March 7, 2024

Irene Borba
Community Development Director
Town of Yountville

SUBJECT: 1980 Yountville Crossroad Review for Exemption from California Environmental Quality Act (CEQA) Class 32 Infill Development Section 15332 of the CEQA Guidelines

Dear Ms. Borba:

As requested, we have conducted environmental review in compliance with CEQA Guidelines Section 15061 (Review for Exemption) for the proposed subdivision and subsequent development proposed for 1980 Yountville Cross Road (the Project) for exemption from CEQA pursuant to CEQA Guidelines Section 15332 Infill Exemption. A brief project description, applicability of the categorical exemptions, and discussion of exceptions to the exemptions are provided in this memo.

Project Description

The Project proposes to subdivide an existing 1.33-acre (53,799 square feet) parcel (APN: 031-260-02) at 1980 Yountville Cross Road in Yountville, CA into nine parcels ranging in size from 5,433 square feet to 7,4298 square feet. The project will remove non-historic external features from a historic structure which will be relocated to Parcel 1 along with the existing Accessory Dwelling Unit. The Project proposes to construct an additional eight single family dwellings, which will include two Junior Accessory Dwelling Units, a private road, landscaping, and associated improvements. To accommodate the proposed project, removal of 11 trees including heritage trees is required. The Project requires the following entitlements:

- Major Subdivision
- Master Development Plan
- Design Review
- Tree Removal Permit
- Fencing extension request approval

Existing Conditions
The project site is designated by the Yountville General Plan and Zoning Map as Single Family Residential (RS). Currently, the site has an existing single-family dwelling that is eligible for listing on the National Register of Historic Places (NRHP) and the California Register of Historic Places (CRHP) under Criteria 3 and qualifies as a historical resource under CEQA. There is an existing paved driveway and several existing auxiliary structures on site including a garage, a carport, a shed, two wells, a pump house, and existing utility connections. There are 47 trees on the Project site including nine heritage trees.

The project site is substantially surrounded on all sides by development. A condominium development known as The Crossroads, is located along the north and west boundary of the project site. A single-family dwelling is located on the eastern boundary, and Yountville Cross Road runs adjacent to the southern boundary with several single-family dwellings located on the opposite side of the street.

Demolition, Relocation, and Grading

The Project will result in the subdivision of an existing 1.33 acre parcel zoned Single Family Residential into nine parcels ranging in size from 5,433 to 7,421 square feet. In order to create new buildable lots, the Project will demolish an existing pumphouse, garage, carport, well, pump house, water feature, shed, existing driveway, and remove approximately 11 trees. The project will retain 36 existing trees including up to eight heritage trees. Additionally, the existing single-family structure (historical resource) and the existing Accessory Dwelling Unit will be relocated to Parcel 1 and converted into two deeded affordable housing units. Existing utilities will be disconnected or abandoned including gas, sewer, and water. The site, which has an existing slope that ranges from 2% to 10% will be graded to accommodate the creation and development of the new parcels that will result in an estimated 635 cubic yards of cut and 320 cubic yards of fill. The Project will increase impervious surfaces by 14,845 square feet for a total of 28,245 square feet. Stormwater runoff will fall into 44 Drainage Management Areas that will drain into 18 bioretention facilities located on-site and designed to comply with the Phase II NPDES Permit for Small Municipal Storm Sewer Systems (MS4).

Site Development

New two-story single-family dwellings with attached two-car garages ranging in size from 2,703 to 3,278 square feet are proposed for Lots 2-5 and Lots 8 and 9. Two-story 2,726 square -foot single-family dwellings with attached two-car garages and attached Junior Accessory Dwelling Units are proposed for Lots 6 and 7. The newly created parcels will be connected to Yountville Cross Road via a new 25 foot-wide and approximately 175 foot-long private road to reach parcels One through Five and a new 20' wide and 70' long stub road that will connect Parcels 6-9 to the new private road. The private road and stub road will be recorded as a private access easement on Parcels 1-3 and Parcels 6 and 7. All lots will have a driveway, and all lots with the exception of Lot 1, will have a two-car garage.

All new lots will be landscaped with drought tolerant plants including lavender, low hedges, Live and Valley Oaks, Olive trees, and accent trees. Lots 2-9 will include four off-street parking spaces (two in garage, two on driveway) and Lot One will include three off-street parking spaces on the driveway. Each garage will include an Electric Vehicle charging connection and Lot 1 will have an electric vehicle charging connection adjacent to the driveway.

The project is proposing a six-foot tall wood fence with a two-foot screen extension (total of eight feet) around the perimeter of the project site and in between each of the proposed parcels. Three-foot tall wood/wire fencing is proposed along Yountville Cross Road from the eastern property boundary to the intersection of the private road and three-foot tall wood fencing is proposed along the private road on Parcels 6 and 7. A three-foot tall gate will be placed at the entrance to the private road from Yountville Cross Road. No fencing is proposed along the southern boundary of Parcel 1 adjacent to Yountville Crossroad. A new five-foot tall retaining wall will extend from the existing retaining wall between Parcel 8 and the adjacent residential property to the east to the northern corner of Parcel 5, approximately 70 feet.

The project will construct new utilities including the placement of a utility transformer box on Lot 1 and new water, sewer, and electrical connections to all parcels. Lighting along the new private street will be provided by bollard lighting ranging in height from 25 inches to 39 inches with a downcast full cut-off light source. Public frontage improvements include the construction of a new sidewalk along Yountville Cross Road that will run west from the private road entrance to the existing sidewalk at the western property boundary.

Architecture and Design

The Project will construct eight new single-family dwellings, six with three bedrooms and two with two bedrooms and a JADU. All proposed dwellings will be two stories with a maximum height of 28 feet and solar-ready pitched roofs. Proposed dwellings will either have a combination of horizontal cement board siding with standing metal seam roofs or board and batten cement board siding with composite shingles. All houses will have wood clad windows, solid cedar posts, cable railings around balconies, and covered porches or entryways. A combination of high windows, obscure glass, window offsets, and six-foot-tall lattice around balconies will be used to ensure privacy for new and existing neighbors.

The proposed color palette includes a variety of shades of white, beige, sage, and several shades of gray that have been chosen for historic compatibility. The applicant is proposing that no more than three units will be painted the same color. The new units will also have attached exterior wood decks on lots 2-9.

Historic Structure

The existing historic residence is a two-story "vernacular farmhouse" originally constructed circa 1875 and modified in the 1920s to include Craftsman style features. The structure retains the essential form of the vernacular farmhouse including the wood-framed construction, two story rectangular floor plan with gable roof and masonry chimney at the end wall. The distinctive elements of the Craftsman era include shingle cladding, fully glazed wood front door, expansive wraparound porch with heavy square columns, pointed-arch openings, six-over-one wood sash windows, and fixed multi-light windows on the side elevation sun porches. The historic resource evaluation determined that the structure is eligible for the California Register under Criterion 3 Architectural Significance.

The Project will relocate the farmhouse from its existing location to a new location on Lot 1. The existing cottage/Accessory Dwelling Unit, which is not considered a historic resource, will also be retained, and moved to Lot 1. This process will require dismantling the structures partially, as necessary, detaching the structures from foundations or other supports, transporting the structures to the new location and installing or erecting the structures on new permanent foundations. The structures will retain their exterior form including the wrap-around porch. However, the structures will undergo interior remodeling to reflect the same interior quality as the new units. The final location of the historic structure will be adjacent to Yountville Cross Road and visible from the public right of way.

Tree Preservation and Removal

The project design was developed to preserve as many trees as possible. In particular, the design of Lots 2, 3, 4, and 5 are arranged to preserve the existing trees. Additionally, the project design does not include extension of the sidewalk along Yountville Cross Road from Olive Lane to the eastern boundary of the project in order to preserve approximately 15 mature trees along Yountville Cross Road. In order to accommodate the proposed Project, at least eleven trees, including at least one

heritage oak tree will be removed. The project would preserve and retain 35 existing trees onsite including heritage trees.

Construction

Project construction activities include demolition, site preparation and tree removal, grading, building relocation, building construction, paving, installation of utilities and landscaping, and application of architectural coating. Project construction is estimated to take place over the course of one year and anticipated to use standard construction equipment and methods that comply with Bay Area Air Quality Management District Basic Best Management Practices for Construction-Related Fugitive Dust Emissions.

Affordable Housing

The project will construct eight new single family dwelling units and two Junior Accessory Dwelling units for a total of 10 new units. The Project proposes to deed-restrict two existing units (the historic farmhouse and the cottage/ADU) as affordable housing units for 55 years. This meets the City's Inclusionary Housing Policy of 15% and renders the project eligible for concessions and waivers in accordance with the State Density Bonus law.

As allowed by California State Law and the City's Zoning Ordinance, the project is eligible for a density bonus which allows for one concession and multiple waivers of land use regulations that would either reduce the density of the project or result in significant costs that render the project infeasible. The Project includes the following:

Concession

In accordance with State Density Bonus Law (SDBL), the applicant has requested one SDBL concession:

- Relief from the requirement of YMC Section 17.160.020(B)(3) that "there are no significant differences between inclusionary and market rate units visible from the exterior of the dwelling units and the size and design of the dwelling units are reasonably consistent with the market rate units in the project."

Waivers

In accordance with SDBL, the applicant has requested five waivers of standards:

- Waiver 1: Install a private road with two-way travel lanes without on-street parking, sidewalks, and landscape medians.
- Waiver 2: Relief from installing a sidewalk on the project frontage along Yountville Cross Road between the eastern property line and the new access road.
- Waiver 3: Exceed the height limit to allow for more than 50% of the parcels on the block to have a second story. Exceed Yountville Municipal Code (YMC) Table 17.20-1 requirement that no more than 50% of parcels containing single-family or duplex units in any block may exceed one story in height.
- Waiver 4: Relief from the FAR requirements (as an alternative to the FAR Bonus provided by YMC §17.100.040, in the event the Town determines that garage square footage is included in FAR for purposes of the Bonus). Exceed Table 17.20-1 FAR Requirements of 0.30 for a living area of a single-family residence and 0.35 including the garage.
- Waiver 5: Relief from YMC §17.116.020.F.1.a: Parking requirement for two spaces, consisting of one covered space and one screened space on Lot 1.

Operation

The proposed new dwellings on Lots 2-9 will be sold to individual owners. Ongoing site maintenance and management will be performed by a Homeowners' Association. The two units on Lot 1 will be deeded as affordable units and will be rented to Low-Income and Moderate-Income households. At full buildout, the site will accommodate residential uses contained within 9 single family homes, an ADU, and two JADUs.

Review for Exemption

Class 32 consists of projects characterized as in-fill development meeting the following conditions:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

The following provides a discussion of the project's applicability to the use of categorical exemptions.

(a)The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Project is a subdivision of an existing 1.33-acre single-family parcel into nine single-family parcels. This is consistent with the Land Use designation Single Family Residential as shown on Figure LU-3 Land Use Map in the Town of Yountville's General Plan. Table LU-2 designates a residential density of seven units per acre for this land use designation. The project would create eight new dwelling units plus two JADUs. There is an existing farmhouse and Accessory Dwelling Unit on the site which would result in 12 units. However, per State law, the ADU and the JADUs shall not be counted toward the calculation of the site's density. Therefore, the site density is 9 dwelling units on 1.33 acres or 6.8 units per acre.

The Project is also consistent with the zoning designation of Single Family Residential which also has a maximum density of seven units per acre.

Pursuant to Yountville Municipal Code (YMC) §16.16.020, Chapter 17.188, and Chapter 17.192, the project has been conditioned for compliance with applicable policies in the General Plan, Municipal Code, and Zoning Ordinance. As conditioned, the project is consistent with the General Plan and complies with the Town's Zoning Ordinance. This includes allowable waivers and concessions that are permitted by California's Density Bonus Law, waivers allowed by YMC §17.40.010, and deviations allowed by YMC §17.192.030(D). As such, the Project meets this criterion for a Class 32 exemption.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The proposed project is located within the jurisdictional limits of the Town of Yountville. The site is 1.33 acres which is less than five acres. Urban uses include residential development, and the project is surrounded on the north and west sides by an existing condominium development, on the east by an existing single-family residence, and to the south by an existing roadway and single-family residences on the opposite side of the road. Therefore, the project is substantially

surrounded by urban uses on a site less than five acres and meets this criterion for a Class 32 exemption.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The first known development of the site was in 1875. Current development on the site includes a single-family residence with several auxiliary structures including a well, pump house, ADU, garage, carport, water feature, shed, and paved driveway. The site includes existing ornamental landscaping as well as native oak trees. On June 20, 2023, a biological resource assessment was prepared by WRA Environmental Consultants (**Attachment A –** Biological Resource Assessment). The assessment concluded that the land cover onsite included a fallow agricultural field, non-native ornamental trees, some native oaks, and hardscaping, none of which constituted a sensitive biological community. It also concluded that special status plant species were either unlikely to or had no potential to occur on the project site. It was noted that migratory birds and bats that could potentially be present in existing buildings and trees. As required by YMC §17.192.060.B the project was reviewed and conditioned for consistency with the General Plan. In accordance with General Plan Policy OS-5.4, a Condition of Approval requires measures that protect any potential species that could fly or nest on site in accordance with the recommendations of the biological assessment. The Assessment concluded that the site does not have any habitat value for endangered, rare, or threatened species. Therefore, the project meets this criterion for a Class 32 exemption as the site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

The California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018 contains several criteria to identify certain types of projects that are unlikely to have a Vehicle Miles Traveled (VMT) impact and can be "screened" from further VMT analysis including small projects that generate fewer than 110 vehicle trips per day. A VMT assessment for the 1980 Yountville Cross Road Residential Development was prepared by W-Trans on March 15, 2023 (**Attachment B** – Vehicle Miles Traveled Assessment). The Project would result in a net increase of approximately 100 vehicle trips per day which falls below the "small project" screening criteria as provided by the Office of Planning Research. Therefore, the project is below the screening level, would not result in a significant effect relating to traffic, and meets this criterion for a Class 32 exemption.

Noise

An Environmental Noise Assessment was prepared for the Project by Saxelby Acoustics on July 28, 2023 (**Attachment C –** Noise Assessment). The Assessment analyzed whether the project would a) generate a substantial temporary or permanent increase in ambient noise, b) generate excessive groundborne vibration, and c) expose residents or workers within two-miles of an airport to excessive noise levels.

The construction phases of the project would generate maximum noise levels ranging from 76 to 90 dBA Lmax at a distance of 50 feet, but these activities would be temporary in nature and anticipated to occur during normal daytime working hours. Noise would also be generated by increased truck traffic, which would also be of short duration and occur during daytime hours. The Town's General Plan requires implementation of Best Management Practices which are a standard condition of approval of the Master Development Permit. Implementation of Best Management Practices will ensure that temporary construction noise will not have a significant effect. The project design elements include the use of Best Management Practices and the use of static drum rollers instead of vibrations for soil compaction. Implementation of Best Management Practices are a condition of approval of the Master Development Plan and as designed and conditioned, the project will not have a significant effect on vibration.

The operation of the Project would include typical residential noise which is consistent and compatible with existing adjacent residential uses. Further, the existing road noise environment from vehicles traveling along Yountville Cross Road is approximately 62 dBA Ldn. The project's contribution to roadway traffic noise would be negligible. Under future conditions, at buildout of the General Plan it is expected that ambient noise would increase by 1 dBA, assuming a 1% per year increase in traffic volumes. Typical exterior-to-interior noise level reduction achieved through modern building construction is typically 25 dB which would result in an expected interior noise level of 37 dB in the residences nearest Yountville Cross Road. This meets the Town's 45 dBA Ldn interior noise standard and would not result in a potential land use compatibility conflict.

As analyzed and with uniformly applied development standards imposed as project conditions of approvals, the Project will not have a significant effect on noise. Therefore, the project would not result in a significant effect relating to noise and the project meets this criterion for a Class 32 exemption.

Air Quality

The Project site is located in the San Francisco Bay Area Air Basin (SF Air Basin). The air quality of the SF Air Basin is a product of sources of air pollution within the basin, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, and the surrounding topography. The local air quality regulatory agency responsible for the SF Air Basin is the Bay Area Air Quality Management District (BAAQMD).

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 0.07 ppm, respectively. The Bay Area Air Basin is also in non-attainment for PM10 and PM2.5 state standards, which require an annual arithmetic mean (AAM) of less than 20 µg/m3 for PM10 and less than 12 µg/m3 for PM2.5. In addition, the Basin is designated as non-attainment for the national 24-hour fine particulate matter (PM2.5). All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

Criteria Air Pollutants

In 2022, the BAAQMD updated their CEQA Thresholds and Guidelines including project screening. If a project is consistent with all of the following screening criteria related to construction activities, then detailed air quality modeling is not required:

- The project size is at or below the applicable screening level size shown in Table 4-1. For single family residential projects, the construction screening criteria size is 254 dwelling units.
- All best management practices (see Table 5-2 in Chapter 5, "Project-Level Air Quality Impacts") are included in the project design and implemented during construction.
- Construction-related activities would not overlap with operational activities.
- Construction-related activities would not include:
    - demolition,
    - simultaneous occurrence of two or more construction phases (e.g., paving and building construction would occur simultaneously),
    - extensive site preparation (e.g., grading, cut and fill, or earth movement),
    - extensive material transport (e.g., soil import and export requiring a considerable amount of haul truck activity), or stationary sources (e.g., backup generators) subject to Air District rules and regulations.

The proposed project does not screen out because it would include demolition of an existing driveway and auxiliary structures. As such a project specific Air quality and greenhouse gas emission study was prepared by Acorn Environmental on September 29, 2023 (**Attachment D** – Air Quality Assessment).

If a project is consistent with the following screening criteria related to operational activities, then detailed air quality modeling is not required:

- The project size is at or below the applicable operational screening level size shown in Table 4-1. For single-family residential the operational screening size is 421 dwelling units.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities.

The project complies with these criteria and operation of the project screens out from review for criteria air pollutants.

Because the project construction phase does not screen out, emissions from construction of the Project were calculated using the California Emissions Estimator Model, Version 2022.1.1.19 (CalEEMod). Emissions were estimated conservatively assuming that construction would begin in begin in October 2023 and continue through 2024. Emission estimates from the project construction activities are shown in Table 1 below:

Table 1: Estimated Construction Emissions

	Pounds/Day				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions Per Day	9.4	13.9	10.4	0.09	0.08
BAAQMD Threshold of Significance	54	54	-	82	54
Exceed Threshold?	No	No	N/A	No	No

The estimated Project construction emissions do not exceed the threshold and the operational emissions are below the screening level. Therefore, the Project would not have a significant effect in relation to criteria air pollutants.

Fugitive Dust
Pursuant to General Plan OS-7.1d, the Project design includes the implementation of BAAQMD Best Management Practices for Construction-related fugitive dust. These practices include:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved
- access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Implementation of the BAAQMD Best Management Practices for Construction-related fugitive dust is imposed as a condition of approval of the Master Development Plan. As such the project will not have a significant effect from fugitive dust emissions.

Toxic Air Contaminants and Health Risk
Project-related toxic air contaminants (TACs) typically include diesel particulate matter (DPM), lead, and benzene, and the associated risks to the local community. Commons sources of TACs include freeways, ports, railyards, industrial facilities, gas stations, and backup diesel generators.

At the project-level, construction activities would result in short term emissions that could potentially impact nearby sensitive receptors including surrounding residential uses. During construction, onsite activities will result in airborne particles from site disturbance and

construction equipment emissions (i.e., diesel particulate matter exhaust emissions from vehicles and heavy equipment operations). Health risks from diesel-exhaust emissions are connected to long-term exposure and the associated carcinogenic risk. For toxic air contaminants (TACs) and effects on sensitive groups, health risks are based on a 30-year exposure period in accordance with the Office of Environmental Health Hazard Assessment.

The BAAQMD CEQA Guidelines provide thresholds of significance for Health Risks related to toxic air contaminants.

Project Level Thresholds of Significance

- Increase cancer risk greater than 10 in a million
- Increased hazard greater than 1 (chronic or acute)
- Increase $PM_{2.5}$ greater than 0.3 $\mu g/m^3$ annual average

Cumulative Thresholds of Significance

- Cancer risk greater than 100 in a million (from all local sources)
- Hazard greater than 10 (chronic from all local sources)
- PM2.5 greater than 0.8 $\mu g/m^3$ annual average

The Project is a small-scale residential development and does not propose any elements that would be a significant source of TACs. Based on the BAAQMD's Mobile Source Screening Map, the project site is within an area that has background health risks from roadway emissions that are well below the BAAQMD's cumulative thresholds. The Project would introduce a relatively small number of trips on local roadways and would have a negligible impact on roadway emissions.

The design of the project includes the following BAAQMD Best Practices for Construction-Related Exhaust Emissions:

- The applicant/general contractor for the project shall demonstrate to the local jurisdiction that all off-road equipment greater than 25 hp that will be operating for more than 20 hours over the entire duration of the construction activities at the site, including equipment from subcontractors meets the following requirement:
    1. Be Zero Emissions, OR
    2. Have engines that meet or exceed either US EPA or ARB Tier 2 off-road emission standards; and
    3. Have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used (equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required).
- Idling time of diesel-powered construction equipment, trucks and generators shall be limited to no more than 2 minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.

- Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.

A condition of approval of the Master Plan requires implementation of the BAAQMD Best Practices for construction related exhaust emissions.

The results of the CalEEMod modeling show that compliance with the Best Management Practices for Fugitive dust and Best Practices for Construction-related exhaust measures would result in a 77% reduction in exhaust PM2.5 during construction. The incorporated design elements and BMPs will ensure that the Project will not generate substantial pollutant concentrations and conditions of the Master Development Plan approval will ensure the implementation.

Operation of the Project would generate a relatively small number of trips on local roadways and would have a negligible impact on roadway TAC emissions. The Project is a residential infill development within a residential area. No land uses are proposed that would have the potential to result in other emissions. Therefore, the project would not have a significant effect related to TACs and community health risks.

Odors

The Project is a residential infill development within a residential area. No land uses are proposed that would have the potential to result in other emissions, including odors, that would adversely affect the surrounding community.

Greenhouse Gas Emissions

The Project includes numerous design elements and BMPs to minimize the emissions of greenhouse gases, including the use of renewable solar energy via installation of solar panels on homes, retention of shade trees to maximize energy efficiency, and the installation of electric vehicle charging stations at all lots to minimize the use of gasoline. The Project is consistent with all of the applicable Town of Yountville's Climate Action Plan policies which is below the threshold set by the BAAQMD CEQA Guidelines (2022). Therefore, the project would not have a significant effect on Greenhouse Gas Emissions.

Summary

As designed and conditioned through project approvals, the Project will not have a significant effect on air quality, health risk, or greenhouse gases and meets this criterion for an exemption under Class 32 of the CEQA Guidelines.

Water Quality

The proposed Project includes an erosion and sediment control plan, and a stormwater control plan prepared by Madrone Engineering on June 26, 2023 and revised on October 16, 2023 in compliance with the Phase II NPDES Permit for Municipal Storm Sewer Systems (MS4s). The SWCP uses the Bay Area Stormwater Management Agencies Association (BASMAA) guidelines and includes 18 bioretention facilities to treat stormwater run-off on site in compliance with the MS4 permit.

Pursuant to YMC Chapter 13.128 Control of Urban Runoff, Public Works conditions require final approval of stormwater management and treatment, erosion control, and implementation of the hydrology plan.

Through the implementation of uniform standards and as conditioned, the project will not have a significant effect on water quality and this criterion is satisfied qualifying the project for a Class 32 exemption.

(e) The site can be adequately served by all required utilities and public services.

The project site has existing utility connections including water, sewer, telecommunication, cable, and electricity. The existing connections will be decommissioned, and new utilities installed. The project site is adequately served by utilities and other public services. The Town engineer has reviewed the project, applied conditions as appropriate, and confirmed that the City's municipal water and sewer service is sufficient to serve the project. Therefore, the project satisfies this criterion and qualifies for a Class 32 exemption.

Review for Exceptions to Exemption

If a project qualifies for use of a categorical exemption, then the lead agency must determine whether the project is subject to any of the exceptions that would preclude the use of a categorical exemption, pursuant to CEQA Guidelines Section 15300.2. The following presents the review of exceptions for the proposed:

(a) Location. Certain classes of projects (Classes 3, 4, 5, 6, and 11) are qualified by consideration of where the project is to be located and whether it may impact an environmental resource of hazardous or critical concern.

Section 15300.2(a) does not apply to the Class 32 exemption; therefore, this exception does not apply.

(b) Cumulative Impact. All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project will develop the site in its entirety and will not result in successive projects of the same type or in the same place over time. Therefore, this exception does not apply.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The proposed project is a residential site located within the Town limits of Yountville. The site is appropriately sized for the proposed density and intensity of use and complies with the provisions of the State Density Bonus law. There are no known site conditions or elements of the proposed project that would have a significant effect on the environment due to unusual circumstances. As such, this exception does not apply.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources within a highway officially designated as a state scenic highway.

The Project site is not located on, adjacent to, or in a location visible from a highway officially designated as a state scenic highway. Therefore, this exception does not apply.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

A search of GeoTracker indicates that there are no known LUST clean-up sites within the vicinity of the proposed project or onsite.[1] Additionally, there are no Federal Superfund, State Response, Voluntary Cleanup, or School Cleanup sites within the vicinity of the Project or onsite.[2] Therefore the project is not on a site which is included on any list compiled pursuant to Section 65962.5 of the government code and this exception does not apply.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The Project proposes to move an existing historic residence which is a two-story "vernacular farmhouse" originally constructed circa 1875 and modified in the 1920s to include Craftsman style features. The structure retains the essential form of the vernacular farmhouse including the wood-framed construction, two story rectangular floor plan with gable roof and masonry chimney at the end wall. The distinctive elements of the Craftsman era include shingle cladding, fully glazed wood front door, expansive wraparound porch with heavy square columns, pointed-arch openings, six-over-one wood sash windows, and fixed multi-light windows on the side elevation sun porches. The historic resource evaluation determined that the structure is eligible for listing in the California Register under Criterion 3Architectural Significance because it is "*an excellent example of a vernacular farmhouse originally constructed during the late nineteenth century and updated in the 1920s with Craftsman style details. The house exemplifies architectural change over time within the historic period, retaining the essential form and plan of a simple early farmhouse with an overlay of Craftsman features including shingle cladding, fully glazed wood front door, expansive wraparound porch with heavy square columns, pointed-arch openings, six-over-one wood sash windows, and fixed multi-light windows on the side elevation sunporch*." The historic value is not based on the location of the structure. The relocation plan will preserve the historic value of the structure by maintaining the historic character. The project conditions of approval ensure that the relocation will not cause a substantial adverse change in the significance of the historic resource. Therefore, this exception does not apply.

Conclusion

As provided above, the Project qualifies for an exemption under CEQA Guidelines Section 15332, because it meets all the criterion and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 apply. Therefore, the project is categorically exempt from CEQA.

Attachments

[1] California Water Resources Control Board. Geotracker LUST Sites. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento accessed on December 19, 2023.

[2] California Department of Toxic Control Substances. Envirostor Website. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=21750004 accessed on December 19, 2023.

A. *Biological Resource Assessment Report* prepared by WRA Environmental Consultants on June 20, 2023
B. *VMT Assessment for the 1980 Yountville Cross Road Residential Development* prepared by W-Trans on March 15, 2023
C. *Air Quality and Greenhouse Gas Assessment* prepared by Acorn Environmental, September 29, 2023
D. *Environmental Noise Assessment* prepared by Saxelby Acoustics, July 19, 2023

Additional References

Oak and Vine Development Project Plans, March 4, 2024

California Water Quality Control Board *Geotracker* website accessed December 19, 2023. Address: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento

California Department of Toxic Substance Control *Envirostor* website accessed December 19, 2023. Address: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=21750004

Geotechnical Report prepared by PJC & Associates, Inc. on March 6, 2023

Historic Resource Memo prepared by Architectural Resources Group, October 13, 2023

Historic Preservation Relocation Plan prepared by Architectural Resources Group, July 25, 2023

Hydrology Report prepared by Madrone Engineering, October 25, 2023

Stormwater Control Plan prepared by Madrone Engineering, June 26, 2023

Tree Inventory Report prepared by Horticultural Associates, June 24, 2023