light conditions. To the east of the project site is the former Gliderport property which is undeveloped and does not generate light or glare. Existing uses on the project site including single-story retail which contribute to light and glare from existing buildings, parking areas, and vehicle headlights.

Objective OSC-1.3 identifies native trees and vegetation as important biological and aesthetic resources in the planning area. Policy P1.3-1 provides for implementation of the City's Tree Preservation Ordinance³ particularly in regard to native trees of significant size.

Trees located on the project site were evaluated by an arborist on January 31, 2020 (**Appendix C**). The arborist report identified eight trees onsite, all of which are proposed to be removed to accommodate the project. Three of the trees to be removed are protected by the Calistoga Tree Ordinance and consist of one California pepper (conflicts with the building footprint), one sapling Valley oak (conflicts with parking area), and one Coast live oak (conflicts with parking area). As described in the Biological Constraints Analysis (**Appendix E**), there are a few mature valley oak and coast live oak trees located offsite along Fair Way Extension Ditch. All protected trees removed in conjunction with the project will subject to compliance with the City's Tree Ordinance.

Aesthetics Impact Discussion

5.1(a, c) (Effect a Scenic Vista, Degrade Scenic Quality) Less Than Significant Impact: Development of the proposed project will change the visual character of the area by removing existing structures, buildings, vegetation and trees, and paved surfaces and introducing a new two-story hotel including ground floor retail, restaurant and bar uses, parking, landscaping, and frontage improvements. The existing scenic quality of the project site is limited due to the age of structures, lack of uniform design, and deteriorated pavement. The proposed project will redevelop the site with an appropriate building setback, street trees and landscaping and an architectural style that is reflective of the Calistoga character using high quality materials. The visual quality of the site is expected to improve relative to existing conditions.

³ Calistoga Municipal Code Chapter 19.01: Trees, 2002, Code Publishing, Inc.

City-recognized scenic resources onsite and in the project vicinity include views of the mountains to the north and south from Lincoln Avenue, mature trees, and open space of the former Gliderport property. View of the mountains to the north and south as viewed from Lincoln Avenue will not be impacted by the project as view corridors will be retained. Wide sidewalks, street trees, and frontage improvements proposed by the project support preservation of the view corridor along Lincoln Avenue. The proposed project will not substantially obstruct views of the mountains to the north and south.

Tree cover onsite and in the vicinity is limited to several deciduous trees at the existing drive aisle off Lincoln Avenue, eight trees onsite and a row of trees offsite along the Fair Way Extension Ditch. The project will retain the existing deciduous trees and result in the removal of eight existing trees onsite, three of which are protected by the City's Tree Ordinance. As further described below under the Biological Resources section, protected trees will be replaced in accordance with the Tree Ordinance. Removal of the eight existing trees onsite will not substantially degrade the scenic quality as tree coverage is sparse and redevelopment will introduce new trees along the site frontage to Lincoln Avenue and Fair Way Extension, internally within the courtyard, and within the parking area. Thus, the proposed project will not degrade the scenic quality due to the proposed removal of trees.

The open space area of the former Gliderport will be altered by the proposed project as viewed from Lincoln Avenue. However, the project will not alter the existing open space of the former Gliderport, which will remain undeveloped under the proposed project. Additionally, the project is consistent with the GCAO, Downtown Historic District, and General Plan Designations in that it implements the community's vision for the site's redevelopment. Although the scenic vista of the Gliderport open space from Lincoln Avenue would be obstructed, the project overall achieves consistency with the General Plan and GCAO, which designates the parcel for downtown and community commercial uses. Therefore, the project would have less than significant impacts to the scenic open space area of the former Gliderport.

To ensure that potential impacts to the visual character are avoided, the project is subject to the City's design review process. The proposed architectural style, massing, color and materials, and other design elements are compatible with the existing character and applicable General Plan policies regarding scenic quality and exhibit high quality authentic materials. Elevations demonstrate overall consistency with the 30 foot height limit including the proposed rooftop terrace, which is considered a projection as defined in Title 17 of the City's Zoning Code.⁴ The project as designed reflects the local architectural heritage, provides improvements to the pedestrian, bicyclist, and motorist circulation system, expands tourist-serving commercial uses in downtown, introduces high quality landscaping, and creates a new public plaza. New utilities introduced by the project will be installed underground and the parking area is located in the rear of the site and is not readily viewable from Lincoln Avenue. Street trees, landscaping, and architectural detail introduced by the project are compatible with the visual character of surrounding uses. As proposed, the project demonstrates high quality design and use of the highest quality materials and does not conflict with the Gliderport Character Area Overlay, the Downtown Historic District Character Area Overlay, or with Calistoga's General Plan and zoning provisions. Therefore, potential impacts to scenic vistas, scenic corridor, and the scenic quality and visual character would be less than significant.

5.1(b) (Scenic Resources from Designated Scenic Highway) Less Than Significant Impact: The proposed project will not damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings viewable from a designated State scenic highway. The existing view of the project site from Lincoln Avenue (CA SR 29), an eligible State scenic highway, consists of a surface parking lot, one-story retail buildings and structures, a gravel lot, minimal vegetation including low shrubs, planter boxes, and few trees. Open space of the Gliderport is visible in the background. The General Plan recognizes the Gliderport open space

⁴ Projections and exceptions to the 30-foot height limit provide for not more than 25 feet above the height limit, pursuant to Calistoga's Municipal Code 17.38.030.

as an important scenic resource. The proposed hotel project is consistent with the GCAO, Downtown Historic District Character Area Overlay, and General Plan Designation, although it will reduce visibility of the open space of the former Gliderport from Lincoln Avenue. The project will redevelop the westernmost portion of the former Gliderport property where past development and disturbance has already occurred. The balance of the former Gliderport property will remain undeveloped and open space will be retained. Therefore, the project will have less than significant impacts to scenic resources viewed from an eligible state scenic highway (CA SR 29).

5.1(d) (Light and Glare) Less Than Significant Impact with Mitigation: The project site currently contributes to nighttime light and glare from the existing buildings on site and vehicles accessing the site. Vehicle headlights from ingress and egress off patrons, employees and deliveries will contribute to the existing nighttime light levels on Lincoln Avenue and Fair Way Extension. Light levels from vehicle headlights accessing the project site will not substantially alter the existing lighting level along Lincoln Avenue and Fair Way. Therefore, impacts from headlights will be less than significant.

The proposed project would result in an increase in nighttime lighting relative to existing conditions with the introduction of a two-story hotel, with ground floor retail. In order to ensure that lighting introduced onsite does not intrude onto adjacent properties or substantially increase the ambient light levels, the project is required to conform to the guidelines in the Downtown Historic District Character Area Overlay and General Plan Action A5.4-1. In accordance with City standards, all exterior lighting will be the minimum necessary for operational and security needs. In addition, conformance with city regulations require light fixtures to be kept as low to the ground as possible and include shields to deflect the light downward and avoid highly reflective surfaces. To ensure that new lighting introduced onsite does not significantly affect light and glare, the development is required to implement **Mitigation Measure AES-1**. Measure AES-1 requires that all exterior lighting is directed onto the project site and access ways and is shielded to prevent glare and intrusion on adjacent properties. With mitigation the project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, impacts will be reduced to less than significant levels.

Mitigation Measure(s):

AES-1: Prior to issuance of a building permit, the project applicant shall prepare, and the City shall approve a lighting plan. The lighting plan shall demonstrate that new lighting fixtures are shielded and/or recessed to avoid light overspill, and that each light fixture is directed downward and away from adjoining properties and is consistent with the International Dark Sky Association model ordinance objectives by providing the minimum lighting level necessary for night-time safety, utility, security, productivity, enjoyment, and commerce and minimizing sky glow, light overspill and obtrusive lighting levels.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; California Department of Conservation Farmland Mapping and Monitoring Program 2016; Aboveground live carbon stock changes of California wildland ecosystems, 2001–2010, National Park Service, March 2015.

Agricultural and Forestry Resources Setting

Pursuant to the 2003 General Plan, intensive agriculture and vacant and low-intensity agriculture comprise approximately 40 percent of the land within City limits. Agriculture lands include vineyards, orchards, and single-family residences. Areas identified as agriculture typically have larger lot sizes and are located at the city's periphery within the rural residential land use designation.

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), in 2016 the City of Calistoga contained approximately 870 acres of "Urban and Built-up Land⁵," 457

⁵ FMMP Urban and Built-up Land Definition: Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

acres of "Other Land⁶," 215 acres of "Prime Farmland⁷," 104 acres of "Farmland of Local Importance⁸," and 3 acres of "Grazing Land⁹." The project site is designated as "Urban and Built-up Land" and "Other Land". (**Figure B-1 in Appendix B**). No portion of the project site is under a Williamson Act contract. There are no agricultural uses on the project site and the nearest farmland is approximately 700 feet south along the Napa River.

In accordance with the definition provided in California Public Resources Code Section 12220(g), "forest land" is land that can support, under natural conditions, 10 percent native tree cover of any species, including hardwoods, and that allows for the management of forest-related resources such as timber, aesthetic value, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Research by the National Park Service measuring the above ground live carbon stock, as a measure of forest canopy, shows major forest carbon stock pursuant to definition 12220(g), occurring approximately 0.4 miles to the south of the project site on the other side of Foothill Boulevard. The project site is developed, previously disturbed, and lacks forest land characteristics. As such, the site does not meet the definition of forest land pursuant to Section 12220(g) of the Public Resources Code. None of the land within the project site is zoned as forest land, timberland zone, or timberland zoned Timberland Production.

Agricultural and Forestry Resources Impact Discussion

5.2 (a-d) (Farmland Conversion, Williamson Act, Forestland, Timberland) No Impact: There are no forestlands, important farmlands, agricultural resources or agricultural preserves located within the project site. The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not under Williamson Act contract. There are no forestlands, timberlands or such zoning on the subject site. As such, the proposed project would not result in the conversion of agricultural resources or forest uses to non-agricultural or non-forest uses. Therefore, the project would have no impacts to agricultural or forestland resources.

5.2 (e) (Other Conversions of Farmland or Forest Land) Less Than Significant: Land designated as Prime Farmland is located approximately an eighth of a mile south of the project site, beyond the Napa River. The nearest forest land is located approximately 0.4 miles south of the project site. The project site and surrounding land is designated as "Urban and Built-Up" and "Other Land." As such, the project will not induce conversion of nearby farmland or forest land. Furthermore, the site is well-served by existing utilities, services and infrastructure and does not introduce any new services that would support an expansion of use beyond the limits of the subject project site. Therefore, impacts from conversion of other farmlands or forestlands as a result of the proposed project will be less than significant.

Mitigation Measures: None Required.

⁶ FMMP Other Land Definition: Land not included in any other FMMP category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

⁷ FMMP Prime Farmland Definition: Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

⁸ FMMP Farmland of Local Important Definition: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

⁹ FMMP Grazing Land Definition: Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

5.3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Exposure of sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines May 2017; and The Veranda at Indian Springs Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, June 17, 2020.

Air Quality Setting

The City of Calistoga is located within the San Francisco Bay Area Air Basin (SFBAAB) regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources. The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards respectively.

The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the SFBAAB, including the City of Calistoga. The BAAQMD operates monitoring stations throughout the District and records pollutant concentration levels for carbon monoxide (CO), Nitrogen Dioxide (NO₂), Ozone (O₃), and Particulate Matter (PM). The BAAQMD Compliance and Enforcement Division routinely conducts inspections and audits of potential polluting sites to ensure compliance with applicable federal, state, and BAAQMD regulations.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM₁₀ and PM_{2.5} state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m³ for PM₁₀ and less than 12 µg/m³ for fine particulate matter (PM_{2.5}). In addition, the Basin is designated as non-attainment for the national 24-hour PM_{2.5} standard although the EPA recognized the Air District as achieving the attainment in 2013¹⁰. The nearest BAAQMD air monitoring stations are located in

¹⁰ In January 2013, the US EPA issued a final determination recognizing the BAAQMD achieved the 24-hour PM_{2.5} national standard which effectively suspended the requirements for the region to submit EPA national ambient air quality documentation. So as long as the District meets the 2006 24-hour PM_{2.5} NAAQS, the District is not required to submit an attainment demonstration, reasonably available control measures, a reasonable further progress (RFP) plan, and contingency plans for failure to meet RFP and attainment

Sebastopol and Napa-Napa Valley College which report an annual level of PM_{2.5} at 5.7 and 5.9 µg/m³, respectively, below the required AAM. All other national ambient air quality standards (NAAQS) within the Bay Area Air Basin are in attainment.

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NO_x) and particulate matter (PM₁₀ and PM_{2.5}) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010¹¹ and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be developed. In the absence of updated guidelines and thresholds, based upon its own judgment and analysis, the City of Calistoga recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.¹² BAAQMD air quality thresholds are presented in **Table 1** below.

TABLE 1: AIR QUALITY SIGNIFICANCE THRESHOLDS

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other BMP	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Greenhouse Gas Emissions			

deadlines. The ruling is effective February 8, 2013 and continues to through the latest available fine particulate matter measurements through 2016. The BAAQMD will continue to be designated as “non-attainment” for the national 24-hour PM_{2.5} standard until the Air District submits and “resignation request” and “maintenance plan” to EPA, and EPA approves the District’s resignation proposal.

¹¹ Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

¹² In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD 2010 CEQA Guidelines and cease dissemination until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a “project” for which environmental review is required. In August 2013, the First District Court of Appeal reversed the Alameda County Superior Court’s decision. The Court held that adoption of the thresholds was not a “project” subject to CEQA because environmental changes that might result from their adoption were too speculative to be considered “reasonably foreseeable” under CEQA. In December 2015, the California Supreme Court reversed the Court of Appeal’s decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court’s opinion. The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court’s opinion. The May 2017 Guidelines update does not address outdated references, links, analytical methodologies or other technical information that may be in the Guidelines or Thresholds Justification Report. The BAAQMD is currently working to update any outdated information in the Guidelines.

Land Use Projects – Direct and Indirect Emissions

Compliance with a Qualified GHG
Reduction Strategy OR
1,100 metric tons annually or 4.6 metric
tons per capita (for 2020)

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines

Note: BMP = Best Management Practices, ROG = reactive organic gases, NO_x = nitrogen oxides, PM₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM_{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and GHG = greenhouse gases.

*BAAQMD does not have a recommended post-2020 GHG Threshold.

In addition to the Guidelines, BAAQMD has established rules in order to ensure that projects conform to air quality regulation. The proposed project is subject to the Rules established by BAAQMD including Regulation 11, Rule 2 for the control and management of asbestos-containing materials (which may potentially be present in onsite structure to be demolished).

The City of Calistoga's General Plan sets forth policies and actions to maintain and enhance air quality. Objective OSC-6.1 is to minimize air pollution emissions. Policies P6.1-1 through P6.1-5 provide guidance to minimize air quality emissions including reducing dependence on automobile transportation, supporting BAAQMD in implementing air quality regulation, and controls on construction activities. Objective OSC-7.1 is to minimize dependence on fossil fuels, consumptions of non-renewable resources, and discharge of toxins and pollutants. Policies P7.1-1 through P7.1-5 include conservation of non-renewable resources and encourage the use of solar, decrease reliance on motor vehicle travel, and minimize energy consumption in new building construction.

An Air Quality and Greenhouse Gas (GHG) Emissions Assessment was conducted by Illingworth & Rodkin to evaluate the potential air quality impacts of the proposed project. The Air Quality Assessment is provided in **Appendix D** hereto. The following impact discussion incorporates results of the Assessment related to air quality and health risks.

Air Quality Impact Discussion

5.3(a) (Conflict With Applicable Air Quality Plan) Less Than Significant Impact: The BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants most harmful to Bay Area residents and which include particulate matter (PM), ozone (O₃), and toxic air contaminants (TACs). The CAP further endeavors to reduce emissions of methane and other "super-greenhouse gases (GHGs)" that are potent climate pollutants in the near-term and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed control strategy for the 2017 CAP consists of 85 distinct reduction measures targeting a variety of local, regional, and global pollutants. The CAP includes control measures for stationary sources, transportation, energy, buildings, and agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of infrastructure that have the potential to create air quality impacts.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the Clean Air Plan since

the project, a) supports the goals of the CAP in that it limits sprawl by providing a hotel, restaurant, bar, and retail within City limits; b) expands goods and services available to serve residents and tourists on Lincoln Avenue, the City's primary retail corridor; c) includes control measures to protect air quality during construction by implementing best management practices set forth by BAAQMD; d) will install a public Class I multi-use path and public plaza and e) will utilize geothermal water to heat proposed pools and spas onsite. Therefore, the project will have less than significant impacts due to a conflict with the regional air quality plan.

5.3(b) (Violate Air Quality Emission Standards) Less Than Significant with Mitigation: Air quality emissions associated with the proposed project would result from short-term construction activities and ongoing operation. The proposed project consists of the demolition of existing buildings and removal of all existing materials onsite, and the development of a 96-room hotel, sit down restaurant, retail, and onsite parking. In order to understand potential air quality emissions and exposure risks from construction and operation, a quantitative air quality assessment was prepared by Illingworth & Rodkin and is included in full in **Appendix D** hereto. The air quality assessment utilized BAAQMD recommended methodology and relies upon the California Emissions Estimator Model (CalEEMod), version 2016.3.2 to assess air quality emissions during construction and at operation.

Construction Activities

Construction includes demolition and the removal of onsite materials, structures and trees, as well as grading, trenching and the development of the hotel, restaurant, retail, onsite parking, offsite improvements, and associated infrastructure. During construction activities, the project would generate temporary emissions associated with demolition, site preparation, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to and from the site, and the delivery and off-hauling of materials. These activities would create temporary emissions of fugitive dust from site grading, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuel and the operation of heavy-duty construction equipment.

Emission levels were estimated using CalEEMod and compared relative to BAAQMD significance thresholds as identified in Table 2 below to determine the project's potential to impact air quality. CalEEMod presents annual air quality emissions estimates for construction based on projected earthwork volumes, land use size, and land use type. A construction development scenario, including an equipment list and schedule, was provided by the project applicant. Based on the proposed use, construction activities, and equipment usage, the total project construction workdays are estimated to be 320 days. Average daily construction emissions (total construction emissions/construction workdays) of ROG, NOx, PM10, and PM2.5 are presented in Table 2 below and show that air quality emissions generated during construction would not exceed BAAQMD significance thresholds.

TABLE 2: CONSTRUCTION PERIOD EMISSIONS

Scenario	ROG	NOx	PM10 Exhaust	PM2.5 Exhaust
Total Construction Emissions (tons)	1.5	3.4	0.2	0.2
Average Daily Emissions (lbs/day)*	9.5	21.5	1.2	1.0
BAAQMD Thresholds (lbs/day)	54	54	82	54
Exceeds Threshold?	NO	NO	NO	NO

Source: The Veranda at Indian Springs Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

*Assumes 320 construction workdays

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM10 and PM2.5. The BAAQMD CEQA Air Quality Guidelines consider contributions of

fugitive dust to be less-than-significant if best management practices (BMPs) are implemented. As such, **Mitigation Measure AQ-1**, which provides for a variety of dust control measures during construction activities including watering the project site, covering haul loads, limiting idling time, and temporarily halting construction when winds are greater than 15 miles per hour, is set forth below. With the implementation of Mitigation Measure AQ-1 (BAAQMD-recommended best management practices) and consistent with Calistoga General Plan policy P6.1-5, construction activities will have less than significant impacts to air quality.

Operation

The proposed project will result in both stationary and mobile sources of emissions at operation. Although there are no new stationary “point sources” created (large emitters such as manufacturing plants), the project will result in area source emissions from the use of natural gas, consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. A majority of the operational emissions will result from the operation of vehicles traveling to and from the project site (residents, deliveries, tourists, and employees).

CalEEMod was used to predict emissions at full build-out, including the proposed 96-room hotel, restaurant and bar, and retail, with an expected operational year of 2023. **Table 3** shows that criteria pollutants generated at operation of the proposed project will be below BAAQMD thresholds and impacts to air quality as a result of the project at operation will be less than significant.

TABLE 3: OPERATIONAL EMISSION ESTIMATES

Annual Emissions (tons/year)	ROG	NOx	PM10	PM2.5
2023 Project Operational Emissions	1.5	1.2	0.8	0.2
<i>BAAQMD Thresholds</i>	<i>10</i>	<i>10</i>	<i>15</i>	<i>10</i>
Exceeds Threshold?	No	No	No	No
Average Daily Emissions (pounds/day)				
Average Daily Emissions	8.4	6.7	4.4	1.3
<i>BAAQMD Thresholds</i>	<i>54</i>	<i>54</i>	<i>82</i>	<i>54</i>
Exceeds Threshold?	No	No	No	No
Source: Table 5, Project Operational Period Emissions, Air Quality and GHG Assessment prepared by Illingworth & Rodkin, June 2020.				

None of the pollutant concentrations generated during operation of the proposed project would result in emissions that exceed established thresholds for criteria pollutants. At operation the subject project would not violate air quality standards or cumulatively contribute to an existing violation. Therefore, operational impacts to air quality from the proposed project would be less than significant.

Summary

The proposed project would not violate any air quality standards or contribute substantial pollutant concentration that would exacerbate non-attainment conditions. However, in order to ensure that potential air quality impact associated with the generation of fugitive dust is reduced to levels below significance, the contractor shall implement measure AQ-1 during all construction activities. With adherence to mitigation measure AQ-1, as set forth below, the proposed project would have less than significant impacts to air quality.

5.3(c) (Sensitive Receptors) Less Than Significant with Mitigation: The BAAQMD defines sensitive receptors as “facilities or land uses that include members of the population that are particularly sensitive to

the effects of air pollutants, such as children, the elderly and people with illnesses.” Residential areas and schools are considered sensitive receptors because people are often at home/school for extended periods of time. Examples of sensitive receptors include places where people live, play or convalesce and include schools, day care centers, hospitals, residential areas and recreation facilities.

Sensitive receptors, such as existing residents and schools located in proximity to the project site, may be exposed to health risks from construction exhaust emissions generated by the project during construction. Sensitive receptors that could potentially be affected by dust and equipment exhaust include residences west of the site, across Lincoln Avenue and the Calistoga Springs mobile home park, located to the northeast. Additionally, the Calistoga State Preschool, Palisades High School, and the Calistoga Junior-Senior High School are all located within 1,000 feet of the project site. As proposed the project would not introduce new permanent sensitive receptors within the project area.

To conservatively evaluate lifetime cancer risks and non-cancer health effects of concentrations resulting from project construction, emissions and dispersion modeling were conducted for the proposed project. For expanded detail on the methodology used to measure construction related impacts to sensitive receptors, see the Air Quality Assessment prepared by Illingworth and Rodkin in **Appendix D**.

Construction Activities

Table 4 Table 4 below shows the single source and combined cancer risk, PM_{2.5} concentrations, and the non-cancer hazard index at the maximally exposed offsite individual from construction activities as well as from other existing stationary source emissions combined.

The maximum incremental residential infant cancer risk at the maximally exposed individual (MEI) would be 37.4 in one million do to construction activities. This exceeds the BAAQMD single-source threshold of more than 10 in one million and is a potentially significant impact. However, with **Mitigation Measure AQ-2** set forth below, the infant cancer risk is reduced to 5.5, which is below the BAAQMD threshold and would reduce health risk impacts from construction of the project to less than significant levels at the MEI. All other nearby sensitive receptors would be exposed to lower emission concentrations. Mitigation Measure AQ-2, requires enhanced controls as recommended by the BAAQMD, including staging locations away from nearby sensitive receptors, use of Tier 4 equipment or CARB Level 3 filters, or use of construction equipment that is electrically powered.

The maximum-modeled annual PM_{2.5} concentration, based on combined exhaust and fugitive dust, would be 0.32 µg/m³, which exceeds the BAAQMD single source threshold of more than 0.3 µg/m³. However, with Mitigation Measure AQ-2, set forth below, the exposure risk to PM_{2.5} is reduced to 0.07 µg/m³, which is below the BAAQMD threshold and would reduce impacts to less than significant levels at the MEI. All other nearby sensitive receptors would be exposed to lower emission concentrations. The maximum computed hazard index (HI) of 0.04 is below the BAAQMD threshold of 0.1 and would not be exceeded. Nonetheless, mitigation would reduce the HI to 0.01.

During construction, the project will result in the emission of diesel exhaust from vehicles and heavy-duty equipment (TAC) as well as the generation of fugitive dust from grading and ground disturbing activities that would exceed established health risk thresholds. As such, mitigation measure AQ-2 shall be implemented, which requires that off-road equipment used during construction activities achieve a fleet-wide average reduction of 75 percent, or more, in diesel particulate matter (DPM) exhaust emissions. With implementation of AQ-2, potential health risk impacts to sensitive receptors during construction activities will be reduced to levels below significance.

The enforcement of enhanced idling restrictions and requirements for equipment to be properly maintained would result in larger reductions in diesel particulate matter emissions. In addition, PM_{2.5} emissions would

be minimized. Given the size of the project, short duration of the construction activities, and effectiveness of construction mitigation measures, potential impacts due to health risks from construction would be reduced to levels below significance.

Mitigation measures AQ-1 and AQ-2 will be implemented during construction. Therefore, the project's potential impacts, to nearby sensitive receptors, generated by construction activities would be reduced to less-than-significant levels.

Table 4 also shows health risks from cumulative sources inclusive of construction activities and existing emission sources in the immediate vicinity (stationary source emitters). Local roadways in the project vicinity (within 1,000 feet) were reviewed including Lincoln Avenue.

The combined source exposure is estimated to result in an increase cancer risk of 37.8, PM_{2.5} concentration of 0.34 µg/m³, and a hazard index of <0.04, which fall below the combined source threshold of 100 in one million for the cancer risk, 0.8 µg/m³ for PM_{2.5}, and 10 for the hazard index. Thus, construction activities combined with cumulative emission sources in the project vicinity would generate emissions well below the BAAQMD thresholds and cumulative impacts to offsite sensitive receptors would be less than significant.

Operation

At operation, the project will not generate air quality emissions that affect sensitive receptors in the vicinity of the project site. Potential impacts to sensitive receptors at operation of the project will be less than significant, as residential projects do not generate emissions that would result in health impacts.

TABLE 4: CUMULATIVE COMMUNITY RISK IMPACTS FROM ALL TAC SOURCES AT THE MEI

SOURCE	MAXIMUM CANCER RISK (PER MILLION)	PM_{2.5} CONCENTRATION (µG/M³)	HAZARD INDEX
Project Construction			
<i>Unmitigated</i>	37.4 (infant)	0.32	0.04
<i>Mitigated</i>	5.5 (infant)	0.07	<0.01
BAAQMD Single Source Threshold	>10.0	>0.3	>0.1
Exceeds Threshold?			
<i>Unmitigated</i>	YES	YES	NO
<i>Mitigated</i>	NO	NO	NO
Cumulative-Source Risks			
City of Calistoga - Police Department (Plant #16082, Diesel Generator), MEI over 1,000 feet	0.1	-	-
City of Calistoga - Fire Department (Plant #16083, Diesel Generator), MEI over 1,000 feet	0.2	<0.01	-
City of Calistoga (Plant #20212, Diesel Generator)	<0.1	-	-
Yo el Rey Roasting (Plant #23583, Coffee Roaster)	-	0.01	-
Calistoga Coffee Company LLC (Plant #24164, Coffee Roaster)	-	-	-
Cumulative Total			
Unmitigated	37.8	<0.34	<0.04
Mitigated	5.9	0.09	0.01
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Exceeds Threshold?			
<i>Unmitigated</i>	NO	NO	NO
<i>Mitigated</i>	NO	NO	NO

Source: The Veranda at Indian Springs Air Quality & Greenhouse Gas Assessment prepared by Illingworth & Rodkin, June 2020.

5.3(d) (Other Emissions) Less Than Significant Impact: There may occasionally be localized odors during site development associated with construction equipment, paving and the application of architectural coatings. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone.

The proposed project will result in the generation of odors from operation of the proposed restaurant. Odors from the restaurant would occasionally be noticeable onsite. However, odors from restaurant operations dissipate quickly and are not expected to be detectable offsite. Therefore, impacts from substantial odor concentrations would be less than significant.

Mitigation Measures:

AQ-1: During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material shall be covered.
3. All visible mud and dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation.
8. A publicly-visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2: The applicant/contractor(s) shall develop a plan demonstrating that off-road equipment used to construct the project would achieve a fleet-wide average 75% reduction in diesel particulate matter exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

1. Construction equipment staging shall occur as far as possible from existing sensitive receptors (away from the property lines proximate to residences).
2. All diesel-powered off-road equipment larger than 25 horsepower and operating at the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 or alternatively, Tier 3 engines that include CARD certified Level 3 Diesel Particulate Filters. Use of engines that are electrically powered or use non-diesel fuels would meet this standard.
3. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

5.4. BIOLOGICAL RESOURCES

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

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Biological Resources Constraints Analysis for The Veranda at Indian Springs, Monk & Associates, May 22, 2020; and Arborist Report for Hotel Veranda, Bill Pramuk Consulting Arborist, February 2016, updated January 31, 2020.

Biological Resources Setting

Biological resources are protected by state and federal statutes including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), and the Migratory Bird Treaty

Act (MBTA). These regulations provide the legal protection for plant and animal species of concern and their habitat at the state and federal level.

As reported in the General Plan, several plant and animal species with special-status have been recorded from or are suspected to occur in northern Napa County and the Calistoga vicinity. Several of these species have been reported in the City's Planning Area, and most are associated with the specific habitat types including forest, oak woodland, and grassland along the fringe of the Planning Area. A few species have been reported from the floor of the valley, generally associated with the aquatic habitat of the Napa River and the freshwater marsh in geyser-fed swales where habitat disturbance has been limited. As shown in Figure 21 of the 2003 General Plan EIR, Biological Resources in the Planning Area, there are "very significant" and "moderately significant" resources located in the vicinity of the project site.

A Biological Resources Constraints Analysis of the project site was prepared by Monk & Associates. To characterize conditions onsite and evaluate findings from past studies, biological surveys were conducted on the project site and vicinity on February 18, 2020 and March 12, 2020. The project site is currently occupied by existing structures, impervious surfaces (paved and gravel), dirt fill, and scattered trees. Vegetation onsite is comprised predominately of non-native ruderal or weedy herbaceous plant species. There are limited occurrences of native coyote brush and native sapling oak trees. Evidential characteristics of wetlands in the soil type, hydrology, and wetland-specific vegetation were not present on the project site. Site conditions where the EVA and storm water outfall are proposed consist of a non-native grassland community including Bermuda grass and large patches of the Himalayan blackberry. South of the project site, on the south side of Fair Way Extension is an existing drainage ditch (Fairway Extension Ditch), which may be classified by the Corps as water of the United States and by the Regional Water Quality Control Board as waters of the State. Offsite, east of the proposed EVA and outfall are sensitive communities including wetlands and rare plants.

Based upon a California Natural Diversity Database (CNDDDB) search a total of 16 special-status species are known to occur within three miles of the project site. No special-status species have been previously mapped or observed onsite or in offsite improvement areas. The project site is developed and previously disturbed and lacks native habitats that could support species. Soils onsite are a combination of gravel, hard-packed dirt, asphalt and the original soil mixed together with ruderal vegetation cover. There is no existing habitat onsite that would support special status plant species. In addition to Monk & Associates finding that special status plant species are absent from the project site, prior surveys conducted by various botanists during the blooming period failed to identify any special status plant species onsite. Of all the special status species evaluated for potential occurrence onsite, the Pallid Bay (*Antrozous pallidus*) is the only species with potentially suitable habitat on the project site.

In the project site vicinity, there are established populations of special-status plants including the Calistoga popcorn flower (*Plagiobothrys strictus*) and Napa blue grass (*Poa napensis*), which occur between 750 and 1,000 feet east of the project site. These sensitive natural plant communities are adapted to the unique freshwater habitat created by geothermal waters that reach the surface through geysers and seeps. The Calistoga popcorn flower is a California listed threatened plant species and federal listed endangered species. It is also a California Native Plant Society (CNPS) Rank of 1B.1. The popcorn flower is an annual herb that grows from 4 to 16 inches tall. Small white flowers typically appear in March and April. Wetland pools, seeps adjacent to hot springs, and geysers provide soil and hydrological conditions to which this species is adapted. The popcorn flower is highly vulnerable to extinction due to its restricted range and small population.

The Napa Blue Grass is a federal and state-listed endangered plant species and a CNPS Rank 1B.1. The Napa Blue Grass is a perennial species found in wet meadows and seeps on alkaline soils near thermal springs. It is known to occur between 750 and 1,000 feet east-southeast of the project site near popcorn flower populations.

The City of Calistoga consulted with the CDFW as a Trustee Agency regarding the special status plant species in proximity to the project site. The CDFW was provided with an early CEQA consultation memo dated May 22, 2020 and the Biological Constraints Analysis. The CEQA consultation memo issued by the City summarized the project limits, potentially significant affects and identified avoidance and minimization measures developed to protect the offsite sensitive plant community. CDFW confirmed receipt of the memo on June 29, 2020. No additional input has been provided by the CDFW to date (July 2020).

The City of Calistoga's Tree Ordinance provides for the protection of mature trees and requires replacement for removal of protected trees. Calistoga Municipal Code 19.01.040 identifies the following trees as protected:

- Any tree with a diameter at breast height (DBH) greater than 12 inches
- Any native oak with a DBH greater than six inches
- Any valley oak, including seedlings and saplings
- Any tree bearing an active nest of a fully protected bird

An arborist report prepared for the project inventoried eight trees within the project site boundaries (**Appendix C**). Three of the trees surveyed on the project site are protected by the City's Tree Ordinance and consist of Coast live oak (*Quercus agrifolia*), one Valley oak (*Quercus lobata*), and one California pepper tree (*Schinus molle*) with a DBH greater than 12 inches. As proposed all eight trees including three protected trees would be removed to accommodate the proposed project. There are existing trees within the established parking lot in the northern portion of the development site that will be preserved under the proposed project. South of the project site, on the southside of Fair Way Extension are several mature valley oaks and coast live oaks, which meet the definition of protected by the City's Tree Ordinance. Offsite improvements do not conflict with these established mature trees along the Fair Way Extension Ditch and will be preserved under the proposed project.

Biological Resources Impact Discussion

5.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation: The project site has been previously disturbed to accommodate existing development and contains patches of ruderal (weedy) vegetation and sapling trees. Based on prior studies and the project specific Biological Constraints Analysis prepared by Monk & Associates, the project site does not contain special status vegetation communities and does not support special status plant species.

Construction of the proposed project would result in the removal of eight trees onsite and demolition of existing building and structures, which could provide nesting habitat for raptors and passerines. Nesting raptors (birds of prey) and passerine (perching) birds are protected pursuant to California Fish and Game Code (Sections 3503, 3503.5, 3513), and the Federal Migratory Bird Treaty Act. Since most birds can fly out of harm's way, demolition and development of the project site would not be expected to harm adult birds. However, nesting birds are susceptible to "take" through disturbance that harms eggs or young birds. Construction activities have the potential to result in impacts to nesting birds, if present onsite or in the immediate vicinity. In order to provide protection to nesting birds, their eggs, and their young, **Mitigation Measure BIO-1** shall be implemented. Measure BIO-1 restricts construction activities to outside the bird nesting season or if the bird nesting season cannot be avoided requires pre-construction nesting bird surveys and controls to protect active nests. With implementation of BIO-1, potential impacts to nesting raptors and passerine birds would be reduced to less-than-significant levels.

Trees, buildings and structures, and inoperable vehicles with openings (e.g., broken windows), could provide suitable roosting habitat for the pallid bat, a California "species of special concern." The pallid bat has no federal protection status. The "species of special concern" designation does not provide legally mandated protection, but meets the definition of "rare" pursuant to CEQA (14 CCR §15380(2)(A)). If this species were to be present onsite, construction activities could impact pallid bats resulting in a potentially significant impact.

To avoid potential impacts, **Mitigation Measure BIO-2** shall be implemented, which requires bat surveys prior to construction. In the event that pre-construction bat surveys identify the presence of pallid bats, measure BIO-2 provides for protection of the young and implementation of a removal and exclusion procedure to be conducted by a qualified biologist in conjunction with the CDFW. With implementation of BIO-2, potential impacts to the pallid bat would be reduced to less-than-significant levels.

Although there is no suitable habitat that supports sensitive plant species onsite or within offsite improvement areas, the Calistoga popcorn flower and Napa blue grass are State and federally listed plant species that occur between 750 to 1,000 feet east-southeast of the nearest construction activity (i.e. the offsite EVA road and storm drain outfall). As such, the project will not have direct impact to these listed plants as none occur onsite or in offsite improvement areas. However, based on proximity to these sensitive plant species indirect effects of the project have been evaluated and identified as potentially significant.

The population of popcorn flower located offsite on the former gliderport property has been well documented for the past eight years through an ongoing study performed by Pacific Union College Professor and Biologist, Aimee Wyrick-Brownworth. As part of the Biological Constraints Analysis performed by Monk & Associates for the proposed Veranda at Indian Springs project, Ms. Wyrick-Brownworth was consulted for her expertise on the popcorn flower population and input on potential indirect effects of the project associated the proposed storm drain outfall. Ms. Wyrick-Brownworth noted that popcorn flower produces more seed under wet conditions and that water helps to disperse seeds. Thus, the discharge of treated surface runoff may be beneficial to the species, especially during drought years.

The discharge of stormwater at the proposed outfall may have a potentially significant impact on the offsite populations of these plant species if stormwater is untreated. In order to avoid potentially adverse impacts to sensitive plant communities offsite, **Mitigation Measure BIO-3** shall be implemented. Measure BIO-3 requires enhanced stormwater treatment to ensure that discharge from the proposed stormwater outfall does not introduce contaminants to grasslands that support listed plant species. With implementation of measure BIO-3, potential impacts to offsite special status plant species will be reduced to a less than significant level.

There is no riparian habitat or sensitive natural community on the project site that has been identified through site surveys or in regional plans, policies, regulations, or by the CDFW or USFWS. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

5.4(c) (Adverse Effects to Jurisdictional Waters) Less Than Significant with Mitigation: No federally protected wetlands, including but not limited to, marsh, vernal pools or coastal wetlands, are known to exist within project site boundary. As such, the project will not result in direct impacts to jurisdictional waters. However, there are known jurisdictional features located in the immediate vicinity of the project site and adjacent to offsite improvement areas. The linear drainage swale south of Fair Way Extension, Fair Way Extension Ditch, is presumed to be a regulated water way under Sections 401 and 404 of the Clean Water Act and 1600 of the Fish and Game Code. Although no direct impacts to this Ditch are proposed by the project, adjacent construction activities have the potential to result in indirect affects if not properly controlled. As such **Mitigation Measure BIO-4**, which provides for avoidance measures and best management practices, shall be implemented during construction and at operation.

East-southeast of the proposed offsite EVA and outfall is a known wetland. Inadvertent construction activity proximate to the wetland could result in potentially significant impact. Although all construction activities are proposed to occur west of EVA, due to the proximity of the wetland to the east, Mitigation Measure BIO-4 has been identified.

Construction activities are limited to the developed areas that have been previously disturbed and are void of wetlands and jurisdictional waters. In order to protect nearby jurisdictional waters, Measure BIO-4 shall be implemented. Therefore, potential impacts to jurisdictional waters as defined by Section 404 of the Clean Water Act will be reduced to less than significant levels.

5.4(d) (Adverse Effect to Wildlife Movement) Less Than Significant Impact: There is no evidence of migratory wildlife corridors or nurseries onsite or in the project vicinity. The existing development and roadways surrounding the project site make it relatively inaccessible to many species and eliminate the possibility of the site functioning as a movement corridor. In addition, the project site is not located between other local or regional open spaces and there is virtually nowhere that wildlife could be moving to or from except between developed areas. As such, development of the proposed project will not substantially interfere with the movement of fish or other wildlife species including migrating species. Therefore, the project will have a less than significant impacts to wildlife corridors and species movements.

5.4(e) (Conflict with Local Ordinances) Less Than Significant with Mitigation: The City of Calistoga's Tree Ordinance (Chapter 19.01 of the Municipal Code) contains provisions to preserve and protect native and non-native trees. All eight trees located on the project site will be removed in order to accommodate the proposed development. The trees proposed for removal include: two London plane, two fruitless mulberries, one chestnut, one California pepper, one Valley oak, and one Coast live oak. The two oak trees and the California pepper tree with a DBH greater than 12 inches are considered protected under the City's Tree Ordinance.

In order to ensure that the proposed project conforms to Section 19.01.040 of the City's Municipal Code, which presents requirements for the treatment of protected trees, **Mitigation Measure BIO-5** shall be implemented. Measure BIO-5 requires the planting of appropriately sized replacement trees or in lieu fees to offset the three protected trees to be removed by the project. With implementation of BIO-5 the project will be in conformance with the City's Tree Ordinance and potential impacts will be reduced to less than significant levels.

Trees to be preserved as part of the project include the established ornamental trees located within the northern portion of the site at the existing parking area and the offsite trees located south of Fair Way Extension. In order to ensure that trees to remain are protected during construction **Mitigation Measure BIO-6** shall be implemented. BIO-6 requires the development of a Tree Protection Plan (in accordance with 19.01.040E), and includes the installation of temporary protective fencing surrounding protected trees adjacent to the project boundaries prior to the start of any on-site work; specifications for root cutting, tree trimming, trenching and irrigation; and prohibits certain disturbances to protected trees. With implementation of BIO-5 and BIO-6 potential impacts due to a conflict with the City's Tree Ordinance will be reduced to levels below significance. No other conflict relating to local policies or ordinances established for the protection of biological resources will occur as a result of the project.

5.4(f) (Conflicts with Habitat Conservation Plans) No Impact: No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan exists for the City of Calistoga. Therefore, the project will not conflict with the provisions of an adopted Habitat Conservation Plan or any other Natural Community Conservation Plan approved by a local, regional or state body.

Mitigation Measures:

BIO-1: To avoid impacts to birds protected under the Migratory Bird Treaty Act and Fish and Game Code (Section 3514), construction activities, including the removal of trees, should occur outside of the bird-nesting season between September 1st and January 31st. If work occurs between February 1st and August 31st, a pre-construction bird nesting survey shall be conducted within seven and up to 15 days prior to tree removal. The bird nesting survey shall include both an examination of buildings and all trees onsite

and within 300 feet and expanded to 500 feet for raptors, of the Limits of Work, which may include offsite trees or structures.

If nesting birds are identified, then a qualified ornithologist or biologist shall establish a temporary protective construction buffer around the nest(s), conduct a survey to establish behavioral baseline of birds using each nest, and conduct monitoring to ensure it is not disturbed. The nest buffer will be staked or fenced to establish a construction exclusion perimeter and shall be adjusted by a qualified biologist as needed to avoid disturbance. The buffer shall be of sufficient size to protect the nesting site from construction-related disturbance. Typically, adequate nesting buffers are 50 feet from the nest site or nest tree dripline for small birds and up to 300 feet for sensitive raptors. Upon completion of nesting surveys, if nesting birds are identified a qualified ornithologist/biologist shall prescribe adequate nesting buffers to protect the nesting birds from harm while the project is being constructed. If continuous monitoring is not feasible, conservative no-disturbance buffer(s) should be established, with the buffer distance based on the tolerance level of the nesting species.

No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1st unless it is determined by a qualified ornithologist/biologist who is monitoring nesting behavior that the young have left the nest and have attained sufficient flight skills to avoid construction zones, or that the nesting cycle is otherwise completed. In the region of the project site, most species complete nesting by mid-July. This date can be significantly earlier or later and would be determined by a qualified biologist. At the end of the nesting cycle, and fledging from the nest by its occupants, as determined by a qualified biologist, temporary nesting buffers may be removed, and construction may commence.

The biologist/ornithologist conducting the surveys shall provide the City of Calistoga with a report detailing the results of the survey and any recommendations required for establishment of protective buffers, if tree removal occurs between February 1st and August 31st.

BIO-2: To avoid impacts to roosting pallid bat or other special-status bat species, building removal shall only be conducted during seasonal periods of bat activity, between August 31 and October 15, when bats would be able to fly and feed independently, and between March 1 and April 1 to avoid hibernating bats, and prior to the formation of maternity colonies. A biologist, one with at least two years of experience surveying for bats, shall conduct a preconstruction survey of the structures, vehicles and trees that would be impacted within 14 days prior to demolition or commencement of site improvement activities. If no special-status bats are found during the surveys, then the biologist shall provide a memo summarizing the results of the survey to the City, and construction activities may commence. If bat roosts are found, then a plan shall be developed for removal and exclusion and exclusion, in conjunction with the CDFW.

If building removal must occur outside the seasonal activity periods (i.e., between October 16 and the end of February, or between April 2 and August 30), then a qualified biologist, shall do preconstruction surveys within 14 days of building demolition, and determine if there are young present (i.e., the biologist will determine if there are maternal roosts). If a maternity site is found, impacts to the maternity site shall be avoided by establishment of a fenced, non-disturbance buffer until the young have reached independence (i.e., are flying and feeding on their own) as determined by a qualified biologist. The size of the buffer zone shall be determined by a qualified biologist at the time of the surveys. If the qualified biologist finds evidence of roosting bats but not a maternity site with young, then a plan shall be developed for removal and exclusion, in conjunction with the CDFW. The biologist shall provide the City with a report detailing the results of the survey and any recommendations, as warranted, required for establishment of protective buffers for bat roosts, if identified.

BIO-3: Enhanced treatment of the runoff discharged via the new stormdrain outfall shall be incorporated into the stormwater control plan (SWCP) including but not limited to the following to ensure the health of the popcorn flower and Napa blue grass:

- Pollutants and contaminants shall be monitored and shall fall below detectable levels
- Filtration shall be incorporated into all drains within the parking area to remove any oils, lubricant, and other fuels and liquids
- Landscaping maintenance shall utilize only natural fertilizers and shall preclude the application of pesticides and herbicides.

Prior to installing the outfall structure and initiating work on the EVA road orange construction fencing and signage shall be installed along the eastern perimeter of the EVA road delineating the area immediately to the east-southeast as "Environmentally Sensitive Area" and precluding access by construction workers. All construction maps shall label this area as off limits to construction personnel and be labeled as "Environmentally Sensitive Area". Location for placement of orange fencing shall be verified by a qualified biologist to ensure that all sensitive habitats are adequately protected during construction. Upon completion of construction work all orange fencing shall be removed. Permanent signage shall be installed east of the EVA road directing users to stay on the road due to environmentally sensitive areas to the east-southeast.

BIO-4: Indirect impacts to adjacent, offsite waters of the U.S./State shall be minimized to the maximum extent practicable by the use of best management practices (BMPs) that are installed prior to earth-work to protect waters of the U.S./State outside of the designated work areas to ensure that there are no inadvertent impacts to waters of the U.S./State, and to downstream receiving waters within the watershed. These practices shall include installing orange construction fencing, silt fencing, wildlife friendly hay wattles (that is, no monofilament netting), gravel wattles, and other protective measures between project activities and preserved offsite waters of the U.S./State.

Orange construction fencing and other appropriate BMPs shall be installed along the southern edge of the offsite improvement area and the project site to protect Fairway Extension Ditch, offsite, as well as this ditch's tree canopy. Orange construction fencing shall also be installed along the eastern edge of the proposed EVA road to avoid impacting adjacent wetlands during construction of the EVA road or other aspects of the project. Prior to the implementation of the construction project, a biological monitor shall inspect installation of BMPs to ensure that offsite waters are protected. BMPs shall thereafter be routinely inspected by the construction manager to ensure BMPs remain in place for the duration of the construction project. Upon completion of project construction all orange fencing shall be removed along with any temporary BMPs.

BIO 5: The applicant shall include the planting of appropriately sized trees as part of the project's proposed landscaping, in conformance with the City of Calistoga's Tree Ordinance to offset removal of protected trees to accommodate proposed development. If onsite planting is not feasible, the applicant may be allowed to pay an in-lieu fee, at the sole discretion of the City. All requirements and restrictions contained in Chapter 19.01 of the City's Municipal Code shall be complied with, including the incorporation of replacement trees for those trees slated for removal, protection of trees to remain around the project boundary, as well as any recommendations of the project arborist including those set forth in the Tree Protection Plan.

BIO 6: Prior to issuance of a grading permit, the applicant shall submit a Tree Protection Plan prepared by a qualified arborist in accordance with 19.01.040E of the City's municipal code. The Protection Plan shall identify locations for the installation of temporary protective fencing surrounding protected trees adjacent to the project boundaries (adjacent to Fair Way Extension) and specify restrictions for root cutting, tree trimming, trenching, irrigation, parking, staging of construction equipment, and other activities that might cause harm to protected trees.

5.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Historic Resources Evaluation for the Veranda at Indian Springs Project, prepared by Evans & De Shazo, March 12, 2020; Archaeological Study for the proposed Veranda at Indian Spring Project, prepared by Evans & De Shazo, March 4, 2020; and Cultural Resources Monitoring Plan, prepared by Evans & De Shazo, May 11, 2020; and University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), accessed March 9, 2020.

Cultural Resources Setting

Historically, the City of Calistoga and the greater Napa Valley supported one of the largest concentrations of Native Americans in the Bay Area. Early estimates by Europeans placed the native population at 3,000 to 6,000 individuals. The types of cultural resources which have been discovered in the Planning Area include remnants of Native American villages and campsites and other evidence of habitation such as large, small and ashy middens, and lithic and obsidian scatter. Potential prehistoric resources include chert or obsidian flakes, projectile points, mortars and pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Within the Planning Area, prehistoric archaeological sites are generally located along seasonal and/or perennial watercourses, at or near vegetation ecotones, and at the base of foothills.

Settlement of Calistoga began in 1857, when San Francisco entrepreneur Samuel Brannan purchased land within the Hot Springs Township at the north end of the Napa Valley with the intent of capitalizing on the area's mineral waters and natural hot springs by establishing a resort based around the area's natural geothermal resources. Sam Brannan's Hot Springs Resort opened in 1862, and featured guest cottages, bathing pools, landscaped parks, stables, a skating rink, a dance pavilion, and an observatory. To make it easier for guests to visit, Brannan encouraged, and partially funded, the extension of the Napa Valley Railroad north to Calistoga, which was completed in the spring of 1867. The extension of the railroad to Calistoga catalyzed growth and encouraged further settlement. In 1876 Calistoga was incorporated as a City within Napa County.

The City of Calistoga contains cultural resources that contribute to the understanding of the region's history and prehistory and influence the community's identity. Historic resources include historic structures, sites and areas that played important roles in local history. Older buildings may hold historic value because of design attributes that provide insight into architectural styles and values of the past. The City recognizes these historic and potential historic resources as worthy of preservation both for their aesthetic and cultural importance.

In 1978, a countywide inventory identified 115 properties in Calistoga with potential historic significance. Three potential historic districts were identified within the city limits: Foothill, Hot Springs, and Lake. A cultural resources inventory completed in May 2000 identified approximately 150 properties that were found to be potentially significant within the city limits. General Plan EIR Figures 14-16 show the location of the primary historical resources within the planning area. North of the project site, the existing Resort at Indian Springs is identified as a significant resource and south of the project site, the Napa Valley Railroad Depot (Calistoga Depot) is identified as a primary resource and is listed on the National Register of Historic Places (NRHP).

The General Plan Figure LU-7 identifies Character Areas that are intended to guide development within Calistoga to help maintain the small-town character of the city. The project is adjacent to the Downtown Historic District Character Area which the General Plan calls for pedestrian-oriented services to help the area become an interactive and inviting destination.

Archaeological Study

Evans & De Shazo (EDS) conducted an Archaeological Study for the project site (**Appendix F**), which included a field survey and a record search and review at the Northwest Information Center (NWIC). Further assessment included review of National, State, and County historic resources and literature review of archaeological, historical, and ethno-historic documentation of the project area. According to information on file at the NWIC, the project site had not been previously evaluated to determine the presence or absence of cultural resources, as such there were no cultural resources previously recorded onsite. However, there have been 32 previous cultural resource studies conducted within a quarter mile of the project site indicating numerous recorded cultural resources within the study area, including prehistoric archaeological sites, a historic archaeological site, 41 historic buildings mostly located within the Lincoln Avenue Commercial District, and the Napa Valley Railroad.

The Archaeological Study identified properties listed on the California Register of Historic Resources (CRHR), the NRHP, California Historical Landmark, California State Point of Historical Interest, and locally recognized historic properties. A review of California's Office of Historic Preservation's (OHP) Directory of Properties in the Historic Preservation District (HPD) file for Calistoga, Napa County, California (dated April 5, 2012) identifies several properties within a quarter mile of the project site. The nearest property on the OHP HDP list is the adjacent Resort at Indian Springs, which is Pacheteau's Original Hot Springs (former Sam Brannan Hot Springs Resort) located at 1712 Lincoln Avenue, and is identified as eligible for listing on the NRHP.

The 1868 Napa Valley Railroad Depot is located south of the project site at 1458 Lincoln Avenue and is listed on the NRHP (NR#77000313), the CRHR, and is listed as a California State Landmark #687, as well as being locally listed. Additionally, there are two houses, including one located at 1547 Lincoln Avenue, and one located at 1539 Lincoln Avenue across Lincoln Avenue from the project site that have been determined as eligible for listing on the CRHR.¹³ In addition, the house at 1547 Lincoln Avenue is recognized as a locally listed "secondary historic resource". Also, there is a ca. 1920 building, which is potentially a historical resource under CEQA, located at 1440 Lincoln Avenue, approximately 269 feet south of the project site that is currently being evaluated for historical significance by Evans & De Shazo. Additionally, the property at 1440 Lincoln Avenue contains a ca. 1920 building, which is an unreinforced masonry (URM) building, and as such any adjacent or nearby construction could cause potential damage to the URM building. However, retrofit work is currently in the early stages of development, and once completed the building will not be susceptible to impacts from nearby construction activities.

¹³ Stacey De Shazo, Historic Resource Evaluation and Standards Review for the Properties at 1539 and 1547 Lincoln Avenue, Calistoga, Napa County, California, Evans & De Shazo, 2020.

Background research included a review of historic maps of the project site dating from 1866 to 1965 to assess the potential for the project area to contain historic built-environment resources and/or buried historic-era archaeological resources. A review of historic maps from 1866, 1871, 1895, 1910 and 1924 as well as aerial photos from 1950, 1957 and 1965 document the historic period development of the project area. Development on the project site is indicated in a 1910 parcel map showing several buildings including Chinese businesses and residences and a brooder facility for livestock located in the southwest corner of the project site near the Depot. The Calistoga Airport was developed to the east of the project site in 1946 along with accessory buildings and structures.

EDS conducted a field survey to physically inspect the project area for potentially significant cultural resources on February 12, 2020. The field survey resulted in the identification of significant cultural resources in the project area, including prehistoric artifacts and historic artifacts.

Cultural Resources Monitoring Plan (CRMP)

Following completion of the CRS, EDS prepared a Cultural Resources Monitoring Plan (CRMP) dated May 11, 2020 (**Appendix H**). The CRMP establishes a monitoring plan to be followed during all ground disturbing activities and includes treatment plans in the event of discovery.

Historic Resource Evaluation

Evans & De Shazo (EDS) conducted a Historic Resources Evaluation for the proposed project to assess the historic value of the former Calistoga Gliderport and associated buildings which date from approximately 1935 to 1975. The study included a literature search and review of documents, permits, photographs, and maps available at the City of Calistoga Planning Department and the Sharpsteen Museum, as well as various online sources to obtain details regarding property ownership and changes to the property. EDS conducted an intensive level field survey to document the built environment resources within the Project Area that are at least 45 years in age to determine eligibility for listing on the CRHR.

Paleontological Resources

A paleontological resources search performed using the University of California Museum of Paleontology's (UCMP) Miocene Mammal Mapping Project (MioMap) indicated no previous finds of paleontological resources on or in the immediate vicinity of the project site.¹⁴ According to the MioMap database, the closest paleontological find is located approximately 4.5 miles southeast of the project site.

Cultural Resources Impact Discussion

5.5(a) (Historic Resources) Less Than Significant with Mitigation: A Historic Resources Evaluation (**Appendix G**) was prepared for onsite buildings and structures to evaluate eligibility for listing as historic resources. Eligibility of onsite buildings and structures were evaluated for their association with the Calistoga Airport, as well as individual significance associated with Vernacular architecture. None of the built environment resources within the study area were found to be eligible for listing under any criteria. Buildings onsite are not considered to be historical resource. Therefore, no impacts to historic resources will occur from demolition of the existing buildings onsite.

As described above, the project site is located adjacent to eligible and listed historic resources and abuts Calistoga's Downtown Historic District Character Area Overlay and an eligible Lincoln Avenue Commercial

¹⁴ University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), <http://www.ucmp.berkeley.edu/miomap/>, accessed March 9, 2020.

District.¹⁵ Proposed onsite, frontage and offsite improvements are generally consistent with the guiding policies and actions for the project site. New development proposed onsite is not expected to result in a substantial adverse change to historic resources or the historic character of the project site vicinity. The eligible property to the north (occupied by the Resort at Indian Springs) will not undergo any physical changes to buildings, structures, or the landscape as a result of the proposed project. The existing parking area in the northern portion of the project site and the existing trees will be retained and incorporated into the proposed development. The project will not result in any activities that would affect the potentially historic home located across Lincoln Avenue from the project site. Therefore, the proposed project would have less than significant impacts to surrounding eligible historic resources.

The historic Napa Valley Railroad Depot (listed on the NRHP, CRHR, and California State Landmark and the two-story ca. 1920 building at 1440 Lincoln Avenue are located south of the project site and within Calistoga's Downtown Historic District Character Area Overlay. Offsite improvements proposed by the project include Fair Way Extension, a Class 1 multi-use path, and development of a public plaza adjacent to the Napa Valley Railroad Depot. Due to proximity, construction activities have a potential to result in impacts to the historic Depot and the buildings at 1440, 1539, and 1547 Lincoln Avenue if not properly protected. As further described in Section 5.13 Noise below, operation of heavy-duty construction equipment has the potential to result in groundborne vibration, to which historic structures are more sensitive. Implementation of **Mitigation Measure NOI-3** will reduce potential impacts from groundborne vibrations on nearby sensitive structures during construction to levels below significant.

At operation, the proposed project will not result in impacts to the historic Napa Valley Railroad Depot or the buildings at 1440, 1539, and 1547 Lincoln Avenue, as activities from the proposed use are not expected to generate perceptible groundborne vibration or noise. Therefore, with mitigation (CUL-1 requiring implementation of NOI-3) potential impacts to nearby historic resources including the Historic Depot, will be reduced to less than significant levels.

The project site is located in an area with a rich heritage and may potentially contain historic era artifacts. As further described in 5.5(b) below, implementation of the Cultural Resources Monitoring Plan (CRMP), prepared for the proposed project, will ensure that cultural resources including historic artifacts are protected. Therefore, with implementation of mitigation measures set forth herein, the proposed project would result in less than significant impacts due to a change in the significance of historical resources.

5.5(b) (Archaeological Resources) Less Than Significant with Mitigation: As described above, there is a high potential of encountering unrecorded prehistoric era archaeological deposits and a moderate potential of encountering unrecorded historic-period resources on the project site. Project construction activities will result in disturbance to the ground surface including grading, trenching, and digging, which could potentially unearth buried resources. To avoid potential impacts to buried resources associated with prehistoric human occupation and historic era occupation, the CRMP shall be implemented as set forth in **Mitigation Measure CUL-2**.

The CRMP requires adherence to the qualifications, roles, and responsibilities of the monitoring personnel, as well as the protocols and procedures set forth therein. The CRMP identifies monitoring requirements during earth-disturbing activities including full-time, part-time, and spot check procedures. Work curtailment (halting construction activities) in the area of a discovery is also presented in the CRMP and grants archeological personnel with the authority to suspend construction activities within 25 feet of a discovery. Procedures to follow in the event that human remains are discovered are identified in the CRMP and include

¹⁵ The Calistoga's Downtown Historic District Character Area Overlay is intended for planning purposes and an eligible Lincoln Avenue Commercial District is a separate area that focuses on resources that are contributors, and non-contributors, based on a period of significance, and criterion of significance.

contact with the Napa County Coroner, Native American Heritage Commission, and most likely descendant. The CRMP also calls for the presence of a Native American monitor should any prehistoric resources be discovered. Additionally, the CRMP identifies the Field Recordation and Mitigation Plan, which provides for treatment in the event that potentially significant archeological resources are discovered. Finally, the CRMP specifies the curation procedure, funding requirements, and technical reporting if data recovery and data analysis occur.

Implementation of the CRMP (measure CUL-2) will ensure that in the event of accidental discovery of buried resources, the potential adverse impacts due to a change in the significance of archeological resources would be reduced to less than significant levels.

5.5(c) (Discovery of Human Remains) Less Than Significant with Mitigation: No evidence suggests that human remains have been interred within the boundaries of the project site. However, as stated in the General Plan EIR, it is likely that the Planning Area contains still-undiscovered human burial sites. In order to ensure that potential impacts from accidental discovery of remains are reduced to less than significance levels, the project shall comply with California Health and Safety Code Section 7050.5, which mandates the immediate cessation of ground-disturbing activities near or in any area potentially overlying adjacent human remains and contacting the Napa County Coroner. Additionally, the CRMP required to be implemented through **Mitigation Measure CUL-2**, identifies procedures to follow in the event that human remains are discovered.

In the event of accidental discovery or recognition of human remains, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the Napa County coroner is contacted to determine that no investigation of the cause of death is required, and if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendant. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. If the NAHC is unable to identify a most likely descendant, or the most likely descendant fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The location shall be recorded using a GPS with submeter accuracy and the location made known to the City of Calistoga, the NAHC, and the Northwest Information Center.

Compliance with CUL-2, Section 7050.5 and the California Public Resources Code Section 5097.94, 5097.98 and 5097.99, as required under state law, and performance of actions therein, will ensure that in the event of accidental discovery of Native American remains, potential impacts will be reduced to a level below significance.

Mitigation Measures:

CUL-1: Implement measure NOI-3.

CUL-2 All provisions of the Monitoring Protocols and Procedures identified in the Cultural Resources Monitoring Plan (CRMP) prepared by Evans & De Shazo (August 20, 2019) shall be implemented including, but not limited to the following:

1. Utilize qualified archaeological personnel for monitoring

2. Monitoring may include full-time, part-time, and/or spot checks during earth-moving activities
3. Monitors shall be granted authority to suspend construction work within 25 feet of a discovery
4. Coordination with the Napa County Coroner, Native American Heritage Commission, and Most Likely Descendant is required if suspected human remains are discovered
5. Participate with Native American Tribes
6. Maintain daily log and weekly/monthly reports
7. Carry out the Field Recordation and Mitigation Plan
8. Curation shall be at the expense of the Project developer
9. Artifacts shall be cataloged using protocols acceptable to the David A Fredrickson Archeological Collections Facility at Sonoma State University
10. A Final CRMP shall be prepared within 90 business days following completion of ground disturbance and shall be submitted to the City, Lytton Rancheria, and the NWIC

5.6. Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Sources: City Calistoga General Plan, as amended; California Energy Commission; California Department of Conservation-CalGEM; and Marin Clean Energy.

Energy Setting

Energy resources include electricity, natural gas, and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one-degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

In May 2018 the California Energy Commission adopted the 2019 Building Energy Efficiency Standards (Title 24, Part 6 of the CCR). These new standards address energy efficiency at the State level and are effective as of January 1, 2020. The new standards for non-residential buildings focus on three key areas: updated thermal envelope standards, which prevent heat transfer from the interior to exterior and vice versa; demand control ventilation requirements which modulates indoor carbon dioxide with outside airflow; and new natural lighting and lighting efficiency requirements. Non-residential buildings are required be solar ready buildings by providing a solar zone that can accommodate future solar photovoltaic systems.

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2018 was 285,488 gigawatt-hours (GWh)¹⁶, down two percent from 2017. California's non-CO2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for approximately 53 percent of total in-state generation for 2018. California's in-state electric generation was 194,842 GWh and electricity imports were 90,648 GWh.

According to the CEC, approximately 45 percent of the natural gas burned in California was used for electricity generation totaling 90,691 GWh or 3.09 billion therms. The remainder of natural gas consumed was in the

¹⁶ California Energy Commission, Total System Electric Generation (2018)
https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html, accessed December 23, 2019

residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Natural gas is used to generate electricity for cooking and heating, as well as an alternative transportation fuel.¹⁷

Transportation accounts for a large portion of California's overall energy consumption. Gasoline remains the dominant fuel type within the transportation sector, followed by diesel and aviation fuel. In 2015, California consumed approximately 15 billion gallons of gasoline and approximately 4.2 billion gallons of diesel fuel.¹⁸ An increasing amount of electricity is also being used for transportation energy, which is attributed to the acceleration of light-duty plug-in electric vehicles.

City of Calistoga Energy Sources

Households, businesses, industry, public service systems and other operators within the City of Calistoga rely on a variety of energy resources (fuels, photovoltaic, natural gas, oil, coal, etc.) to provide energy for lighting, cooking, heating and cooling, and to operate vehicles.

The City's energy resources are produced and conveyed by Pacific Gas and Electric (PG&E). Marin Clean Energy (MCE) also serves the City of Calistoga and offers customers the choice of having 50% to 100% of electricity supplied from renewable sources, such as wind, bioenergy, and hydroelectric. While MCE provides electric generation, PG&E continues to deliver the electricity through its facilities, and handle maintenance, repair and billing services.

Geothermal Resources

The City of Calistoga is located on an active geothermal reservoir. Some uses in the City utilize geothermal waters for the heating of hot springs, spas, pools, greenhouses, and a few private residences. Heat from geothermal waters is used as an alternative to other energy resources. The project proposes to extract geothermal waters, at approximately 140° F, from the existing geothermal well onsite and heat onsite pools and spas to approximately 90° and 102°F. Geothermal waters will be reinjected at temperatures of approximately 110°F. Permits for the proposed geothermal wells will be obtained from Napa County and the California Department of Conservation- Geologic Energy Management Division (CalGEM, formerly Division of Oil, Gas, and Geothermal Resources).

Energy Impact Discussion

5.6 (a) (Wasteful, Inefficient, Unnecessary Consumption of Energy) Less than Significant Impact:

Development of the proposed project would involve the use of energy during construction and at operation. Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker trips. However, consumption of such resources would be temporary and would cease upon the completion of construction. As stated in Section 4.3 Air Quality, the City of Calistoga will impose BAAQMD best management practices, Mitigation Measure AQ-1, which would minimize the inefficient, wasteful, and unnecessary consumption of energy during construction by limiting idling times and requiring that all construction equipment be maintained and properly tuned in accordance with manufacturer's specifications. Therefore, construction-related energy impacts would be less than significant.

Long-term operational energy use associated with the project includes electricity consumption associated with the 96-room hotel, restaurant, and retail uses (e.g., lighting, electronics, heating, air conditioning, cooking, refrigeration), as well as energy consumption related to water usage (water and wastewater conveyance and

¹⁷ California Energy Commission, Supply and Demand of Natural Gas in California https://www2.energy.ca.gov/almanac/naturalgas_data/overview.html, accessed December 23, 2019

¹⁸ California Energy Commission, Transportation Energy, <https://www.energy.ca.gov/data-reports/energyalmanac/transportation-energy>, accessed December 23, 2019

treatment), solid waste disposal, and fuel consumption by vehicles associated with the project through the generation of new vehicle trips by workers, hotel guests, and other patrons.

The new building development onsite will be subject to the California Building Standards Code. The City adopted the 2019 California Building Standards Code, which includes mandatory California Green Building Standards. All new development within the City of Calistoga must comply with these standards, which generally achieve energy efficiency approximately 30% beyond Title 24 as well as a construction waste reduction rate of 45%. The proposed development will be required to adhere to the 2019 Building Energy Efficiency Standards (Title 24, Part 6 of the CCR).

Energy efficiency is also achieved through the landscape design, use of recycled water, proximity to goods and services, and use of geothermal resources for heating the proposed pool and spa. The landscaping plan will adhere to California's model water efficient landscape regulation that includes drought resistant, low water usage species and will rely upon the city's recycled water supply. The hotel will utilize the city's recycled water for laundry services, reducing the potable water demand and associated energy demands. Water conservation efforts achieve energy efficiency by minimizing water use and the corresponding energy demand required for water treatment and conveyance. Furthermore, as a hotel project within downtown Calistoga, employees, hotel guests, and patrons are within walking or biking distance to a variety of goods and services. These alternative travel modes provide an opportunity to eliminate a vehicle trip thereby reducing energy use from vehicles. Additionally, the project proposes to use onsite geothermal energy resources through a closed loop heat exchange system for the heating of onsite pools and spas. Geothermal energy, a renewable resource, provides an alternative to traditional energy sources.

While the long-term operation of the project would result in an increase in energy consumption compared to existing conditions, the project will incorporate design measures (related to electricity and water use) in compliance with CalGreen, the General Plan, and the Calistoga IZO to minimize energy consumption. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts would be less than significant.

5.6 (b) (Conflict with State or Local Plan) Less than Significant Impact: In December 2007, the CEC prepared the State Alternative Fuels Plan in partnership with the CARB and in consultation with the other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

As a 96-room hotel development that would install energy conservation features as mentioned above and required by California Green Building Standards Code, the proposed project would not conflict with or obstruct implementation of state or local plan for renewable energy or energy efficiency, including the State Alternative Fuels Plan, and therefore impacts would be less than significant.

Mitigation Measures: None Required.

5.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	☐	☐	☐	☒
ii. Strong Seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Soil Investigation Report, Calistoga Hotel 1560/1522 Lincoln Ave, prepared by Reese & Associates Consulting Geotechnical Engineers, July 16, 2014 and updates April, 20, 2016, and February 14, 2020; Earthquake Induced Landslides, California Geological Study; Earthquake Hazards Program, USGS; and MioMap Miocene Mammal Mapping Project, accessed on March 9, 2020.

Geology and Soils Setting

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

The San Andreas fault system is 44 miles wide and extends throughout much of the North Bay Area. The active faults nearest to Calistoga are: Maacama (5 miles west), Rodgers Creek (9 miles west), Healdsburg (11 miles west), Collayayomi (12 miles north), Hunting Creek – Berryessa (13 miles east), West Napa (7 miles south), San Andreas (30 miles west), and Green Valley (18 miles southeast) (**Figure B-3 in Appendix B**). The nearest Alquist-Priolo fault zone in the project vicinity is the Maacama Alquist-Priolo fault zone located ~5.5 miles to the west. No active faults or Alquist-Priolo fault zones directly traverse the City including the project site (**Figure B-4 in Appendix B**).

Unlike many nearby communities, Calistoga has experienced only minor effects from recent major earthquakes, most notably in 1989 with the 7.1 magnitude Loma Prieta earthquake, in 2000 with a 5.2 magnitude earthquake centered nearby in Yountville, and in 2014 with the 6.0 magnitude South Napa earthquake along the West Napa Fault.

The project site is located on the Valley floor on level terrain, at an elevation approximately 350 feet above sea level. Like the greater region, the US Geological Survey mapping research indicates the project site is susceptible to very strong shaking in the event of an earthquake at one of the nearby faults (**Figure B-5 in Appendix B**). The site is in a zone of moderate susceptibility to liquefaction (**Figure B-6 in Appendix B**).

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

A Soil Investigation Report was prepared by Reese and Associates Consulting Geotechnical Engineers in 2014 and memo updates were prepared in 2016 and 2020 (**Appendix I**). The Soil Report presents findings based on a literature review and soil analysis conducted on the project site. Twelve test borings ranging from depths of 21½ to 31 feet were drilled across the project site to assess subsurface conditions. The report found that project site soils can accommodate the project with the following specific engineering considerations:

- fills onsite have settled at different rates and may perform differently under loading bearing stress
- surface materials weak and expansive upper soils (sandy clay and silty gravel)
- groundwater levels may affect below-grade construction and vary seasonally with an average depth of 7.5 to 9 and can be as shallow as 4 feet
- relatively deep silt deposits that exhibit low strength and high compressibility
- locally occurring loose to medium dense sands that could be subject to liquefaction and/or densification during earthquake shaking

Geology and Soils Impact Discussion

5.7(a.i) (Fault Zones) No Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. In a seismically active region such as Northern California, there is always some possibility for future faulting. However, historical occurrences of surface faulting have generally closely followed the trace of active faults (i.e., faults experiencing surface rupture in the past 11,000 years). Given that the project site is not within

an Alquist-Priolo Earthquake Fault Zone as defined by the State of California, and no identified active faults traverse the site, there would be no impact due to fault rupture (**Figure B-4 in Appendix B**).

5.7(a. ii) (Ground-Shaking) Less Than Significant Impact: The proximity of the City to the active Maacama Fault and the Rodgers Creek Fault places it within a very strong Shaking Severity Level of the Modified Mercalli Intensity (**Figure B-5 in Appendix B**). As such, the project site holds potential to expose people or structures to substantial adverse effects resulting from earthquake shaking and related ground failure. The resulting vibrations would likely cause primary damage to the proposed building and improvements with secondary effects being ground failures in loose alluvium or poorly compacted fill. Both the primary and secondary effects pose a potential risk of loss of life or property.

The intensity of earthquake motion depends on the characteristics of the generating fault, distance to the fault and rupture zone, earthquake magnitude, earthquake duration, and site-specific geologic conditions. The Soil Investigation Report (**Appendix I**) determined that soils at the project site present a risk from ground shaking and related effects due to the presence of unconsolidated fill. The report recommends the excavations, replacement and compaction to appropriate depths in order to provide a stable foundation. Due to unconsolidated fill and risk for differential settlement and liquefaction, the Soil Investigation recommends supporting project structures with driven pile foundations or mat slab foundations.

Conformance with standards set forth in the project level Soils Report and the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are less than significant. The design specifications in the CBC ensure that the proposed buildings and associated improvements onsite would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity or liquefaction. Therefore, potential impacts from ground shaking and ground failure/liquefaction will have a less than significant impact.

5.7 (a. iii) (Seismic-Related Ground Failure/Liquefaction) Less Than Significant with Mitigation: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils underlying the site. As shown on **Figure B-6 in Appendix B**, the project site is mapped as having a moderate susceptibility to liquefaction.

Subsurface materials encountered during the geotechnical observations indicate a high risk of potential damage to the structure from differential settlement. The Soils Report recommends procedure to reduce the risk of distress to the structure and improve onsite soils such that risk of liquification is considered low. Mitigation measure GEO-1 requires that recommendations set forth in the Soils Investigation Report be incorporated into the project design and implemented during construction or as otherwise approved by the City Engineer. Additionally, as stated above, the foundation and structural design for the proposed building and improvements introduced by the project will meet the latest CBC regulations as well as state and local standards for seismic safety. As such, potential impacts including the risk of loss, injury, or death involving seismic-related ground failure and liquefaction will be reduced to less than significant levels.

5.7(a. iv) (Landslide) No Impact: The risk of landslide is dictated by several factors including precipitation conditions, soil types, steepness of slope, vegetation, seismic conditions and level of human disturbance. When certain conditions are present, landslides can be triggered as a result of seismic activity. Landslides have been known to occur within Napa County, but are typically confined to slopes steeper than 15% and occur in areas underlain by geologic units that have demonstrated stability problems. The site is relatively flat and is classified as having very low landslide potential according the California Geological Society. Therefore, there would be no impacts due to loss of structures or life from landslides occurring on the project site.

5.7(b) (Soil Erosion) Less Than Significant Impact with Mitigation: Construction of the project will require site preparation including demolition, tree removal, and grading to achieve a uniform distribution of soil across the project site. These ground disturbing activities have the potential to result in soil erosion or the loss of topsoil if not properly controlled.

Soil erosion will be controlled through best management practices (BMPs) and adherence to a Storm Water Pollution Prevention Plan (SWPPP) throughout site preparation and construction activities (Section 7.9 Hydrology/Water Quality). Further, in order to ensure that potential impacts related to soil erosion are reduced to levels below significant, Mitigation Measure GEO-2, set forth below, requires the applicant to submit an erosion control plan that identifies measures to be implemented during construction and establishes controls for grading activity during the rainy season. GEO-2 further requires compliance with the City's Erosion Control requirements, City Code Chapter 19-08. Implementation of GEO-2 will avoid potentially significant adverse effects from erosion and loss of topsoil and will ensure that impacts are reduced to less than significant levels.

5.7(c) (Unstable Geologic Unit) Less Than Significant: Lateral spreading, lurching, and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks whereas lateral spreading generally occurs where liquefiable deposits flow towards a "free face," such as channel banks, during an earthquake. The project site is generally flat and lacks steep channel banks and slopes. Therefore, potential impacts related to lateral spreading, lurching, and associated ground failure will be less than significant.

5.7(d) (Expansive Soils) Less than Significant Impact with Mitigation: Based on the project's Soil Investigation Report, onsite soils, including substrate of sandy clay and silty gravel fill, exhibit expansive qualities. Expansive soils are naturally occurring and often found in low-lying regions and valley flood plains. Expansive soils, such as clay, tend to swell with increases in soil moisture and shrink as the soil moisture decreases. Changes in soil moisture content can compromise the integrity of foundations, retaining walls and slab-on-grade improvements from differential movements (settlement or heave).

Adherence to **Mitigation Measure GEO-1**, which requires implementation of recommendations set forth in the project level Soils Report, will ensure that potential impacts due to the presence of expansive soils are minimized through design and soil treatment procedures. Therefore, with mitigation the project would result in a less than significant impacts due to expansive soils.

5.7(e) (Septic Tanks) No Impact: There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the Project. The project will connect the City's municipal sanitary sewer system. Therefore, there would be no impacts due to the disposal of wastewater where sewers are not available.

5.7(f) (Paleontological Resource): Less than Significant Impact with Mitigation: The Calistoga General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City Limits. In addition, no previous finds of paleontological resources on or in the immediate vicinity of the project site were discovered using the UCMP MioMap. Nevertheless, the potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure GEO-3**, as set forth below, shall be implemented. Measure GEO-3 ensures that proper procedures are followed in the event of a paleontological discovery; thereby reducing potential impacts to below a level of significance.

Mitigation Measures:

GEO-1: All applicable recommendations in the Soil Investigations Report (Reese and Associates Consulting Geotechnical Engineers) prepared for the subject property, including, but not limited to grading,

drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Calistoga city Engineer.

GEO-2: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City's Planning and Building Department. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Calistoga's Stormwater Runoff Pollution Control Ordinance, Chapter 19.05 of the Calistoga Municipal Code. The erosion control plan shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.

GEO-2: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

5.8. GREENHOUSE GAS EMISSIONS

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

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; Calistoga Climate Action Plan, adopted by City Council on April 1, 2014; and The Veranda at Indian Springs Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, June 17, 2020.

Greenhouse Gas Setting

Greenhouse gases (GHGs) are generated from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO₂), nitrous oxide (N₂O), methane (CH₃), chlorofluorocarbons, hydrofluorocarbons and perfluorocarbons.

While GHGs are emitted locally, they have global implications. GHGs trap heat in the atmosphere, which warms up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. SB 32 and Executive Order B-30-15 extended the goals of AB 32, setting GHG reduction target at 40 percent of 1990 levels by 2030. Senate Bill 375 has also been adopted, which seeks to curb GHGs by reducing urban sprawl and vehicle miles traveled.

The BAAQMD CEQA Air Quality Guidelines, established in May 2010¹⁹ and updated in May 2017, include thresholds of significance for greenhouse gas emission. The City of Calistoga recognizes these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines in determining screening levels and significance. Based on the BAAQMD Guidelines, a project is considered to have a less than significant impact due to GHG emissions if it:

1. Complies with an adopted Qualified GHG Reduction Strategy;
2. Emits less than 1,100 metric tons (MT) CO₂e per year; or
3. Emits less than 4.6 MT CO₂e per service population per year (residents and employees).

¹⁹ Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

The City of Calistoga Climate Action Plan (CAP) was adopted by City Council in April 2014. Community-wide GHG emissions from 2010 are identified in the City's CAP. The analysis includes an evaluation of four major sectors: transportation, built environment, solid waste, and water/wastewater. The total GHG emissions in 2010 were 33,579 metric tons of carbon dioxide equivalence (CO₂e). Transportation was the largest contributor of emissions (54.5%), followed by residential uses (22.6%), and commercial/industrial uses (19.7%).²⁰ The City's CAP seeks to reduce GHG emission through various means and presents goals, objectives and measures targeting transportation, energy efficiency and renewable energy, carbon sequestration, and community engagement and advocacy. The City's CAP is not considered a qualified GHG Reduction Strategy pursuant to the BAAQMD Guidelines, as such the thresholds set forth in the BAAQMD Guidelines are used to assess significance.

Greenhouse gas emissions generated by the proposed project are evaluated in **Appendix D: Air Quality & GHG Assessment**. As described therein BAAQMD Guidelines recommend a GHG threshold of 1,100 metric tons or 4.6 metric tons per capita, based on 2020 GHG targets set forth in the AB 32 scoping plan, which aims to reduce statewide GHG emission to 1990 levels by 2020. In the latest statewide inventory, 2017, the California Air Resources Board (CARB) reports GHG emission levels at 424 million metric tons, which is 7 million metric tons below the 2020 target and demonstrates that reduction targets are being met. BAAQMD Guidelines do not offer recommendations post 2020. As such, a bright-line metric threshold, based on BAAQMD's 2020 GHG target was linearly interpolated for the expected opening year of the project 2023. Using this method, a significance threshold of 968 metric tons of CO₂e was identified for the project in 2023.

Greenhouse Gas Emissions Impacts Discussion

5.8(a-b) (Significant GHG Emissions and Conflict with GHG Plan) Less Than Significant Impact with Mitigation: The proposed project will result in the generation and emission of GHGs during construction and at operation. Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. GHG emissions generated during construction activities are short-term and will cease once construction is complete.

The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices (BMP) to reduce GHG emissions during construction. As stated under the air quality topic above, mitigation measures AQ-1 and AQ-2 shall be implemented, which will ensure that BMPs and enhanced measures are in place to minimize air quality emissions during construction. As such, GHG emissions from construction activities will be less than significant.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to predict GHG emissions from full operation of the proposed project (**Appendix D**). CalEEMod provides GHG emission projections for transportation, area sources, electricity consumption, natural gas combustion, electricity usage associated with water use and wastewater discharge, and solid waste disposal. As shown in Table 5 below, at operation of the proposed Veranda at Indian Springs, GHG emissions are projected to be 1,120 MT of CO₂e per year, which slightly exceeds BAAQMD's 2020 threshold of 1,100 MT of CO₂e/yr and exceeds the project specific linearly interpolated significance threshold of 968 metric tons of CO₂e per year in 2023. As such, the project will result in potentially significant GHG emissions at operation and mitigation is required.

²⁰ Calistoga Climate Action Plan, April 2014, Page 18.

**TABLE 5: GHG EMISSIONS
(CO₂E IN METRIC TONS PER YEAR)**

Source	Project Emissions in 2023
Area	<1
Energy Consumption	368
Mobile	716
Solid Waste Generation	31
Water Usage	5
Total	1,120
Linearly Interpolated Threshold	968
Exceeds Threshold?	Yes
Source: Air Quality & GHG Assessment, prepared by Illingworth & Rodkin, June 17, 2020.	

To reduce GHG emissions generated by the project, a refined GHG analysis was completed that incorporated several sustainability measures including installation of solar panels, transportation demand management (TDM) strategies (5.17 Transportation and Circulation), use of Marin Clean Energy, enhanced recycling and composting, and the use of drought tolerant landscaping and efficient irrigation systems. As shown in Table 6 below, with GHG reduction strategies incorporated, as required by **Mitigation Measure GHG-1**, GHG levels are reduced to 960 metric tons of CO₂e, which falls below the linearly interpolated threshold. Therefore, with measure GHG-1 potential impacts due to project generated GHG emissions, will be reduced to less than significant levels.

**TABLE 6: MITIGATED GHG EMISSIONS
(CO₂E IN METRIC TONS PER YEAR)**

Source	Project Emissions in 2023
Area	<1
Energy Consumption	285
Mobile	646
Solid Waste Generation	25
Water Usage	4
Total	960
Linearly Interpolated Threshold	968
Exceeds Threshold?	No
Source: Air Quality & GHG Assessment, prepared by Illingworth & Rodkin, June 17, 2020.	

With mitigation the proposed project will not conflict with applicable local plans, policies, and regulation including the City's CAP, related to GHG emissions or any other State or regional plan, policy, or regulation of an agency for the purpose of reducing greenhouse gas emissions.

All new construction is required to implement CalGreen Mandatory standards, which include a detailed list of features that address energy efficiency, water efficiency, waste reduction, material conservation and indoor air quality. The proposed project would incorporate LED lights, water-efficient landscaping and irrigation, would achieve the latest plumbing and building code standards, and would utilize recycled water for Landscaping and laundry. Renewable geothermal waters will be used to heat onsite pools and spas, thereby reducing emissions from energy production and use. Additionally, the proposed project will gain efficiencies as an expansion of the Resort at Indian Springs through shared facilities including Spa, Front Desk, and Offices, as well as shared employees and shared deliveries. Furthermore, the project is located in downtown Calistoga, within walking distances to goods and services and will offer onsite bicycles to guests and employees thereby providing an alternative travel mode. Finally, the project includes the installation of onsite and offsite improvements that promote walking and biking by developing wide sidewalks, a multi-use path and a portion of the offsite public plaza accessible from the Vine Trail.

Therefore, as proposed and with mitigation measure GHG-1 and TRANS-2 (TDM), potential GHG impacts will be reduced to less than significant levels.

Mitigation Measures:

GHG-1: Prior to issuance of a certificate of occupancy, a GHG reduction strategy shall be developed by the applicant and approved by the City demonstrating that operational GHG emissions fall below the linearly interpolated BAAQMD 2023 threshold (968 Metric Tons of CO₂e). Elements of the GHG Reduction Strategy may include but are not limited to the following:

- Install solar panels that generate 685,000 kilowatt-hours per year of electricity.
- Provide in town housing using existing developer owned property for 25 percent of the employees and make bicycles readily available to employees.
- Purchase partially or fully carbon-free generated electricity from Marin Clean Energy. This provider provides electricity that is sourced from either 60 percent renewable sources (Light Green program) or 100 percent renewable sources (Deep Green program).
- Install efficient space and water heating systems that also comply with the City of Calistoga's CAP conservation and efficiency goals. The objectives and measures that would be applicable are as follows:
 - Objective EE-1: Maximize energy and water conservation associated with buildings.
 - Measure EE-1 B: Discourage the use of decorative exterior lighting.
 - Objective EE-2: Conserve water to minimize the energy needed for water treatment and transmission.
 - Measure EE-2 A: Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping.
 - Measure EE-2 B: Promote the use of reclaimed water generated by the local wastewater treatment plant.
 - Objective EE-3: Support local efforts to utilize renewable energy.
 - Measure EE-3 A: Support the use of geothermal energy and heat-exchange technology

- Include recycling, composting, and reusable material measures, as well donate excess material to charities, to meet the 20 percent recycling and composting reduction.
- Install landscaping comprised of drought-tolerant species and irrigation systems that adhere to California's model water efficient landscape regulation ordinance.
- Develop and implement a Transportation Demand Management (TDM) Program for the project (Measure TRASN-2) to minimize vehicle miles traveled and promote the use of alternative modes by guests and employees.
- Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;
- Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City of Calistoga.

5.9. HAZARDS/HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project site?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; EnviroStor and GeoTracker Databases (accessed December 31, 2019); Phase I Environmental Site Assessment (ESA) for 1502, 1506, 1510, 1522, & 1546 Lincoln Ave. Calistoga, prepared by AEI Consultants, April 5, 2019; Limited Phase II Subsurface Investigation for 1502, Lincoln Ave. Calistoga, prepared by AEI Consultants, August 30, 2013; Groundwater Monitoring Report-April 2005 Event, prepared by Edd Clark & Associates, June 28, 2005; and Emergency Vehicle Circulation Exhibit for the Veranda at Indian Springs, prepared by BKF, January 2020.

Hazardous Material Setting

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in

serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.” Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the “Cortese List.”

Title 22 of the California Code of Regulations (CCR), Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, defines hazardous and special waste, identifies federal and state hazardous waste criteria, and regulates the storage, transportation, and disposal of waste. Title 22 was created to regulate the hazardous wastes generated by factories or similar sources, but soil excavated during construction may also be regulated.

Title 23 of the CCR, Division 3 State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB), Chapter 16 California Underground Storage Tank Regulations, contains design, construction, and monitoring requirements for new underground storage tanks.

Hazardous waste management in Calistoga is administered by the Napa County Department of Environmental Management (DEM) through the Certified Uniform Program Agency (CUPA). The CUPA program oversees five hazardous materials programs: Hazardous Materials Management Plans (HMMP) program, California Accidental Release Prevention (CalARP) program, underground storage tank (UST) programs, aboveground storage tank (AST) programs, and hazardous waste generation and disposal.

The California Department of Industrial Relations, Division of Occupational Safety and Health (DOSH) (formerly known as Cal/OSHA), is charged with enforcement of state regulation and the supervision of workplaces in California that are not under direct federal jurisdiction. State worker health and safety regulation applicable to construction workers include training requirements for hazardous waste operation and emergency response.

The 2002 Brownfields Amendments to the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) requires an evaluation be performed by an environmental professional to assess a property's liability for hazardous substances. Federal Code 40 CFR § 312.21 requires the environmental professional's opinion to identify conditions that indicate the presence of hazardous substances on, at, in or to the subject property and identify information gaps that limit a comprehensive assessment of the extent of substance release.

The project site has a history of past industrial uses and has been assessed through a Phase I Environmental Site Assessments and a Phase II Limited Subsurface Investigation. The Phase I Environmental Site Assessment (ESA) fully captures the project site and evaluates properties at 1502, 1506, 1510, 1522, and 1546 Lincoln Ave., Calistoga by AEI Consultants, on April 5, 2019 (**Appendix J-1**). The ESA follows the American Society for Testing Materials (ASTM) Standard Practice, and EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312). The following Phase I ESA identified the following:

- Recognized Environmental Conditions - The westernmost hanger (structure at 1522 Lincoln Ave) is the location of the former dry-cleaning business that operated for from 1950-1960. Chlorinated solvents can accumulate in soils and migrate to groundwater. This is a REC and requires further investigation (see Phase II Limited Subsurface Investigation below)
- Historical Recognized Environmental Conditions – Limited contamination may remain in the subsurface soils on the project site associated with the following past conditions:

- Five underground storage tanks were removed from the property.
- Case Closure was issued in January 1996 for a former concentration of benzene in groundwater samples.
- A 10,000-gallon aviation fuel underground storage tank was removed in 1999 and case closure was issued in 2005.
- Demolition of structures should adhere to AHERA sampling protocol to test the presence of asbestos-containing materials. An XRF survey will need to be performed to determine if lead-based paint is present, and if so, follow requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62.

A Phase II Limited Subsurface Investigation was completed by AEI Consultants, on August 2013 for 1502 Lincoln Ave., Calistoga, which is the site of the former dry-cleaning operation (**Appendix J-2**). The purpose of this investigation was to identify the presence of halogenated volatile organic compounds (HVOCs) in the soil and groundwater. On August 2, 2013, AEI Consultants collected soil samples, to a depth of 16 feet, at four locations around the dry-cleaning facility to analyze the soil and groundwater for the presence of HVOCs²¹. The Phase II Limited Subsurface Investigation identified the following:

- Dichloroethene (cis-1,2-DCE) at a concentration of 6.9 micrograms per liter (µg/L) of cis-1,2- above screening levels for groundwater used as a drinking water resource (6.0 µg/L), and below the ESL for a non-drinking water resource (63 µg/L).
- Tetrachloroethene (PCE) at a concentration of 0.0087 mg/kg, which does not exceed the shallow soil ESL of 0.19 milligrams per kilogram (mg/kg), the limit used for commercial/industrial land use where the groundwater would not be used as drinking water.
- All other HVOCs in the soil sample and grab-groundwater samples were reported below standard laboratory reporting limits and Environmental Screening Levels.

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. CAL FIRE's Statewide and County maps (adopted November 2007) depict Fire Hazard Severity Zones (FHSZs)²² that are within the State Responsibility Area (SRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. The FHSZs in the SRA are further classified as being Moderate, High, or Very High.

In addition, CAL FIRE has prepared and transmitted recommendations for Very High FHSZs in those areas where local governments have financial responsibility for wildland fire protection, known as Local Responsibility Areas (LRA). Only lands zoned as Very High FHSZ are identified within the LRA. Most of the City

²¹ The soil samples were analyzed using standard United States Environmental Protection Agency (USEPA) Methods as follows: Total volatile organic compounds (VOCs) including chlorinated VOCs and fuel oxygenates (methanol, ethanol, tert-butyl alcohol (TBA), methy tert-butyl ether (MTBE), di-isopropyl ether (DIPE), ethyl tert-butyl ether (ETBE), tertiary-amyl methyl ether (TAME), N-butanol by EPA and total petroleum hydrocarbons as gasoline (TPH-g) using US EPA Method 8260. The soil bores were analyzed using a photo ionization detector to screen for chemical levels in the soil as compared to the May 2013 Environmental Screening Levels (ESLs) from the San Francisco Bay Regional Water Quality Control Board.

²² The FHSZs identify fire hazard, not fire risk. "Hazard" is based on the physical conditions that give a likelihood that an area will burn over a 30 to 50-year period without considering modifications such as fuel reduction efforts. "Risk" is the potential damage a fire can do to the area under existing conditions, including any modifications such as defensible space, irrigation and sprinklers, and ignition resistant building construction which can reduce fire risk.

of Calistoga, including the project site, is categorized as Non-VHFHZ.²³ With the exception of a few parcels, the entire area west of Foothill Boulevard within the City limits is categorized as a "Very High Fire Hazard Severity Zone" by CAL FIRE (**Figure B-7** in **Appendix B**).

Hazards/Hazardous Materials Impact Discussion

5.9(a, b) (Routine Transport, Upset and Accidental Release) Less Than Significant Impact with Mitigation: Site preparation and construction activities will result in the temporary presence of potentially-hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction-related materials. Although these potentially-hazardous materials may be present onsite during construction, the applicant/contractor is required to comply with all existing federal, state and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials. Additionally, prior to the commencement of site preparation, a Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMPs) will be prepared and implemented during all construction activities in accordance with the City's Municipal Code Chapter 19.05 Stormwater and Runoff Pollution Control requirements (Hydrology/Water Quality discussion below). BMPs include measures to prevent spills and require onsite materials for cleanup. The applicant/contractor is required to comply with all federal and state regulations as overseen by Napa County's CUPA. Therefore, the impact of hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials from the proposed Project would be less than significant.

Asbestos-containing materials (ACMs) and lead-based paints (LBPs) may be present in buildings and structures onsite and could be disturbed during demolition activities. As such, **Mitigation Measure HAZ-1** shall be implemented, requiring an asbestos survey adhering to sampling protocols outlined by the Asbestos Hazard Emergency Response Act (AHERA) and material sampling to determine lead presence prior to any demolition activities. In the event that such substances are found, the applicant shall adhere to all regulatory requirements regarding the treatment and handling of these materials. With implementation of measure HAZ-1, potential impacts due to the accidental release of hazardous or potentially-hazardous materials will be reduced to less than significant levels.

Site preparation and demolition activities involve removal of debris and material presently onsite. Hauling and disposal will be conducted in a manner consistent with waste disposal requirements including proper disposal for all contaminated materials including materials impacted by asbestos and lead-based paint. .

At operation the proposed project may store and use certain chemicals for onsite operations. This may include cleaning solvents from site maintenance, pool cleaning chemicals, as well as fertilizers and pesticides for landscaping purposes. However, the project would be required to store chemicals in compliance with applicable regulations and policies addressing the storage, labeling and use of hazardous materials. Therefore, potential impacts would be less than significant.

5.8(c) (Emit or Handle Hazardous Materials Within ¼ Mile of School) Less Than Significant Impact: Calistoga State Preschool is located approximately 700 feet southwest of the project site. Palisades High School and the Calistoga Junior-Senior High School are located across Lincoln Street to the northwest of the project site, with nearest facilities within ¼ miles of the project site. Adherence to existing federal, state and local regulations will ensure that all potentially-hazardous materials onsite during construction and at operation are properly labeled, transported and stored. Established policies and programs set forth by the EPA, DTSC, CAL/OSHA and other regulatory agencies provide that the presence of potential hazardous

²³ CAL FIRE Very High Fire Hazard Severity Zones Map in LRA for Calistoga, Adopted September 23, 2008, http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/napa/Calistoga.pdf, accessed January 24, 2018.

materials occur in the safest possible manner by reducing the opportunity for accidental release or spills and ensuring that a response plan is in place.

As the Certified Unified Program Agency (CUPA), the Napa County DEM regulates hazardous materials including fuel storage. The proposed project is required to adhere to local, state and federal regulations regarding the storage and use of hazardous materials. In the event that the project will store or handle larger volumes of hazardous or potentially hazardous materials, a Hazardous Materials Business Plan will be prepared and implemented that addresses spill prevention and response in the event of accidental release. Therefore, impacts related to the emission or handling of hazardous, or acutely hazardous materials within one-quarter mile of an existing or proposed school will be less than significant.

5.9(d) (Existing Hazardous Material Sites) Less Than Significant Impact with Mitigation: The California Environmental Protection Agency (CAL-EPA) annually updates the California Hazardous Waste and Substances Site List (also known as the "Cortese List"). A search of EnviroStor²⁴, performed on December 31, 2019, showed no active cleanup sites within the project vicinity. A search of Geotracker²⁵, performed on December 31, 2019, showed no open "Leaking Underground Storage Tank (LUST) Cleanup Sites" and no open "Cleanup Program Sites" in the vicinity of the proposed project.

As described in the Phase I ESA the project site contains a REC and HREC, indicating an elevated potential to encountered contaminants in soils and groundwater onsite. The project will not result in the direct use or consumption of onsite groundwater, as all potable water will be supplied through the City's municipal system and geothermal water will be contained in a closed loop system and used for heating onsite pools and spas through a heat exchanger. However, groundwater may be encountered during construction and could pose a potential risk of exposure to construction workers if contaminated. Additionally, onsite soils have been impacted past by uses and spills and ground disturbance could encounter previously unknown contamination. To reduce the potential exposure of workers to contaminated soil and groundwater the project shall implement **Mitigation Measure HAZ-2**, which requires preparation and adherence to a Construction Worker Risk Management and Safety Plan.

With mitigation the project will not create a significant hazard to the public or the environment by virtue of it being located on an identified Cortese site. Therefore, potential impacts will be reduced to less than significant levels due to the development of an existing hazardous materials site.

5.9(e) (Airport Land Use Plans) No Impact: The project is not located within the boundaries of an airport land use plan or located in close proximity to a private airstrip. The project is located a portion of the former Gliderport property, which is no longer operational as an airstrip. The nearest airport is the Angwin Airport, Virgil O. Parrett Field, located approximately 7.5 miles east of the project site. Therefore, the project would have no impacts associated with airport-related hazards.

5.9(f) (Impair Emergency Response Plan) No Impact: The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

California has developed an emergency response plan to coordinate emergency services by federal, state, and local government, including responding to hazardous materials incidents. The State Office of Emergency Services employs a Hazardous Materials Division, which enforces multiple programs that address hazardous

²⁴ The Department of Toxic Substances Control's data management system for tracking its cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further

²⁵ The State Water Resources Control Board's data management system for sites that impact, or have the potential to impact, water quality in California

materials. There are no aspects of the proposed project that will interfere with an adopted emergency or evacuation plan. Therefore, the project will have no impact due to a conflict with emergency response.

5.9(h) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, grassland. The project site is located within the City limits and surrounded by roadways, retail land uses, associated parking, and undeveloped land. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on four sides.

Two thousand feet to the south of Foothill Boulevard within the City limits is categorized as a “Very High Fire Hazard Severity Zone” in a local responsibility area. The forested land beyond the City limits to the west is designated as a “Very High Fire Hazard Severity Zone”²⁶ by CAL FIRE (**Figure B-7 in Appendix B**).

The City of Calistoga Fire Department is responsible for protecting life, property, and the environment from fire. The Fire Department responds to calls including structural, wildland, and other fires. The city operates one fire station, located approximately 500 feet from the project site, which provides timely response. The project would not increase risk of exposure due to wildland fire hazards. Therefore, impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires will be less than significant.

Mitigation Measures:

HAZ-1: Prior to any activities involving the demolition of the existing buildings on site, an asbestos survey adhering to sampling protocols outlined by the Asbestos Hazard Emergency Response Act (AHERA) and material sampling to determine lead presence shall be performed. Construction activities that disturb materials or paints containing any amount of lead and/or friable asbestos shall be subject to requirements of the Occupational Safety and Health Administration (OSHA) lead standard contained in 29 CFR 1910.1025 and 1926.62, AHERA requirements, and any other local, state, or federal regulations. In the event that such substances are found, the applicant will adhere to all requirements put forth by OSHA and other agencies regarding the treatment, handling, and disposal of these materials.

HAZ-2: Prior to issuance of any demolition, grading, or building permit, the project applicant shall prepare and receive approval of a Risk Management Plan, and Health Safety Plan by the City of Calistoga Fire Department. The purpose of this Plan is to address the potential for accidental discovery of hazards and hazardous materials during construction activities including soil and groundwater contamination. Said plans shall be implemented during construction and future redevelopment and shall address the following:

- a) Conduct construction work in accordance with CCR Title 8 Section 1532.1, Lead in Construction.
- b) Use appropriate site control measures such as wet methods to minimize airborne dust generation.
- c) Characterize soil export by sampling and analysis for proper disposal.
- d) Develop soil and groundwater management protocol to guide construction activities that involves worker exposure to contaminated soil and/or groundwater.

²⁶ CAL FIRE, Fire Hazard Severity Zones in SRA for Napa County, Adopted November 7, 2007, http://frap.fire.ca.gov/webdata/maps/napa/fhszs_map.28.pdf, accessed January 21, 2020.

- e) Implement Best Management Practices (BMPs) regarding potential soil and groundwater contamination including but not limited to the following:
 - i. Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Napa County Environmental Health Division and the City of Calistoga.
 - ii. Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Calistoga, the RWQCB and/or Napa County Environmental Health Division.

5.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Hydrology Study, prepared by BKF Engineers, July 7, 2017; Preliminary Stormwater Hydrology Analysis for The Veranda at Indian Springs, prepared by BKF Engineers, July 2019; Preliminary Storm Water Control Plan for The Veranda at Indian Springs, prepared by BKF Engineers, February 2020; Preliminary Water Use and Wastewater Generation Memorandum for The Veranda at Indian Springs, prepared by BKF Engineers, October 2019; California Dam Breach Inundation Maps, CA Department of Water Resources Division of Safety of Dams, Accessed January 2, 2020; and BASMAA Post-Construction Manual: Design Guidance For Stormwater Treatment And Control For Projects In Marin, Sonoma, Napa, And Solano Counties, January 2019.

Hydrology and Water Quality Setting

The project site is located within the Napa River watershed, which encompasses an area of approximately 426 square miles. The Napa River watershed is contained by Mt. St. Helena to the north, the Mayacamas Mountains to the west, Howell Mountain, Atlas Peak, and Mt. George to the east, and the Napa-Sonoma Marsh to the south. The Napa River travels through the center of the watershed on the valley floor, draining numerous tributaries along 55 miles from the headwaters of Mt. St. Helena to the San Pablo Bay.

Flooding

The Napa County Flood Control and Water District (District) manages flood control facilities throughout the County. The District is responsible for structural repairs to culverts and spillways, grading and reshaping channels, and debris removal to maintain hydraulic capacity of all waterways. The City of Calistoga Planning and Building Director regulates flooding under Title 18 (Floodplain Management) of the Municipal Code.

The Federal Emergency Management Agency's (FEMA's) National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs). The project site is located in FEMA Zone X, Other Areas, as delineated on map numbered 06055C0229E. This area is considered to be outside the 100- and 500-year floodplain with a minimal flood hazard risk (**Figure B-8 in Appendix B**).

Water Quality

Surface water quality is regulated by the San Francisco Bay RWQCB (Region 2) via the Water Quality Control Plan for the San Francisco Bay Region (Basin Plan). The RWQCB is responsible for implementing Section 401 of the Clean Water Act through the issuance of a Clean Water Certification when development includes potential impacts to jurisdictional areas such as creeks, wetlands or other Waters of the State. As described in Section 4.4(c) of this document, the project site does not contain waters of the U.S. or state. However, the Merchant Ditch running outside of the offsite improvement to Fair Way Extension is considered a waterway and subject to California Fish and Game Code §1602.

Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ from the State Water Resources Control Board.²⁷ Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP).

The proposed project will be subject to the National Pollution Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). Construction activities on more than one acre are subject to NPDES permitting requirements including the preparation of a SWPPP. The SWPPP includes specifications for Best Management Practices (BMPs) to be implemented during construction activities to control potential discharge of pollutants from the construction area. Additionally, the SWPPP would describe measures to prevent pollutants in runoff after construction is complete and develops a plan for inspection and maintenance of the project facilities.

²⁷ State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, as amended by Order 2010-0014-DWQ, and order 2012-00060DWQ NPDES General Permit No. CAS000002.
http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed February 10, 2020.

Groundwater

The city of Calistoga is situated above the Napa Valley Subbasin as identified by the California Department of Water Resources Bulletin 118 Groundwater Basins published in 2018. The State of California adopted the Sustainable Groundwater Management Act (SGMA) in 2014 that called for the creation of local Groundwater Sustainability Agencies to develop and implement Groundwater Sustainability Plans for the long-term management of a healthy and functioning groundwater resource. In 2019, the Napa County Groundwater Sustainability Agency was formed from representative government agencies to begin assessing baseline conditions, defining sustainability for the basin, and developing a groundwater sustainability plan. The Napa County GSA submitted notification to the Department of Water Resources on February 6, 2020 providing notice of intent to prepare a Groundwater Sustainability Plan for the Napa Valley Subbasin.²⁸

Stormwater Runoff

The City's Stormwater Runoff Pollution Control Ordinance (Chapter 19.05 of the Municipal Code) regulates stormwater runoff. Sections 19.05.090 (C) through (E) of the Municipal Code address development and redevelopment activities, stormwater control plan requirements, and ground disturbing activities. Low Impact Development (LID) requirements establish limitations on the stormwater runoff generated from development sites. New development is required to mimic pre-developed conditions, protect water quality and retain runoff from impervious surfaces onsite and discharge in a manner consistent with historic flow rates.

A Preliminary Storm Water Control Plan (SWCP), **Appendix K**, and Hydrology Study for The Veranda at Indian Springs was prepared by BKF Engineers. Under existing site conditions, a majority of the stormwater runoff flows towards the southeast to Fairway Extension Ditch (referred to as Merchant Ditch in the Hydrology Study). The northeastern most portion of the site drains to the east towards on offsite drainage ditch (referred to as Main Ditch in the Hydrology Study).

The project is subject the Bay Area Stormwater Management Agencies Association (BASMAA) stormwater regulation, which requires stormwater to enter bioretention areas for filtration and infiltration. The post-construction flowrate of stormwater cannot exceed the pre-construction flowrate.

Hydrology and Water Quality Impact Discussion

5.10(a) (Violations of Water Quality Standards) Less Than Significant with Mitigation: Construction activities associated with redevelopment of the project site have the potential to result in runoff that contains sediment and other pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the use of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed.

In order to ensure that proper controls and treatment are in place to prevent the runoff of storm water, the City will require that the project adhere to NPDES requirements, including the preparation and implementation of a SWPPP and compliance with the RWQCB Waste Discharge Requirements. Erosion control requirements are stipulated in the NPDES Permit issued by the Water Resources Control Board. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

Mitigation Measure HYDRO-1, set forth below requires the preparation and implementation of a SWPPP during all construction activities.

²⁸ County of Napa website: <https://www.countyofnapa.org/1238/Groundwater-Sustainability-Planning>, accessed June 2020.

Mitigation HYDRO-1 requires that the project implement a SWPPP with BMPs that include but are not limited to fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. Additional measures include designing landscaping to minimize irrigation and runoff, minimizing the use of fertilizers and pesticides, containing litter and trash, and street sweeping. These and other BMPs are designed to protect water quality from potential contaminants in stormwater runoff emanating from construction sites. With implementation of HYDRO-1, the project's potential to result in a violation of water quality standards during construction would be reduced to levels below significance.

Groundwater was encountered at an average depth between 7 and 9.5 feet below the ground surface and may be encountered closer to the surface depending on seasonal conditions and rainfall. As such, groundwater may be encountered during construction and require dewatering and discharge. The discharge of construction dewatering could result in increased sediment loads to the storm drain system, which could impact water quality if not properly controlled. To prevent groundwater encountered during construction from adverse water quality impacts **Mitigation Measure HYDRO-2** shall be implemented. HYDRO-2 requires that the project comply with waste discharge requirement specified by the RWQCB, including the reuse of dewaterers onsite, allowing settlement of sediment to occur prior to release, and other BMPs. With implementation HYDRO-2, the project's potential to result in a violation of water quality standards due to dewatering associated with construction would be reduced to levels below significance.

The RWQCB has adopted water quality objectives in its Stormwater Quality Management Plan, which is designed to ensure that stormwater achieves compliance with receiving water limitations. The City has adopted a Stormwater Runoff Pollution Control ordinance (Chapter 19.05 of the City's Municipal Code) to ensure new developments comply with the Stormwater Quality Management Plan. Consistent with the Municipal Code, the project is subject to Mitigation Measure GEO-2, described above, which requires the implementation of an Erosion and Sediment Control Plan. Erosions Control, a SWPPP and design in accordance with BASMAA standards prevent sedimentation and discharges of construction-related pollutants to the storm drain system and the Napa River and post-construction stormwater impacts.

As a development project located within the City of Calistoga, the proposed project would contribute typical, urban, nonpoint-source pollutants to stormwater runoff at operation. A preliminary stormwater control plan identifies bio-retention areas that provide treatment for stormwater runoff from the majority of impervious surfaces introduced by the project. Runoff from the Emergency Vehicle Access road is proposed to be treated by a self-retaining area immediately east of the roadway. The bio-retention areas are spread throughout the project site and will serve to facilitate groundwater percolation and direct stormwater runoff to drainage facilities. To ensure that post construction stormwater impacts are avoided **Mitigation Measure HYDRO-3** shall be implemented. HYDRO-3 requires the preparation of a final stormwater control plan to be accepted by the City, implementation of all provisions therein, and ongoing maintenance for the life of the project to all stormwater treatment and flow-control facilities.

Adherence to an approved Storm Water Control Plan, implementation of a SWPPP and erosion control plan during construction activities, and following protocol for dewatering groundwater encountered during construction, will ensure that water quality standards and waste discharge requirements are met. Therefore, with mitigation, potential impacts from the project to water quality would be reduced to less than significant levels.

Furthermore, the project proposes to utilize geothermal groundwater for heating of onsite pools and spas through a closed loop geothermal energy system. Permits for operating the existing well and drilling a new reinjection well are required from Napa County Department of Environmental Management and CALGEM. No discharge of geothermal water to the City's wastewater system are proposed as all extracted water used for

heat transfer will be reinjected. Therefore, the project would not violate any water quality standards or waste discharge requirements due to the proposed use of geothermal waters.

5.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: The project site is currently served by the City's potable water system. Onsite water demand, including indoor uses of the restaurant, bar, hotel, and rooftop lounge will be met through municipal water supplies provided by the City of Calistoga. Laundry and landscaping water requirements will be provided by the City of Calistoga's recycled water program. Neither the City of Calistoga's municipal water nor recycled water systems use groundwater as a source. Groundwater reserves will not be impacted by the proposed development as groundwater extraction will not occur on-site, nor is the project located in a groundwater recharge area. The proposed use of geothermal water will occur in full compliance with regulatory permits from the County and CALGEM. Based on the proposed use and closed loop system with reinjection, the project will not adversely impact overall geothermal resources in Calistoga. Therefore, the project will have less than significant impacts to groundwater supplies and recharge.

5.10(ci-iii) (Drainage Pattern, Runoff and Storm Drain Capacity) Less Than Significant Impact with Mitigation: The proposed project will not alter the course of a stream or river or substantially alter the drainage pattern. Stormwater runoff currently sheet flows towards the southeast and east toward existing drainage ditches. The preliminary Storm Water Control Plan (SWCP) mimics this general drainage pattern.

As stated in the SWCP, the proposed project would increase impervious areas relative to existing conditions. The existing impervious area on the project site is 5.0 acres and will increase to 5.7 acres with new and replaced impervious surfaces. As a result, stormwater runoff would increase in the post-construction condition as compared to existing conditions. The City of Calistoga requires post-construction peak flows to match pre-development peak flows for the 100-year, 24-hour storm event. The preliminary SWCP demonstrates compliance with local and regional standard for post-construction conditions.

The project's SWCP is designed to BASMAA standards and treats and conveys water from a 2-year design storm utilizing onsite bioretention basins connected to an onsite storm drain systems. The bioretention basins will be comprised of 18 inches of a sand/soil mixture followed by 12 inches deep rock basin where water can percolate into the soil. If a storm exceeds the percolation rate of five inches per hour, the overflow enters the subsurface storm drain. The sub-surface storm drain will collect runoff in a stormwater detention chamber located under the northeastern corner of the parking lot. The stormwater detention chamber will be built with a capacity to accommodate runoff volume of the 2-year, 10-year, and 100-year storm event. From the chamber, a lift station will discharge stormwater to a rock energy dissipater east of the emergency access road that will convert stormwater to sheet flow for surface travel to the existing drainage ditch. The lift station pumping system is designed to discharge at a rate that would match the pre-construction flow rate.

The general direction and pattern of drainage following construction will match pre-development conditions. While the proposed project would introduce new impervious surfaces onsite, implementation of the Final Stormwater Control Plan, required through HYDRO-2, would ensure that the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, impacts to the drainage pattern, storm drain system and runoff as a result of the proposed project would be reduced to less than significant levels.

5.9(d) (Flood Hazard, Seiche, Tsunami, Mudflow) No Impact: Based on the FEMA's FIRM Panel 06055C0229E, the project site is located in Zone X, Area of Minimal Flood Hazard. According to this designation, the project site is determined to be outside Flood Risk Hazard Zones. The nearest flood zones are approximately 700 feet to the south to the Napa River and 1,400 feet toward the easterly portion of the Gliderport.

The proposed project would not place housing within a 100-year flood hazard area and would not place residences or structures in a location with a significant risk due to flooding. Therefore, there would be no impact related to flood hazards.

The project site is not located within an area that could be affected by seiche, tsunami, or mudflow. There are no substantial water bodies in the immediate vicinity of the project site. Furthermore, according to the California Department of Conservation, the project site is not located within a tsunami inundation map area.²⁹ Therefore, there will be no impact from inundation related to seiche, tsunami, or mudflow as a result of project implementation.

The failure of Kimball Creek dam risks temporary inundation flooding to the City of Calistoga. Based on the California Division of Safety of Dams, the project is outside the boundary of the Kimball Creek Dam Failure Inundation Scenario.

5.10(e) (Conflict with Water Quality or Groundwater Plan) Less Than Significant Impact: The project will not conflict with a water quality control plan or a sustainable groundwater management plan. As described above, implementation of the project's SWPPP and erosion control plan will prevent water quality impacts during all stages of construction. During operation, the project's SWCP includes bio-retention basins and LID strategies that will minimize runoff, reduce sedimentation and protect water quality. Therefore, the project will have less than significant impacts due to a conflict with a water quality plan.

Napa County is in the process of developing a Groundwater Sustainability Plan, which must be prepared by 2022 in accordance with the Sustainable Groundwater Management Act (SGMA). As no Groundwater Management Plan has been currently adopted, the project will not result in any conflicts with such a plan. Therefore, potential impacts will be less than significant.

Mitigation Measures:

HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, temporary erosion control including fiber rolls, staked straw bales, geofabric, and sandbags, and identification for use and cleanup of hazardous materials. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. A Notice of Intent, fees, and other documentation shall be filed with the Regional Water Quality Control Board.

HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Calistoga. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.

²⁹ California Department of Conservation, Napa County Tsunami Inundation USGS 24K Quads, <https://www.conservation.ca.gov/cgs/tsunami/maps/napa>, Accessed February 10, 2020

HYDRO-3: A final stormwater control plan shall be prepared by the applicant and approved by the City prior to initiating construction activities. The permanent and operational runoff pollutant source control BMPs included in the project's final stormwater control plan shall be incorporated into construction plans and documents and implemented during construction and after project completion. The project's stormwater treatment and flow-control facilities shall be maintained in perpetuity.

5.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; 2014 Calistoga Active Transportation Plan; 2014 Climate Action Plan; City of Calistoga Climate Action Plan, 2014; and California Department of Conservation Farmland Mapping and Monitoring Program 2016.

Land Use and Planning Setting

The City of Calistoga covers a total of approximately 2.6 square miles. Approximately one fifth of the land within the city limits is covered by intensive agriculture and grazing land. Parks and public space are also established and identified uses within the city limits. More than half of the land within the city is developed and includes residential, commercial, industrial and institutional uses.

The project site is located within the central portions of the City of Calistoga and is regulated by the City of Calistoga General Plan and Zoning Ordinance. The project site contains two General Plan land use designations: Community Commercial and Downtown Commercial (**Figure 3: General Plan Land Use**) and zoning designations of Community Commercial and Downtown Commercial (**Figure 5: Zoning**). According to the Calistoga's 2003 Open Space and Conservation Element Figure OSC-3, the eastern portion of the former Gliderport parcel, east of the project site is designated as a location for a potential city park.

The project site is located within the Gliderport Character Area Overlay (GCAO). The GCAO encourages the redevelopment of underutilized parcels that can serve as catalysts for redeveloping downtown Calistoga into a vibrant and complimentary mix of land uses. As described in the City's Land Use Element, the GCAO should consider land use redevelopment options of properties as a signature full-service resort and spa, while design elements reflective of the Napa Valley architectural heritage.

To the west and south of the project site is the Downtown Character Area Overlay and includes the Historic District Subarea. This Character Area encompasses the City's commercial core and identifies several considerations for connectivity including pedestrian connections and enhanced access to the Napa River. The Historic District Subarea is characterized by transitional storefront buildings and restored historic structures. The Historic District Subarea calls for nooks and alcoves to enhance the unique identity of Calistoga and develop an interactive and inviting place to spend time. Land use considerations encourage the establishment of "anchors" in the form of signature development at either end of the character area. The norther anchor should complement the Historic District Subarea with a retail-commercial component and provide a distinct connection to the Resort Character Area.

The project is subject to land use policies outlined in the Calistoga General Plan that have been adopted for the purpose of ensuring land use compatibility and avoiding or mitigating an environmental effect. The following goals, objective, and policies from the General Plan Elements (Open Space, Community Identity and Land Use) are particularly applicable to the subject project:

2003 Open Space Element

P1.1-3 The City should encourage efforts to identify and map biological resources on the Gliderport property, which provides an important and unique habitat area within the city limits.

P1.1-4 The City shall explore the possibility of designating parcels as Natural Resource Preservation Areas in areas of the City known to contain sensitive and unique species, in order to protect these resources. Examples of such sensitive natural resource areas include the Gliderport, Mount Washington, geothermal marshland areas and the Napa River corridor. Any such designation would respect property rights.

P1.2-2 Review new development and geothermal resource exploitation in order to ensure the maximum protection of native tree species, riparian vegetation, important concentrations of natural plants and important wildlife habitat.

P1.2-3 Prior to approving specific development plans on undeveloped parcels, biological and wetland assessments to determine the presence or absence of populations of special-status species, sensitive natural communities, and wetland resources shall be conducted. Assessments shall:

- Be conducted by qualified specialists in botany, wildlife biology and wetland ecology
- Include, as necessary, detailed field surveys conducted during the appropriate time of the year to permit detection of sensitive resources
- Produce mitigation plans for impacts to biological resources, as necessary. These mitigation plans should include wildlife preservation management plans, where necessary, including adequate mitigation for loss of wildlife habitat components that are critical to maintenance of special-status and other important species.

P1.5-1 The City shall protect and enhance the freshwater marsh areas associated with Calistoga's geothermal resources that provide habitat for endemic and unique species.

P1.5-2 The City shall recognize Calistoga's network of drainage ditches as important wetland resource in the Planning Area. Drainage ways shall be considered when evaluating impacts of proposed development on wetland resources.

P1.5-3 Wetlands shall be protected and enhanced. Adequate mitigation shall be provided where complete avoidance is not feasible.

P5.1-1 The City shall ensure that development safeguards scenic vistas and gateways and maintains the rural small-town character of the following roadways:

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

Strategies to accomplish this include:

- | | |
|---|-----------------------------|
| • Retaining landscaped pedestrian/ bicycle pathways | • Implementing setbacks and |
| • Limiting structures adjacent to roadways to one story | screening from roadways |

- Setting structures back from roadways
- Implementing design review for development along scenic corridors
- Limiting or prohibiting certain types of development, particularly that with “big box” or strip commercial characteristics

2012 Community Identity Element

Objective CI-1.1 Reinforce locally distinctive patterns of development, landscape and culture, such as small buildings, mixed use, walkability, architectural diversity, neighborhoods of single-family homes on small lots, vineyards and agricultural lands.

P1.1-7 New commercial development shall be designed to avoid characteristics common to typical auto-oriented shopping center or strip commercial development. This can be achieved by including features such as:

- Parking set alongside or behind buildings, rather than in front.
- Incorporation of varied building massing and architectural treatment.
- Limited front setbacks and direct street access.
- Pedestrian- rather than automobile-scaled design elements.
- Avoiding “big box” retail and other similar types of commercial development that demand auto-oriented design characteristics.

Objective CI-1.2: Maintain and enhance the urban design quality of the downtown and other commercial areas.

P.1.2-2 Design amenities shall be encouraged in new downtown developments, including:

- Buildings without front or side setbacks.
- Porches and/or overhangs, including covered sidewalks where appropriate.
- Large store windows on ground floors.
- Building rhythm matching the character of existing buildings.

P.1.2-3 New commercial buildings in the Downtown Commercial area shall abut the street, with parking areas located behind the buildings and a minimum number of curb cuts on Lincoln Avenue.

P.1.2-7 New development in the Downtown Commercial area shall encourage a continuous wall of buildings with small breaks rather than large breaks, such as parking lots, between buildings.

Land Use Element 2015

Objective LU 1.3: Ensure that commercial and industrial development is designed, located and operated so as to not disturb Calistoga’s quality of life, and approved at a rate and scale that retains Calistoga’s small-town character.

P1.1-2 Commercial development in Calistoga shall be focused in the downtown area.

P1.2-2 New visitor accommodations proposed in Calistoga shall be required to mitigate all environmental impacts.

P1.2-3 Although existing visitor accommodations in Community Commercial areas may expand, new visitor accommodations in these areas shall generally be allowed only where they are part of mixed use projects that provide tangible benefits to the Calistoga community.

P1.3-4 No commercial or industrial uses shall be permitted unless they meet noise, air, water and wastewater quality standards and have access to City water, wastewater, fire and police services.

P1.3-5: Commercial and industrial development shall be appropriately landscaped, provide sufficient on-site parking and be designed to minimize the size and bulk of individual buildings.

P3.1-1 New development shall be focused within the existing developed areas, and not at the city's periphery.

Calistoga Active Transportation Plan

The Calistoga Active Transportation Plan, adopted on October 21, 2014 through Resolution No. 2014-089 is intended to identify local improvements and implementation strategies that will encourage more people to walk and bicycle in Calistoga's Planning Area. The Active Transportation Plan identifies improvements to support bicycling and walking, serves as resource for coordinating local actions and regional projects, and creates a Geographic Information System (GIS) maps and a database of existing and proposed facilities within Calistoga and throughout the Planning Area.

According to the Active Transportation Plan, in the vicinity of the project site, a primary Class I multi-use path is proposed along Fair Way Extension and extending northward on Lincoln Avenue, as well as the Napa Valley Vine Trail, which is proposed to be coterminous with the proposed Class I multi-use path.

The Napa Valley Vine Trail Coalition has been working to develop a 47-mile continuous, Class 1 trail from Vallejo to Calistoga. In the City of Calistoga, the proposed Napa Valley Vine Trail's northern terminus is at the Silverado Trail and Lincoln Avenue, continuing south through the city along Fair Way Extension and connecting to the regional route to Vallejo. A 12.5-mile-long contiguous stretch of the Vine Trail has been completed between Kennedy Park in the City of Napa to Yountville.

The Bay Area Ridge Trail planned route encircles the San Francisco Bay following the region's ridgelines. Near Calistoga there are existing Ridge Trail routes at the Robert Louis Stevenson State Park to the north and Bothe-Napa Valley State Park to the south³⁰.

Calistoga Climate Action Plan

The City of Calistoga Climate Action Plan (CAP), adopted by the City Council on April 1, 2014 seeks to mitigate greenhouse gas (GHG) emissions actions implementable by at the local level. The CAP identifies various mitigation measures within four different topic areas: transportation; energy efficiency and renewable energy; carbon sequestration; and community engagement and advocacy. Measures set forth in the CAP that are applicable to the proposed project include:

Measure T-1 A: Maximize bicycle parking at appropriate locations throughout the community.

Measure T-1 B: Implement the Active Transportation Plan, including provisions of multi-use paths, bicycle paths, bicycle lanes, bicycle routes and river crossings.

Measure T-6 B: Support the provision of resident-serving retail and services.

Measure T-8 A: Prevent greenfield development.

Measure T-12 A: Support the installation of electric vehicle charging stations.

Measure EE-2 A: Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping.

³⁰ <https://ridgetrail.org/>

Measure EE-2 B: Promote the use of reclaimed water generated by the local wastewater treatment plant.

Measure CS-1 B: Require the replacement of trees that are removed by development projects.

Measure CS-1 C: Require the planting of street trees as part of development projects, and plant and replace removed trees along streets.

Measure CS-1 D: Require the planting of parking lot shade trees by development projects and plant shade trees in City-owned parking lots.

Land Use and Planning Impact Discussion

5.10(a) (Divide An Established Community) Less Than Significant Impact: Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

The project proposes the re-development of a partially developed and formerly disturbed site within the City limits at the northeast corner of Lincoln Avenue and Fair Way on the westernmost portion of the former gliderport property. The project will not physically divide an established community. Rather the project proposes development including onsite and offsite improvements that are consistent with the existing and planned development pattern along the main commercial corridor in Calistoga.

The project would develop Fair Way Extension into a paved street with full right-of-way improvements including travel lanes in both directions, curbs, gutters, and sidewalks, as well as landscaping. Additionally, an emergency vehicle access (EVA) road is proposed to be constructed offsite to the east, at the terminus of Fair Way Extension and extending to Magnolia Drive, providing EVA access to the Calistoga Springs mobile home park. The EVA would serve as a pedestrian and bicycle route providing safe and convenient connectivity to downtown Calistoga. Additionally, the project would install sidewalks along the site frontage to Fair Way Extension and Lincoln Avenue, as well as a portion of the proposed Class I multi-use path along Fair Way Extension and Lincoln Avenue, thereby enhancing bicycle and pedestrian connectivity through downtown Calistoga. As proposed the project does not remove an existing road or pathway that could reduce access or divide and an established community. Rather, the project includes improvements that would enhance connectivity through installation of an EVA, sidewalks, extension of Fair Way, and development of the proposed Class I multi-path identified in the City's Active Transportation Plan. Therefore, the project would have less than significant impact due to the physical division of an established community.

5.10(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact: The project is required to comply with the Calistoga General Plan, Zoning Ordinance, Active Transportation Plan, Climate Action Plan and other applicable planning documents. The proposed project does not involve any amendments to land use designations or zoning and does not present any conflicts with established regulations.

The project is consistent with the policies set forth in the open space element. As described in the biological resources section, multiple biological studies have been conducted for the project site and larger parcel encompassing the gliderport property, consistent with OSE policies P.1.1-3, P1.2-2, P1.2-3, P1.5-2 and P1.5-3.

The project is consistent with Calistoga's General Plan policies and vision for the redevelopment of the project site including those specifically called out in the Gliderport Character Area Overlay and the adjacent Downtown Character Area Overlay. Lincoln Avenue is recognized by Calistoga General Plan as a scenic corridor which includes strategies such as retaining landscaped bicycle and pedestrian pathways, appropriate setback from roads, and implementing design review for development (OSC Policy P5.1-1). As set forth in the Veranda Site Plan and Landscape Concept Plan the new building is set back from the road, buffered by a

double row of trees along Lincoln Avenue, and served by a Class I multi-use path along the site frontage to Lincoln Avenue and offsite along the southside of Fair Way Extension, thereby implementing OSC Policy P5.1-1.

The project is also consistent with the policies set forth in the Community Identity Element. The project design avoids auto-oriented development by establishing parking along the side and rear of the building, incorporating varied building massing and architectural treatment, and providing pedestrian scaled design elements, such as the veranda, consistent with OSE policy P1.1-7. Additionally, design amenities include porches and overhang, including the covered veranda, large store windows on the ground floor, and a building rhythm consistent with the established building pattern along Lincoln Avenue, thereby implementing OSE policy P1.1-2. Consistent with OSE policy P1.2-3 the proposed development abuts Lincoln Avenue with parking behind and no new curb cuts on Lincoln Avenue are proposed. Consistent with OSE policy P1.2-7 the new building is proposed as a continuous building, punctuated by architectural detail to break up the massing and a pedestrian scaled breezeway providing access to the internal courtyard.

Additionally, the project is consistent with the policies set forth in the Land Use Element including policies P1.1-2, P1.2-2, P1.2-3, P1.3-4, P1.3-5, and P3.1-1. The development is proposed in downtown Calistoga, on a previously developed site. The proposed building exhibits architectural diversity with features that are interactive with the street, such as fountains, as called for in the GCAO, a veranda with a walkway and outdoor dining beneath, and balcony decking above. Trees will be planted in parking areas, around the site periphery and within the interior courtyard. The landscaping plan is designed in accordance with California's Model Water Efficiency Landscape Regulation and proposes species that are drought-tolerant and boron-tolerant. Irrigation water demands for landscaping will be met through the city of Calistoga's water recycling program.

Therefore, the project is consistent with the City's General Plan and zoning regulations and there would be no land use conflicts as proposed.

The project is consistent with the Calistoga Active Transportation Plan, which calls for a Class I multi-use trail along Fair Way Extension and a Class I multi-use trail along Lincoln Avenue. Construction of the project would not impede the establishment of the identified pedestrian and bicycle facilities. Rather, the proposed project, by granting right-of-way and installing Class I multi-use pathway along Fair Way Extension and Lincoln Avenue, would support the goals of the Active Transportation Plan. The Class I multi-use pathway to be installed by the project on Fair Way Extension will provide connectivity to a planned future extension of the Napa Valley Vine Trail. Additionally, a public plaza is proposed near the intersection of Gerard Street and Fair Way Extension and will include a resource recovery station for multi-path users providing drinking water, bathroom and bicycle parking spaces. The project will develop a portion of this public plaza including a public restroom and bike parking. The project would also provide bicycle parking at the hotel and make bicycles accessible to guests and employees, which would promote non-vehicular travel to and from the site. Therefore, the project complies with the Calistoga Active Transportation Plan and there would be no land use conflicts from the project as proposed.

The project implementations identified measures of the Calistoga Climate Action Plan. Development is proposed on a previously developed site and is not considered greenfield development. Energy consumption would be reduced by the project's proposed landscaping, active transportation amenities, site location and water conservation strategies. Landscaping will be planted throughout the project site that will be drought tolerant and provide shading to the building and parking lot that reduces cooling demands. Utilizing recycled water for landscaping and laundry will reduce energy demand for conveying and treating potable water. Efficient transportation amenities would be expanded with the development of a new multi-use path, bicycle rental options, and electric vehicle car-charging onsite. The hotel is located in downtown Calistoga with local services and shops accessible by walking or biking that would reduce the need for automobile trips for hotel

guests and employees. Though the implementation of these project components, the project will not conflict with the city's Climate Action Plan.

Overall, the proposed project is generally consistent with the policies, goals and objectives of the City as presented in various planning documents. Therefore, the potential impacts due to a conflict with City of Calistoga regulations adopted for the purpose of avoiding or mitigating an environmental effect is considered to be less than significant.

Mitigation Measures: None Required.

5.12. MINERAL RESOURCES

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

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Mineral Lands Classification map, Division of Mine Reclamation, California Department of Conservation, accessed February 19, 2020; Direct Use of Geothermal Water at the Solage Calistoga Resort, Napa County, prepared by Poux et. al., and published in California Geothermal Resource Council Transactions, Vol. 36, 2012.

Mineral Resources Setting

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the Mineral Lands Classification map by the Division of Mine Reclamation, California Department of Conservation there are no mineral resources in or around the project site.

The City of Calistoga's General Plan contains a Geothermal Element, which identifies geothermal resources as important to Calistoga's economy and character and establishes the guiding regulation for the enhancement and use of geothermal resources citywide. The following objectives and policies set forth in the Geothermal Element are particularly relevant:

Objective G-1.2 Ensure the longevity of geothermal resources.

- P1. The City encourages the study of local geothermal resources as a means to determine status of the reservoir both in terms of quality and quantity.
- P2. Support existing geothermal uses as an important contributor to the local economy and Calistoga's reputation as a spa destination, provided these uses are sensitive to the environment and avoid adverse impact on the City's infrastructure.
- P3. New geothermal uses shall be approved only if they will not have an adverse impact on the longevity of the geothermal resources, biotic resources, waterways, the sewage treatment plant, and ability to dispose of the treated effluent.

Geothermal resources underlie the City of Calistoga and are used in the spa and mineral water industries, including the direct use of geothermal waters, use of geothermal waters for heating as an alternative to traditional energy, and by a few private residences. The geothermal aquifer underlying the City has a relatively

low temperature, in the range of approximately 200 to 210° F, which makes it most suitable for direct-use projects such as heating of buildings, greenhouses, spas, and other facilities.

The City's 2003 Geothermal Element relies upon a 1986 study by the California Energy Commission and concludes that geothermal resources in the City have an expected life of approximately 100 years. However, based on a 2012 publication, Direct Use of Geothermal Water at the Solage Calistoga Resort, a deeper reservoir was identified increasing the estimated size and longevity of Calistoga's geothermal reservoir.³¹ The Solage geothermal investigation provides new information about Calistoga's geothermal resource characteristics including flow rates and the reservoir model. Previously it was understood that only Zone 2 could produce geothermal waters. It is now understood that Calistoga's geothermal resources are fed by a possible upflow zone located north of the Napa river and that all 4 Zones may be utilized for geothermal resources.

Mineral Resources Impact Discussion

5.12(a-b) (Mineral Resources or Resource Plans) Less Than Significant Impact with Mitigation: Other than known geothermal resources, the project site and vicinity has not been delineated as a locally-important mineral resource recovery site on any plans.

As proposed, the project would extract geothermal waters from an existing 130-foot-deep well onsite and construct a new well, drilled to a similar depth for re-injection. Geothermal waters would be utilized for heating of the proposed onsite pools and spas. Geothermal water would not interact directly with the project's water system, and rather would interface through a closed loop heat exchange plate system to transfer heat from geothermal waters to onsite pools and spas. ReInjection would occur in the same general vicinity as extraction and to a similar depth, though return temperatures, at 110°F would be somewhat lower than temperatures of geothermal waters extracted (140°F). Authorization for the proposed geothermal wells and geothermal use will be obtained from the City of Calistoga through a conditional use permit, the County of Napa, Department of Environmental Management through a well permit and from the California Department of Conservation- Geologic Energy Management Division (CalGEM, formerly Division of Oil, Gas, and Geothermal Resources).

Based on the latest understanding of the geothermal reservoir, extracted waters would be sourced from and returned to Zone 4, thereby preserving the longevity of the City's geothermal resource. The difference between the extraction temperature and reinjection temperature would have a negligible effect on the geothermal reservoir as reinjected waters would quickly return to the average surrounding temperatures. Similarly, the extraction of geothermal waters would have a negligible effect on the production capacity of the geothermal reservoir as the same volume of water extracted would be reinjected. Due to the proposed use of geothermal water, as a heat transfer source in a closed loop system, as opposed to direct use of geothermal water, there would not be associated impacts related to water quality. No discharge of geothermal waters to the surface or to the City's sanitary sewer system are proposed or anticipated by the project. As such, potential impacts to geothermal resources are expected to be less than significant based on the proposed use and system.

However, geothermal well permitting is outside the City of Calistoga's jurisdiction and is regulated by the County of Napa and CalGem. In order to ensure that potential impact from use of geothermal uses onsite remain at levels below significance and that geothermal uses are in full compliance with the City's objectives and policies set forth in the Geothermal Element, **Mitigation Measure GEOTHERMAL-1** shall be implemented. GEOTHERMAL-1 requires demonstrating to the City of Calistoga that all permitting provisions imposed by Napa County and CalGem have been implemented and upon request making annual

³¹ Direct Use of Geothermal Water at the Solage Calistoga Resort, Napa County, prepared by Poux et. al., and published in California Geothermal Resource Council Transactions, Vol. 36, 2012.

maintenance and reporting logs of well production and reinjection data available to the City. With implementation of GEOTHERMAL-1, potential impacts associated with the use of geothermal resources onsite will be reduced to less than significant levels.

Mitigation Measures:

GEOTHERMAL-1 Prior to issuance of an occupancy permit and in advance of any geothermal well extraction onsite, the applicant shall obtain all required extraction and reinjection well permits from the County and CalGem and submit copies of permits to the City. The applicant shall operate geothermal wells in full compliance with all permits from the County and CalGem including ongoing monitoring, maintenance and reporting. Upon request, the applicant shall make geothermal well records available to the City. The applicant shall continue to work with the City of Calistoga in a stewardship capacity to support the long-term protection and preservation of geothermal resource, which may include participating in events, workshops or studies relating to geothermal resources, and sharing information on geothermal use.

5.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☐	☒

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Transit Noise and Vibration Impact Assessment Manual, prepared by the Federal Transit Administration, September 2018.

Noise Setting

Noise is generally defined as unwanted sound. It is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity, but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level.

The primary source of community noise in Calistoga is vehicular traffic on the roadway network. Traffic noise exists in varying degrees throughout the community. Other localized sources of noise include light industry, agricultural operations, agricultural wind turbines and events at the Napa County Fairgrounds. Noise from intermittent localized sources such as lawnmowers and leaf blowers has also been expressed as a concern. In Calistoga, the ambient noise environment is particularly important given the interest in retaining the small-town character of the community, and because of the community's reputation as a destination for rest and relaxation.

The City of Calistoga Municipal Code Section 8.20.025 limits professional construction activities within the city limits to between the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. Operational noise levels are addressed by the General Plan's 2003 Noise Element for sensitive land uses. For example, as presented in

Figure N-4 Land Use Compatibility Guidelines for Noise Exposure, residential, hotel, and motel land uses are considered normally acceptable with exterior noise exposures of up to 60 dBA and conditionally acceptable in noise exposure areas of up to 75 dBA. These land uses are considered unacceptable in areas with exterior noise level above 75 dBA.

According to the 2003 General Plan Update DEIR Noise chapter Table 30, a noise profile Roadway Segment (S4) was collected as a short-term mid-day noise measurement near the project site on Lincoln Avenue. The S4 segment is characterized by slow moving traffic and other downtown noise with a measured noise level of 62 L_{eq} .³² Calistoga's DEIR Traffic and Circulation chapter, Table 19 shows segments of roadway traffic that will increase in vehicle trips with buildout of the General Plan. Near the project site, downtown Lincoln Avenue shows an increase in trips from 11,600 in 2003 to approximately 17,330 at buildout. As such, buildout of the General Plan is expected to increase traffic noise levels by up to 1.7 dBA in project site vicinity, on Lincoln Avenue, south of Fair Way (DEIR Noise chapter Table 32).

Vehicular traffic and downtown activity along Lincoln Avenue are the primary noise generators in the vicinity of the project site. The ambient noise environment is influenced by trucking traffic along State Route 29 and existing uses in the project vicinity, including downtown commercial activities.

Noise Impact Discussion

5.13(a) (Noise Standards, Temporary or Periodic Noise Increase) Less Than Significant Impact with Mitigation:

Construction-Related Noise Impacts

Construction of the project would result in temporary and intermittent noise increases in the vicinity from demolition of existing structures, site preparation and grading including the use of heavy equipment and truck traffic for material delivery, and off-haul of materials. Construction noise associated with the proposed project would be perceptible to established uses in the project vicinity including businesses and residents along Lincoln Avenue and Fair Way, and residents to the northeast at the Calistoga Springs Mobile Home Park located approximately 500 feet from the development site.

Noise impacts resulting from construction depend on the noise levels generated by construction equipment, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily occur when construction activities take place during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise sensitive land uses, or when construction durations last over extended periods of time. The highest noise levels would be generated during demolition, excavation, grading, and foundation construction. Once construction moves indoors, construction noise would be less perceptible at off-site locations.

Construction-related noise impacts would be temporary and cease once construction is complete. In addition, the proposed project would be subject to the City's Municipal Code, Section 8.20.025, which prohibits construction activity on Sundays and during evening hours from 7:00 p.m. to 7:00 a.m. on weekdays and Saturdays.

Given the site's proximity to existing sensitive receptors and pursuant to the City's Municipal Code 8.20.025, **Mitigation Measures NOI-1**, as set forth below shall be implemented. Measure NOI-1 requires that the project follow a predictable construction schedule, limited to the least noise sensitive times of day and week, utilize exhaust mufflers on construction equipment, and locate construction equipment as far as practicable

³² L_{eq} is the Equivalent Continuous Sound Pressure Level. Equivalent Continuous Sound Pressure Level, or L_{eq} , is the constant noise level that would result in the same total sound energy being produced over a given period.

from sensitive noise receptors or provide screening via the installation of a temporary noise barrier. Implementation of Measure NOI-1 ensures that temporary construction noise impacts to nearby sensitive receptors are minimized. Therefore, with mitigation, construction noise impacts will be reduced to less than significant levels.

Operational Noise Impacts

Noise-generating sources associated with operation of the project include outdoor dining (restaurant, bar and rooftop lounge), activities within the internal courtyard and pools, including the kids pool, vehicle operations from guests, employees and deliveries, as well as heating and ventilation equipment. The nearest sensitive receptors consist of single-family residences located immediately west of the project site on the far side of Lincoln Avenue and the residences at the nearby Calistoga Springs Mobile Home Park, approximately 500 feet from the project site.

Activities at the hotel, retail space, and restaurant would be located indoors and partially outdoors within the Veranda fronting Lincoln Avenue. At a distance of 3 feet, noise from conversation, laughing, and pool activities typically generate noise levels in the range of 60 to 65 dBA. Noise associated with parking area includes vehicular circulation, loud engines, car alarms, audio equipment, squealing tires, door slams, and human voices. Typical noise levels from a car traveling at 15 mph or a car starting would reach a maximum of approximately 50 to 60 dBA with an hourly average of 40 dBA Leq at a distance of 50 feet. Noise typically attenuates at a rate of 6 dBA per doubling distance and will be further damped by intervening landscaping and buildings/structures proposed by the project. Therefore, impacts from onsite outdoor activities to offsite residents and businesses in the immediate site vicinity would be less than significant.

At operation, the project will introduce new mechanical equipment onsite including heating, ventilation and air conditioning units (HVAC), which may be located on the roof of the building, placed at ground floor adjacent to the new building, or contained within mechanical rooms. HVAC equipment typically generates noise levels in the range of 50 to 60 dBA at a distance of 50 feet from where equipment is located, depending on the equipment type selected, line of site to receptor, and intervening topography or vegetation. New equipment proposed to be introduced by the project is similar to the existing mechanical equipment associated with operations of established surrounding uses including HVAC at businesses and the refrigeration system at the CalMart located west of Lincoln Avenue.

Mechanical equipment introduced by the project including HVAC, pumps, refrigeration equipment, etc., has the potential to effect ambient noise levels in the project vicinity, which could potentially impact nearby sensitive receptors and adjacent land uses if not properly designed, sited and controlled. To minimize impacts from the noise mechanical equipment, **Mitigation Measure NOI-2**, shall be implemented. Measure NOI-2 requires that mechanical equipment be selected and sited, in a manner that achieves noise performance standard at the site property line and identify appropriate controls to dampen mechanical noise as necessary such as sound attenuators, baffles, and barriers. Therefore, potential noise impacts from mechanical equipment introduced by the project would be reduced to less than significant levels.

In accordance with the General Plan EIR, a significant impact would occur if project-generated traffic resulted in a noise level increase of 3 dBA L_{dn} . For reference, a 3 dBA L_{dn} noise increase would be expected if the project would double existing traffic volumes along a roadway. Traffic volumes on Lincoln Avenue would be negligibly affected by the proposed project. The increase in traffic noise generated by the project would be indistinguishable from existing traffic noise and would be below the noise significance criteria of 3 dBA L_{dn} for permanent noise increases. As such, the project's contribution to the existing ambient noise levels from increased traffic would result in less than significant impacts.

Therefore, the project's operations would generate noise levels that would result in less than significant impacts.

5.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact with Mitigation: Operation of heavy construction equipment, such as impact devices (e.g. pavement breakers), create seismic waves that radiate along the surface of the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes decrease with increasing distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

The project's construction activities would generate groundborne vibration or noise through the use of construction equipment including backhoes, excavators, pavers, jackhammers, bulldozers, water trucks and concrete trucks. Table 7 below present the average vibration levels for a variety of construction equipment as presented in the Federal Transit Administrations Transit Noise and Vibration Impact Assessment Manual.

TABLE 7: Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft, in/sec	Approximate Lv * at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Pile Driver (sonic)	in soil	0.008	66
	in rock	0.017	75
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Table 7-4, Page 184, Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018.

Caltrans' significance criteria for groundborne vibration is 0.5 in/sec PPV for structurally sound building, 0.3 in/sec PPV for older residential buildings, and 0.25 in/sec PPV for historic buildings. Construction activities may result in temporarily perceptible groundborne vibration at nearby uses, especially during operation of the highest PPV generating construction equipment.

Construction activities will occur in close proximity to the Calistoga Railroad Depot and in the vicinity of the historic structures located on Lincoln Avenue (1440, 1539, and 1547 Lincoln Avenue), which would result in groundborne vibration and could impact these nearby historic structures if not properly controlled. Development of the public plaza, buildout of Fair Way Extension, improvements to Lincoln Avenue, and installation of the proposed multi-use path will involve construction activities that may be within 5 feet of the historic Calistoga Railroad Depot, within 100 feet of 1440 Lincoln Avenue (an URM building currently being retrofitted), and within approximately 50 feet of 1539 and 1547 Lincoln Avenue.

Evaluating construction activities proximate to historic buildings demonstrates that larger equipment could exceed the significance threshold of 0.25 in/sec PPV. Large bulldozers operating within 10 feet of a historic structure can generate up to 0.244 inches per second PPV, whereas small dozers generate vibration levels up to 0.008 inches per second PPV and falls well below the threshold for historic buildings. A Vibratory Roller would exceed 0.25 in/sec PPV at a rate of 0.268 when operating within 20 feet³³. To minimize potential impacts from construction activities and operation of construction equipment on nearby structures including historic structures, the project shall implement **Mitigation Measure NOI-3** which precludes the use of vibratory rollers within 20 feet, and precludes the use of large bulldozers within 10 feet of historic structures, among other provisions. With implementation of NOI-3, the project would not expose people or structures to excessive ground borne vibration and impacts from groundborne vibration and noise would be reduced to less than significant levels.

At operation there are no activities proposed by the project that are expected to generate perceptible groundborne vibration or noise. Therefore, impacts at operation will be less than significant.

5.13(c) (Airport Noise) No Impact: The former Gliderport property is no longer operational for aircraft use and therefore does not generate noise. The proposed project is not located within two miles of a public airport or public use airport, nor is it located near a private airstrip. Employees and patrons onsite would not be exposed to excessive noise levels generated by nearby airport uses as there are no such uses in the project site vicinity. Therefore, the project would have no impacts associated with airport noise and no impacts due to excessive noise exposure would occur.

Mitigation Measures:

NOI-1: The following Best Construction Management Practices shall be implemented to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance:

1. Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction activities shall be prohibited on Sundays and State, Federal and Local Holidays.
2. Delivery of materials and equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above.
3. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
4. Unnecessary idling of internal combustion engines shall be strictly prohibited.
5. Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
6. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
7. Utilize "quiet" air compressors and other stationary noise sources where technology exists.

³³ PPV Equipment = $PPV_{Ref} (25/D)^n$ (in/sec), where PPV Ref is the reference PPV at 25 feet, D is the distance from the equipment to the receiver in feet, and $n=1.1$; Large bulldozer at 10 feet, $0.244 = 0.089 \cdot (25/10)^{1.1}$; Small bulldozer at 10 feet, $0.008 = 0.003 \cdot (25/10)^{1.1}$; and Vibratory Roller at 20 feet, $0.268 = 0.21 \cdot (25/20)^{1.1}$

8. Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities.
9. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences.
10. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
11. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities.
12. Notify all adjacent residences within a 500-foot radius of the site, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses.
13. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

NOI-2: A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the operational equipment systems are selected in order to determine specific noise reduction measures necessary to comply with the City's Compatibility Guidelines for Noise Exposure at property lines. Mechanical equipment shall be intentionally selected in order to achieve noise levels of 60 dBA Ldn (60 dBA Leq daytime limit and 50 dBA Leq nighttime limit) or lower at the property line with abutting residential uses. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels, sound attenuators, and/or installation of noise barriers such as enclosures, baffles, or parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, where feasible. Noise control features shall demonstrate that mechanical equipment noise would not exceed noise limits at nearby adjacent and properties. The measures recommended by the acoustical consultant shall be incorporated into the construction design drawing and accepted by the City prior to issuance of construction permits.

NOI-3: To protect buildings and structures within the Downtown Historic Character Area overlay adjacent to the project site and in particular the historic Calistoga Railroad Depot and the structure at 1440 Lincoln Avenue (if retrofit activities are ongoing), the following provisions shall be imposed on construction activities:

1. Place operating equipment on the construction site as far as possible from vibration sensitive receptors.
2. Select demolition methods not involving impact tools.
3. Avoid dropping heavy objects or materials in proximity of historic structures.
4. Use smaller equipment to reduce vibration levels below the limits (0.25 inches/second PPV).
5. Impact pile drivers shall be prohibited.

6. Use of large bulldozers shall be prohibited within 10 feet of historic buildings, including the Calistoga Depot and buildings at 1440, 1539 and 1547 Lincoln Avenue) and only small bulldozers shall be permitted.
7. Use of vibratory rollers shall be prohibited within 20 feet of the Calistoga Railroad Depot and 1440, 1539, and 1547 Lincoln Avenue and only smaller sized equipment generating less than 0.25 inches per second PPV shall be permitted.
8. If the above prohibitions cannot be avoided, then a construction vibration-monitoring plan prepared by a qualified acoustical engineer shall be implemented to document structural conditions at all structures located within 20 feet of construction activities, prior to, during, and after vibration generating construction activities. All plan tasks shall be performed under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:
 - a) Performance of a photo survey, elevation survey, and crack monitoring survey for all structures located within 20 feet of non-pile driving activities and any structures located within 100 feet of pile driving. These surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating construction activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure.
 - b) Conduct a post-survey on the structure where either monitoring has indicated high levels or complaints of damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities.
 - c) The results of the surveys shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule to have potential vibration impacts. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify any vibration-monitoring locations.
 - d) Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

5.14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; City of Calistoga 2014 Housing Element Update; American Community Survey 2018 5-Year Estimate, Selected Housing Characteristics, Table DP04, Calistoga; Nonresidential Development Housing Linkage Fee Nexus Study, prepared by Economic & Planning Systems, Inc. July 1, 2014.

Population and Housing Setting

According to the U.S. Census Bureau, American Community Survey, five-year estimates between 2014 and 2018 indicates the City of Calistoga has a total of 2,568 housing units and is home to 5,155 people. In 2010 Calistoga has an estimated 2,200 jobs including many in involving wine cultivation and tourism accommodations. The city's Housing Element projects a total of 2,450 job by 2020.

The 2014 Calistoga Housing Element identifies a need of 27 additional residential units to meet the city's Regional Housing Needs Allocation (RHNA) by 2022. The city's Housing Element Development Site Inventory indicates the city contains sufficient housing opportunity sites with a total development potential of 426 units.

In 2014, the city of Calistoga conducted the Nonresidential Development Housing Linkage Fee Nexus Study, which assessed the demand for new affordable units as a result of planned non-residential development in the city. The Nexus Study indicates that nearly six households are formed for every 10 new employees. The study recommended affordable housing nexus fees be applied to the development of non-residential uses in order to provide financial assistance for the production of affordable housing as well as preservation and maintenance of existing affordable housing within the City of Calistoga. In 2014, the City of Calistoga adopted an Affordable Housing Linkage Fee as set forth in Municipal Code 17.08.040 that applies to new non-residential development, including retail, restaurant, and tourist accommodations. The project is subject to payment of the Linkage fee, which will be levied on the proposed project and deposited in the Calistoga Affordable Housing Fund.

A project will normally have a significant environmental effect relating to population and housing if it will displace a large number of people or induce substantial growth.

Population and Housing Impact Discussion

5.14(a) (Substantial Growth) Less Than Significant: The proposed project would construct and operate two-story 96-room hotel extension of the Resort at Indian Springs with a restaurant and shops in the northern extent of Calistoga's downtown. Implementation of the proposed project would introduce new commercial

uses at an intensity consistent with that anticipated by the General Plan for the land use designation of Downtown Commercial and Community Commercial.

According to the City's 2014 Housing Element, the project site is not designated as a housing opportunity site, nor is it planned to support housing.

The proposed project will not substantially induce population growth beyond what has been planned for under the City's General Plan, Housing Element, and other planning documents.

The project is expected to generate a demand for 56 new employees to staff the new hotel operations, including the restaurant/bar, retail and mercantile shops, gym, snack shack, courtyard staff, and general hotel staff. Existing and new staffing will be shared with the existing Indian Springs Resort staff including hotel management, maintenance, landscaping, and room service. The new employees staffing the Veranda at Indian Springs will generate a new demand for housing within Calistoga city limits and nearby areas.

Pursuant to Calistoga's Municipal Code 17.08.050, the project will be subject to the city's Affordable Housing Linkage Fee and will contribute to the city's Affordable Housing Fund for the production and preservation of very low-, low-, and moderate-income housing. Payment of Linkage Fees will offset the demand for new housing generated by new employees at the proposed Veranda at Indian Springs development. Therefore, potential impacts due to substantial unplanned growth from the project will be less than significant.

5.14(b-c) (Substantial Housing or Person Displacement) No Impact: There are no residences located on the project site. The proposed project would not displace any residents or existing housing that would require the construction of replacement housing elsewhere. Therefore, no impacts would occur due to the displacement of housing or people from the proposed project.

Mitigation Measures: None Required.

5.15. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; and 2003 General Plan EIR; City of Calistoga Fire Department Website; Calistoga Joint Unified School District website;

Public Services Setting

The City of Calistoga is well served by established public services including fire and police protection, schools and recreation.

The Calistoga Fire and Police Departments are located approximately 600 and 700 feet, respectively, from the project site. The Calistoga Fire Department responds to approximately 1,000 emergencies annually in a 96 square mile area encompassing City limits, Napa County, and Sonoma County.³⁴ The Calistoga Police Division maintains response times within the City of approximately two minutes, and the Calistoga Fire departments maintains response times between approximately one and three minutes.

The Calistoga Joint Unified School District serves approximately 860 students from Calistoga and the surrounding area.³⁵ The three schools that make up the school district include: Calistoga Elementary School, Calistoga Junior/Senior High, and Palisades High School.

The City's Recreation Services Department operates, manages, and maintains a number of indoor and outdoor recreational facilities. City-owned recreational facilities include: Fireman's Park, Heather Oak Park, Little League Field, Pioneer Park, Logvy Community Park, Monhoff Center, and Myrtle Street pocket park.

³⁴ Calistoga Fire Department, <http://www.ci.calistoga.ca.us/city-hall/departments-services/fire-department>, Accessed January 10, 2020.

³⁵ Calistoga Joint Unified School District, https://www.calistogaschools.org/about_us/about_the_district, Accessed January 10, 2020.

Other recreational facilities include Napa County Fairgrounds, Calistoga Elementary School, and Calistoga High School.

In order to offset the cost of improving or expanding City services to accommodate the demand generated by new development, the City charges one-time impact fees on new development. The impact fees finance public service improvements and pay for new development's fair share of the costs necessary to maintain acceptable services. New development is also required to pay school impact fees upon building permit issuance to the local school district to assist with ongoing maintenance and expansion of facilities.

Public Services Impact Discussion

5.15(a-b) (Fire & Police Protection) Less Than Significant Impact: Fire and police protection are provided by the City's Fire and Police Departments, located in downtown Calistoga in proximity to the project site. The project will not necessitate a significant increase in demand for fire or police services and is consistent with the development potential anticipated by the General Plan.

Fire protection measures are required to be integrated into the project design pursuant to Chapter 15.36 of the Calistoga Municipal Code. Furthermore, the new building would be constructed in accordance with latest building and fire code standards. Additionally, the building is designed such that firefighting, emergency equipment and personnel access is not obstructed, as required by the Fire Code. Standard conditions of approval require that the applicant pay one-time public safety impact fees to maintain acceptable levels of service related to fire suppression and law enforcement facilities. The funds generated by the impact fees will ensure sufficient services are maintained and potential impacts to fire and police services will remain at levels below significance.

5.15(c-d) (Schools & Parks) Less Than Significant Impact: Hotel lodging provides a temporary influx of people into the immediate vicinity but is not expected to result in population growth that would create a heightened demand for school and park facilities. The applicant will be required to pay school impact fees and cultural/recreational development impact fees prior to the issuance of a building permit. Payment of impact fees is sufficient to offset any impacts the project may have on local schools and parks. Therefore, potential impacts to parks and school from increased patronage will be less than significant.

5.15(e) (Other Public Facilities) Less Than Significant Impact: The project will not generate a substantial increase in demands that warrant the expansion or construction of other new public facilities. As a hotel, retail, and restaurant use, onsite amenities will be provided for guests including the outdoor courtyard, pool and spa area. The project would not induce a demand requiring the expansion of other public services. Therefore, impacts would be less than significant.

Mitigation Measures: None Required.

5.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; and 2003 General Plan EIR; California Protected Areas Database, 2019; City of Calistoga Active Transportation Plan, adopted October 2014.

Recreation Setting

Calistoga provides approximately fourteen acres of city-owned land dedicated to recreational activities at seven locations within the city limits, including Fireman's Park, Heather Oak Park, Little League Field, Logvy Community Park, Monhoff Center, Myrtle Street pocket park, and Pioneer Park. Approximately seventy-six acres of recreational facilities which are owned by other public agencies are also available within the city limits, including the Napa County Fairgrounds, Calistoga Elementary School, and Calistoga High School. The nearest existing park to the project site is Pioneer Park, located approximately 1,000 to the south, west of Lincoln Avenue and the existing Calistoga Little League Field approximately 1,400 feet to the west, north of Washington Street. According to the Figure OSC-3 from 2003, the eastern portion of the former Gliderport property, east of the proposed project site, is identified as a location for a potential city park.

The project includes improvements that contribute to the development of local and regional trail system for the Napa Valley Vine Trail and Bay Area Ridge Trail. Both proposed trail routes would be coterminous with the project site's southern and western boundary. The project will develop a Class I multi-use path along the project's western frontage with Lincoln Avenue that extends to the southeast along the south side of Fair Way Avenue to Gerard Street. In addition, the project will develop a portion of the planned public plaza southeast of the Calistoga Train Depot near the intersection of Fair Way Extension and Gerard Street.

Recreation Impact Discussion

5.16(a) (Deterioration of Parks) Less Than Significant Impact: As a hotel use, the proposed project is not expected to result in a substantial increase in parkland use. As described above in **Section 5.14 Population and Housing**, although the project would introduce new employees, the project would not induce substantial population growth in the city. Additionally, as stated in **Section 5.15 Public Services**, the project would be required to pay a public services and recreational development impact fees prior to the issuance of a building permit. Impact fees are used to offset costs for maintenance and expansion of recreational facilities.

As a hotel use, amenities provided onsite, including an event lawn, gym, outdoor courtyard, fireplace area, and two pools, which would provide for onsite passive recreational opportunities for hotel guests. Any

increases in patronage to the City's existing recreational facilities are not expected to be substantial and would not deteriorate parklands. The proposed project will not result in uses that would substantially increase park or recreational facility usage. Therefore, less than significant impacts would occur due to the substantial deterioration of parks from the proposed project.

5.16(b) (Additional Recreational Facilities) Less Than Significant Impact: The proposed project includes the development of active and passive recreational facilities including a Class I multi-use path and a public plaza. The Class I multi-use path alignment is consistent with the planned Bicycle Network in Calistoga's Active Transportation Plan. The public plaza, a portion of which will be constructed by the project, will be developed on an existing parking lot on previously disturbed lands. The onsite and offsite recreational facilities proposed by the project have been analyzed throughout this document and would not adversely impact the physical environment beyond what is discussed herein. There are no aspects of the project that would generate a demand for additional recreational facilities. Therefore, the project will have less than significant impacts due to the construction or expansion of additional recreational facilities.

Mitigation Measures: None Required.

5.17. TRANSPORTATION AND CIRCULATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Calistoga Active Transportation Plan, October 2014; Napa Countywide Transportation Plan – Vision 2040 Moving Napa Forward, Napa County Transportation & Planning Agency, September 2015; Napa Countywide Bicycle Plan, prepared by Napa Valley Transportation Authority, September 2019; and Traffic Impact Study for the Veranda at Indian Springs, prepared by W-Trans, June 23, 2020.

Transportation and Circulation Setting

Calistoga's General Plan Circulation Element regulates the city's transportation system with the goal of creating and maintaining "a transportation network that provides safe, comfortable and convenient travel, serving all types of users, including pedestrians, bicyclists, persons with disabilities, seniors, children, users and operators of public transportation, motorists, and movers of commercial goods."

Level of service (LOS) has historically been used as a standard measure of traffic service. The city establishes a goal of maintaining a LOS 'D' or better at all intersection (Policy P1.2-2) and LOS 'C' or better for state highways, with the exception of the downtown area where LOS 'D' is acceptable (Policy P1.2-1). Pursuant to SB 743,³⁶ the Office of Planning and Research (OPR) was charged with identifying an alternative metric to LOS for evaluating environmental impacts from transportation. In December 2018 OPR released the Technical Advisory on Evaluating Transportation Impacts in CEQA,³⁷ which provides technical recommendation regarding assessment of vehicle miles traveled (VMT), as an alternate to LOS, thresholds of significance for VMTs, and mitigation measures. To date (July 2020), neither the City of Calistoga nor the Napa Valley Transportation Authority (NVTA) have adopted VMT thresholds.

CEQA Guidelines section 15064.3 subdivision (b) describes specific considerations for evaluating a project's transportation impact using a vehicle miles traveled (VMT) metric. This metric refers to the amount and

³⁶ <http://opr.ca.gov/ceqa/updates/sb-743/>

³⁷ http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

distance of automobile travel attributable to a project. The project is evaluated using a VMT metric and relying upon guidance from OPR's technical advisory.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by W-Trans on June 23, 2020 (**Appendix L**). The TIS describes existing transportation conditions in the project vicinity and identifies the project's trip contribution to 4 study area intersections including:

1. Lincoln Avenue/Stevenson Street
2. Lincoln Avenue/Fair Way
3. Lincoln Avenue/Washington Street
4. Lincoln Avenue/Foothill Boulevard

Collision rates at study area intersections were reviewed to determine any trends or patterns that may indicate a safety issue. Calculated collision rates were compared to average collision rates for similar facilities statewide. All intersections experienced collision rates below the statewide average indicating that there are no readily apparent safety issues.

The City of Calistoga is accessed primarily by State Route (SR) 29/Highway 128/Foothill Boulevard and Silverado Trail. SR 29 extends through downtown Calistoga providing north/south connectivity as Lincoln Avenue. The project site is located in downtown Calistoga northeast of the Lincoln Avenue and Fair Way intersection. Through downtown Calistoga, Lincoln Avenue is two-way roadway, with an approximate width of 45 feet adjacent to the project site and a posted speed limit of 25 miles per hour (mph). Parallel parking is allowed on both sides of the street. The roadway has an average daily traffic volume of approximately 8,760 vehicles per day. Fair Way west of the project site is a two-lane street with a width of approximately 25 feet west of Lincoln Avenue. East of Lincoln Avenue Fair Way is unimproved and lacks curb, gutter and sidewalks, with an approximate width of 38 feet. The project includes the development of the Fair Way Extension right of way including two travel lanes, curb gutters, sidewalks and a multi-use path on the south side of Fair Way Extension extending between Lincoln Avenue and Gerard Street.

Bike and Pedestrian Facilities

The Calistoga Active Transportation Plan identifies local improvements and implementation strategies that will encourage people to walk and bicycle in Calistoga. According to the Active Transportation Plan, a Primary Class I Multi-Use Path is proposed along Fair Way Extension and Lincoln Avenue. A Safe Routes to School route is identified on Lincoln Avenue.

In the project area, Class III bike routes exist on Washington Street between Berry Street and the Little League Field, as well as on Cedar Street between Willow and Hazel Streets. Future bicycle facilities identified include a Class III route on Lincoln Avenue between Foothill Boulevard and Fair Way, as well as an extension of the Napa Valley Vine Trail from the existing segment that terminates at the Little League Field and extending along Fair Way Extension and north on Lincoln Avenue to Silverado Trail.

In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians near the project site, with a few gaps, obstacles, and barriers in the immediate vicinity. Sidewalks currently exist along both sides of Lincoln Avenue. As proposed the project would install sidewalks along frontages to Fair Way Extension and Lincoln Avenue and would install a Class I multi-use path on the south side of Fair Way Extension between Gerard Street and Lincoln Avenue. Improvements along Lincoln Avenue would realize the planned section of the Vine Trail via the installation of 10-foot-wide multi-use path. Additionally, the project will develop a portion of the offsite public plaza, which will serve as a resource

recovery station providing a restroom and bicycle parking for active transportation users along the Class I multi-use path. Further, the project includes onsite bicycle parking and will make bicycles available for use by guests and employees.

Public Transit

Napa Valley Transit provides transit service Monday through Saturday in the City of Calistoga. Napa Valley Transit follows a fixed route along SR 29 with transit stops in Downtown Calistoga and Brannan Street. Transit service is not provided north of Brannan Street. Transit service is provided approximately from 6:00 AM to 8:00 PM with about one-hour headways.

Public transit service is available throughout Napa County. The primary transit service in Napa County is provided by VINE, a fixed-route bus service providing service to Calistoga, St. Helena, Napa, American Canyon, Yountville, and parts of unincorporated Napa County. Two routes pass through Calistoga along SR 29: the Up Valley Connector (route 10) and the Up Valley Connect Express (10x). Route 10 provides service through Calistoga along Lincoln Avenue and runs through to Napa, including stops in St. Helena, Rutherford and Oakville, running seven days a week, all day. Route 10x provides weekday express service to Napa's Soscol Gateway Transit Center.

Lake Transit provides regional service throughout Lake County and stops in Calistoga at the Trail Depot. Lake Transit Route 3 provides loop service to destination throughout the Clearlake area and operates daily with approximately 3-hour headways between 6:00 a.m. and 6:00 p.m.

Napa Countywide Transportation Plan

The Napa Countywide Transportation Plan – Vision 2040 Moving Napa Forward, is a 25-year plan that serves as the vision for transportation throughout Napa County, with goals and objectives that apply to all modes of transportation. Vision 2040 Moving Napa Forward establishes six goals: serve the transportation needs of the entire community regardless of age, income or ability; improve system safety in order to support all modes and serve all users; use taxpayer dollars efficiently; support Napa County's economic vitality; minimize the energy and other resources required to move people and goods; and prioritize the maintenance and rehabilitation of the existing system. The two roadway improvements identified in Vision 2040 Moving Napa Forward in close proximity to the proposed project includes the signalization of the intersection at Lincoln Avenue (SR 29) and Fair Way as well as the Lincoln Corridor Safety Enhancements as signal modification with bicycle and pedestrian enhancements.

Transportation and Circulation Impact Discussion

5.17(a) (Conflicts with Plans, Policies, Ordinances) Less Than Significant Impact with Mitigation: As detailed in the Traffic Impact Study (**Appendix L**), the anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 9th and 10th Edition for Hotel (ITE Land Use #310), Quality Restaurant (ITE Land Use #931), and Specialty Retail (ITE Land Use #234).

Project trips are summarized in **Table 8**. The proposed project is expected to generate an average of 1,127 new trips per day, including 51 trips during the a.m. peak hour and 77 trips during the p.m. peak hour. Trip generation includes a deduction for internal capture.

TABLE 8: TRIP GENERATION SUMMARY

Land Use		Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Hotel	96 rooms	8.36	803	0.47	45	27	18	0.60	58	29	29
Quality Restaurant	3.437 ksf	83.84	288	0.73	3	2	1	7.80	27	18	9
Specialty Retail	5.285 ksf	44.32	234	0.96	5	3	2	2.71	14	6	8
Subtotal			1,325		53	32	21		99	53	46
Internal Capture			522		8	5	3		41	24	17
Generator		-19%	-99	-11%	-1	-1	0	-26%	-11	-5	-6
Attractor			-99		-1	0	-1		-11	-6	-5
Net New Trips			1,127		51	31	20		77	42	35

Source: Traffic Impact Study, prepared by W-Trans, June 23, 2020.

Notes: ksf = 1,000 square feet

Existing plus Project Conditions

Intersection levels of service and delay were calculated with the new traffic added by the project to existing conditions. Results of the intersection level of service calculations are presented in **Table 9**.

TABLE 9: EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LOS

Study Intersection	Existing Conditions				Existing Plus Project			
	AM Peak Delay	LOS	PM Peak Delay	LOS	AM Peak Delay	LOS	PM Peak Delay	LOS
1. Lincoln Avenue/Stevenson Street	2.2	A	1.7	A	2.3	A	2.1	A
2. Lincoln Avenue/Fair Way	2.5	A	2.5	A	2.6	A	2.7	A
3. Lincoln Avenue/Washington Street	5.7	A	6.6	A	5.7	A	6.8	A
4. Lincoln Avenue/Foothill Boulevard	36.2	E	39.7	E	39.1	E	43.5	E

Source: Traffic Impact Study, prepared by W-Trans, June 23, 2020.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** text = deficient operation.

The study area intersections are expected to operate acceptably under existing plus project conditions at LOS D or better, except for the intersection No. 4, which is projected to operate at LOS E. Under the City's policy the project would not result in an adverse effect because Lincoln Avenue and Foothill Boulevard are both State highways that carry substantial traffic through the City and are not under the City's control. Further, the project generated traffic would result in a less than five second increase in delay and would be considered an acceptable increase. Additionally, LOS is no longer considered to cause an environmental impact. Therefore, the project would not result in a potential level of service conflict under existing conditions plus project conditions.

Future plus Project Conditions

Intersection levels of service and delay were calculated with the new traffic added by the project to future

conditions. The future scenario traffic analysis reflects future year operating conditions with implementation of all planned improvements including signalization of the Lincoln Avenue/Fair Way intersection and the Lincoln Avenue/Foothill Boulevard intersection. Results of the intersection level of service calculations under future conditions are presented in **Table 9**.

TABLE 10: FUTURE PLUS PROJECT PEAK HOUR INTERSECTION LOS

Study Intersection	Existing Conditions				Existing Plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Lincoln Avenue/Stevenson Street	3.5	A	1.8	A	4.0	A	2.5	A
2. Lincoln Avenue/Fair Way	21.5	C	10.4	A	22.9	C	11.0	B
3. Lincoln Avenue/Washington Street	7.8	A	8.4	A	8.1	A	9.0	A
4. Lincoln Avenue/Foothill Boulevard	46.0	D	44.4	D	49.9	D	46.7	D

Source: Traffic Impact Study, prepared by W-Trans, June 23, 2020.

Note: Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold** text = deficient operation.

The study area intersections are expected to operate acceptably under future plus project conditions at LOS D or better. Therefore, the project would not introduce a potential level of service conflict.

Parking

The project proposes to introduce a total of 233 parking spaces onsite, which exceeds the City's parking requirement based on Chapter 17.36 of the City's municipal code. Per the City's Code, 1.1 spaces per unit are required for 'Spa/Health Resorts – with tourist units', one space per 200 square feet of general retail space, and one space per 100 square feet of restaurant space. As such, the City requires an estimated 209 parking spaces to accommodate the proposed project, which includes a hotel, restaurant and retail uses. Therefore, proposed onsite parking exceeds the City standards and would not result in a potential conflict relating to parking policies, standards or ordinances.

Alternate Modes of Travel (Transit, Bicycle and Pedestrian Facilities)

Public transit, bicycle, and pedestrian facilities in the project vicinity will not be substantially impacted by the proposed development. New employees and guests would contribute ridership to the public transit system. The nearest existing bus stop is adjacent to the project site at the Calistoga Train Depot. The bus system has sufficient capacity and facilities to support increased ridership generated by the proposed project. Thus, impacts to public transit would be less than significant.

The project does not interfere with existing or proposed bicycle facilities onsite or in the vicinity and will not decrease the performance or safety of such facilities. Rather, as proposed, the project will replace, upgrade, and install new pedestrian and bicycle facilities onsite and offsite. Sidewalks will be installed along Lincoln Avenue and Fair Way Extension at the site frontage and a new Class I multi-use path will be installed on the southside of Fair Way Extension extending from Gerard Street to Lincoln Avenue. A new crosswalk will be installed at the Lincoln Avenue/Fair Way Extension intersection. The Class I multi-use path would also extend along the project site frontage to Lincoln Avenue. Additionally, the project will install an EVA road east of the site, which will provide pedestrian and bicycle access to residents of the Calistoga Springs Mobile Home Park. Further, the project will install a portion of the public plaza to serve the public and users of the Vine Trail including a drinking fountain, restroom, and bike parking. Bicycle parking will be accommodated onsite and

bicycles will be made available to guests and employees.

In order to ensure that proposed bicycle and pedestrian improvement do not introduce a potential safety conflict with established policies and circulation plans, **Mitigation Measure TRANS-1**, shall be implemented. TRANS-1 requires that the new crosswalk at Lincoln Avenue/Fair Way Extension be developed with a ladder-style marking on the north and east leg of the intersection as well a new crosswalk across Fair Way Extension west of the new project driveway. Further all pedestrian improvements installed by the project shall be ADA compliant.

Therefore, impacts due to a conflict in existing or planned bicycle and pedestrian facilities from project development would be reduced to less than significant levels with mitigation.

5.17(b) (Conflict with 15064.3(b) VMT) Less Than Significant Impact with Mitigation: Like many other jurisdictions in California, the City of Calistoga has not adopted local VMT thresholds. Until local VMT guidelines are adopted, the City is following the guidance offered by OPR in the Technical Advisory on Evaluating Transportation Impacts. The Technical Advisory suggests VMT thresholds for residential, employment and retail uses, but not does not specifically address hotel or other visitor-based land uses. The Technical Advisory indicates that lead agencies may develop their own thresholds for other land use types such as hotels. As such, the VMT analysis conducted for the Veranda at Indian Springs, applies guidance for retail uses and associated screening methods when considering VMT for guests and uses the employment based VMT for trips generated by new employees. There are no available citywide and/or county average VMT metrics that have been provided through a regional travel demand model for the City of Calistoga or Napa County. As such, the analysis of employee based VMT focuses on Transportation Demand Management (TDM) measures that can be applied by the project to reduce employee VMT by 15%.

Hotels and other visitor-focused uses are generally unlikely to draw new visitors on their own and rather redistribute where visitors choose to stay. This shift in travel pattern is similar to how OPR considered retail uses, which are generally considered to have a less than significant VMT impact since the overall amount of retail remains relatively unchanged, and in fact adding new retail uses to the urban fabric often reduced the distances (e.g. miles) that people drive. The proposed Veranda at Indian Springs is an expansion of the existing Resort at Indian Springs and introduces onsite retail. The addition of 96 hotel rooms would not directly increase the demand for lodging but would shift where some guests choose to stay. As such, the total vehicle miles traveled by visitors in the region would likely be unchanged and could be slightly reduced if visitors who were already intended to visit Calistoga and wineries in the northern Napa Valley would have otherwise stayed where largely volumes of lodging are readily available such as Santa Rosa or Napa. Based on this rational, it can reasonably be presumed that VMT from guest trips would result in less than significant impacts.

Employee VMT were assessed based on the project's ability to implement measure that achieve a 15% reduction in employee-generated VMT. TDM measures aim to reduce single-occupancy vehicle trips, parking demand and total VMT through use of alternative modes and more efficiently planned trips. Due to the site location in downtown Calistoga and access to alternative modes of travel, employee VMT trips can reasonably be reduced by 15% with implementation of a TDM Program. In order to ensure that the proposed project does not result in a potential impact associated with employee based VMT, the project shall implement **Mitigation Measure TRANS-2**, the TDM Program prepared for the Veranda at Indian Springs. The TDM Program identifies quantifiable strategies to reduce employee based VMT including through carpool incentives, active transportation incentives, subsidized transit passes, guaranteed ride home, bike and pedestrian connections, bicycle trip end facilities, electric vehicle charging stations, and designating a transportation corridor. Based on the TDM Program, an estimated 18.9 % reduction in employee VMT may be feasible and a maximum reduction of 15% is applied, adjusted for the suburban location based on data from the California Air Pollution Officers Association (CAPCOA). Therefore, with implementation of the TDM

Program employee VMT reductions of at least 15% can be achieved and potential impacts would be reduced to less than significant levels.

5.17(c) (Geometric Design Feature Hazard) Less Than Significant Impact with Mitigation: The project site will be accessible via the existing driveway off Lincoln Avenue and a new driveway installed on Fair Way Extension. The existing driveway on Lincoln Avenue will be adjusted such that its intersection is oriented in an orthogonal direction, which will provide better site lines for ingress and egress. The internal drive aisle provides for two-way travel and includes parking on both sides. To the rear of the site contains a majority of the parking stalls with two rows of parking accessible via Lincoln Avenue. A gated access is provided at the Fair Way Extension driveway. Internal site access, drives, aisles and parking design do not present a geometric design hazard and potential impacts are considered to be less than significant.

Proposed offsite improvements include constructing the Fair Way Extension and installing an EVA road. The Fair Way Extension approach to Lincoln Avenue will include a left-turn lane and shared through/right-turn lane. In order to ensure that potential hazards do not occur as a result of the new traffic on Fair Way Extension and Gerard Street, **Mitigation Measure TRANS-3** provides for stop sign control at the Fair Way Extension Gerard Street intersection (e.g. at the northbound and westbound approaches). Measure TRANS-3 further provides that sufficient right of way shall be dedicated to the City for the planned future signalization at the Lincoln Avenue/Fair Way intersection. With implementation of measure TRANS-3 potential design hazards introduced by the project would be reduced to less than significant levels.

The desired vehicle visibility or "corner sight distance" is a function of the travel speeds on the primary street. Caltrans design standards indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway."

Sight distances along Lincoln Avenue and Fair Way Extension were evaluated using criteria contained in the *Highway Design Manual* published by Caltrans. Sight lines at the driveway located on Fair Way Extension and the new connection to Gerard Street will be adequate. Fair Way Extension is flat, straight and is expected to have relatively low volumes and speeds. Thus, no design hazards are anticipated.

Based on the posted speed limit of 25 mph on Lincoln Avenue, the minimum stopping sight distance needed is 150 feet at the driveway. Sight lines extend approximately 250 in each direction without parked vehicles on Lincoln Avenue, and can be constrained to 80 feet with parked vehicles proximate to the driveway. To avoid a potential design hazard from conflict with vehicle, pedestrian and bicycles at the project's Lincoln Avenue driveway, **Mitigation Measure TRANS-4** shall be implemented which prohibits parking on the east side of Lincoln Avenue for 30 feet north and south of the driveway. Therefore, sufficient sight lines will be provided on Lincoln Avenue with mitigation and potential impacts will be reduced to less than significant levels.

New landscaping or signage located in direct line of sight at access driveways could result in a potential design hazard. In order to avoid site line conflicts with landscaping and signage introduced by the project **Mitigation Measure TRANS-5** shall be implemented, which provides that foliage be maintained less than 3 feet or more than 7 feet above the pavement surface and that new signage or monuments be placed outside the vision triangle and maintain a 150 foot Intersection Sight Distance. Therefore, potential impacts due to a design hazard will be reduced to less than significant levels with mitigation.

Left turn lane warrants were associated on Lincoln Avenue using criteria established in the Intersection Channelization Design Guide. Based on the anticipated future plus project volumes a southbound left-turn lane into the project would not be warranted at the Lincoln Avenue/Stevenson Street-project driveway intersection. However, a northbound left-turn from Lincoln Avenue onto Stevenson Street would be warranted. Although the project would not contribute trips to this movement, development on the project site could restrict or interfere with a future northbound left turn lane at this location. As such, **Mitigation**

Measure TRANS-6 shall be implemented, which directs that adequate space be provided for the future provision of a northbound left-turn lane on Lincoln Avenue at Stevenson Street. Therefore, with mitigation potential impacts due to a design hazard from inadequate right of way width will be reduced to less than significant levels.

5.17(d) (Emergency Access) Less Than Significant Impact: The proposed project will not result in insufficient emergency access during construction or at operation. Road closure is not anticipated by the proposed project, although temporary lane closure may will occur during frontage improvements. Lincoln Avenue is expected to remain accessible during temporary construction activities. Portions of Fair Way Extension may temporarily be closed during construction, however, alternate access to the east will be maintained during all temporary closures.

At operation the proposed project will provide for adequate emergency access internally and on surrounding public roadways. Drive aisles have been designed with sufficient width and turning radius to accommodate emergency vehicles, including fire truck access. At operation Fair Way Extension will be fully improved to design widths and will adequately accommodate emergency vehicle access. Further, the project will install an EVA road east of the project site, which will enhance emergency access by providing a direct route easily accessible from downtown to the existing Calistoga Springs Mobile Home Park.

The project's internal circulation plan has been reviewed and meets all requirements of the Public Works & Utilities and Fire Departments. Site circulation was determined to be adequate, including sufficient street widths to allow for fire truck turn around and access to the proposed project. Therefore, emergency vehicle access would be adequate under the proposed project and potential impacts would be less than significant.

Mitigation Measures:

TRANS-1: The intersection of Lincoln Avenue/Fair Way Extension shall be improved with a ladder-style marking on the north and east leg of the crosswalk and a new crosswalk shall be installed across Fair Way Extension west of the new project driveway. All pedestrian improvements installed onsite and offsite shall be ADA compliant.

TRANS-2 Prior to issuance of occupancy the applicant shall develop, and the City shall review and accept a Transportation Demand Management (TDM) Program for the Veranda at Indian Springs. The TDM Program shall demonstrate an employee trip reduction of at least 15% for new employees, identify measures to minimize guest trips and should also apply to existing employees and guests of the Resort at Indian Springs. The TDM Program shall be closely monitored during the first two years of operation, at which time the effectiveness of the Program shall be re-evaluated and modified if needed, and effective measures shall thereafter be made permanent and implemented for the life of the project. The TDM Program will at least include the following quantifiable strategies or identify equivalent strategies:

Carpool Incentives: Offer a financial incentive, at least \$50 per month or more, to employees who agree to carpool to work a minimum of 50 percent of the time.

Active Transportation Incentives: Offer a financial incentive, at least \$50 per month or more, to employees who agree to walk or bicycle to work a minimum of 50 percent of the time.

Subsidized Transit Passes: Provide employees who agree to use transit to reach work a minimum of 50 percent of the time monthly unlimited transit passes. Vine Transit offers unlimited rides for \$53 per month and Lake Transit offers a similar pass for \$40.

Guaranteed Ride Home: Employees who carpool to work should be guaranteed a ride home in case of an emergency or unique situation. As part of the V-Commute program offered by the NVT, A,

employees who carpool or commute via alternatives modes are able to use a taxi, rental car, Lyft, Uber, or other means to get home in an emergency are reimbursed for the full cost of the service. The program is available to all employees in Napa County, but registration is required. Employees shall be provided information about NVT A V-Commute and encourages to register for the service.

Bicycle and Pedestrian Connection: Offer free bicycles to hotel guests to use while staying at the property so guests are able to ride to restaurants, tasting rooms and shop Downtown as well as wineries accessible from the trail. E-bike options could be made available to support making farther trips more attractive to reach by bicycle.

Bicycle Trip-End Facilities: In addition to 24 standard bicycle parking stalls, 5 bicycle lockers could be provided for use by employees, along with an employee accessible changing room with a shower. Basic bicycle maintenance provisions such as spare tubes and tire pumps should be available onsite.

Electric Vehicle Charging Stations: The project shall include at least 12 EV parking stalls and charging stations consistent with California Green (CAL Green) building standards.

Transportation Coordinator: One person should be designated as the transportation coordinator for the project site and can fall under a manager's or supervisor's responsibilities. The designated coordinator shall oversee the TDM measures available, answer questions, pair carpoolers, administer incentives, and maintain monitoring records of measures effectiveness, which should occur in coordination with a transportation engineer.

- TRANS-3** The new intersection of Fair Way Extension and Gerard Street shall be stop signed controlled at the westbound and northbound approaches. Adequate right of way shall be provided at the Lincoln Avenue/Fair Way intersection to accommodate future signalization.
- TRANS-4** To ensure adequate sight distances are maintained between vehicles traveling along Lincoln Avenue and vehicles using the project driveway, as well as pedestrian and bicyclists using the Class I multi-use path, parking on the east side of Lincoln Avenue within 30 feet of the driveway shall be prohibited.
- TRANS-5** Vegetative landscaping introduced along the project driveways at Lincoln Avenue and Fair Way Extension shall be restricted to a maximum height of three feet so that motorists can see above plantings. In the case of trees planted along driveways, a minimum clearance height of seven feet shall be maintained between the ground and the bottom of the canopy so that motorists can see below trees. Any onsite signage or monument introduced by the project shall be placed in a manner that does not obstruct site line views at project driveways and at the intersection of Fair Way Extension with Gerard Street and Lincoln Avenue, and is located outside of the vision triangles maintaining a 150-foot Intersection Sight Distance.
- TRANS-6** Adequate space shall be provided at the site frontage on Lincoln Avenue to accommodate future development of a northbound left-turn lane on Lincoln Avenue at Stevenson Street.

5.18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Historic Resources Evaluation for the Veranda at Indian Springs Project, prepared by Evans & De Shazo, March 12, 2020; Archaeological Study for the proposed Veranda at Indian Spring Project, prepared by Evans & De Shazo, March 4, 2020; and Cultural Resources Monitoring Plan, prepared by Evans & De Shazo, May 11, 2020.

Tribal Cultural Resources Setting

Public Resources Code (PRC) Section 21074, identifies tribal cultural resources as:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
 - b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.
3. A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
4. A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with Public Resources Code (PRC) Section 21084.2, lead agencies are required to consider Tribal Cultural Resources (TCR) including a site feature, place, cultural landscape, sacred place or object, of cultural value to the tribe and is listed on the California Register of Historic Resources (CRHR) or a local register, or the Lead agency, at its discretion, chooses to treat resources as such. In accordance with PRC Section 21080.3.1(b)(1), the Mishewal Wappo Tribe of Alexander Valley, in a letter dated June 26, 2015, stated that its tribe was traditionally and culturally affiliated with a geographic area within the City of Calistoga’s area of jurisdiction, and requested formal notice of and information on projects for which the City of Calistoga serves as a lead agency under CEQA.

In accordance with PRC Section 21080.3.1(d), the City of Calistoga provided written formal notification to the Mishewal Wappo Tribe of Alexander Valley on February 10, 2020, which included a brief description of the proposed project and its location, relevant project information, the City of Calistoga contact information, and a notification that the Mishewal Wappo Tribe of Alexander Valley has 30 days to request consultation. No response from the Tribe has been received.

Tribal Cultural Resources Impact Discussion

5.18(a.i) (Listed or Eligible for Listing) Less Than Significant Impact with Mitigation: According to the project’s Archaeological Study, historical and prehistorical resources are known to occur within and in the immediate vicinity of the project site. Given the elevated potential for buried cultural resources associated with prehistoric human occupation, and that the proposed project could potentially impact buried resources, including tribal cultural resources, if present, **Mitigation Measure TCUL-1** shall be implemented. As described above in 5.5 Cultural Resources, measure TCUL-1 requires the implementation of a Cultural Resources Monitoring Plan. Therefore, with mitigation, the project’s potential to impact tribal cultural resources will be reduced to less than significant levels.

5.18(a.ii) (Significant Resource) Less Than Significant Impact with Mitigation: As described above, the City of Calistoga carried out notification to the Mishewal Wappo Tribe of Alexander Valley in accordance with AB 52. The Tribe did not request consultation. Nonetheless, based on past records and site-specific investigation the project site has an elevated potential to contain buried resources including potentially significant tribal cultural resources. Development within the project site and offsite improvements have the potential to result in impacts to tribal cultural resources if encountered during construction. **Mitigation Measure TCUL-1**, ensures that all provisions identified in the Cultural Resources Monitoring Plan, as detailed in the Cultural Resources discussion above are implemented. Measure TCUL-1 provides protection of cultural resources, including Tribal Cultural Resources, in the event of discovery. Therefore, the proposed project would have less than significant impacts on Tribal Cultural Resources.

Mitigation Measures:

- TCUL-1:** To protect buried Tribal Cultural Resources that may be encountered during construction activities, the project shall implement Mitigation Measure CUL-2 above.

5.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: City of Calistoga General Plan, as amended; 2003 General Plan EIR; Hydrology Study, prepared by BKF Engineers, July 7, 2017; Preliminary Stormwater Hydrology Analysis for The Veranda at Indian Springs, prepared by BKF Engineers, July 2019; Preliminary Storm Water Control Plan for The Veranda at Indian Springs, prepared by BKF Engineers, February 2020; Preliminary Water Use and Wastewater Generation Memorandum for The Veranda at Indian Springs, prepared by BKF Engineers, October 2019; and City of Calistoga Recycled Water Distribution System, prepared by Larry Walker Associates, 2003, accessed February 13, 2020.

Utilities and Service Systems Setting

The proposed project is located within the City of Calistoga on a previously developed property where utility infrastructure is already in place. The project site and vicinity are served by the following service providers:

- Water supply and distribution: City of Calistoga
- Wastewater collection and treatment: City of Calistoga
- Recycled water treatment and distribution: City of Calistoga
- Storm drainage: City of Calistoga
- Solid waste service: Upper Valley Disposal and Recycling

- Electrical and natural gas power: Pacific Gas and Electric and/or Marin Clean Energy

Potable Water Supplies

The City of Calistoga provides domestic water service to 1,566 accounts, including to the project site. The City acquires potable water supplies from two main sources: 1) Kimball Reservoir; and 2) the State Water Project through the North Bay Aqueduct connection pipeline via the City of Napa. The city's water system includes storage tanks with a capacity of 2.5 million gallons, 30 miles of distribution and 20 miles of transmission mains.

Wastewater and Recycled Water

Wastewater generated in the City of Calistoga, including at the project site, is conveyed for processing at the City of Calistoga's Dunaweal Wastewater Treatment Plant (WWTP), a 0.84 million gallon per day (mgd) average dry weather flow activated sludge tertiary treatment plant. Some tertiary treated effluent may be discharged to the Napa River from October 1st through May 15th (per NPDES Permit No. CA0037966, Order 00-1312). During the remainder of the year, effluent is distributed for recycled water use or stored for future use in effluent storage ponds.

Storm Drainage

Within the City of Calistoga, storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings to gutters that drain to creeks, the Napa River, and ultimately to the San Pablo Bay. This water is untreated and carries with it any contaminants picked up along the way such as solvents, oils, fuels and sediment. As described in 4.10 Hydrology, the City's Stormwater Ordinance establishes the standard requirements and controls on the storm drain system to which all existing and proposed development must comply. Currently stormwater onsite sheet flows in a southeasterly direction towards Fair Way Ditch.

Solid Waste

Solid waste (debris, construction waste, recyclable materials, and green waste/compost) generated in the City of Calistoga is collected by Upper Valley Disposal and Recycling and delivered to the Clover Flat Landfill for disposal. The landfill is permitted to receive 600 tons per day and as of September 2012 had 2,870,000 cubic yards of capacity remaining.³⁸

Utilities and Service Systems Impact Discussion

5.19(a) (Relocation/Expansion of Utilities) Less Than Significant Impact: The project site is currently well served by water, wastewater, electricity, natural gas, and telecommunication facilities. The project will increase utility demands relative to demands generated by existing uses. The proposed hotel, retail, and restaurant activities will generate demand for utilities at levels anticipated by the General Plan and within the available capacity of existing services. New uses introduced by the project will connect to existing utility lines in Lincoln Avenue and Fair Way and will install new utility pipelines, connections, laterals, and associated equipment onsite and offsite including potable and recycled water pipelines, sanitary sewer and storm drain infrastructure. New electric power, natural gas, and telecommunication lines would be connected to the existing facilities onsite and in the immediate site vicinity.

The projected wastewater generation of the project falls within the capacity of the City's wastewater treatment plant. The increase in wastewater generated by the proposed uses, as estimated in the Preliminary Water Use and Wastewater Generation Report prepared for the Veranda at Indian Springs, have been considered for

³⁸ CalRecycle Clover Flat Resource Recovery Park, <https://www2.calrecycle.ca.gov/swfacilities/Directory/28-AA-0002/>, Accessed February 13, 2020.

operating capacity of the water treatment plant. As such, the proposed project will not cause or exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board, nor is the project expected to necessitate the expansion or construction of water or wastewater treatment facilities.

The existing water supplies, facilities, and infrastructure are sufficient to meet the demands of the project without the need for expansion or new construction of water supply facilities. Water demand of the project will be limited through efficient irrigation of landscaping, compliance with California's Model Water Efficient landscape regulation, and water-efficient fixtures and appliances indoors, consistent with requirements established by the CalGreen Building Code. Landscaping introduced by the project will be irrigated using Calistoga's tertiary treated water. The proposed project's water demands are estimated in the Preliminary Water Use and Wastewater Generation Report prepared for the Veranda at Indian Springs and are within the available capacity of the City's water system. Therefore, the project will have less than significant impacts related to the adequacy or capacity of water supply facilities and wastewater treatment facilities.

New storm drainage infrastructure would be installed to accommodate the increase in impervious surfaces that would result from the project. Onsite improvements would capture storm water runoff via new storm drains within the site, convey flows towards new storm drain lines, and then discharge runoff east of the site to sheet flow to regional storm drain facilities.

The Preliminary Storm Water Control Plan identifies proposed storm drain facilities onsite and in the project vicinity and demonstrates sufficient capacity to accommodate increased surface flows generated by the project. With the installation of the proposed bioretention areas and onsite subsurface storage chamber, there will be no net-increase in flows emanating from the project site. The project is well served by existing infrastructure and all utilities including electricity, natural gas, and telecommunication facilities. Therefore, impacts related to the relocation, construction, or expansion of utilities will be less than significant.

5.19(b) (Sufficient Water Supplies) Less Than Significant Impact: During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes will be minimal and will not require new or expanded water supplies or entitlements.

At operation the Veranda at Indian Springs would generate water demand for indoor and outdoor uses and would rely on both potable and recycled water supplies to meet demands. The proposed hotel, restaurant, water features and landscaping will increase water demand relative to existing uses. However, the laundry and landscaping water requirements would be met by the City's recycled water sources, which reduces the demand on the city's drinking water supplies. Landscaping of the project has been designed to achieve conservation of water resources. All new plantings will adhere to California's model water efficient landscape regulation that includes drought resistant, boron-tolerant, low water usage species. The project's estimated potable water demand according to the Water Use Report, is approximately 21 acre-feet per year. All improvements onsite will meet latest plumbing code requirement for water efficiency. The project's water demand is consistent with the City's overall water demand that is anticipated by the General Plan. As such, the City's current and projected water supplies are adequate to accommodate the project's water demand while meeting existing water demands during normal, dry, and multiple dry years. The project will incorporate water-conserving fixtures, appliances and landscaping. Therefore, impacts to water supplies as a result of the project will be less than significant.

5.19(c) (Sufficient Wastewater Treatment) Less Than Significant Impact: As described above in 5.19(a), wastewater generated by the project would be conveyed to the City's Dunaweal Waste Water Treatment Plant (WWTP), which has sufficient operating capacity to process effluent generated by the project. Discharge of effluent from the proposed project uses will not exceed wastewater treatment requirements set forth by the Regional Water Quality Control Board. As such, the proposed project will not require or result in the

construction or expansion of new wastewater treatment facilities. Therefore, project impacts to the wastewater treatment system would be less than significant.

5.19 (d, e) (Solid Waste Generation/Compliance with Solid Waste Management) Less Than Significant Impact: During construction, the project would generate solid waste from demolition, concrete and asphalt removal, and vegetation/tree removal. Consistent with Cal Green Mandatory Measures, and as a standard requirement for building permits, the applicant will be required to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste and prepare a Construction Waste Management Plan that documents the diversion of materials as required by CalGreen. Accordingly, impacts associated with construction waste will be less than significant.

At operation, the project would generate solid waste including debris, recyclables, and compostables. The City is under contract with Upper Valley Disposal & Recycling for hauling, sorting, and disposal of waste. Solid waste is collected and transferred to landfill sites with remaining capacity. Although the waste stream generated by the project is expected to increase during construction and operation, it is not expected to exceed landfill capacity and is not expected to result in violations of federal, state, and local statutes and regulations related to solid waste. Therefore, the disposal of solid waste resulting from project construction and operation would have less than significant impacts.

Mitigation Measures: None Required.

5.20. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
Sources: City of Calistoga General Plan, as amended and 2003 General Plan EIR; Calistoga Very High Fire Hazard Severity Zones in Calistoga Local Responsibility Area, produced by CalFire, September 23, 2008.				

Wildfire Setting

Calistoga is susceptible to wildland fires due to the steep topography, abundant fuel load, and climatic conditions, primarily in the region southwest of Highway 128/SR 29/Foothill Boulevard, which is designated as "Very High Fire Hazard Severity Zone" within the Local Responsible Area by CAL FIRE (**Figure B-7 in Appendix B**)³⁹.

In October 2017, the Tubbs Fire (Central LNU Complex) burned as close as 1.5 miles west of City limits, and in 2019, the Kincade Fire burned as close as 6 miles from City limits. Residents were exposed to secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduction in visibility.

³⁹ <https://osfm.fire.ca.gov/media/5872/calistoga.pdf>

The project site is located within city limits and surrounded by roadways, developed land uses, and vacant grasslands. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. The project site is located approximately 0.35 miles from areas designated as having a "Very High Fire Hazard Severity Zone."

Wildfire Impact Discussion

5.20(a) (Impair Emergency Plans) Less Than Significant Impact: As proposed the project would not interfere with an emergency response plan or emergency evacuation plan. There are no elements of the project that would obstruct or otherwise impede emergency response access or evacuation. The Calistoga Fire Department is located 0.14 miles from the project site, which will allow for short response times. The project site is accessible from Lincoln Avenue, which provides access to regional roadways to the north (Silverado Trail) and to the south (SR 29/Foothill Boulevard). The project is designed to accommodate safe and efficient ingress and egress including for emergency vehicles. Additionally, the project would develop an offsite emergency vehicle access road as a secondary point of access to the Calistoga Springs Mobile Home park located to the northwest of the project site. This secondary emergency access point to the mobile home park will decrease emergency response times and provide a secondary route for ingress and egress during emergencies, such as a fire. Therefore, in the event of a wildfire, the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

57.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) Less Than Significant Impact: The project site is categorized as a Non-VHFHZ by CAL FIRE, located approximately 0.35 miles from land designated as "Very High Fire Hazard Severity Zone." The project site is relatively flat and is not subject to risks associated with flooding, landslides or slope instability. It is surrounded by urban uses on three sides and disturbed undeveloped land to the east, which lacks trees and does not contain substantial fuel loads. The new building and structures introduced by the project would be constructed in compliance with the latest California Building Code and Fire Code, which contains standards for building materials, systems, and assemblies used in the exterior design and construction of new buildings. There are no factors, such as steep slopes, prevailing winds, or the installation/maintenance of new infrastructure, that would exacerbate fire risk or expose project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. Therefore, impacts would be less than significant.

Mitigation Measures: None Required.

5.21. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Mandatory Findings Discussion

5.21(a) (Degrade the Environment): Less Than Significant Impact: The project is located within the City of Calistoga and is consistent with the General Plan Land Use designation and zoning for the site, including goals, policies and programs of the City. The project site is currently occupied by existing structures, impervious surfaces (paved and gravel), fences, walls, ancillary improvements, and trees. Undeveloped portions of the site and where offsite improvement are proposed have been previously described and controls on construction limits and best practices ensure that construction activities do not intrude onto nearby environmentally sensitive areas.

The proposed development would not adversely impact sensitive habitat, riparian areas, nor would the project result in significant impacts to special-status plant or wildlife species. With implementation of mitigation measures set forth above in air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, noise, and transportation, as well as adherence to the City's uniformly applied development standards including erosion control, the project's potential impacts to the quality of the

environment would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or adversely affect cultural resources.

5.21(b) (Cumulatively Affect the Environment) Less Than Significant Impact with Mitigation: The CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (Guidelines, Section 15355(a)(b)).

The analysis of cumulative impacts for each environmental factor can employ one of two methods to establish the effects of other past, current, and probable future projects. A lead agency may select a list of projects, including those outside the control of the agency, or, alternatively, a summary of projections. These projections may be from an adopted general plan or related planning document, or from a prior environmental document that has been adopted or certified, and these documents may describe or evaluate the regional or area-wide conditions contributing to the cumulative impact.

This analysis evaluates cumulative impacts using the Calistoga General Plan EIR. Development of the proposed project, in combination with past, present, and future development in the City could result in long-term impacts to aesthetics, air quality, biological resources, cultural resources, greenhouse gases, and transportation. Cumulative long-term impacts from development within the City were identified and analyzed in the City's General Plan EIR.

The proposed project is consistent with the City's General Plan land use designation for the site and the City's long-range plan for future development. As described in **Sections 5.1 – 5.20** of this document, potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. As such, short-term impacts of the project would not be considered cumulatively considerable.

Development of the proposed project, in combination with future development in the City of Calistoga and County of Napa could result in long-term impacts to biological, cultural/tribal cultural resources, and mineral resources (geothermal) if such resources are not properly protected. Protected populations of rare plants are known to occur east of the proposed offsite EVA and outfall improvements. Habitat for rare plant species has been impacted by past development and piping of geothermal waters. Although development will occur primarily on land that contains existing development or has been subject to past disturbance, the project will introduce hardscape, infrastructure and uses proximate to sensitive habitat with limited remaining open space. However, the balance of the former Gliderport property, which supports rare plants is not proposed to be developed and the City's General Plan includes policies and actions intended to provide protection while accommodating growth. The nearest project activity to rare plant habitat is the offsite EVA road, which as designed is approximately 750 from sensitive populations, and within 20 feet of a wetland. In order to minimize potentially significant cumulative effects to sensitive habitats and biological resources offsite, the proposed EVA shall be realigned to maximize the distance between the roadway and sensitive habitat to the east including the nearby wetland, as required by **Mitigation Measure CUM-1**. Additionally, **Mitigation Measure CUM-2** directs that a habitat protection and management plan be developed and implemented including ongoing monitoring and reporting of the popcorn flower and Napa bluegrass populations. With implementation of Mitigation Measures CUM-1 and CUM-2 the project's potential to result in cumulatively considerable impacts to biological resources including past, present and future impacts, will be reduced to less than significant levels.

Due to the potential for impacts to buried cultural resources, development of the proposed project could contribute to the cumulative loss of cultural and tribal cultural resources if encountered. However, with implementation of Mitigation Measure CUL-2, development of the proposed project not result in cumulatively considerable impacts to cultural and tribal cultural resources. Therefore, with mitigation the proposed project would result in less than significant cumulative impacts to cultural resources.

As described herein, the project proposed to use the existing geothermal well onsite for heating of the pools and spas. No geothermal waters would interact directly with the project's water system as heating will occur through a closed loop plate system. Extracted waters will be reinjected via a new well drilled to the same depth and located in the same general vicinity as the extraction well. Geothermal waters will not be discharged to the sanitary sewer system or the stormdrain system. All geothermal uses onsite including the extraction and reinjection wells and the geothermal system will operate in accordance with regulatory permits issued by the County and State (CalGEM). Based on the proposed use of geothermal waters, cumulative impacts are not anticipated to occur as a result of the project. Therefore, the proposed project will result in less than significant cumulative impacts to geothermal resources.

Development and operation of the proposed project will result in potentially significant impacts; however, those impacts would be reduced to less-than-significant levels with implementation of mitigation measures. Implementation of mitigation measures set forth herein, including CUM-1 and CUM-2 ensure that the project's potential to result in cumulatively considerable impacts is reduced to less than significant levels.

5.21(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The proposed project has the potential to result in direct or indirect adverse impacts to human beings due to air quality, hazardous materials, hydrology and water quality, noise, and transportation/circulation that has the potential to affect human beings. With mitigation measures set forth herein, potential impacts will be reduced to less than significant levels. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects.

Mitigation Measures:

- CUM-1.** The location of the EVA shall be assessed during final design review and an alignment identified that achieves the maximum feasible separation between the EVA road and the sensitive habitat to the east including the nearby wetland. Design options may consider a jog in the EVA proximate to the wetland or an angled roadway while still meeting the intent of providing safe and efficient access for emergency vehicles.
- CUM-2.** The applicant in coordination with the City shall prepare a habitat protection and management plan (the Plan) for implementation, including ongoing monitoring and reporting of the popcorn flower and Napa bluegrass populations. The Plan shall identify practices to preserve popcorn flower and Napa bluegrass populations such as returning historic flows of geothermal waters and recommendations regarding the potential for future designation of eastern portions of the former Gliderport property as a Natural Resource Preservation Area in accordance with General Plan policy OSC P1.1-4. The Plan shall be prepared and carried out under the direction of a qualified biologist and in coordination with the CDFW.

6. REFERENCE DOCUMENTS

The following information sources were referenced in the preparation of this initial study/ mitigated negative declaration and are available for review online or at the Planning & Building Department, City of Calistoga, 1232 Washington Street, Calistoga:

6.1. TECHNICAL APPENDICES

- A. Site Plans for the Veranda at Indian Springs, prepared Charles Covell Architect, April 13, 2020.
- B. Figures B-1 through B-8, prepared by M-Group:
 - B-1 Important Farmland
 - B-2 Land Cover Classification
 - B-3 Earthquake Fault Lines
 - B-4 Alquist-Priolo Zones
 - B-5 Shaking Hazard
 - B-6 Liquification Susceptibility
 - B-7 Fire Hazard Severity Zones
 - B-8 Flood Hazard Zones
- C. Arborist Report, prepared by Pramuk, Trees and Associates, LLC, February 26, 2016 and updated October 11, 2019 and January 31, 2020
- D. The Veranda at Indian Springs Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, June 17, 2020
- E. Biology Resources Constraints Analysis, prepared by Monk & Associates, July 16, 2020.
- F. Confidential Archeological Study for the Veranda at Indian Springs, prepared by Evans & De Shazo, March 4, 2020
- G. Historic Resource Evaluation for the Veranda at Indian Springs, prepared by Evans & De Shazo, March 12, 2020
- H. Cultural Resources Monitoring Plan for the Veranda at Indian Springs, prepared by Evans & De Shazo, May 11, 2020
- I. Soil Reports
 - I-1 Soil Investigations Report for the Calistoga Hotel, prepared by Reese & Associates Consulting Geotechnical Engineers, July 16, 2014.
 - I-2 Near-Surface Soil Conditions in East Portion of Site Letter, prepared by Reese & Associates, April 20, 2016
 - I-3 Soil Engineering Consultation and Report Update Hotel Veranda, prepared by Reese & Associates Consulting Geotechnical Engineers, February 14, 2020.
- J. Environmental Site Assessment
 - J-1 Phase I Environmental Assessment (1502, 1506, 1510, 1522, & 1546 Lincoln Ave. Calistoga) prepared by AEI Consultants Environmental & Engineering Services, April 5, 2013
 - J-2 Limited Phase II Subsurface Investigation (1502 Lincoln Ave. Calistoga), prepared by AEI Consultants Environmental & Engineering Services, August 20, 2013

- K. Preliminary Stormwater Control Plan for the Veranda at Indian Springs, prepared by BKF, February 2020.
- L. Traffic Impact Study for the Veranda at Indian Springs, prepared by W-Trans, May 2020.

6.2. OTHER DOCUMENTS REFERENCED

1. 2010 Urban Design Plan City of Calistoga, adopted by the Calistoga City Council on January 19, 2010.
2. Association of Environmental Professionals, Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California, October 2016.
3. BASMAA Post-Construction Manual, Design Guidance for Stormwater Treatment and Control for Projects in Marin, Sonoma, Napa, and Solano Counties, July 14, 2014
4. Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017.
5. Biotic Survey Report, prepared by Charles A. Patterson, Plant Ecologist, June 16, 2017.
6. California Department of Conservation Farmland Mapping and Monitoring Program (FMMP).
7. California Department of Conservation, Farmland of Local Importance Definitions, http://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf
8. California Energy Commission, 2017 Integrated Energy Policy Report, https://www.energy.ca.gov/2017_energypolicy/
9. California Energy Commission, Final Adopted State Alternative Fuels Plan, Adopted December 2007, <https://ww2.energy.ca.gov/2007publications/CEC-600-2007-011/CEC-600-2007-011-CMF.PDF/>
10. California Energy Commission, Supply and Demand of Natural Gas in California, http://www.energy.ca.gov/almanac/naturalgas_data/overview.htm
11. California Energy Commission, Total System Electric Generation (2018), https://ww2.energy.ca.gov/almanac/electricity_data/total_system_power.html
12. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017.
13. California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0030, NPDES Permit No. CA0025054, October 8, 2015, https://www.waterboards.ca.gov/northcoast/board_decisions/adopted_orders/pdf/2015/151008_0030_phaselpermitrenewal.pdf
14. California Scenic Highway Mapping System, <http://www.dot.ca.gov>
15. City of Calistoga Climate Action Plan, adopted by the Calistoga City Council April 1, 2014.
16. City of Calistoga Active Transportation Plan, adopted October 21, 2014 (City Council Resolution 2014-089).
17. City of Calistoga Municipal Code. <https://www.codepublishing.com/CA/Calistoga/>
18. City of Calistoga 2003 General Plan Update and as amended, including 2012 Community Identity Element, 2014 Circulation Element, 2014 Housing Element, and 2014 Public Safety Element.
19. City of Calistoga 2003 General Plan Update Draft Environmental Impact Report, prepared by Design, Community and Environment, May 2003.

20. City of Calistoga 2003 General Plan Update Final Environmental Impact Report (SCH #2003012009), prepared by Design, Community and Environment, September 10, 2003.
21. Complete Plan Set for The Veranda and Indian Springs, prepared by Charles Covell (Architect), BKF Engineers (Civil Engineer), The Garden Route Co. (Landscape Architect), April 13, 2020.
22. Direct Use of Geothermal Water at the Solage Calistoga Resort, prepared by Poux, et al., 2012.
23. Emergency Vehicle Circulation Exhibit, prepared by BKF, January 2020.
24. Hydrology Study Memorandum for The Veranda Hotel, prepared by BKF, July 7, 2017.
25. Initial Study prepared for the Silver Rose Resort (400 Silverado Trail), prepared by the City of Calistoga, February 21, 2012.
26. Nonresidential Development Housing Linkage Fee Nexus Study, prepared by Economic & Planning Systems, Inc., July 1, 2014.
27. Preliminary Water Use and Wastewater Generation Memorandum for The Veranda at Indian Springs, prepared by BKF, October 2019.
28. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml
29. Technical Advisory on Evaluating Transportation Impact in CEQA, prepared by Office of Planning and Research, November 2017.
30. The Calistoga Popcorn Flower: Population Abundance and Plant Metrics with Recommendations, prepared by Aimee C. Wyrick, Associate Professor, and Angelo Maniego, Research Technician, 2013.
31. The Calistoga Popcorn Flower in 2013 and 2014, prepared by Aimee C. Wyrick, Associate Professor, and Angelo Maniego, Research Technician, 2013.
32. The Calistoga Popcorn Flower: Research Update, prepared by Aimee C. Wyrick, Associate Professor, February 2017.
33. The Influence of Precipitation and Soil Content on the Distribution and Population Status of the Calistoga Popcorn Flower, prepared by Aimee C. Wyrick, Associate Professor, et al., July 2018.
34. Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, prepared by John A. Volpe National Transportation Systems Center, September 2018.
35. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), <http://www.ucmp.berkeley.edu/miomap/>
36. Napa County Operational Area Hazard Mitigation Plan 2013 Update, adopted by the City of Calistoga, May 20, 2014.
37. Vision 2040 Moving Napa Forward, prepared by the Napa County Transportation and Planning Agency, September 16, 2015.
38. Upper Valley Disposal and Recycling webpage accessed July 2020. <http://www.uvds.com/#clover>
39. Ultimate Geometrics for Future Signalization (Lincoln Avenue/Fair Way), prepared by BKF Engineers, February 2020.

7. MITIGATION MONITORING AND REPORTING PROGRAM

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Mitigation Monitoring and Reporting Program

The Veranda Hotel at Indian Springs
1502, 1504, 1506, 1510, 1522 Lincoln Ave

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
AESTHETICS AES-1: Prior to issuance of a building permit, the project applicant shall prepare, and the City shall approve a lighting plan. The lighting plan shall demonstrate that new lighting fixtures are shielded and/or recessed to avoid light overspill, and that each light fixture is directed downward and away from adjoining properties and is consistent with the International Dark Sky Association model ordinance objectives by providing the minimum lighting level necessary for night-time safety, utility, security, productivity, enjoyment, and commerce and minimizing sky glow, light overspill and obtrusive lighting levels.	Incorporate into project design and print on construction documents	Calistoga Planning and Building Department	Prior to issuance of a building permit	
AIR QUALITY AQ-1: During all construction activities including demolition and ground disturbance activities, on and offsite, the contractor shall implement the latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust as follows: 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material shall be covered. 3. All visible mud and dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per	Incorporate into project design and print on construction documents On-site observation	Calistoga Planning and Building Department Project Applicant Contractor	Prior to issuance of a grading permit Ongoing throughout project construction	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as practicable. Building pads shall be laid as soon as practicable after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation. 8. A publicly-visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted on the project site prior to the initiation of construction activities. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. AQ-2: The applicant/contractor(s) shall develop a plan demonstrating that off-road equipment used to construct the project would achieve a fleet-wide average 75% reduction in diesel particulate matter exhaust emissions or greater. One feasible plan to achieve this reduction would include the following: 1. Construction equipment staging shall occur as far as possible from existing sensitive receptors (away from the property lines proximate to residences).	Incorporate into project design and print on construction documents On-site observation	Calistoga Planning and Building Department Project Applicant Contractor	Prior to issuance of a grading permit Ongoing throughout project construction	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
2. All diesel-powered off-road equipment larger than 25 horsepower and operating at the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 or alternatively, Tier 3 engines that include CARD certified Level 3 Diesel Particulate Filters. Use of engines that are electrically powered or use non-diesel fuels would meet this standard. 3. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.				
BIOLOGICAL RESOURCES BIO-1: To avoid impacts to birds protected under the Migratory Bird Treaty Act and Fish and Game Code (Section 3514), construction activities, including the removal of trees, should occur outside of the bird-nesting season between September 1st and January 31st. If work occurs between February 1st and August 31st, a pre-construction bird nesting survey shall be conducted within seven and up to 15 days prior to tree removal. The bird nesting survey shall include both an examination of buildings and all trees onsite and within 300 feet and expanded to 500 feet for raptors, of the Limits of Work, which may include offsite trees or structures. If nesting birds are identified, then a qualified ornithologist or biologist shall establish a temporary protective construction buffer around the nest(s), conduct a survey to establish behavioral baseline of birds using each nest, and conduct monitoring to ensure it is not disturbed. The nest buffer will be staked or fenced to establish a construction exclusion perimeter and shall be adjusted by a qualified biologist as needed to avoid disturbance. The buffer shall be of sufficient size to protect the nesting site from construction-related disturbance. Typically, adequate nesting buffers are 50 feet from the nest site or nest tree	Conduct a pre-construction nesting bird survey by a qualified biologist if construction would occur during the bird nesting season The City shall be provided with the resume of the qualified biologist demonstrating nesting bird survey and detection	Calistoga Planning and Building Department Project Applicant Contractor Qualified Biologist	Prior to construction activities Ongoing throughout project construction	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
dripline for small birds and up to 300 feet for sensitive raptors. Upon completion of nesting surveys, if nesting birds are identified a qualified ornithologist/biologist shall prescribe adequate nesting buffers to protect the nesting birds from harm while the project is being constructed. If continuous monitoring is not feasible, conservative no-disturbance buffer(s) should be established, with the buffer distance based on the tolerance level of the nesting species. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1st unless it is determined by a qualified ornithologist/biologist who is monitoring nesting behavior that the young have left the nest and have attained sufficient flight skills to avoid construction zones, or that the nesting cycle is otherwise completed. In the region of the project site, most species complete nesting by mid-July. This date can be significantly earlier or later and would be determined by a qualified biologist. At the end of the nesting cycle, and fledging from the nest by its occupants, as determined by a qualified biologist, temporary nesting buffers may be removed, and construction may commence. The biologist/ornithologist conducting the surveys shall provide the City of Calistoga with a report detailing the results of the survey and any recommendations required for establishment of protective buffers, if tree removal occurs between February 1st and August 31st.	experience The qualified biologist shall have minimum of 2 years experience implementing the CDFW 2012 survey methodology resulting in detections If necessary, establish a protection buffer zone			
BIO-2: To avoid impacts to roosting pallid bat or other special-status bat species, building removal shall only be conducted during seasonal periods of bat activity, between August 31 and October 15, when bats would be able to fly and feed independently, and between March 1 and April 1 to avoid hibernating bats, and prior to the formation of maternity colonies. A biologist, one with at least two years of experience surveying for bats, shall conduct a preconstruction survey of the structures, vehicles and trees that would be impacted within 14 days prior to demolition or commencement of site improvement activities. If	Conduct a pre-construction survey by a qualified biologist Provide the city with the resume of the qualified biologist	Calistoga Planning and Building Department Project Applicant Contractor Qualified	Prior to construction activities Provide the pre-construction survey to the city	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
no special-status bats are found during the surveys, then the biologist shall provide a memo summarizing the results of the survey to the City, and construction activities may commence. If bat roosts are found, then a plan shall be developed for removal and exclusion and exclusion, in conjunction with the CDFW. If building removal must occur outside the seasonal activity periods (i.e., between October 16 and the end of February, or between April 2 and August 30), then a qualified biologist, shall do preconstruction surveys within 14 days of building demolition, and determine if there are young present (i.e., the biologist will determine if there are maternal roosts). If a maternity site is found, impacts to the maternity site shall be avoided by establishment of a fenced, non-disturbance buffer until the young have reached independence (i.e., are flying and feeding on their own) as determined by a qualified biologist. The size of the buffer zone shall be determined by a qualified biologist at the time of the surveys. If the qualified biologist finds evidence of roosting bats but not a maternity site with young, then a plan shall be developed for removal and exclusion, in conjunction with the CDFW. The biologist shall provide the City with a report detailing the results of the survey and any recommendations, as warranted, required for establishment of protective buffers for bat roosts, if identified.	demonstrating roosting bat survey and detection experience On-site observation If necessary, establish a protection buffer zone	Biologist	Ongoing throughout project construction	
BIO-3: Enhanced treatment of the runoff discharged via the new stormdrain outfall shall be incorporated into the stormwater control plan (SWCP) including but not limited to the following to ensure the health of the popcorn flower and Napa blue grass: • Pollutants and contaminants shall be monitored and shall fall below detectable levels • Filtration shall be incorporated into all drains within the parking area to remove any oils, lubricant, and other fuels and liquids • Landscaping maintenance shall utilize only natural fertilizers and	Incorporate into project design and print on construction documents Verify through on-site observation	Calistoga Planning and Building Department Calistoga Public Works Department Project Applicant	Prior to construction activities Ongoing throughout project construction Prior to issuance of	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
offsite waters are protected. BMPs shall thereafter be routinely inspected by the construction manager to ensure BMPs remain in place for the duration of the construction project. Upon completion of project construction all orange fencing shall be removed along with any temporary BMPs. BIO-5: The applicant shall include the planting of appropriately sized trees as part of the project's proposed landscaping, in conformance with the City of Calistoga's Tree Ordinance to offset removal of protected trees to accommodate proposed development. If onsite planting is not feasible, the applicant may be allowed to pay an in-lieu fee, at the sole discretion of the City. All requirements and restrictions contained in Chapter 19.01 of the City's Municipal Code shall be complied with, including the incorporation of replacement trees for those trees slated for removal, protection of trees to remain around the project boundary, as well as any recommendations of the project arborist including those set forth in the Tree Protection Plan. BIO-6: Prior to issuance of a grading permit, the applicant shall submit a Tree Protection Plan prepared by a qualified arborist in accordance with 19.01.040E of the City's municipal code. The Protection Plan shall identify locations for the installation of temporary protective fencing surrounding protected trees adjacent to the project boundaries (adjacent to Fair Way Extension) and specify restrictions for root cutting, tree trimming, trenching, irrigation, parking, staging of construction equipment, and other activities that might cause harm to protected trees.	On-site observation Incorporate into project design and print on construction documents. Prepare and implement a Tree Protection Preservation Plan On-site observation	Calistoga Planning and Building Department Calistoga Public Works Department Project Applicant Qualified Arborist Calistoga Planning and Building Department Calistoga Public Works Department Project Applicant Qualified Arborist	Prior to issuance of a demolition permit Prior to issuance of a demolition and/or grading permit	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
CULTURAL RESOURCES CUL-1: Implement measure NOI-3. CUL-2: All provisions of the Monitoring Protocols and Procedures identified in the Cultural Resources Monitoring Plan (CRMP) prepared by Evans & De Shazo (August 20, 2019) shall be implemented including, but not limited to the following: - Utilize qualified archaeological personnel for monitoring - Monitoring may include full-time, part-time, and/or spot checks during earth-moving activities - Monitors shall be granted authority to suspend construction work within 25 feet of a discovery - Coordination with the Napa County Coroner, Native American Heritage Commission, and Most Likely Descendant is required if suspected human remains are discovered - Participate with Native American Tribes - Maintain daily log and weekly/monthly reports - Carry out the Field Recordation and Mitigation Plan - Curation shall be at the expense of the Project developer - Artifacts shall be cataloged using protocols acceptable to the David A Fredrickson Archeological Collections Facility at Sonoma State University - A Final CRMP shall be prepared within 90 business days following completion of ground disturbance and shall be submitted to the City, Lytton Rancheria, and the NWIC	Incorporate into project design and print on construction documents Conduct a preconstruction meeting with key construction personal On-site observation	Calistoga Planning and Building Department Project Applicant Contractor Qualified Archaeologist Native American Heritage Commission Most Likely Descendent(s) County Coroner	Prior to issuance of a demolition and/or grading permit During ground disturbance activities	
GEOLOGY AND SOILS				

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
GEO-1: All applicable recommendations in the Soil Investigations Report (Reese and Associates Consulting Geotechnical Engineers) prepared for the subject property, including, but not limited to grading, drainage, excavation, foundations systems, and compaction specifications shall be incorporated. Final grading plan, construction plans, and building plans shall demonstrate that recommendations set forth in the geotechnical reports have been incorporated into the design of the project and to the satisfaction of the City of Calistoga city Engineer.	Incorporate into project design and print on construction documents	Calistoga Public Works Department/ City Engineer Project Applicant Geotechnical Consultant	Prior to issuance of a grading permit	
GEO-2: Prior to issuance of a grading permit, an erosion control plan along with grading and drainage plans shall be submitted to the City's Planning and Building Department. All earthwork, grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Calistoga's Stormwater Runoff Pollution Control Ordinance, Chapter 19.05 of the Calistoga Municipal Code. The erosion control plan shall detail erosion control measures such as site watering, sediment capture, equipment staging and laydown pad, and other erosion control measures to be implemented during construction activity on the project site.	Incorporate into project design and print on construction documents	Calistoga Public Works Department/ City Engineer Project Applicant Registered civil engineer	Prior to issuance of a grading permit Ongoing throughout project construction	
GEO-3: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.	Incorporate into project design and print on construction documents On-site observation	Calistoga Planning and Building Department Project Applicant Contractor Qualified Paleontologist	Ongoing throughout project construction	
GREENHOUSE GAS EMISSIONS				

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
GHG-1: Prior to issuance of a certificate of occupancy, a GHG reduction strategy shall be developed by the applicant and approved by the City demonstrating that operational GHG emissions fall below the linearly interpolated BAAQMD 2023 threshold (968 Metric Tons of CO₂e). Elements of the GHG Reduction Strategy may include but are not limited to the following: • Install solar panels that generate 685,000 kilowatt-hours per year of electricity. • Provide in town housing using existing developer owned property for 25 percent of the employees and make bicycles readily available to employees. • Purchase partially or fully carbon-free generated electricity from Marin Clean Energy. This provider provides electricity that is sourced from either 60 percent renewable sources (Light Green program) or 100 percent renewable sources (Deep Green program). • Install efficient space and water heating systems that also comply with the City of Calistoga's CAP conservation and efficiency goals. The objectives and measures that would be applicable are as follows: ○ Objective EE-1: Maximize energy and water conservation associated with buildings. ▪ Measure EE-1 B: Discourage the use of decorative exterior lighting. ○ Objective EE-2: Conserve water to minimize the energy needed for water treatment and transmission. ▪ Measure EE-2 A: Enforce the State's water-efficient landscape standards for new and rehabilitated landscaping. ▪ Measure EE-2 B: Promote the use of reclaimed water generated by the local wastewater treatment plant.	Prepare and submit a GHG reduction strategy for review and acceptance by the city	Calistoga Planning and Building Department Project Applicant Air Quality/GHG Specialist	Prior to issuance of a Certificate of Occupancy Ongoing throughout project operation	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
○ Objective EE-3: Support local efforts to utilize renewable energy. ▪ Measure EE-3 A: Support the use of geothermal energy and heat-exchange technology • Include recycling, composting, and reusable material measures, as well donate excess material to charities, to meet the 20 percent recycling and composting reduction. • Install landscaping comprised of drought-tolerant species and irrigation systems that adhere to California's model water efficient landscape regulation ordinance. • Develop and implement a Transportation Demand Management (TDM) Program for the project (Measure TRASN-2) to minimize vehicle miles traveled and promote the use of alternative modes by guests and employees. • Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions; • Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City of Calistoga.				
HAZARDS AND HAZARDOUS MATERIALS				

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
HAZ-1: Prior to any activities involving the demolition of the existing buildings on site, an asbestos survey adhering to sampling protocols outlined by the Asbestos Hazard Emergency Response Act (AHERA) and material sampling to determine lead presence shall be performed. Construction activities that disturb materials or paints containing any amount of lead and/or friable asbestos shall be subject to requirements of the Occupational Safety and Health Administration (OSHA) lead standard contained in 29 CFR 1910.1025 and 1926.62, AHERA requirements, and any other local, state, or federal regulations. In the event that such substances are found, the applicant will adhere to all requirements put forth by OSHA and other agencies regarding the treatment, handling, and disposal of these materials.	Prepare and submit survey for review and acceptance by the city On-site observation	Calistoga Planning and Building Department Calistoga Fire Department Project Applicant Contractor	Prior to construction activities Ongoing throughout project construction	
HAZ-2: Prior to issuance of any demolition, grading, or building permit, the project applicant shall prepare and receive approval of a Risk Management Plan, and Health Safety Plan by the City of Calistoga Fire Department. The purpose of this Plan is to address the potential for accidental discovery of hazards and hazardous materials during construction activities including soil and groundwater contamination. Said plans shall be implemented during construction and future redevelopment and shall address the following: a) Conduct construction work in accordance with CCR Title 8 Section 1532.1, Lead in Construction. b) Use appropriate site control measures such as wet methods to minimize airborne dust generation. c) Characterize soil export by sampling and analysis for proper disposal. d) Develop soil and groundwater management protocol to guide construction activities that involves worker exposure to contaminated soil and/or groundwater. e) Implement Best Management Practices (BMPs) regarding potential	Prepare and submit Plan for review and acceptance by the city Incorporate into project design and print on construction documents	Calistoga Planning and Building Department Calistoga Fire Department Project Applicant Contractor	Prior to issuance of demolition, grading, or building permit	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
soil and groundwater contamination including but not limited to the following: i. Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Napa County Environmental Health Division and the City of Calistoga. ii. Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Calistoga, the RWQCB and/or Napa County Environmental Health Division.				
HYDROLOGY AND WATER QUALITY HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, temporary erosion control including fiber rolls, staked straw bales, geofabric, and sandbags, and identification for use and cleanup of hazardous materials. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. A Notice of Intent, fees, and other documentation shall be filed with the Regional Water Quality Control Board.	Prepare and submit SWPPP for review and acceptance by the city and RWQCB Incorporate into project design and print on construction	Calistoga Planning and Building Department Calistoga Public Works Department RWQCB Project	Prior to construction activities Ongoing throughout project construction	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges to the sanitary sewer system shall require a one-time discharge permit from the City of Calistoga. Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the City's local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the Regional Water Quality Control Board Waste Discharge Requirements for Low Threat Discharges to Surface Waters. In the event that groundwater is discharged to the storm drain system, the Applicant shall submit permit registration documents and develop a Best Management Practices/Pollution Prevention Plan to characterize the discharge and to identify specific BMPs, such as sediment and flow controls sufficient to prevent erosion and flooding downstream.	documents Incorporate into project design and print on construction documents Prepare Construction Monitoring Report that documents periodic site inspections during grading to ensure measures are in place	Applicant Calistoga Public Works Department Project Applicant Contractor	Ongoing throughout project construction	
HYDRO-3: A final stormwater control plan shall be prepared by the applicant and approved by the City prior to initiating construction activities. The permanent and operational runoff pollutant source control BMPs included in the project's final stormwater control plan shall be incorporated into construction plans and documents and implemented during construction and after project completion. The project's stormwater treatment and flow-control facilities shall be maintained in perpetuity.	Incorporate into project design and print on construction documents	Calistoga Public Works Department Project Applicant	Prior to construction activities Ongoing throughout project construction	
MINERALS				

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
GEOTHERMAL-1: Prior to issuance of an occupancy permit and in advance of any geothermal well extraction onsite, the applicant shall obtain all required extraction and reinjection well permits from the County and CalGem and submit copies of permits to the City. The applicant shall operate geothermal wells in full compliance with all permits from the County and CalGem including ongoing monitoring, maintenance and reporting. Upon request, the applicant shall make geothermal well records available to the City. The applicant shall continue to work with the City of Calistoga in a stewardship capacity to support the long-term protection and preservation of geothermal resource, which may include participating in events, workshops or studies relating to geothermal resources, and sharing information on geothermal use.	Submit copies of permits to the city On-site observation	Calistoga Planning and Building Department Calistoga Public Works Department Napa County CalGem Project Applicant	Prior to issuance of a Certificate of Occupancy Ongoing throughout project operation	
NOISE NOI-1: The following Best Construction Management Practices shall be implemented to reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance: 1. Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction activities shall be prohibited on Sundays and State, Federal and Local Holidays. 2. Delivery of materials and equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified above. 3. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. 4. Unnecessary idling of internal combustion engines shall be strictly prohibited. 5. Locate stationary noise-generating equipment such as air	Incorporate into project design and print on construction documents	Calistoga Planning and Building Department Project Applicant Contractor	Ongoing throughout project construction	

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compressors or portable power generators as far as possible from sensitive receptors. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. 6. Acoustically shield stationary equipment located near residential receivers with temporary noise barriers. 7. Utilize "quiet" air compressors and other stationary noise sources where technology exists. 8. Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities. 9. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from existing residences. 10. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. 11. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. 12. Notify all adjacent residences within a 500-foot radius of the site, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses. 13. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously				

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post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule. NOI-2: A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the operational equipment systems are selected in order to determine specific noise reduction measures necessary to comply with the City's Compatibility Guidelines for Noise Exposure at property lines. Mechanical equipment shall be intentionally selected in order to achieve noise levels of 60 dBA Ldn (60 dBA Leq daytime limit and 50 dBA Leq nighttime limit) or lower at the property line with abutting residential uses. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels, sound attenuators, and/or installation of noise barriers such as enclosures, baffles, or parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, where feasible. Noise control features shall demonstrate that mechanical equipment noise would not exceed noise limits at nearby adjacent and properties. The measures recommended by the acoustical consultant shall be incorporated into the construction design drawing and accepted by the City prior to issuance of construction permits. NOI-3: To protect buildings and structures within the Downtown Historic Character Area overlay adjacent to the project site and in particular the historic Calistoga Railroad Depot and the structure at 1440 Lincoln Avenue (if retrofit activities are ongoing), the following provisions shall be imposed on construction activities: 1. Place operating equipment on the construction site as far as possible from vibration sensitive receptors (residences, historic buildings, schools). 2. Select demolition methods not involving impact tools. 3. Avoid dropping heavy objects or materials in proximity of historic	Incorporate into project design and print on construction documents Assign a disturbance coordinator to respond to complaints and address noise concerns as they arise On-site observation	Calistoga Planning and Building Department Project Applicant Contractor Qualified Acoustical Consultant	Prior to issuance of a building permit	
	Incorporate into project design and print on construction documents On-site observation Implement Construction Vibration-	Calistoga Planning and Building Department Project Applicant Contractor Qualified Acoustical	Prior to construction Periodically during project construction Upon Project completion	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
structures. 4. Use smaller equipment to reduce vibration levels below the limits (0.25 inches/second PPV). 5. Impact pile drivers shall be prohibited 6. Use of large bulldozers shall be prohibited within 10 feet of historic buildings, including the Calistoga Depot and buildings at 1440, 1539, and 1547 Lincoln Avenue, and only small bulldozers shall be permitted. 7. Use of vibratory rollers shall be prohibited within 20 feet of the Calistoga Railroad Depot and buildings at 1440, 1539 and 1547 Lincoln Avenue and only smaller sized equipment generating less than 0.25 inches per second PPV shall be permitted. 8. If the above prohibitions cannot be avoided, then a construction vibration-monitoring plan prepared by a qualified acoustical engineer shall be implemented to document structural conditions at all structures located within 20 feet of construction activities prior to, during, and after vibration generating construction activities. All plan tasks shall be performed under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks: a) Performance of a photo survey, elevation survey, and crack monitoring survey for all structures located within 20 feet of non-pile driving activities and any structures located within 100 feet of pile driving. These surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating construction activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior	Monitoring Plan developed by a licensed Professional Structural Engineer Assign an excessive vibration contact	Consultant Professional Structural Engineer		

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
of said structure. b) Conduct a post-survey on the structure where either monitoring has indicated high levels or complaints of damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities. c) The results of the surveys shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule to have potential vibration impacts. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify any vibration-monitoring locations. d) Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.				
TRANSPORTATION AND CIRCULATION TRANS-1: The intersection of Lincoln Avenue/Fair Way Extension shall be improved with a ladder-style marking on the north and east leg of the crosswalk and a new crosswalk shall be installed across Fair Way Extension west of the new project driveway. All pedestrian improvements installed onsite and offsite shall be ADA compliant. TRANS-2: Prior to issuance of occupancy the applicant shall develop, and the City shall review and accept a Transportation Demand Management (TDM) Program for the Veranda at Indian Springs. The TDM Program shall demonstrate an employee trip reduction of at least 15% for new employees, identify measures to minimize guest trips and	Incorporate into project design and print on construction documents Implement TDM Plan developed by qualified transportation engineer and	Calistoga Planning and Building Department Calistoga Public Works Department Calistoga Planning and Building Department	Prior to issuance of a building permit Prior to issuance of a Certificate of Occupancy	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
should also apply to existing employees and guests of the Resort at Indian Springs. The TDM Program shall be closely monitored during the first two years of operation, at which time the effectiveness of the Program shall be re-evaluated and modified if needed, and effective measures shall thereafter be made permanent and implemented for the life of the project. The TDM Program will at least include the following quantifiable strategies or identify equivalent strategies: Carpool Incentives: Offer a financial incentive, at least \$50 per month or more, to employees who agree to carpool to work a minimum of 50 percent of the time. Active Transportation Incentives: Offer a financial incentive, at least \$50 per month or more, to employees who agree to walk or bicycle to work a minimum of 50 percent of the time. Subsidized Transit Passes: Provide employees who agree to use transit to reach work a minimum of 50 percent of the time monthly unlimited transit passes. Vine Transit offers unlimited rides for \$53 per month and Lake Transit offers a similar pass for \$40. Guaranteed Ride Home: Employees who carpool to work should be guaranteed a ride home in case of an emergency or unique situation. As part of the V-Commute program offered by the NVT, employees who carpool or commute via alternatives modes are able to use a taxi, rental car, Lyft, Uber, or other means to get home in an emergency are reimbursed for the full cost of the service. The program is available to all employees in Napa County, but registration is required. Employees shall be provided information about NVT V-Commute and encourages to register for the service. Bicycle and Pedestrian Connection: Offer free bicycles to hotel guests to use while staying at the property so guests are able to ride to restaurants, tasting rooms and shop Downtown as well as	accepted by the city	Calistoga Public Works Department Project Applicant Project Transportation Engineer	Ongoing through project operation	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
wineries accessible from the trail. E-bike options could be made available to support making farther trips more attractive to reach by bicycle. Bicycle Trip-End Facilities: In addition to 24 standard bicycle parking stalls, 5 bicycle lockers could be provided for use by employees, along with an employee accessible changing room with a shower. Basic bicycle maintenance provisions such as spare tubes and tire pumps should be available onsite. Electric Vehicle Charing Stations: The project shall include at least 12 EV parking stalls and charging stations consistent with California Green (CAL Green) building standards. Transportation Coordinator: One person should be designated as the transportation coordinator for the project site and can fall under a manager's or supervisor's responsibilities. The designated coordinator shall oversee the TDM measures available, answer questions, pair carpoolers, administer incentives, and maintain monitoring records of measures effectiveness, which should occur in coordination with a transportation engineer.				
TRANS-3: The new intersection of Fair Way Extension and Gerard Street shall be stop signed controlled at the westbound and northbound approaches. Adequate right of way shall be provided at the Lincoln Avenue/Fair Way intersection to accommodate future signalization.	Incorporate into project design and print on construction documents	Calistoga Planning and Building Department Public Works Department	Prior to issuance of a building permit	
TRANS-4: To ensure adequate sight distances are maintained between vehicles traveling along Lincoln Avenue and vehicles using the project driveway, as well as pedestrian and bicyclists using the Class I multi-use path, parking on the east side of Lincoln Avenue within 30 feet of the driveway shall be prohibited.	Incorporate into project design and print on construction documents	Calistoga Planning and Building Department Calistoga	Prior to issuance of a building permit	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
TRANS-5: Vegetative landscaping introduced along the project driveways at Lincoln Avenue and Fair Way Extension shall be restricted to a maximum height of three feet so that motorists can see above plantings. In the case of trees planted along driveways, a minimum clearance height of seven feet shall be maintained between the ground and the bottom of the canopy so that motorists can see below trees. Any onsite signage or monument introduced by the project shall be placed in a manner that does not obstruct site line views at project driveways and at the intersection of Fair Way Extension with Gerard Street and Lincoln Avenue, and is located outside of the vision triangles maintaining a 150-foot Intersection Sight Distance.	Incorporate into project design and print on construction documents	Public Works Department Calistoga Planning and Building Department Calistoga Public Works Department Project Applicant	Prior to issuance of a building permit	
TRANS-6: Adequate space shall be provided at the site frontage on Lincoln Avenue to accommodate future development of a northbound left-turn lane on Lincoln Avenue at Stevenson Street.	Incorporate into project design and print on construction documents	Calistoga Planning and Building Department Calistoga Public Works Department	Prior to issuance of a building permit	
TRIBAL CULTURAL RESOURCES TCUL-1: Implement Mitigation Measure CUL-2 above.				
MANDATORY FINDINGS OF SIGNIFICANCE CUM-1: The location of the EVA shall be assessed during final design review and an alignment identified that achieves the maximum feasible separation between the EVA road and the sensitive habitat to the east including the nearby wetland. Design options may consider a jog in the EVA proximate to the wetland or an angled roadway while still	Incorporate into project design and print on construction	Calistoga Planning and Building Department	Prior to design review approval	

Mitigation Measure	Implementing Procedure	Monitoring Responsibility	Monitoring Schedule	Verification
meeting the intent of providing safe and efficient access for emergency vehicles. CUM-2: The applicant in coordination with the City shall prepare a habitat protection and management plan (the Plan) for implementation, including ongoing monitoring and reporting of the popcorn flower and Napa bluegrass populations. The Plan shall identify practices to preserve popcorn flower and Napa bluegrass populations such as returning historic flows of geothermal waters and recommendations regarding the potential for future designation of eastern portions of the former Gliderport property as a Natural Resource Preservation Area in accordance with General Plan policy OSC P1.1-4. The Plan shall be prepared and carried out under the direction of a qualified biologist and in coordination with the CDFW.	documents Develop the Plan by a qualified biologist in coordination with the City and CDFW The Plan shall be implemented during construction and a report shall be prepared annually summarizing results for a period of 5 years	Calistoga Public Works Department Calistoga Fire Department Calistoga Planning and Building Department Project Applicant Qualified Biologist California Department of Fish and Wildlife	Prior to issuance of occupancy	