# 12 CUMULATIVE IMPACTS AND OTHER CEQA SECTIONS

## 12.1 Introduction

The Cumulative Impacts and Other CEQA Sections chapter of the EIR includes discussions regarding those topics that are required to be included in an EIR, pursuant to the CEQA Guidelines Section 15126.2. The chapter includes an evaluation of the project's contribution toward cumulative impacts for each environmental topic evaluated in Chapters 4 through 11 of this EIR, as well as discussions of the project's significant irreversible environmental changes, significant environmental effects which cannot be avoided, and growth-inducing impacts.

## 12.2 Cumulative Impacts

CEQA Guidelines Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that adversely affect the environment. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355; see also Pub. Resources Code, Section 21083, subd. [b]). Stated another way, "[…] a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." (CEQA Guidelines Section 15130, subd. [a][1])

"[I]ndividual effects may be changes resulting from a single project or a number of separate projects." (CEQA Guidelines Section 15355, subd. [a]) "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the 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." (CEQA Guidelines Section 15355, subd. [b])

The need for cumulative impact assessment reflects the fact that, although a project may cause an "individually limited" or "individually minor" incremental impact that, by itself, is not significant, the incremental effect may be "cumulatively considerable" and, thus, significant when viewed together with environmental changes anticipated from past, present, and probable future projects (CEQA Guidelines Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). This formulation indicates that particular impacts may be less-than-significant on a project-specific basis, but significant on a cumulative basis, because their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable.

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various

categories, either through the preparation of a "list" of such projects or through the use of "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]).

The possibility exists that the "cumulative impact" of multiple projects will be significant, but that the incremental contribution to that impact from a particular project may not itself be "cumulatively considerable." Thus, CEQA Guidelines Section 15064, Subdivision (h)(5) states, "[…] the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, it is not necessarily true that, even where cumulative impacts are significant, any level of incremental contribution must be deemed cumulatively considerable.

In accordance with CEQA Guidelines section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."

**Cumulative Setting**

All future winery/farm brewery applications would be subject to the proposed Winery and Farm Brewery Zoning Text Amendment. Under the proposed project, future facilities on medium- and large-sized parcels would now be afforded the ability to host an unlimited number of Agricultural Promotional Events, and medium and large parcel-size wineries/breweries would be afforded the ability to host a limited number of Special Events each year. As a result, this EIR will evaluate the potential environmental effects associated with the ability to conduct Agricultural Promotional Events and Special Events at future wineries/farm breweries subject to the proposed project. Potential environmental effects associated with events at existing facilities are analyzed in Chapters 1 through 11 of this EIR.

However, this EIR is not required to evaluate the physical environmental effects of construction of new facilities, because the Zoning Text Amendment would not result in the direct development of additional medium or large wineries/farm breweries, as they are already permitted by-right in certain zones, and the project is not expanding the number of zones where by-right development can occur.

As noted in Chapter 3, Project Description, of this EIR, the County has assumed, based on recent growth trends within Placer County and other nearby counties, an annual growth rate of 1.5 new facilities per year for wineries or farm breweries. Consistent with industry standard practice, the cumulative study period for this EIR is 20 years. Assuming 1.5 new facilities per year, the total cumulative growth evaluated in this EIR equates to 30 future facilities.

In order to provide a conservative, worst-case analysis of this Zoning Text Amendment's potential cumulative impacts, this EIR assumes that future winery/farm brewery growth will be concentrated in western Placer County, in and around the areas where current facilities are

located. This will result in greater combined, related effects as the majority of future facilities would be nearer to one another, as well as existing facilities, thus increasing the intensity of combined effects, such as vehicle traffic, roadway noise, etc. In contrast, if the EIR were to assume that future facilities would be spread throughout the County, separate from one another, their effects would be more isolated, and thus, potentially underestimated. As further discussed in Chapter 3, Project Description, of this EIR, assuming that future winery/farm brewery growth would be concentrated in western Placer County, accords well with the geographical and climatic characteristics of western Placer County and their conduciveness to high quality grape growth.

As a component part of the EIR winery/farm brewery growth analysis, Placer County identified unofficial "sub-regions" where winery and farm brewery growth is primarily anticipated to occur in western Placer County over the 20-year cumulative horizon (see Figure 3-2 of Chapter 3, Project Description, of this EIR). While the sub-region boundaries generally follow the established boundaries of the County's Municipal Advisory Councils (MACs), select adjustments have been made to better reflect the concentrations of existing wineries and follow the primary access roads to these areas. The sub-regions anticipated to experience the greatest growth in wineries and farm breweries in the County are as follows:

- North Wise Road;
- South Wise Road;
- Newcastle/Ophir;
- Northwest Auburn; and
- Horseshoe Bar/Penryn.

Table 12-1 below, presents the allocation of future facilities within the foregoing sub-regions.

For cumulative traffic purposes, because the winery/farm brewery sub-regions are rural with relatively limited development prospects, Placer County assumed a uniform annual growth rate of 2.0 percent on each roadway segment, based upon review of regional traffic model forecasts. This growth rate is in addition to the cumulative winery and farm brewery growth discussed above. Refer to the Transportation and Circulation section of this chapter for more detail. The resulting 20-year growth factor (i.e., 1.49) has been applied to the traffic volume on each roadway and at study intersections.

The limited reasonably foreseeable projects included in the cumulative analysis consist of the proposed Hidden Falls Regional Park Expansion and the Sierra College Boulevard/SR 193 Retail Center.

The County recognizes that this Zoning Text Amendment applies countywide, and thus, one or more future wineries or farm breweries could be developed outside of the sub-regions listed in Table 12-1 and shown in Figure 3-2 of the Project Description chapter. However, the County further recognizes that even if future facilities were to be established outside of these sub-regions, potential future facilities outside of the foregoing sub-region would most likely occur in relatively remote locations, where additional by-right events allowable at the facility under this Zoning Text Amendment would produce isolated effects. For example, as shown in Figure 3-2,

within Chapter 3, of this EIR, existing population centers within the unincorporated County have very few parcels with the proper zoning to accommodate by-right development and operation of future facilities. The population centers and immediate environs are dominated by Residential-Agriculture zoning, wherein any winery or farm brewery would require a Minor Use Permit (MUP).

**Table 12-1**
**Winery/Farm Brewery Growth by Sub-Region**

| Winery Sub-Region | Existing Med/Large (parcel-size) Facilities | % of Existing Med/Large Facilities per Sub-Region[1] | Future Growth Allocation by Sub-Region[2] | Allocation of Large Facilities by Sub-Region[3] |
|---|---|---|---|---|
| North Wise Road | 2 | 20% | 6 | 2 |
| South Wise Road | 4 | 40% | 12 | 4 |
| Newcastle/Ophir | 1 | 10% | 3 | 0 |
| Northwest Auburn | 2 | 20% | 6 | 2 |
| Horseshoe Bar/Penryn | 1 | 10% | 3 | 0 |
| **Total** | **10** | **100%** | **30** | **8** |

1 Percentages calculated as follows: # in sub-region/total number med/large. For example: 2 (North Wise)/10 (total facilities) = 20%.

2 The percentage of existing medium/large facilities in each sub-region is used to estimate how many of the 30 future facilities would reasonably be expected to occur within each sub-region. For example, the South Wise Sub-Region contains 40% of the total number of existing facilities - assuming 40% of the 30 future facilities would occur within the South Wise Sub-Region results in a total 12 additional facilities.

3 The total of eight (8) future large facilities is included in the overall total of 30 wineries/farm breweries. The methodology is as follows. Approximately 20% (2/10) of the existing med/large facilities are located on large parcel sizes – this analysis uses a slightly more conservative assumption of 25%. Assuming 25% of the 30 future facilities would occur on large parcel sizes results in a total of approximately eight (8) future large facilities. Currently, one (1) large parcel size winery is located in the North Wise Sub-Region and one (1) large parcel size winery is located in the South Wise Sub-Region. Using this data to allocate the eight (8) future large facilities would result in four (4) in North Wise and four (4) in South Wise. However, rather than allocating four (4) future large facilities to South Wise, two (2) of these were allocated to Northwest Auburn given the abundance of 20+ acre parcels in this Sub-Region, and the fact that this Sub-Region also contains 20% of the existing facilities, similar to the North Wise Sub-Region.

As noted above, the proposed Zoning Text Amendment would not directly induce the development of additional medium or large wineries/farm breweries, as they are already permitted by-right in certain zones, and the project is not expanding the number of zones where by-right development can occur. Rather, the proposed project would redefine "event" to distinguish between Agricultural Promotional Events and Special Events. Agricultural Promotional Events would include events with 50 attendees or less at one time and would be directly related to the education and marketing of wine and craft beer to consumers. Special Events would include events with greater than 50 attendees at one time, but not more than 200, attendees, where the agricultural-related component is subordinate to the primary purpose of the event. The number of allowable attendees at any Special Event would be scaled based on the size of the particular facility holding the event. Considering that the proposed Zoning Text Amendment would not directly induce development of additional wineries/farm breweries and would instead result in greater flexibility regarding events at such facilities, the cumulative analysis presented within this chapter focuses on the potential for greater event flexibility at future and existing facilities to result in environmental impacts.

While the majority of the cumulative analysis within this chapter focuses on the geographic setting of the grape growing sub-regions of western Placer County listed above, limited situations exist where the geographic setting differs. For example, the geographic setting for air quality is the Sacramento Valley Air Basin (SVAB). Global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change is the Earth, for analysis purposes under CEQA, and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

For environmental resource areas that have a different cumulative setting from that discussed above, the specific cumulative setting for that resource area is presented along with the cumulative impact discussion in the relevant section below.

**Cumulative Impacts and Mitigation Measures**

The technical chapters of this EIR (Chapters 4 through 11) describe the Existing Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures, while the Cumulative Impacts and Other CEQA Sections chapter of the EIR includes cumulative analyses as shown below. As stated above, GHG emissions and global climate change is, by nature, a cumulative impact. Thus, the proposed project's impacts related to GHG emissions and global climate change are included in this chapter.

<u>Agricultural Resources</u>

Table 12-2 below provides a summary of the total amount of land characterized as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland within each of the winery/farm brewery sub-regions in western Placer County. In addition, the table provides a summary of the total amount of land zoned for agricultural uses. As shown in Table 12-2, all of the five sub-regions where future winery/farm brewery growth is anticipated to occur currently include land characterized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (FMMP). Only approximately 19 percent of the Farm (F), Agricultural Exclusive (AE), and Forest (FOR) zoned areas of the South Wise Road sub-region, within which the greatest amount of future winery/farm brewery growth is assumed to occur, is currently characterized as Prime Farmland (574.59 acres), Unique Farmland (1,085.95 acres), and Farmland of Statewide Importance (264.12 acres).

**Table 12-2**
**Existing Agricultural Resources Within Winery/Farm Brewery Sub-Regions**

| Winery/Farm Brewery Sub-Regions | Total Prime Farmland (acres) | Total Farmland of Statewide Importance (acres) | Total Unique Farmland (acres) | Total Land Zoned for Agriculture (F, AE, FOR) (acres) | Total Land Zoned for Residential Agriculture (RA, RF) (acres) | Williamson Contracts (acres) | Number of Existing Wineries/ Farm Breweries* | Wine Grape Cultivation (acres) | Hop Cultivation (acres) |
|---|---|---|---|---|---|---|---|---|---|
| North Wise | 2,355.93 | 488.36 | 328.21 | 28,747.01 | 0.00 | 4,985.65 | 4 | 7.16 | 0.00 |
| South Wise | 574.59 | 264.12 | 1,085.95 | 10,093.92 | 10.59 | 776.27 | 4 | 30.16 | 2.18 |
| Newcastle/Ophir | 80.68 | 129.89 | 74.25 | 8381.78 | 3,325.85 | 579.37 | 2 | 10.86 | 0.00 |
| Horseshoe Bar/Penryn | 115.47 | 1,180.70 | 269.18 | 3,044.54 | 14,473.93 | 360.13 | 2 | 47.18 | 0.00 |
| Northwest Auburn | 0.00 | 91.50 | 234.25 | 17,762.39 | 696.69 | 3,148.69 | 3 | 48.72 | 0.00 |
| **Total:** | **3,126.67** | **2,154.57** | **1,991.84** | **68,029.64** | **18,507.06** | **9,850.11** | **15** | **144.08** | **2.18** |

* Includes small, medium, and large parcel-sized wineries and farm breweries.

**12-1 Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use. Based on the analysis below, the cumulative impact is *less than significant.***

The proposed Zoning Text Amendment would not directly induce the development of additional medium or large wineries/farm breweries, because such facilities are already permitted by-right in certain zones, and the project would not expand the number of zones where by-right development can occur. Rather, the proposed project would provide greater flexibility with respect to the amount of Agricultural Promotional Events and Special Events that may occur at existing and future wineries/farm breweries. As a result, this EIR evaluates the potential environmental effects associated with the ability to conduct Agricultural Promotional Events and Special Events at existing and future wineries/farm breweries subject to the proposed Zoning Text Amendment.

As discussed in Chapter 4, Agricultural Resources, of this EIR, public concerns have been raised during the Notice of Preparation (NOP) review period regarding the potential for the proposed increase in Agricultural Promotional Events and Special Events to result in indirect effects to agricultural resources, such as disturbance of Farmland for overflow parking purposes. Specifically, commenters have suggested that an increase in the number of allowable events would increase the number of people driving to the study facilities, which could result in event organizers choosing to allow overflow parking on land that could be considered agricultural in order to accommodate the additional vehicles, thereby limiting the potential for such land to be used for agricultural purposes.

The existing Winery Ordinance allows for temporary overflow parking to be used in conjunction with Temporary Outdoor Events (TOE), as described in Section 17.56.300(B)(1)(b). The proposed Zoning Text Amendment would continue to allow overflow parking for TOEs but would also allow temporary overflow parking for Special Events.

Overflow parking for Agricultural Promotional Events would not be allowed. Any attempt to allow overflow parking for Agricultural Promotional Events would be a violation of the Placer County Code and would result in code enforcement.[1]

As discussed in Chapter 4, because the proposed Zoning Text Amendment would give existing facility owners the ability to use temporary overflow parking for Special Events, facility owners may choose to create temporary overflow parking on their properties for Special Events. Given the agricultural nature of existing wineries and farm breweries, overflow parking may temporarily result in use of agricultural areas for overflow parking purposes, thus rendering these areas unusable for agricultural purposes. Importantly, overflow parking is temporary, and at the most, would be needed 12 times a year, for Special Events on large parcel-sized facilities. Furthermore, per Section E(1)(a) of the

[1] Overflow parking could be allowed with a TOE, two of which could be obtained per year; however, this is currently allowed under the existing Winery Ordinance, and, thus, is not required to be addressed in this EIR.

proposed Zoning Text Amendment, overflow parking would not be permitted on active agricultural land. Thus, it is reasonable to conclude that farmland and associated operations would not be permanently affected by temporary overflow parking. Even if one were to assume that a fallow agricultural area was used for overflow parking for all 12 special events, thus, at least temporarily precluding it from being rotated back into active agricultural production, the County would not consider this to constitute conversion of Farmland to non-agricultural use, as the temporary overflow parking would be intended to support agricultural uses. In addition, as discussed above, only half of the existing studies facilities have Farmland considered important by Appendix G of the CEQA Guidelines.

Chapter 4 also acknowledges that operators of existing study facilities would have the ability to expand permanent parking spaces to meet their parking needs under the proposed Zoning Text Amendment. Expansion of permanent parking spaces could occur on agricultural land; however, the land may not be in current commercial crop production. Section E(1)(a) of the proposed Zoning Text Amendment states, in part, that "…Parking shall not be proposed in existing agriculturally productive land." However, agricultural land not currently in commercial crop production (i.e., fallow land) could be converted for parking purposes. The County does not consider the expansion of permanent parking spaces on the existing study facility sites to constitute conversion of Farmland to non-agricultural use, as the additional parking would be intended to support agricultural uses.

For cumulative winery and farm brewery growth over the next 20 years, the Zoning Text Amendment requires submittal of a site plan to the County for any new winery and farm brewery building permit application, showing proposed permanent parking locations for the use types described in Table 4 of the Zoning Text Amendment. The use types include tasting room, outdoor seating, offices, production or warehousing areas, and event parking. Permanent parking shall not be proposed in existing agriculturally productive land. This requirement would enable County staff to ensure that adequate permanent parking would be provided to meet the primary parking needs of proposed facility. Because the minimum parking requirements for permanent parking would not change under the Zoning Text Amendment, there would be no net increase in land disturbance that needs to be considered in this EIR for <u>future</u> winery and farm brewery development.

Per revised language in Section E(1)(a) of the Ordinance, the minimum parking requirements do not account for Special Events because the Zoning Text Amendment recognizes that the use of overflow parking may be desirable during Special Events. In other words, operators may only want to install permanent parking spaces sufficient to meet the needs of the primary uses of the facility throughout the year, rather than the occasional Special Event, which will be subject to limitations in number. This will also minimize the impact footprint of the future winery and farm brewery facilities.

Similar to the overflow parking discussion for the existing study facilities, given the general agricultural nature of the sub-regions wherein future wineries and farm breweries are anticipated, overflow parking may temporarily result in use of agricultural areas for

overflow parking purposes, thus rendering these areas unusable for agricultural purposes. Importantly, overflow parking is temporary, and at the most, would be needed 12 times a year, for Special Events on large parcel-sized facilities. Thus, farmland and associated operations would not be permanently affected by temporary overflow parking. Overall, accounting for potential expansion of permanent parking at the ten existing study facilities, as well as temporary overflow parking at the combined 41 existing, pending, and future study facilities, events occurring at existing, pending, and future study facilities would not result in a cumulatively considerable impact to agricultural resources.

With respect to other cumulative development (i.e., in addition to cumulative winery/farm brewery growth), only two reasonably foreseeable projects have been identified, whereas the remaining amount of cumulative growth assumed in this EIR is not location specific, but rather, is based on an applied two percent growth rate. While it is reasonable to assume that some of this cumulative development could result in the loss of some important farmland, this section provides substantial evidence that the proposed project's incremental effects are not cumulatively considerable.

Furthermore, the County's existing Winery Ordinance requires that within the Residential, Resource and Agricultural zoning districts where wineries are allowed, at least one acre of on-site planted vineyard is required, unless the Agricultural Commissioner makes a determination that a functional equivalent occurs (i.e. winery is contracted to receive a substantial portion of the winery production capacity from locally produced vineyards). The proposed Zoning Text Amendment would increase the minimum acreage requirement for future facilities to two acres of grapes for wineries and two acres of hops or barley for farm breweries. As such, Agricultural Promotional Events and Special Events enabled by the proposed project would be more closely tied to the promotion and marketing of local agricultural products, and the proposed Zoning Text Amendment would continue to promote cultivation of grapes and hops, as well as production of wine and beer, as the primary use associated with winery/farm brewery operations. Thus, compared to the existing Winery Ordinance, the Zoning Text Amendment would ensure that a greater amount of land would be used for agricultural production.

Based upon the above analysis, the increased number of allowable Agricultural Promotional Events and Special Events as a result of the proposed Zoning Text Amendment, in combination with other cumulative development, would result in a ***less-than-significant*** cumulative impact related to the conversion of Farmland to non-agricultural uses.

Mitigation Measure(s)
*None required.*

Air Quality

A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The geographic context for the

cumulative air quality analysis includes Placer County and surrounding areas within the portion of the Sacramento Valley Air Basin (SVAB) that is designated nonattainment for ozone and respirable particulate matter ($PM_{10}$).

**12-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.**

Placer County is within a nonattainment area for ozone and $PM_{10}$. By nature, air pollution is largely a cumulative impact. The vehicle usage within the nonattainment area related to future events at existing and potential future study facilities resulting from the proposed project, in combination with other sources of emissions from past, present, and reasonably foreseeable projects within Placer County and surrounding areas, contributes to the region's adverse air quality impacts on a cumulative basis, and could either delay attainment of ambient air quality standards (AAQS) or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the emission of criteria air pollutants related to future events following adoption of the proposed Zoning Text Amendment would contribute to cumulative regional air quality effects.

The Placer County Air Pollution Control District (PCAPCD) directs lead agencies to use the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a significant incremental contribution to cumulative emissions. As discussed throughout Chapter 5, Air Quality, of this EIR, the PCAPCD's recommended thresholds of significance for ozone precursors and $PM_{10}$ are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and $PM_{10}$ emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact. As a result, the operational phase cumulative-level emissions thresholds established by PCAPCD are identical to the project-level operational emissions thresholds; the operational/cumulative thresholds are presented in Table 12-3.

**Table 12-3**
**PCAPCD Thresholds of Significance**

| Pollutant | Operational/Cumulative Threshold (lbs/day) |
|---|---|
| ROG | 55 |
| $NO_X$ | 55 |
| $PM_{10}$ | 82 |

*Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. August 2017.*

Accordingly, if emissions related to implementation of the proposed Zoning Text Amendment under cumulative conditions would result in an increase of ROG, $NO_X$ or $PM_{10}$ in excess of PCAPCD's operational phase cumulative-level emissions threshold, which are identical to PCAPCD's project-level operational emissions thresholds, the proposed project could potentially result in a significant incremental contribution towards cumulative air quality impacts.

Similar to the discussion of potential impacts to existing facilities presented in Chapter 5 of this EIR, under the cumulative setting the proposed Zoning Text Amendment would not be anticipated to result in direct physical alteration to existing or future facilities. Thus, this EIR is not required to evaluate physical environmental effects associated with construction of future facilities, as such facilities could be developed without approval of the proposed Zoning Text Amendment. Rather, the proposed Zoning Text Amendment would result in changes to the regulation of events at existing and future facilities. As discussed in further depth in Chapter 5 of this EIR, changes to events at existing and future study facilities would primarily result in potential changes to mobile-sourced emissions related to the operations of existing and future facilities. Although slight changes to emissions from non-mobile sources may occur due to the changes in event regulations, such changes are not anticipated to be substantive. Considering the changes included in the proposed Zoning Text Amendment, and similar to the analysis presented in Chapter 5 of this EIR, only mobile source emissions were estimated using California Emissions Estimator Model (CalEEMod). Emissions estimates were conducted based on the methodology discussed in the Method of Analysis section of Chapter 5, as well as the trip generation rates presented in Table 12-14 of the Transportation and Circulation section of this chapter. It should be noted that although the cumulative study period for this EIR is 20 years, which would result in a cumulative operational year of 2039, the operational years available for emissions estimation within CalEEmod are limited, with the closest operational years available being 2035 and 2040. Due to efficiency improvements in vehicle fleets modeled emissions for 2035 are inherently more intensive than emissions that would occur in 2040. In order to provide a conservative analysis of potential mobile emissions resulting from implementation of the proposed Zoning Text Amendment in the year 2035 was chosen as the operational year in this case. Despite the use of the year 2035 for air quality emissions modeling, the total number of wineries and farm breweries anticipated to be in operation, and the resulting mobile emissions, were based on the total 20-year cumulative growth as presented in Table 12-1 above.

The results of the emissions calculation for mobile sources under the cumulative condition, including all existing and anticipated future wineries and farm breweries, are presented in Table 12-4 below.

As shown in Table 12-4, mobile emissions of ROG, $NO_X$, and $PM_{10}$ related to potential future events at facilities anticipated under the cumulative project setting would be below the PCAPCD's applicable thresholds of significance. Considering the above, the proposed Zoning Text Amendment would not result in a significant incremental contribution to a cumulative violation of any air quality standards, contribute substantially to an existing or projected air quality violation, or conflict with and/or

obstruct implementation of the PCAPCD's air quality planning efforts. As such, the proposed project's incremental contribution to regional air quality impacts would be ***less than cumulatively considerable***.

**Table 12-4**
**Maximum Unmitigated Project Contribution of Mobile-Sourced Emissions to Cumulative Conditions (lbs/day)**

| Pollutant | Cumulative Event-Related Emissions | PCAPCD Cumulative Significance Threshold |
|---|---|---|
| ROG | 3.08 | 55 |
| $NO_X$ | 23.19 | 55 |
| $PM_{10}$ | 9.49 | 82 |

*Source: CalEEMod, October 2018 (see Appendix E).*

Mitigation Measure(s)
*None required.*

Biological Resources

**12-3 Cumulative loss of habitat in the Placer County area for special-status species. Based on the analysis below, the cumulative impact is *less than significant.***

The proposed Zoning Text Amendment would not directly induce the development of additional medium or large wineries/farm breweries, as such facilities are already permitted by-right in certain zones, and the project would not expand the number of zones where by-right development can occur. A combined total of approximately 30 wineries and farm breweries are anticipated for development within the winery sub-regions of the County during the next 20 years. The winery sub-regions within the County are generally within the foothill region, which contains diverse habitat types such as oak woodlands, annual grasslands, riparian woodlands, and aquatic habitat types that provide habitat for special-status species. As discussed above, future facilities could be developed with or without approval of the proposed Zoning Text Amendment and the proposed project would not result in direct development of any such facilities. Therefore, the proposed Zoning Text Amendment would not directly lead to the loss of any of the foregoing habitat types.

While the proposed Zoning Text Amendment would not result in the direct inducement of winery and farm brewery development within the County, the proposed Zoning Text Amendment would provide greater flexibility with respect to the amount of Agricultural Promotional Events and Special Events that may occur at existing and future wineries/farm breweries. As a result, this EIR evaluates the potential environmental effects associated with the ability to conduct additional Agricultural Promotional Events and Special Events at existing and future wineries/farm breweries subject to the proposed Zoning Text Amendment.

As discussed in Chapter 6, because the proposed Zoning Text Amendment would give existing facility owners the ability to use temporary overflow parking for Special Events,

facility owners may choose to create temporary overflow parking on their properties for Special Events. Under the proposed Zoning Text Amendment overflow parking for Agricultural Promotional Events would not be allowed. Any attempt to allow overflow parking for Agricultural Promotional Events would be a violation of the Placer County Code and would result in code enforcement.[2]

The Zoning Text Amendment requires Special Event overflow parking to occur in designated areas. Because overflow parking is used to meet temporary parking demand it is reasonable to expect that facility owners would use those portions of their property that are already disturbed, in order to accommodate overflow parking needs. Given the general agricultural nature of existing wineries and farm breweries, it is common for operators to use agricultural fields to temporarily accommodate overflow parking. Thus, overflow parking would not have a substantial adverse effect on riparian habitat or other sensitive natural habitat.

Chapter 6 also acknowledges that operators of existing study facilities would have the ability to expand permanent parking spaces to meet their parking needs under the proposed Zoning Text Amendment. As discussed in more detail in Chapter 6, the Placer County Code contains regulations that prohibit disturbance of sensitive aquatic habitats and protected trees during grading operations, which would serve to protect those resources and the special-status species that are dependent upon them. Nevertheless, Mitigation Measures 6-2(a) and (b) have been included in the EIR to require the County to place biological resource protection measures on any future grading permits and tree removal permits issued for the purpose of expanding parking at existing study facilities.

For cumulative winery and farm brewery growth over the next 20 years, the Zoning Text Amendment requires submittal of a site plan to the County for any future winery and farm brewery building permit application, showing proposed permanent parking locations for the use types described in Table 4 of the Zoning Text Amendment. The use types include tasting room, outdoor seating, offices, production or warehousing areas, and event parking. This requirement would enable County staff to ensure that adequate permanent parking would be provided, in areas where valuable habitat is not present, to meet the primary parking needs of proposed facility. Because the minimum parking requirements for permanent parking would not change under the Zoning Text Amendment, there would be no net increase in land disturbance that needs to be considered in this EIR for <u>future</u> winery and farm brewery development.

Per revised language in Section E(1)(a) of the Ordinance, the minimum parking requirements do not account for Special Events because the Zoning Text Amendment recognizes that the use of overflow parking may be desirable during Special Events. In other words, operators may want to install permanent parking spaces sufficient to meet the needs of the primary uses of the facility throughout the year, rather than the

[2] Overflow parking could be allowed with a TOE, two of which can be obtained per year; however, this is currently allowed under the existing Winery Ordinance, and thus is not required to be addressed in this EIR.

occasional Special Event, which will be subject to limitations in number. This will also minimize the impact footprint of the future winery and farm brewery facilities.

Similar to the overflow parking discussion for the existing study facilities, the Zoning Text Amendment requires overflow parking to occur in designated areas. Because overflow parking is used to meet temporary parking demand it is reasonable to expect that facility owners would use those portions of their property that are already disturbed, in order to accommodate overflow parking needs. This could consist of fallow agricultural fields, graveled areas associated with driveways or the farm complex in general, etc. Thus, overflow parking at the 41 existing, pending, and future facilities would not have a substantial adverse effect on riparian habitat or other sensitive natural habitat.

With respect to other cumulative development (i.e., in addition to cumulative winery/farm brewery growth), only two reasonably foreseeable projects have been identified, whereas the remaining amount of cumulative growth assumed in this EIR is not location specific, but rather, is based on an applied 2% growth rate. While it is reasonable to assume that some of this cumulative development could result in impacts to biological resources, this section provides substantial evidence that the proposed project's incremental effects are not cumulatively considerable.

In summary, the proposed Zoning Text Amendment would give facility owners the ability to use temporary overflow parking for Special Events, which are limited to six per year for medium parcel-sized facilities and 12 per year for large parcel-sized facilities. Thus, on a yearly basis, the demand for overflow parking would be relatively minimal. On the occasions that Special Events require overflow parking, parking would be restricted to the designated overflow parking areas, which would likely be relatively level areas suitable for vehicle parking, and would not be anticipated to include any drainage features or large amounts of vegetation, as such features would be considered functionally unsuitable for attendee parking. The limitation of overflow parking to designated areas and the infrequent nature of the use of overflow parking would reduce the potential for overflow parking to result in any substantial disturbance of areas within existing or future facilities.

Based upon the above analysis, the increased number of allowable Agricultural Promotional Events and Special Events as a result of the proposed Zoning Text Amendment, in combination with other cumulative development, would result in a ***less-than-significant*** cumulative impact related to the loss of habitat for special-status species.

<u>Mitigation Measure(s)</u>
*None required.*

Cultural Resources

**12-4 Cumulative loss of cultural resources. Based on the analysis below, the cumulative impact is *less than significant.***

Impacts to cultural resources related to implementation of the proposed Zoning Text Amendment are analyzed in Chapter 7, Cultural Resources, of this EIR. Generally, while some cultural resources may have regional significance, the resources themselves are site-specific, and impacts to them are project-specific. For example, impacts to a subsurface archeological find at one project site would not generally be made worse by impacts to a cultural resource at another site due to development of another project. Rather the resources and the effects upon them are generally independent. A possible exception to the aforementioned general conditions would be where a cultural resource represents the last known example of its kind or is part of larger cultural resources such as a single building along an intact historic Main Street. For such a resource, cumulative impacts, and the contribution of a project to them, may be considered cumulatively significant.

As described in detail in Chapter 7 of this EIR, and discussed generally throughout this chapter, the proposed Zoning Text Amendment would not result in the direct physical disturbance or development of land within the County, given that wineries and farm breweries are already permitted by-right in certain zones, and the project is not expanding the number of zones where by-right development can occur. Rather, the proposed project would provide greater flexibility with respect to the amount of Agricultural Promotional Events and Special Events that may occur at existing and future wineries/farm breweries. As a result, this EIR evaluates the potential environmental effects associated with the ability to conduct additional Agricultural Promotional Events and Special Events at existing and future wineries/farm breweries subject to the proposed Zoning Text Amendment.

As discussed in Chapter 7, because the proposed Zoning Text Amendment would give existing facility owners the ability to use temporary overflow parking for Special Events, facility owners may choose to create temporary overflow parking on their properties for Special Events. Under the proposed Zoning Text Amendment overflow parking for Agricultural Promotional Events would not be allowed. Any attempt to allow overflow parking for Agricultural Promotional Events would be a violation of the Placer County Code and would result in code enforcement.[3]

The Zoning Text Amendment requires Special Event overflow parking to occur in designated areas. Because overflow parking is used to meet temporary parking demand it is reasonable to expect that facility owners would use those portions of their property that are already disturbed, in order to accommodate overflow parking needs. Given the general agricultural nature of existing wineries and farm breweries, it is common for operators to

[3] Overflow parking could be allowed with a TOE, two of which can be obtained per year; however, this is currently allowed under the existing Winery Ordinance, and thus is not required to be addressed in this EIR.

use agricultural fields to temporarily accommodate overflow parking. In general, the process of vehicle parking does not result in substantial amounts of ground-disturbance. While some surficial soil particles may be disturbed by vehicle tires during parking activity, parking would not result in substantial amounts of ground-disturbance, and would not be considered likely to impact subsurface cultural resources.

Chapter 7 also acknowledges that operators of existing study facilities would have the ability to expand permanent parking spaces to meet their parking needs under the proposed Zoning Text Amendment. As discussed in more detail in Chapter 7, the expansion of parking areas would be subject to all relevant County, State, and federal regulations. For instance, Article 15.48 of the Placer County Code regulates all grading activity within the County, which includes grading activity associated with the establishment of parking spaces. Grading is prohibited from adversely impacting watercourses and stream environment zones, the locations of which have the highest sensitivity for cultural resources. Nevertheless, Mitigation Measures 7-1(a) and (b) have been included in the EIR to require the County to place cultural resource protection measures on any future grading permits issued for the purpose of expanding parking at existing study facilities.

For cumulative winery and farm brewery growth over the next 20 years, the Zoning Text Amendment requires submittal of a site plan to the County for any future winery and farm brewery building permit application, showing proposed permanent parking locations for the use types described in Table 4 of the Zoning Text Amendment. The use types include tasting room, outdoor seating, offices, production or warehousing areas, and event parking. This requirement would enable County staff to ensure that adequate permanent parking would be provided, in areas where cultural resource sensitivity could be highest, to meet the primary parking needs of proposed facility. Because the minimum parking requirements for permanent parking would not change under the Zoning Text Amendment, there would be no net increase in land disturbance that needs to be considered in this EIR for <u>future</u> winery and farm brewery development.

Per revised language in Section E(1)(a) of the Ordinance, the minimum parking requirements do not account for Special Events because the Zoning Text Amendment recognizes that the use of overflow parking may be desirable during Special Events. In other words, operators may want to install permanent parking spaces sufficient to meet the needs of the primary uses of the facility throughout the year, rather than the occasional Special Event, which will be subject to limitations in number. This will also minimize the impact footprint of the future winery and farm brewery facilities.

Similar to the overflow parking discussion for the existing study facilities, the Zoning Text Amendment requires overflow parking to occur in designated areas. Because overflow parking is used to meet temporary parking demand it is reasonable to expect that facility owners would use those portions of their property that are already disturbed, in order to accommodate overflow parking needs. This could consist of fallow agricultural fields, graveled areas associated with driveways or the farm complex in

general, etc. Thus, overflow parking at the 41 existing, pending, and future facilities would not have a substantial adverse effect on cultural resources.

With respect to other cumulative development (i.e., in addition to cumulative winery/farm brewery growth), only two reasonably foreseeable projects have been identified, whereas the remaining amount of cumulative growth assumed in this EIR is not location specific, but rather, is based on an applied two percent growth rate. While it is reasonable to assume that some of this cumulative development could result in impacts to cultural resources, this section provides substantial evidence that the proposed project's incremental effects are not cumulatively considerable.

Based on the above, the proposed project, in combination with other cumulative development, would have a ***less than-significant*** cumulative impact.

Mitigation Measure(s)
*None required.*

Greenhouse Gas Emissions

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols. Since the beginning of the Industrial Revolution, global atmospheric concentrations of GHGs have increased due to human activities such as the burning of fossil fuels, clearing of forests and other activities. The increase in atmospheric concentrations of GHG due to human activities has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change.[4]

The primary GHG emitted by human activities is $CO_2$, with the next largest components being $CH_4$ and $N_2O$. The primary sources of $CH_4$ emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing $N_2O$ are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Electricity generation is the largest single-source of GHG emissions, and transportation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.[5] Emissions of GHG are partially offset by uptake of carbon

[4] U.S. Environmental Protection Agency. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases. Accessed November 17, 2016.

[5] U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions.* Available at: http://epa.gov/climatechange/ghgemissions/sources/industry.html. Accessed August 2016.

and sequestration in forests, trees in urban areas, agricultural soils, landfilled yard trimmings and food scraps, and absorption of $CO_2$ by the earth's oceans; however, the rate of emissions of GHGs currently outpaces the rate of uptake, thus causing global atmospheric concentrations to increase.[6] Attainment concentration standards for GHGs have not been established by the federal or State government.

*Global Warming Potential*

Global Warming Potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the U.S. Environmental Protection Agency (USEPA), the global warming potential of a gas, or aerosol, to trap heat in the atmosphere is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas." The reference gas for comparison is $CO_2$. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of $CO_2$, as well as the decay rate of each gas relative to that of $CO_2$. Each gas's GWP is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of $CO_2$, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 25 times greater than that of $CO_2$, as shown in Table 12-5.

**Table 12-5**
**Global Warming Potentials and Atmospheric Lifetimes of Select GHGs**

| Gas | Atmospheric Lifetime (years) | Global Warming Potential (100 year time horizon) |
|---|---|---|
| Carbon Dioxide ($CO_2$) | 50-200[1] | 1 |
| Methane ($CH_4$) | 12 | 25 |
| Nitrous Oxide ($N_2O$) | 114 | 298 |
| HFC-23 | 270 | 14,800 |
| HFC-134a | 14 | 1,430 |
| HFC-152a | 1.4 | 124 |
| PFC: Tetrafluoromethane ($CF_4$) | 50,000 | 7,390 |
| PFC: Hexafluoroethane ($C_2F_6$) | 10,000 | 12,200 |
| Sulfur Hexafluoride ($SF_6$) | 3,200 | 22,800 |

[1] For a given amount of $CO_2$ emitted, some fraction of the atmospheric increase in concentration is quickly absorbed by the oceans and terrestrial vegetation, some fraction of the atmospheric increase will only slowly decrease over a number of years, and a small portion of the increase will remain for many centuries or more.

*Source: USEPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2013, April 15, 2015.*

[6] U.S. Environmental Protection Agency. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases. Accessed November 17, 2016.

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 22,800 times that of $CO_2$. The "specified time horizon" is related to the atmospheric lifetimes of such GHGs, which are estimated by the USEPA to vary from 50 to 200 years for $CO_2$, to 50,000 years for tetrafluoromethane. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the global warming potential of a gas. The common indicator for GHG is expressed in terms of metric tons of $CO_2$ equivalents ($MTCO_2e$).

*Effects of Global Climate Change*

Uncertainties exist as to exactly what the climate changes will be in various local areas of the Earth. According to the Intergovernmental Panel on Climate Change's Working Group II Report, *Climate Change 2007: Impacts, Adaptation and Vulnerability*,[7] as well as the California Natural Resources Agency's report *Safeguarding California: Reducing Climate Risk*[8] climate change impacts to California may include:

- Increasing evaporation;
- Rearrangement of ecosystems as species and ecosystems shift northward and to higher elevations;
- Increased frequency, duration, and intensity of conditions conducive to air pollution formation (particularly ozone);
- Reduced precipitation, changes to precipitation and runoff patterns, reduced snowfall (precipitation occurring as rain instead of snow), earlier snowmelt, decreased snowpack, and increased agricultural demand for water;
- Increased experiences of heat waves;
- Increased growing season and increased growth rates of weeds, insect pests and pathogens;
- Inundation by sea level rise, and exacerbated shoreline erosion; and
- Increased incidents and severity of wildfire events and expansion of the range and increased frequency of pest outbreaks.

*Analysis of GHGs and Global Climate Change*

Analysis of global climate change presents the challenge of analyzing the relationship between local and global activities. GHGs are not generally thought of as traditional air pollutants because GHGs, and their impacts, are global in nature, while air pollutants affect the health of people and other living things at ground level, in the general region of their release to the atmosphere. Accordingly, the issue of global climate change is different from any other areas of air quality impact analysis. A global climate change analysis must be conducted on a global level, rather than the typical local or regional setting, and requires consideration of not only

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7 Intergovernmental Panel on Climate Change. *Climate Change 2007: Impacts, Adaptation, and Vulnerability.* 2007.

8 California Natural Resources Agency. *Safeguarding California: Reducing Climate Risk*. July 2014.

emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions.

In the usual context, where air quality is linked to a particular location or area, considering the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe is appropriate. In fact, the approval of a new developmental plan, project, or regulation does not necessarily create new automobile drivers – the primary source of a project's emissions. Rather, the proposed project may result in the redistribution of mobile emissions. In the case of the proposed Zoning Text Amendment for example, future event attendees may already attend events at wineries in nearby counties such as El Dorado, Nevada, or Yolo counties. The change in event destination may result in shorter or longer associated trips, but may not result in the introduction of new vehicle trips to the overall region. Accordingly, the use of models that measure overall emissions increases without accounting for existing emissions may overstate the impact of the development project on global climate change. Nevertheless, presenting all GHG emissions resulting from vehicle trips to potential future by-right events at existing and future facilities, including those emissions that may simply be relocated from other areas of the region to the existing and future facilities, provides a worst-case analysis, and allows decision makers and the public to consider the full scope of GHG emissions that would result from the changes in event regulation included in the proposed Zoning Text Amendment.

*Regulatory Context*

Global climate change and energy are monitored through the efforts of various international, federal, State, and local government agencies. Agencies work jointly and individually to improve current conditions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating global climate change and energy within the project area are discussed below.

Federal

The most prominent federal regulation is the Federal Clean Air Act (FCAA), which is implemented and enforced by the USEPA.

FCAA and USEPA

The federal Clean Air Act (FCAA) requires the USEPA to set NAAQS and designate areas with air quality not meeting NAAQS as nonattainment. The USEPA is responsible for enforcement of NAAQS for atmospheric pollutants and regulates emission sources that are under the exclusive authority of the federal government including emissions of GHGs. The USEPA's air quality mandates are drawn primarily from the FCAA, which was signed into law in 1970. Congress substantially amended the FCAA in 1977 and again in 1990. The USEPA has adopted policies consistent with FCAA requirements demanding states to prepare State Implementation Plans (SIPs) that demonstrate attainment and maintenance of the NAAQS.

The USEPA has been directed to develop regulations to address the GHG emissions of cars and trucks. The Mandatory Reporting of Greenhouse Gases Rule requires reporting of GHG emissions from large sources and suppliers in the U.S., and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHG, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the USEPA. To track the national trend in emissions and removals of GHG since 1990, USEPA develops the official U.S. GHG inventory each year.

On December 7, 2009, USEPA issued findings under Section 202(a) of the FCAA concluding that GHGs are pollutants that could endanger public health. Under the so-called Endangerment Finding, USEPA found that the current and projected concentrations of the six key well-mixed GHGs – $CO_2$, $CH_4$, $N_2O$, PFCs, $SF_6$, and HFCs – in the atmosphere threaten the public health and welfare of current and future generations. These findings do not, by themselves, impose any requirements on industry or other entities.

State Regulations

California has adopted a variety of regulations aimed at reducing GHG emissions. Only the most prominent and applicable California GHG-related legislation are included below; however, an exhaustive list and extensive details of California air quality legislation can be found at the California Air Resources Board (CARB) website (http://www.arb.ca.gov/html/lawsregs.htm).

*AB 1493*

California AB 1493 (Stats. 2002, ch. 200) (Health & Safety Code, §§42823, 43018.5), known as Pavley I, was enacted on July 22, 2002. AB 1493 requires that the CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by the CARB to be vehicles whose primary use is noncommercial personal transportation in the state." On June 30, 2009, the USEPA granted a waiver of FCAA preemption to California for the State's GHG emission standards for motor vehicles, beginning with the 2009 model year. Pursuant to the FCAA, the waiver allows for the State to have special authority to enact stricter air pollution standards for motor vehicles than the federal government's. On September 24, 2009, the CARB adopted amendments to the Pavley regulations (Pavley I) that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The second phase of the Pavley regulations (Pavley II) is expected to affect model year vehicles from 2016 through 2020. The CARB estimates that the regulation would reduce GHG emissions from the light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030.

*Renewable Portfolio Standard (RPS)*

Established in 2002 under Senate Bill (SB) 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Since the inception of the RPS program, the program has been extended and enhanced multiple times. In 2015, SB 350 extended the State's RPS program by requiring that publicly owned utilities procure 50 percent of their electricity from renewable energy sources by 2030. The requirements of SB 350 were expanded and intensified in 2018 through the adoption of SB 100, which mandated that all electricity generated within the State by publicly-owned utilities be generated through carbon-free sources by 2045. In addition, SB 100 increased the previous renewable energy requirement for the year 2030 by 10 percent; thus, requiring that 60 percent of electricity generated by publicly owned utilities originate from renewable sources by 2030.

*Executive Order S-03-05*

On June 1, 2005, then-Governor Schwarzenegger signed Executive Order S-03-05, which established total GHG emission targets. Specifically, emissions are to be reduced to year 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is also directed to submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts.

To comply with the Executive Order, the Secretary of the Cal-EPA created a Climate Act Team (CAT) made up of members from various State agencies and commissions. In March 2006, CAT released their first report. In addition, the CAT has released several "white papers" addressing issues pertaining to the potential impacts of climate change on California.

*Assembly Bill 32*

In September 2006, Assembly Bill (AB) 32, the California Climate Solutions Act of 2006, was enacted (Stats. 2006, ch. 488) (Health & Saf. Code, §38500 et seq.). AB 32 delegated the authority for its implementation to the CARB and directs CARB to enforce the State-wide cap. Among other requirements, AB 32 required CARB to (1) identify the State-wide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020, and (2) develop and implement a Scoping Plan. Accordingly, the CARB has prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was

approved in 2008 and updated in 2014 and 2017.[9] The following sections present further information regarding plans and programs that have been introduced in order to meet the statutory requirements of AB 32.

California Scoping Plan

The 2008 Scoping Plan identified GHG reduction measures that would be necessary to reduce statewide emissions as required by AB 32. Many of the GHG reduction measures identified in the 2008 Scoping Plan have been adopted, such as the Low Carbon Fuel Standard, Pavley, Advanced Clean Car standards, RPS, and the State's Cap-and-Trade system.

Building upon the 2008 Scoping Plan, the 2013 and 2017 Scoping Plan Updates introduced new strategies and recommendations to continue GHG emissions reductions. The 2013 Scoping Plan Update created a framework for achievement of 2020 GHG reduction goals, and identified actions that may be built upon to continue GHG reductions past 2020, as required by AB 32. Following the 2013 Scoping Plan, the 2017 Scoping Plan sets a path for the achievement of California's year 2030 GHG reduction goals.

California GHG Cap-and-Trade Program

California's GHG Cap-and-Trade Program was originally envisioned in the 2008 Scoping Plan as a key strategy to achieve GHG emissions reductions mandated by AB 32. The Cap-and-Trade Program is intended to put California on the path to meet the GHG emission reduction goal of 1990 levels by the year 2020, and ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors has been established and facilities or industries subject to the cap are be able to trade permits (allowances) to emit GHGs. The CARB designed the California Cap-and-Trade Program to be enforceable and to meet the requirements of AB 32.[10] The Program started on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions. On January 1, 2014 California linked the state's cap-and-trade plan with Quebec's, and on January 1, 2015 the program expanded to include transportation and natural gas fuel suppliers.[11] AB 398 was adopted by the State's legislature in July 2017, which reauthorized the Cap-and-Trade program through December 31, 2030. The reauthorization and continued operation of the Cap-and-Trade program represents a key strategy within the

[9] California Air Resources Board. *AB 32 Scoping Plan*. Available at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed February 2018.

[10] California Air Resources Board. *Overview of ARB Emissions Trading Program*. Available at: https://www.arb.ca.gov/cc/capandtrade/guidance/cap_trade_overview.pdf. Accessed February 2018.

[11] California Air Resources Board. *Overview of ARB Emissions Trading Program*. Available at: https://www.arb.ca.gov/cc/capandtrade/guidance/cap_trade_overview.pdf. Accessed February 2018.

State's 2017 Scoping Plan Update for the achievement of California's year 2030 GHG reduction goals.

*Executive Order S-01-07*

On January 18, 2007, then-Governor Schwarzenegger signed Executive Order S-01-07, which mandates that a State-wide goal be established to reduce carbon intensity of California's transportation fuels by at least 10 percent by 2020. The Order also requires that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California.

*SB 97*

As amended, SB 97, signed in August 2007, acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. As directed by SB 97, the OPR amended the CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of GHG emissions and the effects of GHG emissions in CEQA documents. The amendments included revisions to the *Appendix G Initial Study Checklist* that incorporated a new subdivision to address project-generated GHG emissions and contribution to climate change. The new subdivision emphasizes that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. Under the revised CEQA Appendix G checklist, an agency should consider whether a project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and whether a project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing emission of GHGs.

Further guidance based on SB 97 suggests that the lead agency make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions on the environment, lead agencies should consider the extent to which the project may increase or reduce GHG, as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance determined applicable to the project, and/or the extent to which the project complies with adopted regulations or requirements to implement a state wide, regional, or local plan for the reduction or mitigation of GHG emissions. Feasible mitigation under SB 97 includes on-site and off-site measures, such as GHG emission-reducing design features and GHG sequestration.

*SB 375*

In September 2008, SB 375, known as the Sustainable Communities and Climate Protection Act of 2008, was enacted, which is intended to build on AB 32 by attempting

to control GHG emissions by curbing sprawl. SB 375 enhances CARB's ability to reach goals set by AB 32 by directing CARB to develop regional GHG emission reduction targets to be achieved by the State's 18 metropolitan planning organizations (MPOs), including the Sacramento Area Council of Governments (SACOG). Under SB 375, MPOs must align regional transportation, housing, and land-use plans and prepare a "Sustainable Communities Strategy" (SCS) to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its GHG reduction targets. SB 375 provides incentives for creating walkable and sustainable communities and revitalizing existing communities, and allows home builders to get relief from certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Furthermore, SB 375 encourages the development of alternative transportation options, which will reduce traffic congestion.

*Executive Order S-13-08*

Then-Governor Arnold Schwarzenegger issued Executive Order S-13-08 on November 14, 2008. The Executive Order is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

*AB 197 and SB 32*

On September 8, 2016, AB 197 and SB 32 were enacted with the goal of providing further control over GHG emissions in the State. SB 32 built on previous GHG reduction goals by requiring that the CARB ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by the year 2030. Additionally, SB 32 emphasized the critical role that reducing GHG emissions would play in protecting disadvantaged communities and the public health from adverse impacts of climate change. Enactment of SB 32 was predicated on the enactment of AB 197, which seeks to make the achievement of SB 32's mandated GHG emission reductions more transparent to the public and responsive to the Legislature. Transparency to the public is achieved by AB 197 through the publication of an online inventory of GHG and TAC emissions from facilities

required to report such emissions pursuant to Section 38530 of California's Health and Safety Code. AB 197 further established a six-member Joint Legislative Committee on Climate Change Policies, which is intended to provide oversight and accountability of the CARB, while also adding two new legislatively-appointed, non-voting members to the CARB. Additionally, AB 197 directs the CARB to consider the "social costs" of emission reduction rules and regulations, with particular focus on how such measures may impact disadvantaged communities.

*California Building Standards Code*

California's building codes (California Code of Regulations [CCR], Title 24) are published on a triennial basis, and contain standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Standards Commission is responsible for the administration and implementation of each cycle of the California Building Standards Code (CBSC), which includes the proposal, review, and adoption process. Supplements and errata are issued throughout the cycle to make necessary mid-term corrections. The 2016 code has been prepared and became effective January 1, 2017. The California Building Code standards apply State-wide; however, a local jurisdiction may amend a building code standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

California Green Building Standards Code

The 2016 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the CBSC, which became effective with the rest of the CBSC on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. Placer County has not adopted any voluntary provisions of the CALGreen Code to date.

Building Energy Efficiency Standards

The 2016 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2013 Building Energy

Efficiency Standards resulting in a 28 percent reduction in energy consumption from the 2013 standards for residential structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

The 2019 Building Energy Efficiency Standards will take effect on January 1, 2020. The 2019 Building Energy Efficiency Standards are intended to improve upon the 2016 standards for residential and non-residential buildings. Energy use related to operations of nonresidential buildings constructed in compliance with the 2019 standards would be reduced by approximately 30 percent as compared to nonresidential structures designed to the 2016 Standards.[12]

Local Regulations

The PCAPCD is the principal agency involved with the regulation of GHG emissions within Placer County.

*Placer County Air Pollution Control District*

Various local, regional, State and federal agencies share the responsibility for air quality management in Placer County. The PCAPCD operates at the local level and is tasked with enforcing the implementation of federal and State programs and regulations. The PCAPCD works jointly with the USEPA, CARB, other air districts in the region, county and city transportation and planning departments, and various non-governmental organizations to work towards improving global climate change through a variety of programs. Programs include the adoption of regulations, policies and guidance, extensive education and public outreach programs, as well as emission reducing incentive programs.

*Standards of Significance*

Nearly all development projects in the region have the potential to generate air pollutants that may increase global climate change. On October 13, 2016, the PCAPCD adopted GHG emissions thresholds. The thresholds were designed to analyze a project's compliance with applicable state laws including AB 32 and SB 32.[13] The GHG thresholds include a bright-line threshold for the construction and operational phases of land use projects and stationary source projects, a screening level threshold for the operational phase of land use projects, and efficiency thresholds for the operational phase of land use projects that result in GHG emissions that fall between the bright-line threshold and the screening level threshold. The bright-line threshold of

[12] California Energy Commission, Efficiency Division. *2019 Building Energy Efficiency Standards Frequently Asked Questions*. March 2018.

[13] Placer County Air Pollution Control District. *California Environmentla Quality Act Thresholds of Significance: Justification Report*. October 2016.

10,000 $MTCO_2e$/yr represents the level at which a project's GHG emissions would be substantially large enough to contribute to cumulative impacts and mitigation to lessen the emissions would be mandatory. The PCAPCD further recommends use of the 10,000 $MTCO_2e$/yr for analysis of construction-related GHG emissions for land use projects. Any project with GHG emissions below the screening level threshold of 1,100 $MTCO_2e$/yr is judged by the PCAPCD as having a less-than-significant impact related to GHG emissions, and would not conflict with any State or regional GHG emissions reduction goals. Projects that would result in GHG emissions above the 1,100 $MTCO_2e$/yr screening level threshold, but below the bright-line threshold of 10,000 $MTCO_2e$/yr, must result in GHG emissions below the efficiency thresholds in order to be considered to result in a less-than-significant impact related to GHG emissions and not conflict with any State or regional GHG emissions reduction goals. The GHG efficiency thresholds, which are in units of $MTCO_2e$/yr per capita or per square-foot, are presented in Table 12-6.

**Table 12-6**
**PCAPCD Operational GHG Efficiency Thresholds of Significance**

| Residential ($MTCO_2e$/capita) | | Non-Residential ($MTCO_2e$/1,000 sf) | |
|---|---|---|---|
| **Urban** | **Rural** | **Urban** | **Rural** |
| 4.5 | 5.5 | 26.5 | 27.3 |

*Source: Placer County Air Pollution Control District. Placer County Air Pollution Control District Policy. Review of Land Use Projects Under CEQA. October 13, 2016.*

In accordance with CARB and PCAPCD recommendations, the County, as lead agency, uses the currently adopted PCAPCD GHG thresholds of significance as presented above. Therefore, if implementation of the proposed Zoning Text Amendment would result in operational GHG emissions in excess of 1,100 $MTCO_2e$/yr and is unable to show that emissions would achieve the efficiency thresholds presented in Table 12-6, the proposed Zoning Text Amendment would be considered to result in a cumulatively considerable contribution to global climate change.

Although the proposed Zoning Text Amendment would not directly result in any construction activity, as discussed throughout this EIR, the proposed project could potentially lead to the construction of additional permanent parking within existing facilities. However, the construction of permanent parking is considered speculative at this time, and the degree to which new parking would be constructed due to implementation of the proposed Zoning Text Amendment as opposed to resulting from pre-existing plans for expansion or other operational factors cannot be known. In any case, should additional permanent parking be provided at existing study facilities, the construction of such parking areas would be anticipated to be generally limited in scope and would not be anticipated to result in the emission of substantial amounts of GHGs. Facilities constructed in the cumulative setting following implementation of the proposed project would be designed to include adequate parking for future operational activities including events. While overflow parking at future facilities may require the use of overflow parking, the use of overflow parking and the construction of permanent parking areas within future facilities would not be considered substantial sources of GHG emissions.

Given that the proposed project would not involve direct construction activity, and the potential effect of the project on the provision of permanent parking areas within existing or future

facilities is speculative, implementation of the proposed project is not considered to have the potential to result in construction related emissions and emissions related to construction activity are not further considered within this analysis

*Methods and Assumptions*

As discussed throughout this EIR, and specifically within the Method of Analysis section of Chapter 5, Air Quality, the proposed Zoning Text Amendment would apply to the regulation of events and other aspects of the operation of wineries and farm breweries within the County. While the proposed Zoning Text Amendment would provide greater flexibility in the number of allowable events at existing study facilities, the proposed Zoning Text Amendment would not alter other aspects of operations at existing study facilities. For instance, the allowance for production volumes of existing study facilities would remain unchanged under the proposed Zoning Text Amendment, and, thus, the proposed Zoning Text Amendment would not allow for increased production activity not already permitted for such facilities. Additionally, the ability to operate a tasting room within existing study facilities would not be affected by the proposed project. Considering that production and other operational aspects of existing study facilities would remain unchanged under the proposed Zoning Text Amendment, GHG emissions from non-event related operations of existing study facilities is anticipated to remain unchanged following implementation of the proposed Zoning Text Amendment.

Similar to the analysis presented in Chapter 5, Air Quality, the majority of GHG emissions related to events is anticipated to originate from mobile sources, primarily, the vehicles traveling to and from event locations. Although other event related activities, such as the consumption of energy, would result in GHG emissions, emissions from non-mobile sources would be substantively similar to emissions that would occur during normal tasting room operations. Events occurring under the proposed Zoning Text Amendment would be limited to the hours of 10:00 AM to 10:00 PM on Friday and Saturday and from 10:00 AM to 8:00 PM Sunday through Thursday. Thus, events would generally coincide with normal tasting hours at the study facilities (10:00 AM to 6:00 PM daily). Therefore, approximately the same amount of heating/cooling energy would be used whether the facility is conducting tasting room operations only or hosting an event and emissions from such activity would be substantively similar.

The proposed project's GHG emissions were estimated using the CalEEMod version 2016.3.2 software. In keeping with the methodology used in the analysis of potential impacts related to transportation, presented in the Transportation and Circulation section of this Chapter as well as Chapter 10 of this EIR, the overall weighted average trip generation rates associated with Agricultural Promotional Events and Special Events enabled by the proposed Zoning Text Amendment were applied to the existing study facilities to identify vehicle trips associated with such events. As shown in Table 12-14 of the Transportation and Circulation section of this Chapter, the total daily weighted average trip rate resulting from events at all existing facilities would be 904 daily trips, while the average trip rate resulting from events at all existing and anticipated future facilities would be 3,728 daily trips. Consequently, the CalEEMod inputs were adjusted to produce an emissions estimate representing the sum of potential emissions that would occur across all existing study facilities during an event day, as well as an emissions estimate representing the sum of potential emissions that would occur across all existing and anticipated

future facilities. The estimation of emissions across all existing study facilities represents a project-level analysis, while the emissions estimation across all existing and anticipated future study facilities represents an analysis under cumulative conditions. As discussed in the Project Description chapter of this EIR, a total of 105 event days per year were estimated to occur; thus, the estimated emissions for existing facilities and all anticipated future facilities per event day were multiplied by 105 to reflect the anticipated annual emissions resulting from potential future events. As noted in the Air Quality section of this chapter, due to limitations of the CalEEMod software, the operational year for the cumulative setting for the proposed project was set to the year 2035. Because vehicle fleet efficiency improves from year to year and associated mobile-source emissions are reduced, the selection of the year 2035 represents a conservative assumption for the purposes of emissions estimation from event-related vehicle trips.

Furthermore, to provide full public disclosure, the GHG emissions anticipated from events held at existing facilities under existing conditions were estimated separately and are analyzed below. The methods used to estimate emissions from events at existing study facilities are discussed within the Method of Analysis section of Chapter 5, Air Quality, of this EIR.

All CalEEMod modeling results are included in Appendix E to this EIR.

*Impacts and Mitigation Measures*

The following discussion of GHG emissions impacts is based on implementation of the proposed Zoning Text Amendment in comparison to the standards of significance presented above.

**12-5 Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.**

The estimated mobile-source emissions resulting from concurrent events at existing facilities under existing conditions, as well as the anticipated emissions of events held at all existing and future facilities under cumulative conditions are presented in Table 12-7.

**Table 12-7**
**Maximum Unmitigated Mobile Source GHG Emissions ($MTCO_2e$/yr)**

| Scenario | Estimated Event-Related Emissions | PCAPCD Screening Threshold |
|---|---|---|
| Existing | 208.53 | 1,100 |
| Cumulative[1] | 556.44 | 1,100 |

[1] The Cumulative scenario presented above includes emissions resulting from events at all existing facilities as well as events at the anticipated future facilities shown in Table 12-14.

*Source: CalEEMod, October 2018 (see Appendix E).*

As shown in the table, concurrent event activity at existing study facilities under existing conditions would result in mobile-sourced GHG emissions well below the PCAPCD's 1,100 $MTCO_2e$/yr operational threshold of significance.

Additionally, under the cumulative scenario, combined mobile-sourced emissions from the 41 existing, pending, and future facilities would result in GHG emissions below the PCAPCD's 1,100 $MTCO_2e$/yr operational threshold of significance.

Therefore, the proposed Zoning Text Amendment, under both existing conditions and cumulative conditions, would not be considered to generate GHG emissions, through proposed changes in the frequency of events at wineries and farm breweries, that would have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Consequently, the proposed project would not result in a cumulatively considerable incremental contribution to impacts related to GHG emissions or climate change and the project's impact would be ***less than cumulatively considerable***.

Mitigation Measure(s)
*None required.*

Land Use and Planning

**12-6 Cumulative land use and planning incompatibilities. Based on the analysis below, the cumulative impact is *less than significant.***

The geographic context for the cumulative analysis of land use compatibility impacts is each of the five winery/farm brewery sub-regions within which future study facilities are likely to be developed. Cumulative development occurring within such sub-regions, including future wineries and farm breweries, would result in increased development intensity near rural residential and agricultural areas. However, as noted previously, while the proposed project would increase the number of allowable events at existing and future study facilities, the proposed project would not directly induce the development of additional medium or large wineries/farm breweries, as they are already permitted by-right in certain zones, and the project would not expand the number of zones where by-right development can occur.

As shown in Table 12-8, proposed changes to the permit requirements for wineries and farm breweries are generally more restrictive than the current Winery Ordinance. Specifically, as noted in Chapter 8, Land Use and Planning, of this EIR, a MUP and a Conditional Use Permit (CUP) both require a public hearing prior to approval, whereas an Administrative Review Permit (ARP) does not. Chapter 8 provides a summary of the differences between the CUP, MUP, ARP, and Zoning Clearance (C) land use permit requirements referenced in Table 12-8.

Similar to the existing study facilities within Placer County, future medium and large parcel size wineries and farm breweries at which by-right Agricultural Promotional

Events and Special Events could occur would be developed primarily on land zoned Farm (F) by the County. As shown in Table 12-8, future production facilities with tasting rooms within Residential Agricultural (RA) and Residential Forest (RF) zone districts subject to a CUP or an MUP and, thus, would require additional review, separate from the proposed project, in order to host such events.

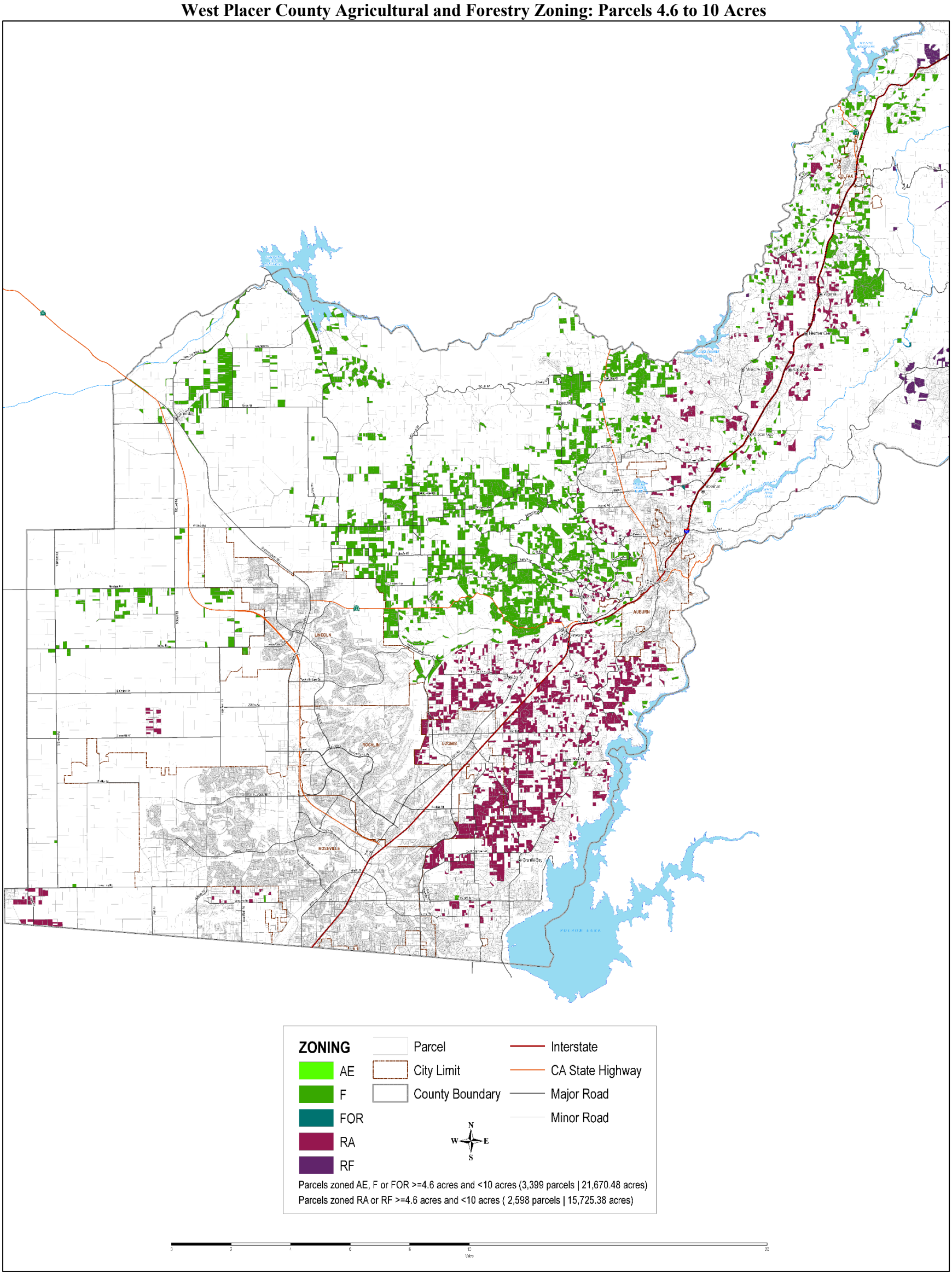
**Table 12-8**
**Proposed Changes to Permit Requirements**

| Use | Existing Ordinance | Proposed Ordinance |
|---|---|---|
| Small Production (0 to 20,000 cases) | ARP required in RA and RF zone districts | MUP required |
| | Not allowed in RES zone district | Allowed with ARP in RES zone district |
| Wholesale and Retail Sales of Wine, Grape, and Beer Products | ARP required in RA and RF zone districts | MUP required in RA and RF zone districts |
| Tasting and Retail Sales of Wine- or Beer-Related Merchandise | ARP required in RA and RF zone districts | CUP required in RA and RF zone districts on 4.6- to less than 10-acre parcels |
| | | MUP required in RA and RF zone districts on parcels 10 acres or larger. |
| | C required for AE, F, and FOR zone districts on 4.6-acre minimum parcel size | MUP required for AE, F, and FOR zone districts on 4.6- to less than 10-acre parcels |
| | | Zoning Clearance allowed for AE, F, and FOR zone districts on parcels 10 acres or larger. |

*Source: Placer County Code, 2018.*

As also shown in Table 12-8, under the currently adopted Winery Ordinance, the minimum parcel size for establishment of a new production facility with a tasting room without a Use Permit is 4.6 acres in the Agricultural and Resource (AE, F, FOR) zoning districts. Under the proposed project, a minimum parcel size of 10 acres would be required for any new production facility with a tasting room to be established without a use permit in the AE, F, and FOR zoning districts. For existing parcels sized between 4.6 and less than 10 acres, and zoned AE, F, or FOR, an MUP would be required, whereas a production facility with a tasting room is currently allowed by-right on such parcels. Within Placer County, a total of approximately 3,400 parcels (21,677 acres) sized between 4.6 and less than 10 acres are currently zoned AE, F, or FOR (Figure 12-1). A total of 3,860 parcels (455,577 acres) are sized 10 acres or larger and are currently zoned AE, F, or FOR. Thus, the proposed Zoning Text Amendment would preclude potential by-right development of production facilities with tasting rooms on approximately 47 percent of the parcels zoned AE, F, or FOR. Consequently, as generally shown in Figure 12-1, the total number of interfaces between parcels zoned AE, F, and FOR and parcels zoned RA or RF would be reduced.

**Figure 12-1**
**West Placer County Agricultural and Forestry Zoning: Parcels 4.6 to 10 Acres**




*Source: Placer County GIS, 2017.*

Therefore, Agricultural Promotional Events and Special Events permitted by-right at future wineries and farm breweries with tasting rooms would be less likely to occur adjacent to land zoned RA or RF, thereby reducing the potential for land use conflicts related to Agricultural Promotional Events and Special Events occurring in close proximity to single-family rural residences within RA and RF zoning districts.

Given that the exact locations of future wineries and farm breweries is currently unknown, potential land use incompatibility issues with existing development or other cumulative development in Placer County cannot be precisely determined at this time. However, as discussed previously, this EIR conservatively assumes that future study winery/farm brewery growth would include 30 future study facilities concentrated within the following five sub-regions: North Wise Road; South Wise Road; Newcastle/Ophir; Northwest Auburn; and Horseshoe Bar/Penryn. As shown in Table 12-2, the total amount of land zoned F, AE, or FOR within the winery/farm brewery sub-regions (68,030 acres) is substantially greater than the total amount of land zoned RA or RF (18,507 acres). The greatest number of future study facilities are anticipated to occur within the South Wise Road sub-region, which includes only 10.59 acres of land zoned RA or RF. Figure 3-3 in Chapter 3, Project Description, of this EIR provides an overview of the current zoning designations within each of the winery/farm brewery sub-regions. Given that future study facilities are less likely to occur adjacent to land zoned RA or RF, increased Agricultural Promotional Events and Special Events at future facilities, enabled by the proposed Zoning Text Amendment, is less likely to result in land use incompatibility issues.

With regard to present and planned land uses within the County, Section 17.56.330(D)(1)(a) of the Placer County Code currently requires wineries to include at least one acre of planted vineyard on-site. While existing facilities would continue to be subject to the current one-acre requirement, the proposed project would increase the minimum required acreage of planted crops to two acres for future wineries and farm breweries. As such, increased Agricultural Promotional Events and Special Events occurring at such future facilities as a result of the proposed project would be more closely tied to the promotion and marketing of local agricultural products. Furthermore, as shown in Table 8-6 of the Land Use and Planning chapter of this EIR, the proposed Zoning Text Amendment would be generally consistent with relevant policies in the Placer County General Plan related to planning and land use.

With respect to other cumulative development (i.e., in addition to cumulative winery/farm brewery growth), only two reasonably foreseeable projects have been identified, whereas the remaining amount of cumulative growth assumed in this EIR is not location specific, but rather, is based on an applied 2% annual background growth rate over 20 years. Land use conflicts are site-specific and would not result in a cumulative impact. Incompatibility issues are addressed and mitigated on a project-by-project basis. While the potential for land use conflicts to result from cumulative winery and farm brewery development is relatively unlikely, for the reasons discussed above, the County would review each building permit application for future facilities, during which time potential incompatibilities would be addressed.

Based on the above, a significant adverse cumulative effect with regard to land use compatibility associated with implementation of past, present, and reasonably foreseeable future projects would not occur, and the cumulative impact would be ***less than significant***.

Mitigation Measure(s)
*None required.*

Noise

**12-7 Result in exposure of persons to or generation of traffic noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies, or a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Based on the analysis below, the cumulative impact is *less than significant.***

As discussed in Chapter 9, Noise, of this EIR, the Placer County General Plan Noise Element applies a 60 decibel (dB) day-night average ($L_{dn}$)/ Community Noise Equivalent Level (CNEL) exterior noise level standard at the property lines of residential uses affected by transportation noise sources. In addition, for the purpose of this analysis, the proposed Zoning Text Amendment would result in a substantial permanent increase in ambient noise levels above levels existing without the project if project traffic noise would exceed the Federal Interagency Committee on Noise (FICON) noise level increase thresholds shown in Table 12-9 below.

**Table 12-9**
**Significance of Changes in Cumulative Noise Exposure**

| Ambient Noise Level Without Project, $L_{dn}$ dB | Increase Required for Significant Impact |
|---|---|
| <60 | +5.0 dB or more |
| 60-65 | +3.0 dB or more |
| >65 | +1.5 dB or more |

*Source: Federal Interagency Committee on Noise, 1992.*

Future development within the Winery/Farm Brewery sub-regions, as well as events at future study facilities, would incrementally affect the future cumulative ambient noise environment. To assess noise impacts due to project-related traffic increases on the existing local roadway network, noise levels have been calculated for the Cumulative Plus Project Condition as part of the Environmental Noise Analysis prepared for the proposed project by Bollard Acoustical Consultants, Inc.[14]

[14] Bollard Acoustical Consultants, Inc. *Environmental Noise Analysis, Proposed Winery and Farm Brewery Zoning Text Amendment Project*. April 2019.

Table 12-10 and Table 12-11 summarize the Cumulative No Project Condition and Cumulative Plus Project Condition traffic noise levels at a distance of 100 feet from the centerlines of roadway segments in the project area for the weekday and weekend scenarios, respectively. As noted in the Transportation and Circulation section of this chapter, the Cumulative Plus Project Condition includes trip generation associated with concurrent events at the 10 existing study facilities and 31 pending and future study facilities, as well as cumulative background growth.

As shown in the tables, traffic noise generated by concurrent events at each existing, pending, and future study facility, as well as other cumulative growth, would result in traffic noise level increases ranging from 0.0 to 2.2 dB $L_{dn}$ on weekdays and 0.0 to 1.2 dB $L_{dn}$ on weekends. Relative to the FICON significance criteria identified in Table 12-9, such increases would not be substantial. Therefore, off-site traffic generated by the proposed Zoning Text Amendment would not result in a substantial increase in traffic noise levels under cumulative conditions.

Based on the above, the proposed Zoning Text Amendment would not result in exposure of persons to or generation of off-site traffic noise levels in excess of standards established in the Placer County General Plan and Noise Ordinance, or applicable standards of other agencies, or result in a substantial permanent increase in ambient noise levels in the project vicinity above cumulative levels without the project. Thus, a ***less-than-significant*** cumulative impact would occur.

Mitigation Measure(s)
*None required.*

**12-8 Result in exposure of persons to or generation of non-transportation noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies, or a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Based on the analysis below, with the implementation of mitigation, the cumulative impact is *less than significant.***

The following sections include an analysis of non-transportation noise level increases associated with Agricultural Promotional Events and Special Events occurring at future study facilities under the proposed Zoning Text Amendment.

Agricultural Promotional Events

Under the proposed Zoning Text Amendment, Agricultural Promotional Events are directly related to the education and marketing of wine and craft beer to consumers including, but not limited to, winemaker/brewmaster dinners, release parties, membership club parties, and private parties where the only alcohol served is produced by the winery/farm brewery. An Agricultural Promotional Event accommodates 50 people or less at one time.

**Table 12-10**
**Cumulative Plus Project Weekday Traffic Volumes and Traffic Noise Modeling Results**

| Roadway | Segment | Traffic Noise Level at 100 feet ($L_{dn}$, dB) | | |
|---|---|---|---|---|
| | | Cumulative | Cumulative Plus Project | Increase |
| Auburn Folsom Rd | Dick Cook Rd to Horseshoe Bar Rd | 64.5 | 64.6 | 0.0 |
| Ayers Holmes Rd | Mt. Vernon Rd to Wise Rd | 48.9 | 49.6 | 0.7 |
| Bald Hill Rd | Crater Hill Rd to Valle Vista Ct | 53.8 | 54.0 | 0.2 |
| Baxter Grade Rd | Wise Rd to Mt. Vernon Rd | 52.7 | 53.3 | 0.6 |
| Bell Rd | Coyote Ridge Ct to Miracle Ln | 58.9 | 59.3 | 0.5 |
| Bell Rd | Mallard Way to Cramer Rd | 55.3 | 56.3 | 1.0 |
| Chili Hill Rd | Lozanos Rd to Gold Hill Rd | 48.1 | 49.0 | 0.9 |
| Combie Rd | Placer Hills Rd to Wooley Creek Ln | 56.9 | 56.9 | 0.0 |
| Cramer Rd | Bell Rd to SR 49 | 51.2 | 52.1 | 0.8 |
| Crosby Herold Rd | Wise Rd to Meadow Creek Rd | 50.3 | 50.8 | 0.5 |
| Del Mar Ln | Sierra College Blvd to Rock Hill Winery | 53.1 | 53.1 | 0.0 |
| Fowler Rd | Virginiatown Rd to SR 193 | 58.0 | 58.6 | 0.6 |
| Fleming Rd | Gladding Rd to McCourtney Rd | 39.0 | 41.3 | 2.2 |
| Fruitvale Rd | Fowler Rd to Gold Hill Rd | 59.1 | 59.5 | 0.4 |
| Gold Hill Rd | Virginiatown Rd to SR 193 | 59.3 | 60.0 | 0.7 |
| Horseshoe Bar Rd | Val Verde Rd to Auburn Folsom Rd | 58.1 | 58.1 | 0.0 |
| Lone Star Rd | Bell Rd to SR 49 | 54.4 | 54.6 | 0.2 |
| McCourtney Rd | Wise Rd to Big Ben Rd | 58.2 | 58.6 | 0.4 |
| Millertown Rd | Wise Rd to Vada Ranch Rd | 44.4 | 44.4 | 0.0 |
| Mt. Vernon Rd | Hastings Ln to Meyers Ln | 60.6 | 60.9 | 0.3 |
| Mt. Vernon Rd | Vineyard Dr to Millerstown Rd | 62.2 | 62.4 | 0.3 |
| Nicolaus Rd | Canal to Maverick Ln | 62.3 | 62.3 | 0.0 |
| Placer Hills Rd | Pinewood Wy to Winchester Club Dr | 65.0 | 65.0 | 0.0 |
| Ridge Rd | Gold Hill Rd to Ophir Rd | 51.6 | 51.6 | 0.0 |
| Sierra College Blvd | Del Mar Rd to King Rd | 67.9 | 68.1 | 0.2 |
| SR 193 | Sierra College Blvd to Fowler Rd | 66.1 | 66.4 | 0.3 |
| Virginiatown Rd | Coyote Ln to Fowler Rd | 54.1 | 55.1 | 1.0 |
| Wise Rd | McCourtney Rd to Crosby Herold Rd | 61.5 | 62.3 | 0.8 |
| Wise Rd | Crosby Herold Rd to Garden Bar Rd | 60.2 | 60.7 | 0.5 |
| Wise Rd | Garden Bar Rd to Wally Allan Rd | 56.9 | 57.5 | 0.6 |
| Wise Rd | County Lane to Crater Hill Rd | 54.6 | 54.9 | 0.2 |
| Wise Rd | Bald Hill Rd to Ophir Rd | 52.6 | 52.7 | 0.1 |

*Source: Bollard Acoustical Consultants, Inc., 2019.*

**Table 12-11**
**Cumulative Plus Project Weekend Traffic Volumes and Traffic Noise Modeling Results**

| Roadway | Segment | Traffic Noise Level at 100 feet ($L_{dn}$, dB) | | |
|---|---|---|---|---|
| | | Cumulative | Cumulative Plus Project | Increase |
| Auburn Folsom Rd | Dick Cook Rd to Horseshoe Bar Rd | 64.4 | 64.4 | 0.0 |
| Ayers Holmes Rd | Mt. Vernon Rd to Wise Rd | 49.7 | 50.3 | 0.6 |
| Bald Hill Rd | Crater Hill Rd to Valle Vista Ct | 52.7 | 53.0 | 0.2 |
| Baxter Grade Rd | Wise Rd to Mt. Vernon Rd | 51.4 | 52.2 | 0.8 |
| Bell Rd | Coyote Ridge Ct to Miracle Ln | 59.7 | 60.1 | 0.4 |
| Bell Rd | Mallard Way to Cramer Rd | 54.9 | 56.0 | 1.1 |
| Chili Hill Rd | Lozanos Rd to Gold Hill Rd | 46.7 | 47.9 | 1.1 |
| Combie Rd | Placer Hills Rd to Wooley Creek Ln | 56.5 | 56.5 | 0.0 |
| Cramer Rd | Bell Rd to SR 49 | 52.4 | 53.0 | 0.7 |
| Crosby Herold Rd | Wise Rd to Meadow Creek Rd | 51.5 | 51.9 | 0.4 |
| Del Mar Ln | Sierra College Blvd to Rock Hill Winery | 53.2 | 53.2 | 0.0 |
| Fowler Rd | Virginiatown Rd to SR 193 | 58.1 | 58.7 | 0.6 |
| Fleming Rd | Gladding Rd to McCourtney Rd | 42.2 | 43.4 | 1.2 |
| Fruitvale Rd | Fowler Rd to Gold Hill Rd | 58.1 | 58.6 | 0.5 |
| Gold Hill Rd | Virginiatown Rd to SR 193 | 60.0 | 60.6 | 0.6 |
| Horseshoe Bar Rd | Val Verde Rd to Auburn Folsom Rd | 56.5 | 56.6 | 0.0 |
| Lone Star Rd | Bell Rd to SR 49 | 55.0 | 55.0 | 0.0 |
| McCourtney Rd | Wise Rd to Big Ben Rd | 58.2 | 58.6 | 0.4 |
| Millertown Rd | Wise Rd to Vada Ranch Rd | 43.9 | 43.9 | 0.0 |
| Mt. Vernon Rd | Hastings Ln to Meyers Ln | 61.8 | 62.1 | 0.2 |
| Mt. Vernon Rd | Vineyard Dr to Millerstown Rd | 61.6 | 61.9 | 0.3 |
| Nicolaus Rd | Canal to Maverick Ln | 61.1 | 61.1 | 0.0 |
| Placer Hills Rd | Pinewood Wy to Winchester Club Dr | 63.8 | 63.8 | 0.0 |
| Ridge Rd | Gold Hill Rd to Ophir Rd | 50.6 | 50.6 | 0.0 |
| Sierra College Blvd | Del Mar Rd to King Rd | 67.5 | 67.7 | 0.2 |
| SR 193 | Sierra College Blvd to Fowler Rd | 66.3 | 66.6 | 0.3 |
| Virginiatown Rd | Coyote Ln to Fowler Rd | 55.1 | 55.9 | 0.8 |
| Wise Rd | McCourtney Rd to Crosby Herold Rd | 62.1 | 62.8 | 0.7 |
| Wise Rd | Crosby Herold Rd to Garden Bar Rd | 60.6 | 61.1 | 0.5 |
| Wise Rd | Garden Bar Rd to Wally Allan Rd | 57.0 | 57.6 | 0.5 |
| Wise Rd | County Lane to Crater Hill Rd | 53.6 | 53.9 | 0.3 |
| Wise Rd | Bald Hill Rd to Ophir Rd | 52.2 | 52.3 | 0.2 |

*Source: Bollard Acoustical Consultants, Inc., 2019.*

Due to the relatively small size and nature of such events, it is considered unlikely that events such as winemaker's dinners would include amplified music similar to that which might occur at larger Special Events. If music is to be present at Agricultural Promotional Events, it is more likely that the music would be of the acoustic variety (acoustic guitar = 50 dBA at 100 feet). Furthermore, with 50 attendees or less present at one time, it is unlikely that a public address system would be required for the speakers to be heard (person speaking in loud voice = 43 dBA at 100 feet). With half of the attendees speaking in normal voices during casual conversation (58 dBA at 3 feet), the computed hourly average noise level at a reference distance of 100 feet would be 41 dBA. The combined noise level of such noise sources would be approximately 51 dBA at a distance of 100 feet from the event, assuming the event occurs outdoors. Sound generated by events held indoors would be substantially contained within the building. Therefore, noise generated by Agricultural Promotional Events at future study facilities is predicted to comply with the County's Noise Ordinance standards provided such events occur beyond 100 feet from the property line of a noise-sensitive land use if the events are held outdoors. For events located within the unincorporated areas of the Auburn/Bowman Community Plan Area, the noise generated by Agricultural Promotional Events is predicted to be in compliance with the Auburn/Bowman Plan daytime standard, provided such events occur beyond 200 feet from the property line of a noise-sensitive land use if they are held outdoors.

Special Events

Sound levels generated during Special Events held at wineries and farm breweries can vary considerably at nearby noise-sensitive properties depending on the size and nature of the event. For example, larger wedding receptions, where amplified music is present, tend to generate higher noise levels than smaller events where unamplified, acoustic music is present. The proposed Zoning Text Amendment sets maximum attendance limits for Special Events, including weddings, at 100 people for medium parcel-sized study facilities and 200 people for large parcel-sized facilities.

As discussed in Chapter 9, Noise, of this EIR, daytime average ambient conditions in the rural areas of Placer County averaged approximately 50 dB $L_{eq}$. Thus, satisfaction with the County's 55 dB $L_{eq}$ Noise Ordinance daytime threshold, and 50 dB $L_{eq}$ daytime threshold for events within the Auburn/Bowman Community Plan area, would ensure that the noise level increase associated with winery and farm brewery events would be approximately 5 dB or less, which is consistent with the Noise Ordinance threshold. However, because the noise source in question consists of speech and/or music, a -5 dB penalty is applied to the County noise standard. As a result, the critical daytime noise threshold for speech or music generated during events would be 50 dB $L_{eq}$ during daytime hours (45 dB $L_{eq}$ for the Auburn/Bowman Community Plan area). During evening hours (7:00 PM to 10:00 PM), average measured ambient conditions were approximately 45 dB $L_{eq}$. After upward adjustment by 5 dB for the allowable increase and downward adjustment by 5 dB because the noise source consists of speech or music, this analysis concludes that the appropriate evening sound level threshold for special events would be 45 dB $L_{eq}$ at nearby sensitive areas, including uses within the

Auburn/Bowman Community Plan area. The 5 dB threshold is identified as the limit for non-transportation noise level increases in the Section 9.36.060.A.1 of the Placer County Code. The distances to the 45 and 50 dB $L_{eq}$ noise contours are identified in Table 12-12 below. The methodology used to develop the noise contours presented in Table 12-12 is discussed in the Method of Analysis section of Chapter 9, Noise, of this EIR.

As shown in Table 12-12, the distances from the noise source, which are required to meet County noise standards, vary depending on the noise source. Non-amplified music requires relatively modest setbacks to meet County noise standards, and future study facilities are generally expected to meet these distances due to parcel size and/or site planning. As would be expected, with amplification, the setback requirements increase, with the greatest setbacks being required for wedding receptions having amplified speech and music. Given the relatively large setback distances, between amplified noise sources and nearby sensitive receptors, that are required to meet County noise standards, it is possible that applications for future wineries and/or farm breweries could propose event venues within such setback distances.

**Table 12-12**
**Distances Required to Attenuate Event Noise**

| Event/Activity | Distance to Contour (feet) | |
|---|---|---|
| | 50 dB $L_{eq}$ | 45 dB $L_{eq}$ |
| Amplified speech/music at louder event (i.e. wedding reception) | 750 | 1,225 |
| Amplified speech/music at quieter event (i.e. wine industry dinner) | 550 | 925 |
| Amplified speech only (no amplified music) | 275 | 450 |
| Non-amplified music (i.e. acoustic ensemble) | 150 | 275 |
| Non-amplified music (single acoustic guitar) | 100 | 175 |
| Raised conversations (100 people) | 150 | 275 |
| Raised conversations (50 people) | 125 | 200 |

Note: The distances presented above do not include any additional attenuation which would result from shielding by intervening topography, structures, or vegetation.

*Source: Bollard Acoustical Consultants, Inc., 2019.*

Conclusion

Based on the above, non-transportation noise associated with Agricultural Promotional Events at future study facilities would comply with the County's Noise Ordinance standards provided such events occur beyond 100 feet (200 feet within Auburn/Bowman Community Plan) from the property line of a noise-sensitive land use if the events are held outdoors. However, non-transportation noise associated with Special Events, including weddings, could conflict with the County's established thresholds at the property lines of the nearest sensitive receptors. Therefore, the proposed Zoning Text Amendment could result in a ***significant*** cumulative impact related to exposure of persons to or generation of non-transportation noise levels in excess of standards established in the Placer County General Plan, Auburn/Bowman Community Plan, the Placer County Noise Ordinance, or applicable standards of other agencies.

Mitigation Measure(s)
Implementation of the following mitigation measures would reduce the above cumulative impact to a *less-than-significant* level.

*12-8* *The Zoning Text Amendment shall be revised to state that when reviewing applications for new winery and/or farm brewery building permits, Placer County should compare the appropriate Table 12-12 setback requirements to the actual distances between the proposed sound source location and nearest sensitive receptor property line(s). If the actual setback distances are greater than those identified in Table 12-12 for the proposed type of sound source(s), then no additional acoustical analysis would typically be required. If, however, the actual distances between the proposed sound source locations and nearest sensitive receptor location(s) are less than those shown in Table 12-12, then a site-specific noise analysis should be required to evaluate compliance with the County's noise standards.*

*The distances to the noise contours shown in Table 12-12 do not include any attenuation of sound caused by intervening structures, vegetation, or topography. In addition, the Table 12-12 contours do not take into account the directionality of amplified sound system speakers, which can be 10 to 15 dB lower behind the speaker than in front of the speaker. As a result, the Table 12-12 data should be considered worst-case. Therefore, it is likely that in most cases, the actual distances to the noise contours will be considerably less than those shown in Table 12-12. It shall be the function of the site-specific noise analysis to quantify the additional sound attenuation that would result from natural features, such as intervening topography (i.e. hills), structures, or vegetation, which are specific to the location for which the event permit is being processed. Specific information, which shall be included in project-specific noise analyses, is as follows:*

1. *Shielding by Barriers, Structures, or Topography*

   *Shielding of noise sources, which results in reduced sound levels at locations affected by such shielding, can result from intervening noise barriers, structures or topography. Site specific noise studies should include an evaluation of such shielding. If needed for compliance with the County's noise standards, additional shielding of sound sources can be obtained by placing walls or other structures between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. The difference between the distance over a barrier and a straight line between*

*source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.*

*Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path-length-difference for a given increase in barrier height than does a location closer to either source or receiver.*

*As a rule of thumb, sound barriers located relatively close to the source or sensitive receptor generally provide an initial noise reduction of 5 dB once line of sight between the noise source and receiver has been interrupted by the barrier, and an additional noise reduction of approximately 1 dB per foot of barrier height after the barrier intercepts line of sight.*

2. *Shielding and Absorption Provided by Vegetation*

*Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 50 to 100 feet of dense foliage (so that no visual path extends through the foliage) is typically required to achieve a 5 dB attenuation of noise. Thus the use of vegetation as a noise barrier is, therefore, frequently an impractical method of noise control unless large tracts of dense foliage are part of the existing landscape. However, in cases where such vegetation exists between the proposed events and nearby sensitive receptors, an evaluation of the sound attenuation provided by such vegetation should be included in the project-specific noise analysis.*

*Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected.*

*In summary, the effects of vegetation upon noise transmission are minor unless there is considerable intervening vegetation between the source and receptor. Where the amount of intervening vegetation is not substantial, the benefits may be limited to some increased absorption of high frequency sounds and in reducing adverse public reaction to the noise by providing aesthetic benefits.*

3. *Direction of Sound Travel*

   *Sound propagation is not affected by gravity. As a result, sound travels uphill similar to sound traveling downhill, provided all other variables are equal. In cases where sensitive receptors are located above or below a noise source with no intervening structures, topography, or substantial vegetation, no additional shielding offsets should be applied for these features.*

4. *Other Sound Mitigation Options*

   *Other options for sound attenuation which should be considered when evaluating permit applications for winery and farm brewery events include the following:*

   - *Locating the events or loudest components of those events indoors.*
   - *Orienting speakers in directions away from the nearest sensitive receptors.*
   - *Locating speakers in positions which provide the maximum distances to the nearest noise-sensitive receptors.*
   - *Using a larger number of speakers with lower individual output arranged in such a manner as to focus the sound at the desired locations rather than fewer speakers with higher sound output.*
   - *Setting limits on the sound level output of the amplified speech or music equipment.*
   - *Restricting sound amplification equipment entirely.*

Transportation and Circulation

The following section discusses the cumulative transportation and circulation conditions associated with the proposed Zoning Text Amendment. The information contained within this section is based on the Traffic Impact Analysis prepared for the proposed project by KD Anderson & Associates, Inc. (see Appendix G).[15] The Traffic Impact Analysis include an analysis of traffic operations under the following cumulative scenarios:

- **Cumulative No Project Condition:** Traffic volumes associated with cumulative (year 2035) buildout of the project region without traffic generated by the proposed project. The Cumulative No Project Condition includes reasonably certain projected changes to intersection geometry and roadway segments. The Cumulative No Project Conditions

[15] KD Anderson & Associates, Inc. *Traffic Impact Analysis for Placer County Winery and Farm Brewery Ordinance.* April 10, 2019.

scenario establishes a baseline condition for identifying long-term project-related impacts.

- **Cumulative Plus Project Condition:** Traffic associated with the Cumulative No Project Condition plus trips resulting from the proposed Zoning Text Amendment.

The following section considers the incremental impact of the proposed project within the context of long-term traffic conditions in the winery/farm brewery sub-regions. In addition to traffic generated by Agricultural Promotional Events and Special Events at existing, pending, and future study facilities, the analysis of long-term cumulative impacts considers the combined effect of regional traffic growth on study area roads and trips associated with reasonably foreseeable development proposals. A complete list of study roadways and intersections included in this analysis is provided in Chapter 10, Transportation and Circulation, of this EIR.

*Cumulative Traffic Volume Forecasts*

Local agencies have various resources available for estimating background growth on regional transportation facilities. In the case of the winery/farm brewery sub-regions, the study area is generally addressed by the original Placer County regional travel demand forecasting model, as well as subsequent models derived from the Placer County model and created for the North Auburn area, the City of Lincoln, and the Town of Loomis. Such models account for the regional effects of development throughout the SACOG multi-county region. Each model includes known development projects in the County and reflects development that is consistent with adopted General Plans.

Because the winery/farm brewery sub-regions are rural with relatively limited development prospects, Placer County staff reviewed model results and the configuration of each model with regard to the level of detail provided and the reliability of forecasts to determine the best approach for this analysis. Placer County staff also reviewed available traffic studies and Caltrans planning documents and compared traffic model results to historic traffic volume counts on study area roads. Based on the results of the aforementioned review process, Placer County staff determined that the best approach yielding conservative results, while incorporating the effects of growth in all jurisdictions, would assume a uniform annual growth rate of 2.0 percent on each roadway segment. The resulting 20-year growth factor (i.e., 1.49) has been applied to the traffic volume on each roadway and at study intersections.

*Reasonably Foreseeable Projects*

Placer County Planning staff considered the extent of proposed development projects that might add traffic to the winery/farm brewery sub-regions that would not reasonably be addressed by a background growth rate. For the purpose of this analysis, projects within the immediate study area were identified specifically, while projects located at more distant locations were assumed to be part of the background growth rate. Two proposed projects in the immediate study area were identified for the cumulative analysis: the Hidden Falls Regional Park Trails Network Expansion and the Sierra College Boulevard/SR 193 Retail Center. For this analysis, traffic associated with development in the City of Lincoln, the City of Rocklin, and projects south of SR

193, such as Bickford Ranch, the Village at Loomis, and Loomis Costco, are reflected in the background growth rate.

Hidden Falls Regional Park Trails Network Expansion

Placer County is currently preparing a Subsequent EIR (SEIR) to evaluate the impacts of expanding the Hidden Falls Regional Park Trails Network. The park's existing facilities lie north of Mt. Vernon Road and take access from Mt. Vernon Road by way of Mears Lane. The traffic generated by Hidden Falls Regional Park is included in the existing setting used for this analysis. The proposed expansion would add trail connectivity to land to the north and west of the park with expanded multi-use, natural-surface trails; new access points to such areas would be created. While the exact location of new access and new parking facilities is being determined and evaluated in the SEIR, for this cumulative analysis, the expansion is assumed to include up to 441 additional parking spaces, including spaces that are already approved but not yet constructed. The number of additional trips associated with the expansion has been estimated assuming continuing implementation of the peak period reservation system recently enacted at the existing park.

Sierra College Boulevard/SR 193 Retail Center

Placer County has recently been involved in pre-development discussions regarding a possible retail center at the intersection of Sierra College Boulevard and SR 193. The 10-acre development under consideration would require a General Plan Amendment and rezone and would be subject to an EIR prior to consideration by the Placer County Planning Commission and Board of Supervisors. Nonetheless, this analysis assumes the project would be completed under the cumulative scenario to provide a very conservative assessment of cumulative impacts.

*Cumulative Roadway Improvements*

The nature of reasonably certain future improvements to study area roads and intersections was determined based on consideration of projects included in adopted funding mechanisms, such as the Countywide Traffic Mitigation Fee Program, which requires new development within the County to mitigate impacts to the roadway system by paying traffic impact fees. The fees collected through the program, in addition to other funding sources, make it possible for the County to construct roads and other transportation facilities and improvements needed to accommodate new development. The fee was last updated in August of 2017.

The County's fee program and Capital Improvement Program (CIP) is divided into eleven districts, four of which are included in the winery/farm brewery sub-regions. Table 12-13 provides a summary of improvements included in the County's CIP for the benefit districts that include the winery/farm brewery sub-regions. Such improvements are assumed to be in place under cumulative conditions.

**Table 12-13**
**Placer County CIP Projects by Benefit District**

| Roadway | Location | Description of Improvements |
|---|---|---|
| **Auburn Bowman Benefit District** | | |
| Mt. Vernon Road | City of Auburn to Joeger Road | Improve existing two lanes |
| Ophir Road | At Wise Road | Reconstruct pavement |
| SR 49 | Dry Creek Road to Bell Road | Widen to six lanes |
| **Meadow Vista Benefit District** | | |
| Placer Hills Road | I-80 to north of Combie Road | Widen to three lanes |
| **Newcastle/Horseshoe Bar/Penryn Benefit District** | | |
| Bald Hill Road | Mt. Vernon Rd to Lozanos Road | Widen/reconstruct |
| Crater Hill Road | At Chili Hill Road | Realign intersection |
| Chili Hill Road | West of Lozanos Road | Realign horizontal curve |
| Lozanos Road | At Auburn Ravine | Replace bridge |
| | Ophir Road to Wise Road | Shoulder widening |
| Sierra College Boulevard | King Road to English Colony Way | Widen to four lanes |
| | At Delmar Avenue | Signalize |
| Wise Road | Ophir Road to Crater Hill Road | Shoulder widening |
| SR 193 | Taylor Road to Gold Hill Road | Shoulder widening |
| **Placer Central Benefit District** | | |
| Mt. Vernon Road | At Ayers Holmes Road | Improve sight distance |
| | At Mount Pleasant Road | Reconstruct intersection |
| Sierra College Boulevard | English Colony Way to SR 193 | Widen to four lanes |
| SR 193 | Gold Hill Road to Sierra College Boulevard | Shoulder widening |
| | Sierra College Boulevard to City of Lincoln | Widen to four lanes |

*Source: KD Anderson & Associates, Inc., 2019.*

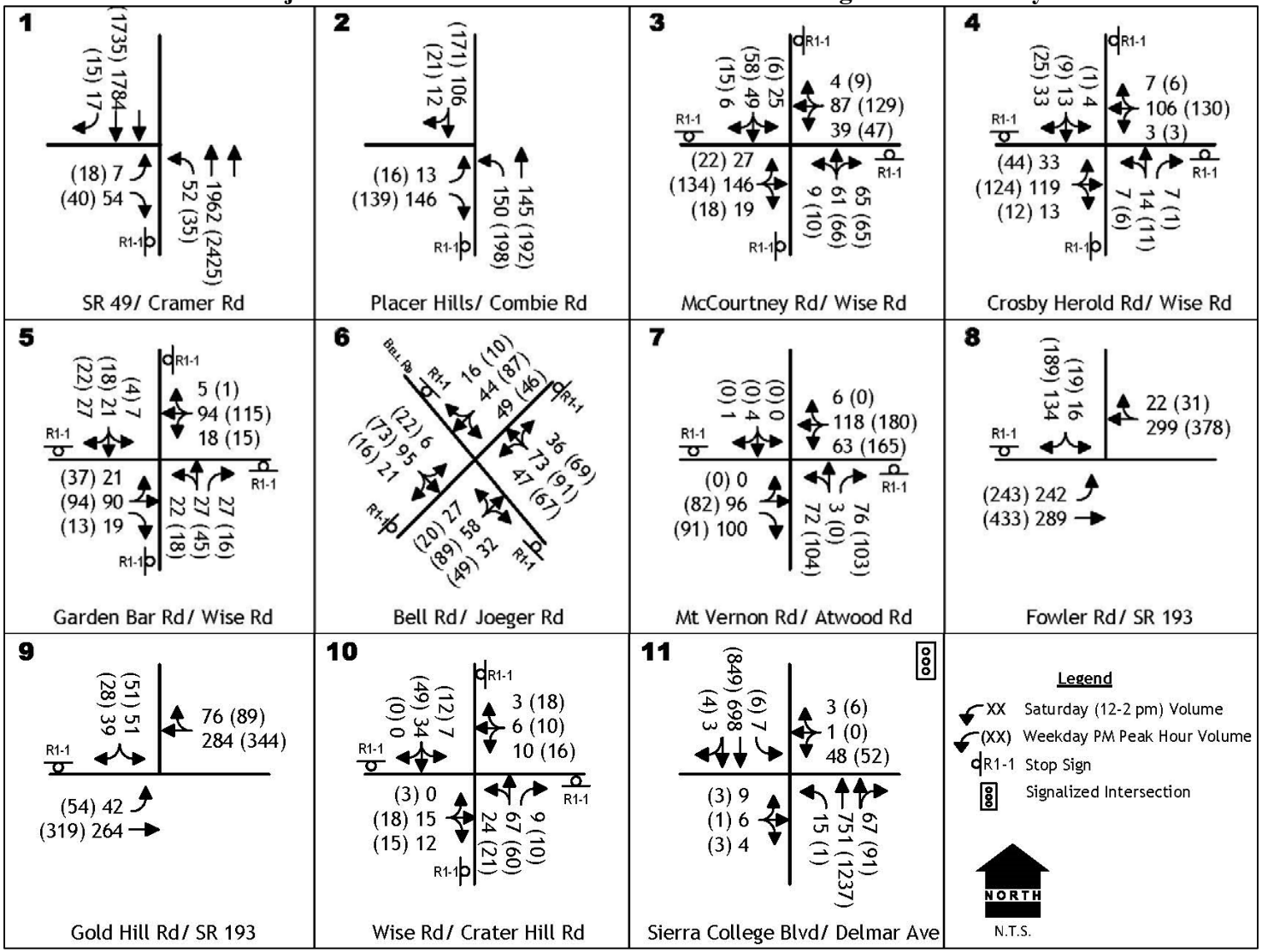
*Cumulative No Project Condition Traffic Volumes and Lane Configurations*

Figure 12-2 presents cumulative peak hour traffic volumes and lane configurations at study intersections under the Cumulative No Project Condition. Such forecasts reflect the identified background growth rate, as well as trips from reasonably foreseeable projects.

*Cumulative Project Trip Generation and Assignment*

Under long-term cumulative conditions, Agricultural Promotional Events and Special Events enabled by the proposed Zoning Text Amendment would generate vehicle trips at existing study facilities and future study facilities. Trip generation associated with both existing and future study facilities is summarized in Table 12-14. As shown in the table, a total of 3,728 new daily trips could be generated during weekdays and Saturdays. Up to 1,044 trips could be generated during the weekday PM peak hour, with a similar number of trips generated during the Saturday afternoon peak hour.

**Figure 12-2**
**Cumulative No Project Condition Traffic Volumes and Lane Configurations – Study Intersections**




*Source: KD Anderson & Associates, Inc., 2019.*

**Table 12-14**
**Project Trip Generation at Existing and Future Study Facilities**

| Description | Quantity | Weekday | | | | Saturday | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Daily | PM Peak Hour | | | Daily | Afternoon Peak Hour | | |
| | | | In | Out | Total | | In | Out | Total |
| **Existing Study Facilities** | | | | | | | | | |
| **Subtotal Existing Facilities** | **10** | **904** | **126** | **126** | **252** | **904** | **232** | **20** | **252** |
| **Pending Study Facilities** | | | | | | | | | |
| Medium parcel-sized (Dueling Dogs Brewing Co.) | 1 | 88 | 12 | 12 | 24 | 88 | 22 | 2 | 24 |
| **Subtotal Pending Facilities** | **1** | **88** | **12** | **12** | **24** | **88** | **22** | **2** | **24** |
| **Future Study Facilities** | | | | | | | | | |
| Medium parcel-sized | 22 | 1,936 | 264 | 264 | 528 | 1,936 | 484 | 44 | 528 |
| Large parcel-sized | 8 | 800 | 120 | 120 | 240 | 800 | 224 | 16 | 240 |
| **Subtotal Future Facilities** | **30** | **2,736** | **384** | **384** | **768** | **2,736** | **708** | **60** | **768** |
| ***Total Study Facilities*** | ***41*** | ***3,728*** | ***522*** | ***522*** | ***1,044*** | ***3,728*** | ***962*** | ***82*** | ***1,044*** |

*ource: KD Anderson & Associates, Inc., 2019.*

The assignment of project traffic to the local area street system reflects the alternative routes available between various existing and future study facility locations and ultimate destinations. The choice of access route was determined based on the relative difference in travel time along each route. Using the regional trip distribution assumptions noted previously, winery and farm brewery trips were assigned to the local street system based on the least time path to each destination. Lane configurations and "project only" traffic volumes resulting from additional Agricultural Promotional Events and Special Events at existing, pending, and future study facilities are shown in Figure 12-3.

*Cumulative Impacts and Mitigation Measures*

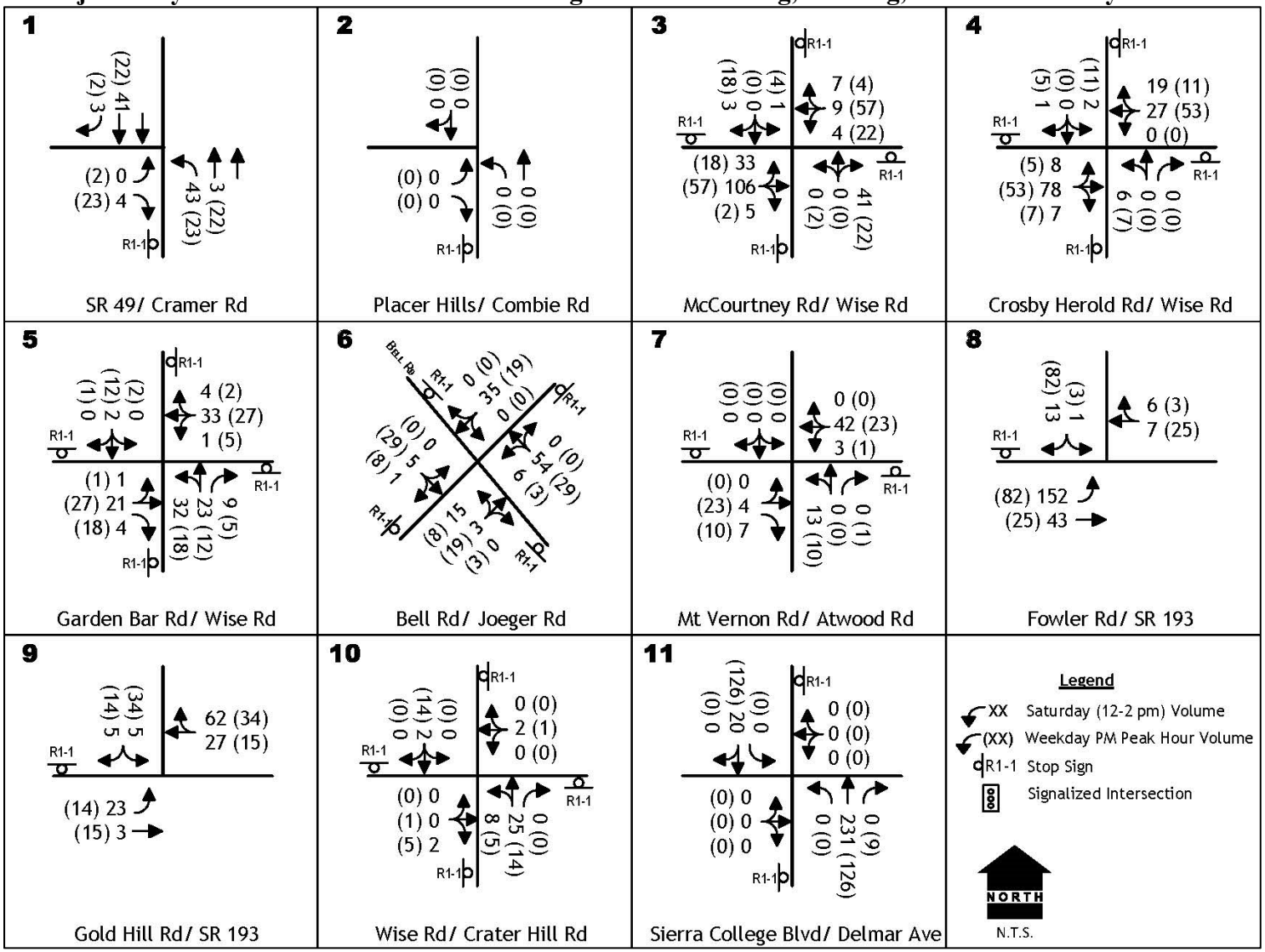
Cumulative impacts on the transportation system are evaluated in this section based on the applicable level of service (LOS) thresholds for study intersections and roadways, presented in Chapter 10, Transportation and Circulation, of this EIR, and the methodology described above.

**12-9 Study roadway segments under the Cumulative Plus Project Condition. Based on the analysis below, the cumulative impact is *less than significant.***

Cumulative traffic volumes were created by applying the uniform annual traffic growth rate of 2.0 percent for 20 years (i.e., overall factor of 1.49) and by superimposing the trips associated with reasonably foreseeable projects, as well as the vehicle trips associated with additional by-right events enabled by the proposed Zoning Text Amendment at 10 existing study facilities, one pending facility, and 30 future study facilities.

Table 12-15 below summarizes average daily volumes and LOS for the study roadway segments under the Cumulative No Project and Cumulative Plus Project Conditions.

**Figure 12-3**
**Project Only Traffic Volumes and Lane Configurations: Existing, Pending, and Future Study Facilities**




*Source: KD Anderson & Associates, Inc., 2019.*

**Table 12-15**
**Study Roadway LOS – Cumulative Plus Project Condition**

| | | | | Roadway Daily Volume and Segment LOS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Weekday | | | | | Saturday | | | | |
| | | | | Cumulative No Project | | Cumulative Plus Project | | | Cumulative No Project | | Cumulative Plus Project | | |
| | | | | | | Daily Volume | | | | | Daily Volume | | |
| # | Roadway | Segment | Class | Daily Volume | LOS | Project | Total | LOS | Daily Volume | LOS | Project | Total | LOS |
| A | Auburn – Folsom Rd | South of King Rd | Rural Arterial | 12,740 | B | 44 | 12,784 | B | 12,250 | B | 44 | 12,294 | B |
| B | Ayers Holmes Rd | Mt. Vernon Rd to Wise Rd | Local Road | 630 | A | 108 | 738 | A | 760 | A | 108 | 868 | A |
| C | Bald Hill Rd | Wise Rd to Mt. Vernon Rd | Rural Collector | 1,945 | B | 86 | 2,031 | B | 1,525 | A | 86 | 1,611 | B |
| D | Baxter Grade Rd | Wise Rd to Mt. Vernon Rd | Rural Collector | 1,520 | A | 229 | 1,749 | B | 1,115 | A | 229 | 1,344 | A |
| E | Bell Rd | Lone Star Rd to Cramer Rd | Rural Collector | 867 | A | 238 | 1,105 | A | 782 | A | 238 | 1,020 | A |
| F | Bell Rd | Joeger Rd to Cramer Rd | Rural Collector | 2,230 | B | 242 | 2,472 | B | 2,480 | B | 242 | 2,722 | B |
| G | Chili Hill Rd | Lozanos Rd to Gold Hill Rd | Rural Collector | 530 | A | 116 | 646 | A | 385 | A | 116 | 501 | A |
| H | Combie Rd | Placer Hills Rd to end | Rural Collector | 3,995 | B | 0 | 3,995 | B | 3,630 | B | 0 | 3,630 | B |
| I | Cramer Rd | Bell Rd to SR 49 | Local Road | 1,080 | A | 228 | 1,308 | A | 1,410 | A | 228 | 1,638 | B |
| J | Crosby Herold Rd | Wise Rd to Meadow Creek Rd | Local Road | 880 | A | 108 | 988 | A | 1,150 | A | 108 | 1,258 | A |
| K | Delmar Ave | Sierra College Blvd to Citrus Colony Rd | Rural Collector | 1,675 | A | 0 | 1,675 | A | 1,720 | A | 0 | 1,720 | A |
| L | Fowler Rd | SR 193 to Virginiatown Rd | Rural Collector | 5,155 | B | 738 | 5,893 | B | 5,290 | B | 738 | 6,028 | C |
| M | Fleming Rd | Gladding Rd to McCourtney Rd | Local Road | 65 | A | 44 | 109 | A | 135 | A | 44 | 179 | A |
| N | Fruitvale Rd | Fowler Rd to Gold Hill Rd | Rural Collector | 2,210 | B | 222 | 2,432 | B | 1,740 | B | 222 | 1,962 | B |
| O | Gold Hill Rd | SR 193 to Virginiatown Rd | Rural Collector | 2,290 | B | 392 | 2,682 | B | 2,725 | B | 392 | 3,117 | B |
| P | Horseshoe Bar Rd | Val Verde Rd to Auburn – Folsom Rd | Rural Collector | 5,270 | C | 40 | 5,310 | C | 3,645 | B | 40 | 3,685 | B |
| Q | Lone Star Rd | Bell Rd to SR 49 | Local Road | 2,255 | B | 14 | 2,369 | B | 2,560 | B | 14 | 2,574 | B |
| R | McCourtney Rd | Wise Rd to Big Bend Rd | Rural Arterial | 1,770 | A | 188 | 1,958 | A | 1,770 | A | 188 | 1,958 | A |
| S | Millertown Rd | Wise Rd to Mt. Vernon Rd | Rural Collector | 225 | A | 0 | 225 | A | 200 | A | 0 | 200 | A |
| T | Mt. Vernon Rd | Wise Rd to Meyers Ln | Rural Collector | 3,085 | B | 218 | 3,303 | B | 4,140 | B | 218 | 4,358 | C |
| U | Mt. Vernon Rd | Vineyard Dr to Millertown Rd | Rural Collector | 4,450 | C | 302 | 4,752 | C | 3,925 | B | 302 | 4,227 | C |
| V | Nicolaus Rd | West of Dowd Rd | Rural Arterial | 4,555 | A | 0 | 4,555 | A | 3,480 | A | 0 | 3,480 | A |
| W | Placer Hills Rd | I-80 to Combie Rd | Rural Arterial | 14,075 | C | 0 | 14,075 | C | 10,860 | B | 0 | 10,860 | B |
| X | Ridge Rd | Gold Hill Rd to SR 193 | Rural Collector | 1,175 | A | 0 | 1,175 | A | 940 | A | 0 | 940 | A |
| Y | Sierra College Blvd | South of King Rd | Rural Arterial | 21,370 | A | 1,038 | 22,408 | A | 19,180 | A | 1,038 | 20,218 | A |
| Z | SR 193 | Sierra College Blvd to Fowler Rd | State Highway | 10,980 | B | 876 | 11,856 | B | 11,420 | B | 876 | 12,296 | B |
| AA | Virginiatown Rd | Lincoln limits to Fowler Rd | Rural Collector | 1,150 | A | 298 | 1,448 | A | 1,460 | A | 298 | 1,758 | A |
| BB | Wise Rd | McCourtney Rd to Crosby Herold Rd | Rural Arterial | 3,840 | A | 760 | 4,600 | A | 4,360 | A | 760 | 5,120 | A |
| CC | Wise Rd | Crosby Herold Rd to Garden Bar Rd | Rural Arterial | 2,840 | A | 364 | 3,204 | A | 3,125 | A | 364 | 3,489 | A |
| DD | Wise Rd | Garden Bar Rd to Mt. Vernon Rd | Rural Arterial | 2,205 | A | 298 | 2,503 | A | 2,260 | A | 298 | 2,558 | A |
| EE | Wise Rd | Baxter Grade Rd to Crater Hill Rd | Rural Collector | 1,735 | B | 96 | 1,831 | B | 1,365 | A | 96 | 1,461 | A |
| FF | Wise Rd | Bald Hill Rd to Ophir Rd | Rural Collector | 1,485 | A | 48 | 1,533 | A | 1,340 | A | 48 | 1,388 | A |

*Source: KD Anderson & Associates, Inc., 2019*

As shown in the table, additional Agricultural Promotional Events and Special events enabled by the proposed Zoning Text Amendment at existing, pending, and future study facilities would increase the volume of traffic along the study roadway segments. However, all study roadway segments would continue to operate within accepted Placer County minimum LOS minimum standards for rural areas (LOS C, except within one half-mile of a State highway where, LOS D is acceptable). Therefore, traffic generated by the proposed Zoning Text Amendment at existing, pending, and future study facilities, in combination with traffic from other cumulative development, would result in a ***less than significant*** cumulative impact on cumulative roadway conditions.

Mitigation Measure(s)
*None required.*

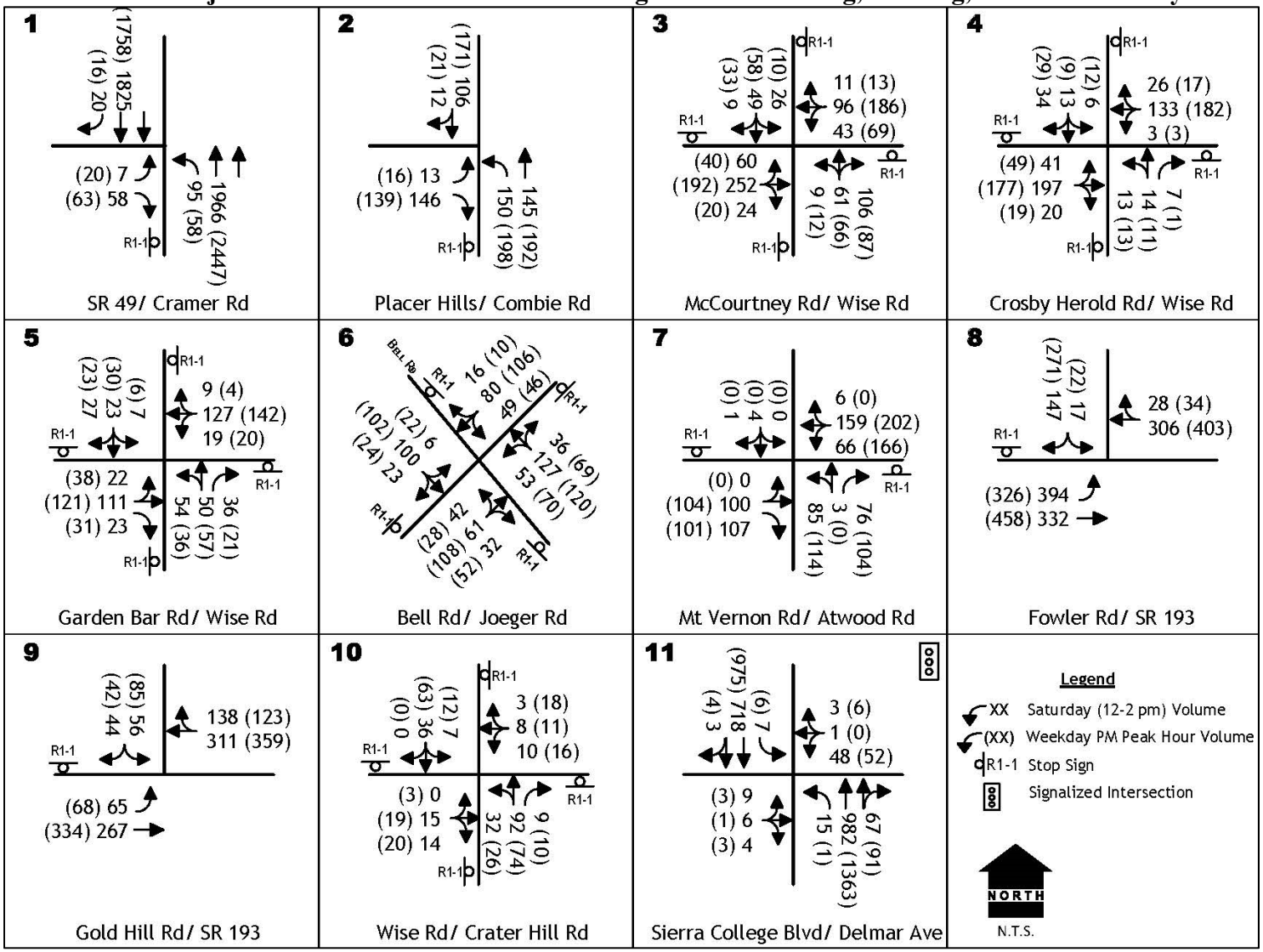
**12-10 Study intersections under Cumulative Plus Project Conditions. Based on the analysis below, impacts to all study intersections under Cumulative Plus Project Conditions would be less than significant, with the exception of the SR 49/Cramer Road intersection. Given the lack of feasible mitigation, the project's incremental contribution to the significant cumulative impacts at the SR 49/Cramer Road intersection would be *cumulatively considerable* and *significant and unavoidable.***

The traffic volumes and lane configurations occurring under Cumulative Plus Project Conditions are shown in Figure 12-4 below.

Table 12-16 below summarizes operations at each of the unsignalized study intersections under the Cumulative No Project and Cumulative Plus Project Conditions during weekday PM and Saturday afternoon peak hours. Where the project would cause operations to deteriorate below an acceptable level, a significant impact would occur if the intersection meets the MUTCD traffic signal warrant. Where deficient conditions are projected with and without the addition of project traffic, a significant impact would occur if the intersection meets the MUTCD traffic signal warrant and the project would cause the overall average delay at the intersection to increase by 2.5 seconds or more. For study intersections within Placer County, LOS C is the minimum acceptable standard, except within one half-mile of a State highway, where LOS D is acceptable.

As shown in Table 12-16, the SR 49/Cramer Road would operate unacceptably (LOS E) without project traffic during the weekday PM peak hour. All other study intersections would operate acceptably during the weekday PM and Saturday afternoon peak hours.

**Figure 12-4**
**Cumulative Plus Project Traffic Volumes and Lane Configurations: Existing, Pending, and Future Study Facilities**




*Source: KD Anderson & Associates, Inc., 2019.*

**Table 12-16**
**Study Intersection LOS – Cumulative Plus Project Condition**

| # | Intersection | Control | Weekday PM Peak Hour | | | | Saturday Afternoon Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Cumulative No Project | | Cumulative Plus Project | | Cumulative No Project | | Cumulative Plus Project | |
| | | | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS | Average Delay (sec/veh) | LOS |
| 1 | SR 49/Cramer Rd (overall) Eastbound Approach | EB Stop | **(35.0) 46.2** | **(E) E** | **(41.8) 58.6** | **(E) F** | (26.8) 33.5 | (D) D | (30.3) **40.8** | (D) **E** |
| 2 | Placer Hills Rd/Combie Rd (overall) Southbound Approach | SB Stop | (9.9) 12.1 | (A) B | (9.9) 12.1 | A B | (9.2) 10.5 | (A) B | (9.2) 10.5 | (A) B |
| 3 | Wise Rd/McCourtney Rd | AWS | 9.4 | A | 11.4 | B | 9.5 | A | 12.8 | B |
| 4 | Wise Rd/Crosby Herold Rd | AWS | 8.2 | A | 9.0 | A | 8.0 | A | 8.9 | A |
| 5 | Wise Rd/Garden Bar Rd | AWS | 8.5 | A | 9.3 | A | 8.2 | A | 8.9 | A |
| 6 | Bell Rd/Joeger Rd | AWS | 9.8 | A | 11.0 | B | 8.7 | A | 9.5 | A |
| 7 | Mt. Vernon Rd/Atwood Rd (overall) Northbound Approach | NB Stop | (11.4) 14.4 | (B) B | (13.0) 17.3 | (B) C | (8.8) 11.3 | (A) B | (9.5) 11.8 | (A) B |
| 8 | SR 193/Fowler Rd (overall) Southbound Approach | SB Stop | (14.3) 20.2 | (B) C | (23.8) **39.3** | (C) **E** | (10.9) 14.4 | (B) B | (12.7) 20.4 | (B) C |
| 9 | SR 193/Gold Hill Rd (overall) Southbound Approach | SB Stop | (14.3) 18.2 | (B) C | (19.4) 25.0 | (C) D | (12.4) 14.3 | (B) B | (13.1) 16.1 | (B) C |
| 10 | Wise Rd/Crater Hill Rd | AWS | 7.9 | A | 8.1 | A | 7.9 | A | 8.2 | A |
| 11 | Sierra College Blvd/Delmar Ave | Signal | 6.5 | A | 6.4 | A | 7.2 | A | 6.9 | A |

Notes:
- (XX) indicates overall weighted average delay and LOS for movements yielding right-of-way.
- **Bold** indicates applicable LOS threshold exceeded.
- **Highlight** indicates a significant impact.
- AWS = all-way stop.

*Source: KD Anderson & Associates, Inc., 2019.*

SR 49/Cramer Road

Because conditions exceed LOS D with and without the project under the cumulative condition, the significance of the project's incremental impact at intersections controlled by side street stop signs is based on the incremental change in delay and is also predicated on satisfaction of peak hour traffic signal warrants. In this case, because the incremental change in overall delay (6.8 seconds) exceeds the increment allowed under Placer County methodology (i.e., 2.5 seconds), and projected traffic volumes satisfy peak hour warrants at this time, the project's incremental impact is significant at this intersection.

Conclusion

Based on the above, the proposed project would result in a ***cumulatively considerable*** contribution to the cumulative impact at the SR 49/Cramer Road intersection.

Mitigation Measure(s)

Any improvements to the SR 49/Cramer Road intersection would be subject to approval by Caltrans. As noted in Chapter 10, Transportation and Circulation, of this EIR, Caltrans and Placer County have considered future installation of roundabouts at selected intersections along the SR 49 corridor between Auburn and the Bear River. Installation of a two-lane roundabout at the SR 49/Cramer Road intersection would result in acceptable operations; however, the intersection may be better served by limiting intersection movements to right-turns only in concert with U-turn opportunities at future roundabouts at nearby intersections. Alternatively, signalization of the SR 49/Cramer Road intersection would result in LOS D conditions, which would satisfy the County's minimum LOS standard.

Any intersection improvement that involves stopping traffic on mainline State highways is subject to an additional level of analysis before a decision can be made as to the applicable choice of traffic control.

Current Caltrans policy requires that an Intersection Control Evaluation (ICE) report be prepared to analyze the best choice among all-way stop, traffic signal, or roundabout intersection improvement options. As such, preparation of an ICE report would be required for the SR 49/Cramer Road intersection prior to implementation of improvements.

Furthermore, funding sources have not been identified for improvements to the SR 49 corridor north of Dry Creek Road. Placer County could elect to identify a strategy for the overall traffic controls in the area and update the Traffic Impact Fee Program to address the local share of improvement costs. However, while future study facilities may contribute their fair share to the cost of SR 49 corridor improvements by paying into the Traffic Impact Fee Program, Placer County cannot guarantee that improvements to the SR 49/Cramer Road intersection would occur. As such, in the absence of feasible mitigation beyond that which is included below, the project's incremental contribution to

the cumulatively considerable impact to the SR 49/Cramer Road intersection would remain *cumulatively considerable* and *significant and unavoidable*.

*12-10* *Prior to issuance of any Building Permits, future wineries and farm breweries shall be subject to the payment of traffic impact fees that are in effect in the area of development, pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) shall be required and shall be paid to Placer County DPWF:*

*A. County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code*
*B. South Placer Regional Transportation Authority (SPRTA)*

*The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete.* ***(ESD)***

Utilities and Service Systems

**12-11 Increase demand on utilities and service systems. Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.**

By-right Agricultural Promotional Events and Special Events enabled by the proposed Zoning Text Amendment would result in increased demand on water supply, wastewater treatment and conveyance, and solid waste services at existing and future study facilities.

Water Supply

As noted in Chapter 11 of this EIR, this section evaluates the question as to whether sufficient water supplies are available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

Providing water to the public is a regulated activity under the California Health and Safety Code. The currently adopted Winery Ordinance requires the facility owner to provide bottled water for consumption if more than 25 people in a 60-day period are served, unless otherwise approved by the County Environmental Health Division. The proposed project would clarify potable water standards in accordance with State regulations. For example, if a facility serves more than 24 people daily, 60 days or more per year, then a public water system shall be required, pursuant to Section E.7 of the proposed Zoning Text Amendment and the California Safe Drinking Water Act (Section 116275 of the California Health and Safety Code). The type of public water system required would be a Transient-Noncommunity water system, which includes restaurants, campgrounds, small wineries, motels and other non-residential facilities. Such a public water system requires a permit from the State Water Resources Control Board (SWRCB), Division of Drinking Water.

Future study facilities seeking to host more than 24 people daily, 60 days or more per year, as result of the proposed Zoning Text Amendment, would be required to install a public water system and obtain a permit from the SWRCB. Site occupancy and anticipated uses of a facility are the primary factors in determining whether a Transient-Noncommunity (TNC) public water system will be required. Therefore, water use associated with Agricultural Promotional Events and Special Events at future study facilities would be factored into the County's determination of whether a TNC public water system would be required. As building permit applications for new study facilities are submitted to the County, such applications would be reviewed by the Placer County Environmental Health Department to determine TNC public water system requirements. Any future study facilities not providing a TNC public water system would be required by the County to sign a Declaration of Small Water System Status, which verifies that provision of a state small water system, rather than a public water system, is appropriate for the facility based on the number of service connections provided, the number of days that the facility is operational, the population served on a daily basis, and the number of days in a year that at least 25 people will be served. Any violation of TNC public water system requirements is a code enforcement issue. Therefore, the County would ensure that water systems at existing and future study facilities would be adequate to accommodate planned uses, including Agricultural Promotional Events and Special Events.

As discussed in Chapter 11, Utilities and Service Systems, of this EIR, the proposed Zoning Text Amendment would result in an increased water demand of approximately 0.174 million gallons per year (mgy) at each medium parcel-sized facility and 0.197 mgy at each large parcel-sized facility. As discussed throughout this chapter, this EIR assumes that 30 future study facilities would be developed within the winery/farm brewery sub-regions, including eight large parcel-sized facilities and 22 medium parcel-sized facilities. In addition, this cumulative analysis assumes future operation of the pending Dueling Dogs Brewing Co. farm brewery. Thus, Agricultural Promotional Events and Special Events occurring at pending and future study facilities would result in a total annual water demand of 5.578 mgy. Because this EIR assumes a frequency of events that is greater than what would likely occur, the actual increase in yearly water demand occurring as a result of the proposed project would likely be lower.

Based on the above, the net increase in water demand occurring at existing and future study facilities as a result of the proposed Zoning Text Amendment would be relatively modest (approximately 7.364 mgy). Furthermore, future study facilities would likely rely on groundwater from either the North American Subbasin of the Sacramento Valley Groundwater Basin or fractured groundwater systems within the Sierra Nevada Regional Study Unit. As discussed in Chapter 11, Utilities and Service Systems, of this EIR, both groundwater systems are capable of providing a stable, reliable water supply source. Per the Northwest California Water Association (NCWA), during the recent 2016 drought in California, groundwater aquifers in western Placer County fared much better than other

areas of the state.[16] From Spring 2012 to Spring 2016, water levels dropped only about four to five feet in the southwest corner of the County where the lowest groundwater levels occur. In addition, following drought conditions, groundwater levels have recovered substantially as a result of wetter winter conditions. Meanwhile, in the eastern portion of the basin, along the foothills of the Sierra, many wells never declined at all due to the drought and the 2017 rains, along with reduced pumping, have filled aquifers above where they were prior, if not higher.

Therefore, adequate water supplies would be available to support the additional demand created by the proposed project, as well as water demand associated with existing, pending, and planned development within the winery and farm brewery sub-regions. A significant cumulative impact related to water supply would not occur.

Wastewater

Wastewater treatment for events occurring at future study facilities would most likely be provided by on-site private septic systems. Per the Placer County Environmental Health Department, septic systems are conservatively sized to avoid potential issues with inadequate service. For commercial uses located on properties that allow residential uses, septic systems are required to be separate facilities. As noted in Chapter 11, Utilities and Service Systems, of this EIR, in order to accommodate peak wastewater flows associated with events allowed under the proposed Zoning Text Amendment, a minimum septic tank size of 1,250 gallons is required for large parcel-sized facilities and a minimum tank size of 1,000 gallons is required for medium parcel-sized facilities.

Septic systems at the existing future facilities would be sized for the occupancy and anticipated uses of the facilities. Maintenance of each septic system is the sole responsibility of the property owner and ongoing use of the septic systems, as well as any alterations or additions to the septic system, is subject to the rules and regulations of the Placer County Environmental Health Department. Septic systems are typically designed by third party consultants, such as professional geologists, engineers, or registered Environmental Health Specialists, that are hired to design a septic system adequate for the intended use. Consultants take into account the following factors when designing a septic system: soil type; land availability; land use; and description of operational frequency. During the building permit approval process, septic replacement areas are required to be shown on all site plans that are submitted for review by the Environmental Health Department to ensure the systems would function in accordance with such factors. Therefore, for future study facilities which are served by a private septic system, sufficient capacity would be provided to accommodate by-right Agricultural Promotional Events and Special Events.

[16] Northern California Water Association. *Drought resilience and conjunctive use in West Placer County: what more (should?) be done?* 2017.

For future study facilities that connect to public wastewater systems, payment of sewer connection fees would be required prior to receipt of wastewater service in accordance with the requirements of the Placer County Facilities Services Department. Such fees are used to fund needed improvements to the County's wastewater treatment and collection infrastructure. At the time of connection, future study facilities would be subject to County review to ensure that adequate wastewater utilities are available to serve the proposed uses.

Because future study facilities, as well as other pending and planned development in the project region, would be required to comply with all applicable Placer County Environmental Health Department regulations related to provision of adequate on-site septic systems or connect to the County's existing wastewater treatment and conveyance infrastructure, a less-than-significant cumulative impact would occur related to wastewater utilities.

Solid Waste

Most solid waste collected in unincorporated Placer County is delivered to the WPWMA MRF where waste is processed, recyclables are recovered, and residuals are disposed. As a result of the proposed project, by-right Agricultural Promotional Events and Special Events occurring at existing and future wineries and farm breweries within the County could increase the operational solid waste generation associated with such facilities. Solid waste collection services would be provided by Recology Auburn Placer and the WRSL and MRF.

The 320-acre WRSL has a remaining capacity of 24,468,271 cubic yards,[17] a maximum daily throughput of 1,900 tons, and a permitted lifespan extending to 2058.[18] The remaining daily capacity of the facility is approximately 823 tons, or approximately 300,395 tons per year. The MRF has a permitted processing limit of 2,200 tons per day and 1,014 vehicles per day. The average weekday tonnage received at the MRF for 2016/2017 was 1,191 tons, which is 1,009 tons per day less than the permitted amount.[19] Considering the remaining daily capacity at the MRF is 1,009 tons, the MRF has a remaining annual capacity of at least 368,285 tons.

According to a targeted waste characterization study prepared by the California Environmental Protection Agency (CalEPA) Integrated Waste Management Board, public venues and events typically result in a waste disposal rate of approximately 172 pounds per 100 visitors. As discussed in Chapter 11, Utilities and Service Systems, of this EIR, the proposed Zoning Text Amendment could result in up to 11,600 additional yearly attendees at medium parcel-sized facilities and up to 13,100 additional yearly

[17] Western Placer Waste Management Authority. *Comment Letter: Lincoln Meadows Draft Environmental Impact Report*. December 11, 2017.

[18] Western Placer Waste Management Authority. *About WPWMA*. Available at http://www.wpwma.com/about-wpwma/. Accessed March 2017.

[19] Western Place Waste Management Authority. *Joint Technical Document* [pg. 2-5]. Revised August 2017.

attendees at large parcel-sized facilities. Consequently, events at the 22 future medium parcel-sized study facilities and the pending Dueling Dogs Brewing Co. farm brewery could generate up to approximately 458,896 pounds of solid waste. Additional events at the eight large parcel-sized facilities could generate up to approximately 180,256 pounds of solid waste. Thus, implementation of the proposed project could result in the generation of up to approximately 639,152 pounds per year, or 320 tons, at pending and future study facilities. As discussed in Chapter 11, by-right events at existing study facilities would generate up to 103 tons of waste per year. Therefore, the WRSL and MRF would have sufficient remaining annual capacity to accommodate additional solid waste generation at both existing and future study facilities, in addition to solid waste generation that has been previously anticipated for other existing, pending, and planned development within the winery and farm brewery sub-regions. A significant cumulative impact related to solid waste would not occur.

Conclusion

Based on the above, by-right events allowed under the proposed Zoning Text Amendment at existing and future study facilities within the project region would increase demand for water supply, wastewater, and solid waste utilities. However, utility providers employ various programs and mechanisms to support provision of services to new development. For example, Placer County has adopted development fees consistent with State law to facilitate the provision of public services for projects consistent with the buildout of the General Plan, and various utility providers charge connection fees and recoup costs of new infrastructure, including wastewater treatment infrastructure, through standard billings for services. In addition, for future study facilities served by private septic systems, impacts related to wastewater would not be cumulative but, rather, would be limited to each individual facility.

Therefore, the proposed Zoning Text Amendment, combined with buildout of the winery/farm brewery sub-regions, would result in a ***less-than-significant*** cumulative impact related to utilities and service systems.

Mitigation Measure(s)
*None required.*

## 12.3 ENERGY CONSERVATION

Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of a proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

(1) Decreasing overall per capita energy consumption;
(2) Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
(3) Increasing reliance on renewable energy sources.

The main forms of available energy supply are electricity, natural gas, and oil. A description of the California Green Building Standards Code, with which future study facilities would be required to comply, as well as discussions regarding the proposed project's potential effects related to each form of energy supply during construction and operations is provided below.

**California Green Building Standards Code**

The 2016 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the CBSC, which became effective with the rest of the CBSC on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

**Operational Energy Use**

In order to ensure energy implications are considered in project decisions, Appendix F of the CEQA Guidelines requires a discussion of the potential energy impacts of a project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F identifies several potential methods of evaluating a project's energy use, which are listed as follows and discussed in further detail below:

- The project's energy requirements and energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As discussed in Chapter 5, Air Quality, of this EIR, the existing study facilities currently use propane and other fossil fuel sources for generators, heaters, and other operations. In addition, operation of such facilities involves electricity consumption related to lighting, space heating, and other systems. Although the Agricultural Promotional Events and Special Events enabled at such facilities by the proposed Zoning Text Amendment could involve the use of stationary equipment and the consumption of energy, such energy use would likely occur during normal tasting room operations. For instance, both an event and normal tasting room operations would require energy for lighting and heating, and normal tasting room operations may require the use of generators for supplemental energy or vendor food preparation. Therefore, increased energy demands occurring as a result of the proposed project would be relatively minor relative to existing demands. Furthermore, such minor increases in demand would be accommodated by existing gas and electricity infrastructure at the facilities.

The primary increase in energy use associated with the proposed Zoning Text Amendment would be vehicle traffic generated by Agricultural Promotional Events and Special Events. Based on CalEEMod outputs for the proposed project (see Appendix E), average daily VMT associated with events at existing study facilities would be approximately 2,941 miles. For existing and future facilities combined, daily VMT would be approximately 12,128 miles. Accounting for a total of 105 'event days' assumed to occur each year, by-right events occurring at existing and future study facilities, total annual VMT associated with Agricultural Promotional Events and Special Events would be 1,273,418.

The average fuel economy for the U.S. passenger vehicle fleet was 24 miles per gallon (mpg) in 2016, the most recent year such data is available.[20] An average of 24 mpg and an annual combined VMT of 1,273,418 would result in the consumption of approximately 1,263 barrels of gasoline a year. California is estimated to consume approximately 672 million barrels of petroleum per year.[21] Based on the annual consumption within the State, events occurring by-right at existing and future facilities under the proposed Zoning Text Amendment would result in a 0.00019 percent increase in the State's current consumption of gasoline. California leads the nation in registered alternatively-fueled and hybrid vehicles. In addition, State-specific regulations encourage fuel efficiency and reduction of dependence on oil. Improvements in

[20] U.S. Energy Information Administration. *Total Energy, Table 1.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy*. Available at: https://www.eia.gov/totalenergy/data/browser/?tbl=T01.08#/?f=A&start=200001. Accessed October 2018.

[21] U.S. Energy Information Administration. *California: State Profile and Energy Estimates*. Available at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA. Accessed October 2018.

vehicle efficiency and fuel economy standards help to reduce consumption of gasoline and reduce the State's dependence on petroleum products. Thus, events occurring under the proposed Zoning Text Amendment would not be considered to result in the inefficient or wasteful consumption of transportation energy.

Based on the above, the proposed Zoning Text Amendment would result in a slight increase in energy consumption at existing and future study facilities. However, such facilities would comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Accordingly, the proposed Zoning Text Amendment would not be considered to result in a wasteful, inefficient, or unnecessary usage of energy, and impacts related to operational energy would be considered less than significant.

## 12.4 Significant Irreversible Environmental Changes

Per CEQA Guidelines Section 15126.2(c), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

While the proposed Zoning Text Amendment could result in an increased number of events at existing and future study facilities within the County, as noted above, energy use associated with such events would not be considered wasteful, inefficient, or unnecessary. Therefore, the proposed project would not likely result in or contribute to any significant irreversible environmental effects.

## 12.5 Growth-Inducing Impacts of the Proposed Project

State CEQA Guidelines section 15126.2(d) requires an EIR to evaluate the potential growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth, or by encouraging and/or facilitating other activities that could induce growth. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is

needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The CEQA Guidelines are clear that while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. This analysis examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see *CEQA Guidelines*, Section 15126.2[d]):

1. Foster population and economic growth and construction of housing.
2. Eliminate obstacles to population growth.
3. Affect service levels, facility capacity, or infrastructure demand.
4. Encourage or facilitate other activities that could significantly affect the environment.

**Foster population and economic growth and construction of housing**

As discussed in the Initial Study prepared for the proposed project (see Appendix D), the proposed Zoning Text Amendment would not result in substantial population growth within the project area, either directly or indirectly. By allowing for increased flexibility with regard to the number of events permitted annually, the proposed changes to the adopted Winery Ordinance could allow for economic growth at existing and future wineries and farm breweries within the County. However, such growth would be supportive of continued agricultural production within the County and would occur within areas where wineries and farm breweries are currently acceptable uses per the Placer County Code. Thus, while the project would foster economic growth, such growth would be similar to what has been previously anticipated for the project region, and a less-than-significant impact related to population and economic growth would occur.

**Eliminate obstacles to population growth**

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services, would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

The proposed Zoning Text Amendment would not require or result in the extension of major public infrastructure. As noted in Chapter 11, Utilities and Service Systems, of this EIR, study facilities within the County could be required to install new public water well systems in order to accommodate the increased number of Agricultural Promotional Events and Special Events allowable by right under the proposed Zoning Text Amendment; however, such wells would be sized to serve individual facilities, and would be financed by each facility owner. Consequently, the construction of on-site water infrastructure would not be anticipated to result in elimination of obstacles to population growth, and a less-than-significant impact would occur.

**Affect service levels, facility capacity, or infrastructure demand**

As discussed in the Initial Study prepared for the proposed project (see Appendix D), physical improvements to existing fire and police facilities or construction of new facilities would not be required in order to accommodate the increased number of Agricultural Promotional Events and Special Events that would be allowable by right under the proposed changes to the Winery Ordinance. Furthermore, the proposed Zoning Text Amendment would not increase demand on schools, parks, or other governmental facilities to the extent that additional facilities would be required, the construction of which could cause physical environmental effects. In addition, as discussed in Chapter 11, Utilities and Service Systems, of this EIR, only one of the existing study facilities, Casque at Flower Farm, currently receives public water and sewer service; all other study facilities are served by on-site wells and septic systems. As noted in Chapter 11, the additional events occurring under the proposed Zoning Text Amendment would not result in the construction of new or expanded water and wastewater infrastructure.

Therefore, growth associated with the proposed Zoning Text Amendment would not adversely affect service levels, facility capacity, or infrastructure demand such that significant environmental impacts would occur.

**Encourage or facilitate other activities that could significantly affect the environment**

This EIR provides a comprehensive assessment of the potential for environmental impact associated with implementation of the proposed Zoning Text Amendment. Please refer to Chapters 4 through 11 of this EIR, as well as the cumulative impact discussions presented above, which comprehensively address the potential for impacts from increased Agricultural Promotional Events and Special Events at existing and future study facilities.

## 12.6 Significant Environmental Effects Which Cannot Be Avoided

According to the CEQA Guidelines Section 15126.2(b), an EIR must include a description of impacts identified as significant and unavoidable, should the proposed action be implemented. When the determination is made that either mitigation is not feasible or only partial mitigation is feasible, such that the impact is not reduced to a less-than-significant level, such impacts would be considered significant and unavoidable. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigation measures imposed by the County. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the County Board of Supervisors as part of the County's certification action. The only significant and unavoidable impact identified for proposed project is Impact 12-10, Study intersections under Cumulative Plus Project Conditions, specifically related to the SR 49/Cramer Road intersection.